

**MINUTES** of a meeting of the **CABINET MEMBER FOR HIGHWAYS, TRANSPORT AND INFRASTRUCTURE** held on 1 March 2016 at County Hall, Matlock.

**PRESENT**

Cabinet Member – Councillor D Collins

Also in attendance – Councillors P Dunn and J Owen.

In accordance with Standing Order 17.6, Councillor David Williams attended as Local Member for Minute No. 26/16.

An apology for absence was submitted on behalf of Councillor S A Spencer

**19/16      PETITIONS      **RESOLVED** (1) to receive the under-mentioned petitions:-**

<b><u>Location/Subject</u></b>	<b><u>Signatures</u></b>	<b><u>Local Member</u></b>
Bus Service 21 – Concerns regarding re-routing of bus service	532	Councillors G Birkin, M Booth, C Hart and J Frudd
Matlock Bath – Request to abandon the proposed on-street parking charges	7,751	Councillor I Ratcliffe
A6 New Mills to Furness Vale – Request to Reduce to reduce speed limit to 30mph	57	Councillor B Atkins

and (2) that the Strategic Director – Economy, Transport and Environment be asked to investigate the matters raised in the Kirk Hallam Bus Service 21 and A6 New Mills to Furness Vale petitions; and

(3) that the Strategic Director – Economy, Transport and Environment considers the Matlock Bath petition and the comments contained within it, when preparing a report on the responses received following the advertisement of the proposed Traffic Regulation Order in Matlock Bath.

**20/16      MINUTES      **RESOLVED** that the Minutes of the meeting of the Cabinet Member for Highways, Transport and Infrastructure held on 9 February 2016 be confirmed as a correct record and signed by the Cabinet Member.**

**21/16      PETITION – REQUEST FOR THE REMOVAL OF EXISTING TRAFFIC CALMING MEASURES ON VARIOUS ROADS IN CLOWNE**

Following receipt of a petition requesting the removal of all the existing full width traffic calming features and introduce another form of traffic calming, the contents of the petition have been considered. It was recommended that a review of these measures in Clowne be undertaken to ascertain if the number could be reduced whilst still maintaining reduced vehicle speeds and good collision history.

The new housing development would have no further vertical traffic calming features as it would have been designed in accordance with Manual for Streets, which encourages the actual road layout to be engineered in a way that would remove the need for these features.

**RESOLVED** that a scheme in Clowne is considered as part of the list of schemes in the 2016-17 Local Transport Plan programme.

**22/16      PETITION – REQUEST TO REINSTATE A LOCAL BUS SERVICE TO INCLUDE BROOKFIELD PARK AND ADJACENT PARK HOME SITES ON MILL LANE, OLD TUPTON**

Investigations have been undertaken following the receipt of a petition requesting the reinstatement of a local bus service to include Brookfield Park and adjacent Park Homes sites on Mill Lane, Old Tupton.

Stagecoach Chesterfield had been approached to alter its commercial Service 51 but was unable to alter the route. Re-routing of Service 63A would not be possible without a negative impact on the current service. The operator of the 63A route who also operated the former Service 52 has said that passenger numbers were low and to re-route to serve Brookfield Park would leave another area with good passenger number unserved.

No other local bus service provided by the Council that serve Clay Cross have spare time in their timetable that could accommodate a diversion along Mill Lane. Any solution would require additional subsidy from the Council and there was no funding available for this.

**RESOLVED** that (1) the request for the reinstatement of a local bus service to include Brookfield Park and adjacent Park Home sites on Mill Lane, Old Tupton should not be pursued; and

(2) the local Member and lead petitioner be advised accordingly.

**23/16      BYRON STREET, ILKESTON – OBJECTION TO PROPOSED ‘NO WAITING AT ANY TIME’ RESTRICTION**

Following consultation on the proposed ‘No Waiting At Any Time’ restriction on Byron Street, Ilkeston, an objection has been received.

The purpose of the proposal was to remove vehicles from the location at which parked vehicles were creating access issues in the turning head. The

restriction would provide a legally enforceable reminder that this area was not suitable for parking. It would be the minimum required to maintain access for the refuse vehicles and ensure residents were inconvenienced as little as possible. The Disabled Parking Bay required by a disabled and elderly resident would remain in place.

The objector asserts that the eastern end of the road was as narrow as the turning head however no reports have been received regarding access issues at this point.

**RESOLVED** (1) to approve the introduction of a 'No Waiting At Any Time' restriction for Byron Street, Ilkeston, as shown on the attached drawing number HMT/KH/230/13, with associated costs being met from the 2015-16 Traffic Management Revenue budget; and

(2) that the Local Member and objector be informed accordingly.

**24/16      MANAGEMENT OF GREEN LANES – APPROVAL OF ACTION PLAN EXPENDITURE FOR 2015-16**

The report outlined indicative expenditure for proposed schemes at Eyam Byways Open to All Traffic (BOAT) 34/Grindleford RB 32 (£25,000); Beet Lane (£25,000); Foolow BOAT 20 (£10,000); Brushfield (£40,000); Beeley Hilltop (£25,000) and route improvements (£15,000). The routes have been selected on the basis that they required immediate attention or enhancement of the drainage system.

Preliminary discussions have been held with the County Council's approved consultants with a view to drawing up designs. Once agreed consultation would be undertaken.

**RESOLVED** (1) to approve the 2015-16 Action Plan and associated expenditure; and

(2) that any objections received to the named schemes within the report are resolved by the Strategic Director – Economy, Transport and Environment in consultation with the Cabinet Member.

**25/16      CONSULTATION : HIGH PEAK LOCAL PLAN SCHEDULE OF MAIN MODIFICATIONS**

In June 2015 High Peak borough council carried out public consultation on its High Peak Local Plan Further Evidence (HPLPFE), which addressed issues relating to the housing provision requirements for the Borough up to 2031 and the potential impacts of the proposed housing allocation at Woodhead Road, Glossop on the landscape and heritage assets in the area.

The County Council submitted formal comments approved at the Cabinet Member meetings on 15 July 2014 and 8 September 2015. In addition, the County council submitted officer's informal technical comments on 14 October

2015 on the Borough Council's further consultation of its High Peak Local Plan : Proposed Modifications to the Proposed Housing Allocation at Hogshaw, Buxton.

In order to meet the statutory deadline of 28 January 2016 for submission of comments on the Main Modifications, provisional informal Member and Officer technical comments were submitted, subject to agreement at this meeting. The officers' technical comments were detailed in the report.

**RESOLVED** that authority be delegated to officers to send a formal response to High Peak Borough Council in line with the issues and comments set out in the report.

**26/16      REQUEST FOR GRANT AID FOR HEAGE WINDMILL TRUST**

Heage Windmill was a Grade II\* listed building and was leased to Heage Windmill Trust (HWT) by the County Council. The Trust was a 'not for profit' organisation and the little revenue made was put aside for running costs and future maintenance work. The discovery of serious and expensive structural problems was totally unforeseen for which the Trust does not have all the required finance for repair.

It was proposed that funding from the County Council's Historic Environment Grants Budget could be made available to bridge the gap in the Trust's funding. It would underpin other funding that has been raised through HWT's Trouble at the Mill campaign. The allocation of £10,000 would help to secure the continued sustainable use of the building.

The building has been entered on the Historic England's Buildings at Risk Register which would allow the Trust to apply for funding from Historic England.

Councillor David Williams supported the recommendation to provide funding for the unpaid volunteer HWT.

**RESOLVED** to approve the allocation of £10,000 grant from the Historic Environment Grants budget to the Heage Windmill Trust for the repair of Heage Windmill.

**27/16      BUDGET MONITORING 2015-16 – PERIOD 9**      The net controllable budget for the Highways, Transport and Infrastructure Portfolio was £79.827m. The Revenue Budget Monitoring Statement, prepared at Period 9, indicated that there was a projected year end underspend of £0.415m. There was an amount of overspend of £0.742m on the provision of local bus services and this was agreed by Cabinet to be met from General Reserves over 2 years. The forecast was therefore an underspend of £1.157m.

Key variances included Highway Maintenance (projected overspend of £1.940m), Waste Management (projected underspend of £1.163m) and unallocated budget £1.403m.

Budget reductions totalling £5.099m were allocated for the year and it was anticipated that £4.027m of these would have been achieved by the year end. The reason for non-achievement the late implementation of the Street Lighting LAD savings, on Derwent Valley Mills in 2015-16 was due to Cabinet agreeing to defer it to 2016-17 and Cabinet agreeing to support the provision of local bus services the cost of which would be met from General Reserves over two years.

Earmarked Reserves totalling £25.029m were currently held to support future expenditure for Grants (including £1.9m Road Safety PSA II)(£2.070m), Committed Liabilities – Revenue (£2.114m), Committed Liabilities – Capital (£15.115m), Winter Maintenance (£2.000m), Partnership and Other Councils monies held by Derbyshire County Council (£0.214m), Derwent Valley Mills World Heritage Site (£0.162m), Laboratory and Fleet Equipment (£0.142m), Waste Recycling Initiatives (£0.391m), Non-Committed Reserves including previous years' underspends (£2.432m), Derby and Derbyshire Road Safety Partnership (£0.318m) and External Vehicles Maintenance Reserve (£0.071).

Resolved to note the report.

**28/16      EXCLUSION OF THE PUBLIC      RESOLVED** that the public, including the press, be excluded from the meeting during consideration of the remaining item on the agenda to avoid the disclosure of the kind of exempt information detailed in the following summary of proceedings:-

**SUMMARY OF PROCEEDINGS CONDUCTED AFTER THE PUBLIC, INCLUDING THE PRESS, WERE EXCLUDED FROM THE MEETING**

1. To confirm the exempt Minutes of the meeting held on 9 February 2016.

**29/16      EXEMPT MINUTES      RESOLVED** that the exempt Minutes of the meeting of the Cabinet Member for Highways, Transport and Infrastructure held on 9 February 2016 be confirmed as a correct record and signed by the Cabinet Member.