

MINUTES of a meeting of the **CABINET MEMBER FOR JOBS, ECONOMY AND TRANSPORT** held on 9 September 2014 at County Hall, Matlock.

PRESENT

Cabinet Member – Councillor J E Dixon

An apology for absence was received from Councillor S A Spencer.

130/14 PETITIONS **RESOLVED** (1) to receive the under-mentioned petitions:-

Location/Subject	Signatures	Local Member
Hilcote - Request for Removal of Traffic Calming Measures	191 pro forma letters	Councillor C R Moesby
Hilcote, Hilcote Lane – Request for Speed Limit Reduction and Horse Warning Signs	23 pro forma letters	Councillor C R Moesby
Peak Forest, Tideswell Road – Peak Forest C of E Primary School – Request for School Warning Lights to be Reinstated	19 (individual letters)	Councillor J Street

and (2) that the Strategic Director – Economy, Transport and Environment be asked to investigate the matters raised.

131/14 MINUTES **RESOLVED** that the Minutes of the meeting of the Cabinet Member for Jobs, Economy and Transport held on 5 August 2014 be confirmed as a correct record and signed by the Cabinet Member.

132/14 PETITION – CHESTERFIELD, NEWBOLD ROAD – ST MARY’S CATHOLIC HIGH SCHOOL – ROAD SAFETY ISSUES AND REQUEST FOR PEDESTRIAN CROSSING Investigations have been undertaken following the receipt of a petition requesting improved road safety measures and a controlled crossing on Newbold Road, outside St Mary’s Catholic High School, Chesterfield.

A full pedestrian count was carried out on 21 May 2014, however the results fell well below the required number to support a controlled crossing. A previous count on 1 April 2014 indicated a similar number. Observations on 1 May 2014 showed that approximately 3% of students crossed Newbold Road outside the

school and others walked to cross at the Loundsley Green traffic signalled junction. The majority of pupils caught buses. In the last five years there have been two slight reported injury accidents, both being rear end shunts and one injury accident involving a vulnerable road user which was a pupil at the High School.

It was felt that some changes could be made to improve safety around the school, including additional 'SLOW' markings, a dedicated crossing point with tactile paving and coloured road surfacing and a sign to the school highlighting the entrance better.

The trees fronting Newbold Road in the vicinity of the school have been inspected by Chesterfield Borough Council and visibility could be improved by a crown lift to 5.2 metres over the highway. The trees to the west of Gatefield Close were in land owned by the Diocese of Hallam Trustee and Diocese of Hallam Pastoral Centre and to the east by Upper Newbold Housing Association Ltd. Officers would write to the Housing Association and the school could arrange to carry out the work to the trees located to the front of the building.

RESOLVED that (1) the request for a controlled crossing on Newbold Road, Chesterfield outside St Mary's Catholic High School be refused;

(2) additional pedestrian dropped kerbs, coloured surfacing and additional signs and white lines as detailed in the report be provided; and

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

133/14 PETITION – SHIRLAND PRIMARY SCHOOL – REQUEST FOR WARNING SIGNS, SAFETY RAILINGS AND ROAD HUMPS

Following the receipt of a petition requesting road safety measures in the vicinity of Shirland Primary School investigations have been carried out.

At a site meeting attended by Councillor Collins, the lead petitioner, Head Teacher, Parish Councillors and other supporters of the petition it was considered that warning signs should be provided on each approach to the school. Road humps could not be justified due to the lack of collision history on the road and the potential noise and vibration nuisance these might present to nearby residents. There were already adequate pedestrian guard railings in place at each pedestrian access to the school.

RESOLVED (1) to approve the erection of warning signs on each approach to Shirland Primary School, Park Lane, Shirland;

(2) to refuse the request for speed humps at this time;

(3) to note the fact that there are already safety railings present; and

(4) that the Local Member and petitioners be informed of the decision.

134/14 PETITION – DARLEY CHURCHTOWN PRIMARY SCHOOL –
REQUEST FOR 20MPH SPEED LIMIT AND SLOW MARKINGS **A**

petition requesting the introduction of a 20mph speed limit on Church Road near Churchtown Primary School was received on 25 March 2014 and investigations have been undertaken.

Previous speed surveys and traffic counts indicated that mean speeds were between 19mph and 26mph near to the church; and average two-way traffic during school start and finish times was 122 vehicles per hour, which was consistent with a village environment. During the last three years there has been one injury collision which was a low speed collision south of the railway line.

In view of the lack of evidence to show an actual rather than a perceived problem, the provision of a 20mph speed limit could not be justified at the present time.

RESOLVED that (1) the request for a 20mph speed limit on Church Road, near Darley Churchtown Primary School, be refused;

(2) further consideration be given to the provision of road narrows/bends ahead signs;

(3) a request for the cutting back of vegetation be made; and

(4) the Local Member and petitioners be informed of the decision.

135/14 PROPOSED WAITING RESTRICTIONS – SNITTERTON ROAD,
MATLOCK

Consultation and advertisement of the proposal to introduce a “No Waiting at Any Time” restriction on Snitterton Road, Matlock has been undertaken and objections received.

The on-street parking for residents in the lower section of the road was at a premium and there were issues of cars parking in the turning area conflicting with the need to maintain a clear area for vehicles to turn, and cars parking near to driveways making access and egress difficult.

To maintain emergency access it was proposed that a small extension to the waiting restrictions would suffice to ensure that access was possible at all times, but still leaving the remainder of the road available for on-street parking.

RESOLVED that (1) the “No Waiting at Any Time” restriction on Snitterton Road, Matlock be extended on the north side as advertised and shown on the plan attached to the report, to ensure access in the event of an emergency;

(2) the remaining restrictions be implemented as advertised; and

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

136/14 OBJECTION TO LOCAL TRANSPORT PLAN SCHEME –
PEDESTRIAN BUILD-OUT, RUTLAND STREET, ILKESTON Consultation

has been undertaken relating to a proposal to provide a pedestrian build-out on Rutland Street, Ilkeston; and an objection has been received from a business owner previously in favour of the proposal.

The objector referred to an exemption under the Prohibition of Driving Order dated 1972, however the properties referred to were more likely to be the houses to the west of Rutland Terrace numbered 18a to 21a and not those that had been demolished in 1969. The proposed build-out would not prevent vehicular access to Rutland Terrace, although it would make access more difficult. Houses 18a to 21a which appeared to have vehicular access have all fenced in their back gardens and vehicular access was not possible. The storage business has gates which access onto Rutland Street and Abbey Street.

There was a heavy demand for pedestrians to cross at the proposed location and in view of the fact that there was an existing Prohibition of Driving Order in force, and there was insufficient evidence to show that the objector has any vehicular rights over Rutland Terrace, it was recommended that the build-out be constructed as proposed.

RESOLVED that (1) the proposed build-out on Rutland Street, Ilkeston be constructed as planned; and

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

137/14 OBJECTIONS TO EXTENSION OF DOUBLE YELLOW LINES –
STORFORTH LANE, HASLAND The proposal to extend the existing

double yellow lines by 13 metres on Storforth Lane, Hasland has been advertised and two objections received from residents.

The County Council has to balance the need to provide for free-flowing traffic with the desire for residents to park close to their properties. There was no statutory provision for compensation in the event that on-street parking was restricted and the highway authority was under no obligation to make alternative off-street parking provision.

RESOLVED (1) to approve the extension of the “No Waiting at Any Time” (double yellow line) restrictions on Storforth Lane, Hasland, as detailed in the schedule and shown on drawing number HMT/PB/34/14 attached to the report; and

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

138/14 OBJECTIONS TO DOUBLE YELLOW LINES – KENT STREET AND
EYRE STREET EAST, HASLAND Following consultation and public

notice relating to the proposed “No Waiting At Any Time” restrictions at the junction of Kent Street and Eyre Street East, Hasland three objections have been received.

Whilst appreciating the comments made by the objectors, the implementation of short lengths of double yellow lines was sufficient to increase visibility and safety. It would also ease congestion around the junction whilst incurring minimum impact on on-street parking.

RESOLVED to approve (1) the provision of the “No Waiting at Any Time” (double yellow lines) restrictions on Kent Street and Eyre Street East, Hasland, as detailed in the schedule and shown on drawing number HMT/PB/35/14 attached to the report; and

(2) that the Local Member, Chief Constable and objector be informed of the decision.

139/14 HIGHWAYS ACT 1980, SECTION 278 AGREEMENT – STATION APPROACH, CORPORATION STREET, CHESTERFIELD Chesterfield

Borough Council has funding available under the European Regional Development Fund (ERDF) and Percent for Art to undertake improvement works within the town centre at prominent ‘gateways’. Station Approach was one of the chosen ‘gateways’ and a scheme has been designed to provide an enhanced link for pedestrians and cyclists from the train station to the town centre.

The Yorkstone paving and kerbing, and ‘Mastertint’ coloured surfacing to be used were not within the County Council’s specification and the Borough Council would be expected to pay commuted sums to cover future maintenance costs over and above standard materials.

The Borough Council would need the County Council’s permission under Section 278 of the Highways Act 1980 to fund or carry out works in the public highway. The County Council was able to waive the requirement for a guarantee Bond from the Borough Council as the risk of default or insolvency was considered to be negligible.

RESOLVED (1) to note the intention to enter into a Section 278 Agreement with Chesterfield Borough Council; and

(2) that the Borough Council, as developer, be exempted from having to provide a bond or pay financial security to support the Section 278 Agreement for these highway improvement works.

140/14 HIGHWAYS ACT 1980, SECTION 278 AGREEMENT – BOYTHORPE ROAD, CHESTERFIELD Chesterfield

Planning permission has been granted to Chesterfield Borough Council for the erection of a purpose built sports facility on land at Queen’s Park Annexe, Chesterfield, with the proposed vehicular access intended to be constructed on Boythorpe Road, Chesterfield.

The Borough Council required the County Council's formal permission, as Highway Authority, to fund or carry out works in the public highway using an Agreement under Section 278 of the Highways Act 1980. The County Council was able to waive the requirement for a guarantee Bond from the Borough Council as the risk of default or insolvency was considered to be negligible.

RESOLVED (1) to note the intention to enter into an Agreement under the Highways Act 1980 Section 278 with Chesterfield Borough Council; and

(2) that Chesterfield Borough Council, as developer, be exempted from having to provide a Guarantee Bond or other financial security in respect of the cost of the highway improvement works.

141/14 TWO PRE-APPLICATION CONSULTATIONS ON STRATEGIC RAIL FREIGHT INTERCHANGE PROPOSALS: (A) EAST MIDLANDS GATEWAY, NORTH WEST LEICESTERSHIRE AND (B) EAST MIDLANDS INTERMODAL PARK, SOUTH DERBYSHIRE Pre-application

consultations have been received on the East Midlands Gateway Strategic Rail Freight Interchange (EMG SRFI) in North West Leicestershire and the East Midlands Intermodal Park (EMIP) SRFI in South Derbyshire.

An internal consultation took place with Local County Council Members and officers to meet the pre-application consultation deadline; and provisional Member and officer technical comments were sent to Roxhill Developments and Goodman Shepherd, subject to Cabinet Member endorsement. The comments were summarised in the report. Roxhill Developments had given a presentation on the EMG to South Derbyshire Local Area Committee (SDLAC) on 11 June 2014 and a date was being arranged for Goodman Shepherd, who could not attend on that date, to give a presentation to SDLAC.

Both SRFI proposals, in principle, were considered to be consistent with the policies and priorities for SRFI development as set out in the National Planning Policy Framework, the Draft National Policy Statement for National Networks and the SRFI Policy Guidance. They were also considered to be consistent with the economic development and job creation policies, and priorities of the Derby, Derbyshire, Nottingham and Nottinghamshire Local Economic Partnership (D2N2), particularly as set out in its Strategy for Growth and Strategic Economic Plan.

The site promoters have been asked to consult with the County Council and where appropriate relevant district/borough councils on waste planning implications, housing and education provision; and continued consultation relating to highways and public transport impacts.

RESOLVED that officers be authorised to respond formally to Roxhill Developments Limited and Goodman Shepherd on their pre-application Development Consent Order consultations for the East Midlands Gateway, North West Leicestershire, and the East Midlands Intermodal Park Strategic Rail Freight Interchange, South Derbyshire, as described in the report.

142/14 BUDGET MONITORING 2014/15

The budget monitoring was currently projecting an overspend of £0.934m at the year end.

The main area of overspend related to winter maintenance which would be funded from the winter maintenance reserve. Although other divisions were showing projected underspends, these related to cuts which have yet to be allocated.

RESOLVED to note the report.

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