

MINUTES of a meeting of the **CABINET MEMBER FOR JOBS, ECONOMY AND TRANSPORT** held on 4 March 2014 at County Hall, Matlock.

PRESENT

Cabinet Member – Councillor J E Dixon

Also in attendance – Councillors A Botham, D Collins and C A Hart.

37/14 PETITIONS RESOLVED (1) to receive the under-mentioned petitions:-

Location/Subject	Signatures	Local Member
Tibshelf, High Street – Request to change the parking restrictions from 20 minutes to 30 minutes	13	Councillor C R Moesby
Provision of Transport to Sixth Form pupils at Eckington School	113	Councillors B Ridgway and D W E Charles
Shirebrook, Ashbourne Court – Parking Issues	27	Councillor M Stockdale
A6 Milford – Request for Pedestrian Crossing between Milford Village Shop and the New Inn	234	Councillor S J Bradford

(2) to note that the Eckington School petition has also been received by the Cabinet Member for Children and Younger Adults and passed to the Strategic Director – Children & Younger Adults to investigate the matters raised; and

(3) that the Strategic Director – Economy, Transport and Environment be asked to investigate the matters raised in the Tibshelf, Shirebrook and Milford petitions.

38/14 MINUTES RESOLVED that the Minutes of the meeting of the Cabinet Member for Jobs, Economy and Transport held on 11 February 2014 be confirmed as a correct record and signed by the Cabinet Member.

39/14 PETITION – OBJECTION TO THE 44A BUS FROM CHESTERFIELD TERMINATING AT COAL ASTON AND NOT CONTINUING TO SHEFFIELD A petition was been received on 16 April 2013 which requested

the reinstatement of the previous half-hourly 44a bus service from Coal Aston to Sheffield.

The service was a commercial service operated by Stagecoach and since April 2013 the 44a has operated hourly from Coal Aston to Sheffield giving 13 journeys each way to and from Sheffield, Monday to Friday and 12 journeys each way on Saturdays. From Coal Aston to Chesterfield there were 22 journeys in each direction, Monday to Friday and 12 on Saturdays. It was unlikely that a commercial service would be forthcoming. Stagecoach was unable to reinstate a loss making service and no other operator has stepped in to provide the journeys that have been taken off between Coal Aston and Sheffield.

Consideration has been given to the request to reinstate a half hourly service and to requests from Apperknowle residents to reinstate part of service 253, however there was no budgetary provision for the County Council to provide the level of frequency requested. Any provision could only be made by withdrawing, or reducing support for other services elsewhere in Derbyshire. It was therefore concluded that the additional cost could not be justified.

RESOLVED to (1) note that the current local bus support budget is already fully committed and the significant additional cost to replace a commercial withdrawal could not be justified; and

(2) the Local Member and lead petitioner be advised of the views as set out in this report.

40/14 PROPOSED AMENDMENTS TO WAITING RESTRICTIONS - CHINLEY Following public consultation for a proposed 'No Waiting' restriction on Station Road, Chinley, the removal of some limited waiting restrictions on Princes Road, Chinley and changes to restrictions on Lower Lane, Chinley, objections have been received relating to Station Road.

The 'No Waiting at Any 'time ' restriction was proposed originally as it was considered that the restricted areas were the minimum required to keep the road accessible at all time and parking could compromise the safe passage of vehicles. It was however acknowledged that the bulk of the parking problems occurred during the working week and a single yellow line prohibiting parking from Monday to Friday between 8am and 6pm could be considered. Following further discussions with the Parish Council a revised proposal for Station Road has been suggested.

RESOLVED that (1) the amendments proposed for Princes Road, Chinley and Lower Lane, Chinley be approved and progressed to implementation;

(2) the revised proposal relating to Station Road, Chinley, shown on drawing number NTA/IM/100/12-1D, be re-advertised; and

(3) the Local Member and objectors be informed of the decision.

41/14 2014/15 PROGRAMME OF PART NIGHT LIGHTING SCHEMES AND COMMUNITY ENGAGEMENT

The report detailed the 44 parishes and towns where part night lighting could be implemented during 2014/15. This would potentially deliver an additional energy reduction of over 2,000,000kWh in electricity and 1,000 tonnes of carbon annually.

An assessment has been carried out by reference to Safer Derbyshire Research and Information performance data and overall there has been little change in both reported crime and anti-social behaviour within the part night lit areas. Levels would continue to be monitored at periodic intervals. No specific assessment with regard to the impact on Road Safety would be possible until part night lit areas have operated for a minimum of three years

As an alternative to letter drops it was suggested that the publication 'Your Derbyshire', which was produced and delivered to households on a quarterly basis, could be utilised in conjunction with the County Council's website to advise on the areas where part night lighting was to be introduced and how to comment on the proposals. The existing engagement process with Parish/Town Councils and Local Members would continue with greater emphasis on increasing community awareness of the project.

RESOLVED to (1) approve the programme of areas where part night and permanent switching off of lighting will be implemented during 2014/15; and

(2) approve the revised means of community engagement utilising 'Your Derbyshire' where appropriate together with further information available on the County Council's website, reducing overall project cost.

42/13 CIVIL PARKING ENFORCEMENT – 2012/13 ANNUAL REPORT

Parksmarter, Derbyshire's parking partnership, was required to produce a report on Civil Parking Enforcement activity. The report included input from the District and Borough Councils, future plans, details of enforcement activity by way of penalty charge notices issued, appeals (received, accepted and rejected) and some financial data.

The District and Borough Councils were seeking approval from their Lead Members and it was hoped to publish the report by the end of March 2014. The report would be published on the Parksmarter website and district, borough and County Council websites.

RESOLVED to approve the publication of the Parksmarter Annual Report for 2012/13, attached to the report as Appendix A, on the partnership's website.

43/14 CONSULTATION ON M1 MOTORWAY SPEED LIMIT

A scheme to put in place a 'managed motorway' system on the M1 Motorway between Junctions 28 at South Normanton and 31 at Aston (South Yorkshire), has been under development for some time. This project, to date has been supported

by the County Council on the basis that the essential movement of people and goods in the area relied heavily upon the Motorway being able to deal efficiently with strategic traffic.

The Highways Agency (HA) which was responsible for the maintenance and improvement of the M1, expects the managed motorway scheme to result in smoother traffic flows, reduced congestion, better journey reliability and better information for users. An environmental assessment of the scheme has shown that because it would allow traffic volumes to grow it would impact adversely on existing Air Quality Management Areas (AQMAs). The HA has to find ways to mitigate this impact and considered the use of barriers, noise-absorbing surfacing or even realignment of tunnelling as undeliverable. The HA specific proposal was for a maximum speed limit of 60mph to be applied between 7am and 7pm every day.

The County council considers that there were several key considerations relating to the impact of the proposal on the use of roads for which the County Council was responsible; road safety; the local environment and on carbon emission and the ability of the M1 to serve its purpose as one of the key corridors on which the County and its economy depends. Details of the concerns and impacts were contained within the report.

It was a matter of considerable concern that the introduction of a 'blanket' speed limit for 12 hours every day would mean that it would apply at times when emissions would not actually represent a problem. It was clear from responses already received, in particular for organisations representing business interests that the introduction of the limit would add to the perception of the M1 as congested and act as a disincentive to investment in the area and a restriction to economic growth.

RESOLVED to (1) note the proposal for the Highways Agency to introduce a maximum mandatory speed limit on the M1 Motorway within Derbyshire;

(2) confirm the County Council's objection to the proposed maximum mandatory speed limit because of concerns over its impact on local roads and upon the perceived effectiveness of the M1 as a key corridor; and

(3) request immediate liaison with the Highways Agency over the options available to balance capacity and environmental considerations on the M1 itself, and on connecting roads.

44/14 CROMFORD CANAL - DREDGING Following dredging of the Cromford Canal the depth of the water in the last 600/700 metres, north of the terminus at Leawood Pumphouse, was not sufficient to operate the Friends of Cromford Canal's (FCC) trip boat when fully laden.

FCC was aware that the budget for dredging this section was fully committed and the Authority was not in a position to allocate further funding. They

have therefore proposed to mount a campaign to try and raise external funds to undertake the work and were seeking confirmation that the County Council supported their proposal in principle. It was suggested that such support be given but on the basis that there was no commitment by the Authority to give any financial support to the project, although there would be officer time required to ensure that any bid was acceptable to the Authority. It would also be stipulated that any work would need County Council and other relevant permissions.

RESOLVED (1) to support in principle the Friends of Cromford Canal undertaking a fund raising campaign to seek the resource subject to the County Council endorsing funding bids to carry out further dredging works on the Cromford Canal; and

(2) that should resources be secured, any works on the Canal be subject to County Council approval and all relevant permission being in place.

45/14 CYCLE HIRE PROMOTIONAL OFFERS

The cycle hire centre at Middleton Top has seen a reduction of use and revenue over the last few years. The development of the White Peak Loop and events such as the Tour de France and the Summer of Cycling could provide a major boost to cycling and offer an opportunity to promote the Middleton Top centre. This could be done by development of promotional offers which were marketed across the County in libraries, Tourist Information Centres and other similar venues. The proposal was a reduction equivalent to the cost of car parking for anyone who is hiring a bike as a general inducement and hire one bike and the second bike would be half price. A 'flyer' would be produced to be actively distributed and a downloadable version would be available on the County Council's website.

It was suggested that the offer be implemented in two parts, from April to the end of May (excluding the school holiday weeks) and if successful, from September until the end of the season (excluding half term week).

RESOLVED that a promotional offer for the cycle hire centre at Middleton Top is made which will promote hires consisting of:

- A reduction equivalent to the cost of car parking for anyone who is hiring a bike as a general inducement.
- Hire one bike and the second bike will be half price.

46/14 PAY AND DISPLAY AT COUNTRYSIDE SITES The report approved at the meeting on 12 November 2013 unfortunately excluded the tariff for vehicles towing a trailer alongside lorries and coaches. There was not now sufficient time to gain Cabinet Member approval for the increase and advertise the tariff before implementation on 1 April 2014.

Taking in to account the cost of advertising, alteration to machines and alteration to signage it was suggested that the increase be implemented for cars

and the increased charges for lorries, coaches and vehicles towing a trailer be implemented in 2015.

RESOLVED that approval be given to defer price increases for lorries, coaches and vehicles towing trailers at County Council Countryside Car Parks until April 2015.

47/14 CHESTERFIELD DRAFT COMMUNITY INFRASTRUCTURE LEVY CHARGING SCHEDULE The County Council has been consulted by Chesterfield Borough Council on the Chesterfield Community Infrastructure Levy (CIL) Draft Charging Schedule.

Based on the viability evidence accompanying the Draft Charging Schedule, officers were of the view that the proposed residential charging zones and rates were appropriate and viable. The proposed approach to relief and discretionary relief for liability to pay CIL was welcomed.

The Draft Charging Schedule included an instalment policy, which was welcomed as it would provide much needed flexibility regarding finance and cash flow for smaller developers or those developing with marginal viability.

It was Chesterfield Borough Council's intention to use CIL to fund strategic infrastructure, including road capacity, green infrastructure and the Chesterfield Canal, flood mitigation, land remediation, new schools, sustainable transport measures and other large scale community facilities. The Borough Council would continue to use Section 106 planning obligations to fund affordable housing, on-site infrastructure and improvements to existing facilities.

There was generally good alignment between the Derbyshire Infrastructure Plan and Chesterfield Infrastructure Plan and Draft Charging Schedule. However the Derbyshire Infrastructure Plan identified a need to provide an additional household waste recycling centre to service new residential development in Chesterfield and this had been omitted from Chesterfield Infrastructure Plan. Waste management should be added to the list of infrastructure types to be funded via CIL.

Charging authorities were required to pass a proposition of CIL receipts to Town and Parish Councils and whilst it was recognised that this was consistent with national legislation, there was concern that this would result in less funding available for strategic infrastructure and services delivered by the County Council.

RESOLVED to approve the County Council's response based on the comments in the report.

48/14 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 11 February 2014.

49/14 **EXEMPT MINUTES** **RESOLVED** that the exempt Minutes of the meeting of the Cabinet Member for Jobs, Economy and Transport held on 11 February 2014 be confirmed as a correct record and signed by the Cabinet Member.

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