

**MINUTES** of a meeting of the **CABINET MEMBER FOR HIGHWAYS, TRANSPORT AND INFRASTRUCTURE** held on 3 March 2015 at County Hall, Matlock.

**PRESENT**

Cabinet Member – Councillor D Collins

Also in attendance – Councillors J Owen, T Southerd and S A Spencer.

**21/15      PETITIONS      RESOLVED** (1) to receive the under-mentioned petitions:-

<b>Location/Subject</b>	<b>Signatures</b>	<b>Local Member</b>
Save the Handley Road Infant School    School    Crossing Service	460	Councillor D Collins
Temple Normanton –Bus Shelters	69	Councillor Julie Hill
Dronfield, Snape Hill Lane – Request for Traffic Calming Measures	177	Councillor Janet Hill
Shirebrook, Main Street – Request for Pedestrian Crossing near the Great Northern Hotel	957	Councillor M Stockdale

(2) to note that the lead petitioner for the Handley Road Infant School petition has been advised that the County Council's Cabinet has approved the School Crossing Patrol Service consultation which is on the County Council website and closes on 21 April 2015;

(3) to note that the Temple Normanton – Bus Shelters petition has been forwarded to Temple Normanton Parish Council who own the bus shelters and are responsible for maintenance and cleaning; and

(4) that the Strategic Director – Economy, Transport and Environment be asked to investigate the matters raised in the Snape Hill Lane, Dronfield and Main Street, Shirebrook petitions.

**22/15      MINUTES      **RESOLVED**** that the Minutes of the meeting of the Cabinet Member for 10 February 2015 be confirmed as a correct record and signed by the Cabinet Member.

**23/15      PETITION – OXFORD STREET, RIPLEY – REQUEST FOR AMENDMENT TO EXISTING PARKING RESTRICTIONS**      Following receipt of a petition requesting amendment of existing parking restrictions to help improve the commercial vitality of Oxford Street, Ripley, investigations have been undertaken.

To enhance the commercial vitality of the area but also to maintain an adequate level of pedestrian safety at the busiest times, it was recommended that motorists be permitted to access and park on Oxford Street between 4pm and 10am. To achieve this it was proposed that the Traffic Regulation Order for the 'pedestrian zone' be replaced with a 'restricted zone'. It was also felt that further on-street parking could be accommodated on Wellington Street.

**RESOLVED** to approve (1) the proposed changes to parking controls on Oxford Street and Wellington Street, Ripley;

(2) the necessary Traffic Regulation Order process commences with necessary consultations with appropriate stakeholders and the local community; and

(3) the Local Members and petitioners be informed of the decision.

**24/15      B6038 HASLAND TO NORTH WINGFIELD, B6039 HASLAND TO TIBSHELF, CHESTERFIELD – PROPOSED 20MPH SPEED LIMIT**

Following the public advertisement and consultation on a 20mph speed limit in the centre of Hasland on the B6038 Hasland Road and Mansfield Road and B6039, an objection has been received.

A signalled-controlled junction was introduced as an accident reduction scheme, however during the three year period the traffic signals were installed, nine injury accidents were reported within the lengths of road proposed to be covered by the 20mph speed limit. Following representations made from the Hasland Traffic Light Working Group over congestion issues and the number of reported injury accidents, a scheme to provide a shared surface was designed and consulted upon. For the scheme to work successfully, a reduced speed limit was imperative to ensure the safety of all the users of the new road layout.

**RESOLVED** that (1) the proposed 20mph speed limit on the B6038 and B6039, Hasland be implemented as advertised and as shown on attached drawing No. HMT/BG/296/14/A; and

(2) the Local Member, the Chief Constable and the Objector be notified accordingly.

**25/15      OBJECTIONS TO WAITING PROPOSALS – SMITHY CROFT, LONGCROFT ROAD AND CROFT LEA, DRONFIELD WOODHOUSE**

Following advertisement of proposals to introduce waiting restrictions in the vicinity of William Levick School, Smithy Croft, Dronfield Woodhouse, nine objections were received from residents opposite and adjacent to the school.

The comments included – ‘any slight congestion caused is for short periods only; vehicle speeds are kept low due to the presence of parked cars; the keep clear zig-zag markings are already respected; although some of the restrictions would only apply Monday to Friday; they would also be applicable 52 weeks of the year; vehicle speeds might increase if parking were to be prohibited; restrictions will not reduce the number of vehicles visiting the area, it will just displace the parking elsewhere; and restrictions could potentially be ignored whilst ever no Enforcement Officer is present’. It was also noted that it was possible to set down and pick up passengers on single and double yellow line restrictions without committing an offence.

Bearing these points in mind, it was not proposed to pursue a scheme of waiting restrictions at this location, at this time.

**RESOLVED** that (1) the proposal to introduce waiting restrictions on Smithy Croft, Longcroft Road and Croft Lea, Dronfield Woodhouse is not pursued at this time; (2) the location continues to be monitored by officers in the Traffic and Safety team; and (3) the local Member and objectors be informed accordingly.

**26/15      NATIONAL CYCLE CHALLENGE**      ‘Love To Ride’ was a national social enterprise committed to increasing the numbers of individuals cycling and the challenge, which will run from 8-28 June in 2015, was a competition between organisations across the United Kingdom (UK) to see who can get the most staff to try riding a bike.

To help encourage local authority participation the organisers have drawn up a range of options from fully bespoke programmes supported with Local Challenge Managers to a Freemium package with no frills. The price options vary from £0 for the Freemium option to up to £50,000 for the Fully Customised package.

The Freemium was a no cost option and included access to the ‘Love To Ride’ website and ‘where to ride’ information, plus the availability of national marketing materials and access to national competitions and prizes. It would require in-house resources to lead and promote the challenge to local businesses and would not include access to advice and guidance from the ‘Love To Ride’ team. However it would provide an opportunity to test the appetite for this initiative in the County at no direct cost.

**RESOLVED** that approval be given for (1) Derbyshire County Council to register as a partner in the National Cycle Challenge; and

(2) the Freemium Option be the preferred option to engage in this process for 2015, with equal consideration being given to all available options in terms of participation in future years, should the programme be recognised as beneficial.

#### **27/15      DIGITAL DERBYSHIRE – INTERIM PROJECT MANAGEMENT**

The departure of the previous Project Manager in October 2013 necessitated the development of a contingency strategy to ensure that the Digital Derbyshire programme continued to be managed effectively and to ensure delivery of critical actions. The situation was further exacerbated by the departure of the Project Officer responsible for managing the European Regional Development Fund (ERDF) element of the programme; and in December 2014 the Project Officer (Contracts).

A key part of the contingency strategy was the urgent contracting of a suitably qualified, interim project management resource to ensure continuity. A formal quotation process was undertaken, under Protocol 6 of the Council's Financial Regulations to appoint an interim Project Manager. Concurrently, the process was initiated to recruit a permanent Project Manager, as well as a new post of Project Officer (Community Engagement). The new Project Manager has been successfully engaged but will not be in post until Monday 27 April 2015 and a new external recruitment process was now underway to seek appointment to both Project Officer posts.

The on-going staff shortages have led to the necessity to utilise the interim Project Manager more than expected in the original tender. The full Digital Derbyshire team should be in place by the end of April 2015 and it was proposed that the interim Project Manager was retained until this time to ensure effective handover and continuity of delivery.

**RESOLVED** to approve the proposed budget to extend the provision of interim Project Management resource to Digital Derbyshire in line with Protocol 10 of the Council's Financial Regulations at a cost of £70,000 (excluding VAT).

#### **28/15      AWARD OF GRANTS TO EXTERNAL RECIPIENTS**

**RESOLVED** to approve the award of grants to the following recipients:

- £366.08 to J & J B Dalton on the replacement, to improve access to a public right of way, of a stile with a gate on Footpath 21, Parish of Hope
- £425.50 to C A Bonsall on the replacement of a gate with a self-closing gate on Bridleway 13, Parish of South Wingfield
- £116.57 to E W Reeves on the repair of two stiles on Footpaths 6 and 7, Parish of Shirley.

#### **29/15      UPDATE OF THE REVIEW OF COUNTY COUNCIL PASSENGER TRANSPORT PROVISION**

Following the approval of the Cabinet Member – Strategic Policy and Budget on 28 May 2014, to review passenger transport services and identify efficiencies and cost savings, a Review Working Group was established from the three departments (Economy, Transport and Environment

(ETE), Children and Younger Adults (CAYA) and Adult Care) with the Deputy Cabinet Member for Highways, Transport and Infrastructure as Chair.

The Group initially focused on developing its knowledge and understanding of different transport services, including Special Needs (high dependency children/young adults), Support Centres, Mainstream School Bus, and the Smarter Travel programme. Integrated Transport Planning Ltd (ITP) was appointed to provide technical advice and support and has assisted the Working Group by Benchmarking comparisons with other authorities; Identifying good practice in other authorities; facilitating meetings with Staffordshire and Nottinghamshire County Councils to exchange experiences with a view to exploring cross border efficiencies; carrying out a pilot review of two areas of travel destination; and establishing links with the National Health Service (NHS) (particularly non-emergency Patient Transport Services). The emerging themes and issues included policy and entitlement; budgets/cuts and new or better ways of working, including effective planning and regular review of contracts; integration of services from different groups timeframes about school and college admissions; and independent travel training.

From the emerging themes, ITP and officers from the Working Group have agreed a work programme which has identified several priority areas – improved planning, procurement and review; revised staffing structures; area based reviews of Special Needs and Adult Care services and vehicle utilisation.

**RESOLVED** to (1) note the progress made by the Working Group in reviewing the County Council's passenger transport provision;

(2) endorse the work programme as outlined in the report; and

(3) approve the proposed review of the staffing structure of the specialist transport teams, which would be subject to staff and trade union consultation.

**30/15      BUDGET MONITORING 2014-15 – PERIOD 9**      The net controllable budget for the Highways, Transport and Infrastructure Portfolio was £81.375m. The Revenue Budget Monitoring Statement, prepared at Period 9, indicated that there was a projected year end overspend of £0.968m. Details of this projection were itemised in the report.

Key variances included Transport and Technical Policy (projected underspend of £1.622m), Highway Management (contracting and design) (projected overspend of £0.480m), Highway Maintenance (winter maintenance) (projected overspend of £1.076m) and Waste Management (projected overspend of £1.363m).

Budget reductions totalling £7.259m were allocated for the year and it was anticipated that £5.502m of these would have been achieved by the year end. The reason for non-achievement on Waste Disposal efficiencies was the current projected overspend and for Increase Income on Schemes was due to

implementation dates for Permit Schemes not being until April 2015 and on-street parking schemes implementation dates in May and June 2015.

Earmarked Reserves totalling £20.941 were currently held to support future expenditure for Grants (including £1.9m Road Safety PSA II)(£2.094m), Committed Liabilities – Revenue (£2.201m), Committed Liabilities – Capital (£10.134m), Winter Maintenance (£2.000m), Partnership and Other Councils monies held by Derbyshire County Council (£0.318m), Single Asset Management System (£0.250m), Derwent Valley Mills World Heritage Site (£0.152m), Laboratory and Fleet Equipment (£0.195m), Waste Recycling Initiatives (£0.391m) and Non Committed Reserves including previous years' underspends (£3.206m).

Resolved to note the report.

**31/15      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 10 February 2015.
2. To consider the exempt Reports of the Strategic Director – Economy, Transport and Environment on:-
  - (a) Changes to Visitor Centre Operations in the Countryside Service (North Area). (contains information relating to any individual)
  - (b) Gully Emptying Service in Chesterfield Borough. (contains information relating to any individual)