

MINUTES of a meeting of the **CABINET MEMBER FOR JOBS, ECONOMY AND TRANSPORT** held on 15 April 2014 at County Hall, Matlock.

PRESENT

Cabinet Member – Councillor J E Dixon

Also in attendance – Councillors A Botham, D Collins and S A Spencer.

68/14 PETITION RESOLVED (1) to receive the under-mentioned petition:-

Location/Subject	Signatures	Local Member
Ripley, Oxford Street – Request for Reinstatement of Parking without Penalty before 10.00am and after 4.00pm to Encourage Shoppers	1689	Councillors S Freeborn and D A Williams

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

69/14 MINUTES RESOLVED that the Minutes of the meeting of the Cabinet Member for Jobs, Economy and Transport held on 13 March 2014 and 25 March 2014 be confirmed as a correct record and signed by the Cabinet Member.

70/14 PETITION – HASLAND ROAD/MANSFIELD ROAD, HASLAND – REQUEST FOR THE REMOVAL OF TRAFFIC SIGNALS Following the Cabinet Member – Jobs, Economy and Transport meeting on 10 September 2013, when it was agreed to redesign the junction of Hasland Road, Mansfield Road and The Green with a view to removing the traffic signals and replacing them with an alternative scheme, further consultation events were held on 12 December 2013 and 15 January 2014, to allow members of the public to comment on a redesigned proposal. The proposal included the removal of the traffic signal junction; introduction of a 20mph zone to help reduce vehicle speeds; introduction of raised zebra crossings on The Green, Mansfield Road (outside the entrance to Eastwood Park) and Hasland Road (outside the Lucas Memorial Homes); closing off of Chapel Lane East at its junction with Mansfield Road and removing the one-way Order to stop abuse of the existing restriction; amendment to the kerb line on Hampton Street to prevent the abuse of the existing restriction; introduction of a different coloured surface to highlight the crossing points; removal of the planting area outside No.2 (Pet Shop) Mansfield Road to improve visibility to and from the proposed zebra crossing located on The Green; and installation of a mini-roundabout highlighted in a different coloured surface.

The comments made have been considered in detail and further amendments have been suggested. It was felt that a waiting restriction should be introduced on Chapel Lane East; the footpath width outside the Park and the One Stop shop be increased; Chapel Lane East's junction with Hasland Road be closed; the 20mph zone on The Green be relocated to the south of its junction with Storforth Lane; the zebra crossing outside the Lucas Memorial Homes be removed; and residents on Eastwood Park Drive be consulted on waiting restrictions.

RESOLVED that (1) the Authority proceeds with the introduction of the revised scheme as detailed in Drawing No. 12-040103/Cons2 Appendix 5 to the report;

(2) the Authority promotes the introduction of a Traffic Regulation Order to install a 20mph zone on Hasland Road, Mansfield Road and The Green;

(3) the Authority promotes the introduction of a Traffic Regulation Order to close Chapel Lane East at its junction with Mansfield Road and to revoke the one-way Order for Chapel Lane East;

(4) the Authority promotes the introduction of a Traffic Regulation Order to provide waiting restrictions on Eastwood Park Drive and Chapel Lane East; and

(5) the Local Member and Hasland Traffic Light Working Group be informed accordingly.

71/14 THE GREEN, LONG EATON – PROPOSED CYCLE SAFETY SCHEME Following consultation and two public exhibitions on the proposal to signalise The Green roundabout and provide three new pedestrian crossings and cycle lanes on Derby and Nottingham Road, 240 responses have been received. The comments strongly opposed signalisation of the junction, however the results were less clear in respect of the cycle lane and three controlled crossings.

It was therefore recommended that the signalisation of The Green be removed from the scheme. The pedestrian splitter islands need not be removed as the cycle lane could continue along Derby Road with a slightly reduced width. The additional crossing would therefore not be required. It was considered that the crossing west of College Street, which was located at the point of the existing 30mph speed limit terminal signs, be replaced with a Toucan crossing (a crossing where cyclists and pedestrians can cross safely together) to enable the existing 30mph speed limit to be moved to a more suitable location further out along Derby Road as well as enabling cyclists the ability to cross Derby Road and re-join the new cycle lanes which would continue into the centre of town and out towards the Nottinghamshire boundary.

It was also intended to provide a surface treatment across side road junctions to highlight to motorists that there may be cyclists on the main road. The relocation of the existing 30mph speed limit to a point just west of Parkside Avenue would be subject to further statutory consultation. The revised proposed cycle safety scheme was shown on plan number HMT/BG/92/14.

The Cabinet Member allowed local residents of Long Eaton to address the meeting. Mr M Powell firstly thanked the County Council for the consultation and co-operation of all interested parties during the process. He believed the number of accidents on the Green had been misquoted by the press and it was confirmed that the figure related to all junction converging on The Green. Concern was expressed at the major traffic issues facing Long Eaton and it was hoped that the long term view would be considered when considering any future proposals. Mrs M Crowley and Mrs J Powell concurred with these views.

RESOLVED that (1) the proposed plans (Element 1) to signalise The Green Roundabout, Long Eaton be abandoned;

(2) alternative measures be investigated to improve cycle safety at The Green, Long Eaton should funding be made available in the future;

(3) continuous cycle lanes be provided along the A6005 Derby and Nottingham Road, Long Eaton linking the existing cycle network as far as the County boundary;

(4) the implementation of the pedestrian crossings at Dove Road and Fletcher Street, Long Eaton be abandoned but that a Toucan crossing be provided on Derby Road, Long Eaton just west of College Street (subject to full consultation with statutory consultees);

(5) the existing 30mph speed limit out along Derby Road, Long Eaton be extended to a point just west of Parkside Avenue (subject to full consultation with statutory consultees); and

(6) the Local Members and petitioners be informed accordingly.

72/14 GREEN LANE/PARK AVENUE, DRONFIELD – OBJECTIONS TO REVISED ACCESS TO DEVELOPMENT

The County Council, as Highway Authority was a consultee to the proposed development on Green Lane, Dronfield and requested that the applicant be asked to submit further information regarding the design of the proposed access road and its junction with Green Lane. This information was not received and the application was withdrawn in February 2014.

The petitioners objecting to the revised access had referred to it being via a modified bridle path, however there was no record of the route having this status. It was noted that Public Footpath signs have been erected at some time but it was not known on what basis they were installed. There have been three previous

applications for planning permission on the site with access via Park Avenue rather than Green Lane. North East Derbyshire District Council granted one subject to conditions and refused two, one of the reasons being on highway grounds. Both were appealed, one was dismissed and one granted, however the highway reasons were not upheld.

RESOLVED that (1) the withdrawal of the planning application and the content of this report on Green Lane/Park Avenue, Dronfield be noted; and

(2) no further action be taken and the Local Member and petitioners be notified accordingly.

73/14 PROCEDURE TO RANK AND PRIORITISE REQUESTS FOR TRAFFIC REGULATION ORDERS The report detailed a proposed procedure to rank and prioritise successful requests for Traffic Regulation Orders (TROs). The use of a points based scoring system was being introduced in neighbouring authorities in order to allow greater control of budgets.

The system would work best if it had readily understood quantifiable factors. It was felt that the factors should be weighted so that those schemes that addressed collisions and accorded with the Local Transport Plan, or were developer funded, should take precedence. The system would only apply to those requests which were considered to be justified.

There might be occasions where a TRO was required to address a particular issue and needed to be introduced as soon as possible. In the event of such a particular issue the Strategic Director – Economy, Transport and Environment could be given the discretion to depart from the priority.

RESOLVED that (1) The Traffic Regulation Order ranking scheme, as shown in Appendix A, be adopted for all future Traffic Regulation Orders; and

(2) the Strategic Director – Economy, Transport and Environment be given discretion to depart from the ranking list where required by local circumstances.

74/14 REPORT INTO THE PROVISION OF PROTECTIVE ENTRANCE MARKINGS The most common requests for Protective Entrance Markings (PEMs) involved obstructive parking and difficulty using an access. Obstructive parking was an offence which the Police have powers to deal with and Civil Enforcement Officers could issue Penalty Charge Notices if a dropped kerb areas was obstructed. In the instance of accesses, the markings could not extend more than 1 metre either side of the access and could not be used to improve visibility. The provision of PEMs created added assets on the highway and the initial cost, currently £97.78, did not include any provision for maintenance. It was therefore concluded that the provision of PEMs for private accesses should be discontinued.

Markings to highlight dropped kerb/dropped crossings for pedestrians would be continued if there was a problem with obstruction by motorists.

RESOLVED that the County Council (1) no longer installs Protective Entrance Markings for private accesses; and

(2) will continue to install diagram number 1026.1 to highlight dropped kerb areas provided for pedestrians to counteract problems caused by obstructive parking.

75/14 APPROVAL FOR THE ALLOCATION OF THE RESOURCE RECOVERY SOLUTIONS (DERBYSHIRE) LTD WASTE MINIMISATION AND EDUCATION INITIATIVES FUND

The Waste Minimisation and Education Plan (WMEP) was supported by an annual Initiatives Fund of £100,000, with the County Council contributing 77.4% of the fund and Derby City Council contributing 22.6%. It was proposed that the 2014/15 WMEP would target households and children in Derbyshire. A range of communication activities appropriate to each target audience would be developed and implemented.

To progress these targets approval was sought for the allocation of the Initiatives Fund in the sum of £56,260 for Household campaigns to increase recycling/composting in specific areas, in partnership with district/borough councils; attendance at waste awareness roadshow events; development and delivery of a campaign to promote waste reduction and recycling messages at Household Waste Recycling Centres; and development of promotional material. The sum of £13,400 for children would include school visits to promote waste reduction, reuse and recycling/composting; educational resource boxes for schools; support to schools to progress waste related topics in the Eco Schools programme; children's newsletter promoting waste reduction, reuse and recycling/composting; and assistance at the annual Eco Schools Conference arranged for teachers by the County Council's Eco Schools Officer.

An element of the Initiatives Fund (£10,000) was set aside for communications work, specifically relating to the proposed waste treatment facility at Sinfin Lane, Derby with the County Council contributing £7,740 and Derby City Council contributing £2,260 of this element.

RESOLVED to (1) approve the allocation of the Resource Recovery Solutions (Derbyshire) Ltd Initiatives Fund, as detailed in the report; and

(2) delegate the evaluation and detailed allocation of funding to the district/borough councils to the Strategic Director – Economy, Transport and Environment in consultation with the Cabinet Member.

76/14 EXCLUSION OF THE PUBLIC **RESOLVED** that the public, including the press, be excluded from the meeting during consideration of the remaining items 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 25 March 2014.
2. To consider the Exempt Report of the Strategic Director – Economy, Transport and Environment on Approval to Spend Waste Performance and Efficiency Grant Funding on Waste Promotions (contains information relating to any individual)

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