

MINUTES of a meeting of the **CABINET MEMBER FOR HIGHWAYS, TRANSPORT AND INFRASTRUCTURE** held at County Hall, Matlock on 31 January 2019

PRESENT

Cabinet Member - Councillor S A Spencer

Also in attendance - Councillor T Ainsworth and G Hickton

In accordance with Standing Orders, Councillor I Ratcliffe attended the meeting as local Member in respect of Minute No. 03/19.

01/19 PETITION RESOLVED (1) to receive the under-mentioned petition:-

Location/Subject	Signatures	Local Member
Longmoor Primary School – Request for Double Yellow Lines on the corners of Wellington Street, Bennett Street and Welbeck Road, Long Eaton.	150	Councillor G Hickton

(2) that the Strategic Director – Economy, Transport and Environment investigates and considers the matters raised in the petition.

02/19 MINUTES RESOLVED that the Minutes of the meeting of the Cabinet Member for Highways, Transport and Infrastructure held on 20 December 2018 be confirmed as a correct record and signed by the Cabinet Member.

03/19 20MPH SPEED LIMITS IN DERBYSHIRE A report was considered by Cabinet on 3 May 2016 regarding a review of how 20mph speed limits are used in Derbyshire. Roads with 20mph limits have boundary and repeater signage but no physical measures, roads in a 20mph zones use traffic calming measures to reduce vehicle speeds making the area largely self-enforcing. The report referred to 20mph limits.

20mph limit pilot projects were agreed to take place in Brassington, Ilkeston and Fritchley and preliminary data collection has been carried out, but no physical works or speed limit signs have yet been installed. Extensive data from an existing trial site in Padfield has also been collected and analysed. The purpose of the trials was to provide information and guidance for more rural environments relevant to Derbyshire as much of the current national advice and guidance was centred on dense urban environments.

The Department for Transport's (DfT) case studies showed a reduction to the average speed of under 1mph and no evidence to suggest that there has been any reductions in collisions and casualties. The data collected at the Padfield trial site tallied with the existing national guidance. The main non-tangible benefits mentioned by supporters were that 20mph limits improved peoples' perception of where they lived and have wider health benefits, such as encouraging walking and cycling. This was not evidenced by the qualitative survey carried out in Padfield. In terms of "value for money", it would be difficult to make a case in support of using a signed only 20mph speed limit.

The Police were of the opinion that they would only support the introduction of lower speed limits where it could be demonstrated that such a change would be largely self-enforcing.

In terms of injury related collisions, there have been none recorded within the existing 30mph zone in Brassington and none in Fritchley over the latest three year period for which data was held. It was therefore recommended that no further work was carried out with the trials at Brassington and Fritchley.

It was noted that where there was a collision history and it was necessary to reduce collisions and casualties, 20mph limits, supported by engineering measures still have a role to play.

The Cabinet Member invited Councillor Irene Ratcliffe, Local County Councillor covering Brassington, to address the meeting. Brassington was within the limestone quarrying area of the County and also on the route to Carsington Water, which attracted many tourist. The village has narrow roads, some with pinch points and many footpaths were narrow, this together with speeding vehicles did not encourage residents to walk or cycle, even from one end of the village, where the recreation ground was, to the other, where the village hall was located. Brassington Community Plan was endeavouring to improve the quality of life for the village. A community speed watch has also been set up. The 20mph trial has received the full support of the community and seen as a positive way forward. The DfT trials had been in urban areas and the studies did not reference rural area. Detailed information on the benefits of 20mph limited were referenced by RoSPA and the Kings Fund.

The Cabinet Member also allowed Roger Jackson, Brassington Local Environment Group to address the meeting. Mr Jackson was accompanied by Rob Simpson, Brian Mallett and Alison Mallett. Mr Jackson stated that the Parish Council supported the groups views in relation 20mph speed limits for Brassington and this had been included in the Community Plan. Concern relating to speeding in Brassington had been ongoing for 8years. It was a small rural village used as a commuter cut through, where speeding was most prevalent on the downhill section. The playgroup met at the village hall at the top of the hill and the school was at the bottom of the hill. There were daily safety risk for parents and children. The offer to work with the school was welcomed but work needed to be undertaken with the

whole village. The DfT study had insufficient information on the impact on a rural village and the County Council's trial would provide important data.

The Cabinet Member acknowledged Councillor Ratcliffe's heartfelt opinion, however when considering policies and budgets his responsibility was to the County as a whole. When considering any change to speed limits which required enforcement, the Police oppose the proposal. In respect of Brassington officers would continue to investigate other options for works outside the school and the downhill flow including the village hall.

RESOLVED (1) that the trial sites for 20mph limit schemes at Brassington, Ilkeston and Fritchley, as identified at the meeting on 6 December 2016, should not be pursued any further at present; and

(2) the Local Members and relevant Parish/Town Councils be informed of the decision.

04/19 PETITION – B6052 CHESTERFIELD ROAD, ECKINGTON – CONCERNS REGARDING SPEED AND SAFETY

A petition has been received which reported a speeding and safety issue on the B6052 Chesterfield Road, Eckington, and requested a lowered speed limit of 20mph, the introduction of a weight limit and the erection of a vehicular activated sign.

The B6052 Chesterfield Road was a 'B' classified route linking Whittington Moor roundabout in Chesterfield with the B6056 in Eckington, which formed part of Derbyshire's strategic highway network. On leaving New Whittington, Chesterfield, the speed of the road increased from 30mph to 50mph and was predominantly rural until it reached the outskirts of Eckington where it reduced to a 40mph speed limit and then to 30mph prior to the main urban conurbation of Eckington.

Signed only 20mph schemes throughout the Country focused on the less strategic roads that were more residential in nature and the County Council's Speed Management Plan lists the criteria that must be met before vehicle activated signs were provided on the public highway. Speed readings undertaken in November 2018 indicated that there was generally good compliance with the speed limit. The 85th percentile speed was 32mph in the northeast direction, 34mph in the south-west bound direction. In the most recent three year period the injury collision database showed no incidents on this length of road. The current criteria required for the installation of a vehicular activated sign has not therefore been met.

Chesterfield Road formed part of a strategic route linking communities together and having an important strategic function. It was generally of a very high quality and was intended to carry large volumes of all types of traffic, a weight limit Could not therefore be recommended for this road.

RESOLVED that (1) the request to introduce a weight limit and a 20mph speed limit together with the installation of a vehicular activated speed sign on the B6052 Chesterfield Road, Eckington be refused; and

(2) the Local Member and lead petitioner be informed of the decision.

05/19 PETITION SHIREBROOK, ALDER WAY – PARKING AND SAFETY ISSUES Following receipt of a petition requesting that consideration be given to improving road safety along Alder Way, Shirebrook and hardening of the existing grass verges, the matter has been investigated.

The driving up onto the verge to park was an offence, enforceable by the Police, however officers have to witness the actual act of driving onto the footway. The Cabinet Member has written to the Derbyshire Police and Crime Commissioner, requesting that he contacts his locally based officers and requests that they carry out enforcement of this antisocial behaviour.

A recent site visit to Alder Way and Park Road, which suffered similar problems with parking, has taken place with highway officers, with a view to formulating a plan of action. However there was a significant cost involved with repairing verges or hardening them, together with ongoing maintenance costs; and the request to harden all the verges on Alder Way and Park Road would not be possible at the present time due to the estimated costs of in excess of £100,000.

A Traffic Regulation Order to provide short sections of double yellow lines on the cul-de-sac Orchard Close, which has the main entrance to the school located off it, has been advertised.

RESOLVED (1) to acknowledge the proposed improvements to road safety but the current request to have the verges hardened along Alder Way is refused; and

(2) the Local Member, Head Petitioner and the Chief Constable be informed of the decision.

06/19 OBJECTION TO THE (DERBY ROAD, HAWTHORNE STREET, SHERWOOD STREET, HADY LANE, UPPER LUM CLOSE, CLAYTON STREET, WAIN AVENUE, OWEN FALLS AVENUE AND PICCADILLY ROAD, CHESTERFIELD) (WAITING RESTRICTIONS) ORDER 2018

Following the public advertisement and consultation on the (Derby Road, Hawthorne Street, Sherwood Street, Hady Lane, Upper Lum Close, Clayton Street, Wain Avenue, Owen Falls Avenue and Piccadilly Road, Chesterfield) (Waiting Restrictions) Order 2018, objections have been received. The report detailed the objections and the officer responses.

Three minor amendments were proposed as follows:

- (1) To remove a 5metre section of double yellow line from across the drive of No. 65 Wain Avenue, as shown on drawing HMT/BG/27/18_REV_2.
- (2) To remove all of the three hour limited waiting bays outside Nos.6 –10 Piccadilly Road, as shown on drawing. No.HMT/BG/25/18_REV_2.
- (3) To reduce the length of double yellow lines by 17m on the west side of Hady Lane, as shown on drawing HMT/BG/24/18_REV_2.

RESOLVED (1) to approve the introduction of the Derby Road, Hawthorne Street, Sherwood Street, Hady Lane, Upper Lum Close, Clayton Street, Wain Avenue, Owen Falls Avenue and Piccadilly Road, Chesterfield) (Waiting Restrictions) Order 2018 and to recommend that the Order be made, subject to the three minor amendments as detailed in the report; and

(2) the Local Members, objectors and the Chief Constable be informed of the decision.

07/19 AWARD OF GRANTS TO EXTERNAL RECIPIENTS RESOLVED to approve the award of grant of £3,535 to the Trans Pennine Trail (hosted by Barnsley MBC).

08/19 TAPTON TERRACE PROPERTY LEVEL FLOOD PROTECTION SCHEME Tapton Terrace, Chesterfield was a row of 26 residential terrace properties and were in an area of high flood risk. In 2013-14, the County Council's Flood Risk Team looked at potential options to reduce flood risk to these properties and the most viable solution was to provide Property Level Protection.

An outline scheme was developed by the Chesterfield Borough Council and the total scheme cost came to £164,000, with £141,000 of Flood Defence Grant in Aid being allocated. A small funding gap of £23,000 remained. Derbyshire County Council and Chesterfield Borough Council agreed to fund this small gap to enable the scheme to go ahead as planned and the County Council committed an indicative allocation of £7,000 from the Council's Flood Reserve account.

RESOLVED to approve the contribution of £7,000 to Chesterfield Borough Council, which will assist in funding the Tapton Terrace Property Level Flood Protection Scheme.

09/19 CODE OF PRACTICE FOR WELL-MANAGED HIGHWAY INFRASTRUCTURE – APPROVAL OF TECHNICAL STRATEGIES AND PLANS On 26 July 2018, a number of documents were approved, including a Highway Infrastructure Asset Management Policy, a Highway Infrastructure Asset Management Strategy and Plan, a Network Hierarchy Plan, a Resilient Network Plan, a Data Management Strategy, a Highway Infrastructure Assets Safety Inspection Manual and a Highways Communication Strategy were approved at

Cabinet. Work has been underway to implement these documents and develop the supporting documentation, principles and processes. Revisions to Highway Infrastructure Assets Safety Inspection Manual and Reactive Maintenance Teams Operational Manual have been undertaken as detailed in the report and approval was sought to include and finalise these documents.

The proposals planned to deliver a new risk based approach to the recording of identified safety defects and their repair within current budgetary constraints across the highway network. Safety would remain the Council's key driver in delivering a Safe and Reliable Network.

RESOLVED (1) to approve the revisions to the Technical Manuals forming the basis of the report and attached as background papers to the report; and

(2) that responsibility for detailed changes to the manuals contained within the report, recommended through reviews be delegated to the Strategic Director – Economy, Transport and Environment.