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PUBLIC

To: Members of Cabinet Member meeting - Highways, Transport and Infrastructure

Friday, 27 September 2019

Dear Councillor,

Please attend a meeting of the **Cabinet Member meeting - Highways, Transport and Infrastructure** to be held at **10.00 am** on **Thursday, 10 October 2019** in Committee Room 3, County Hall, Matlock, DE4 3AG, the agenda for which is set out below.

Yours faithfully,

A handwritten signature in cursive script that reads 'Janie Berry'.

JANIE BERRY
Director of Legal and Democratic Services

A G E N D A

PART I - NON-EXEMPT ITEMS

1. Declarations of Interest

To receive declarations of interest (if any)

2. To receive Petitions (if any)

3. Minutes (Pages 1 - 6)

To confirm the non-exempt minutes of the meeting of the Cabinet Member

– Highways, Transport and Infrastructure held on 12 September 2019

To consider the non-exempt reports of the Executive Director for Economy, Transport and Environment on:

- 4 (a) Petition – Ripley, Waingroves, Pit Lane – Request for No Parking at the Junction with Church Street (Pages 7 - 12)
- 4 (b) Petition : Chesterfield, Heaton Street – Request for One Way Traffic System (Pages 13 - 48)
- 4 (c) Objection to the Old Whittington Lane and Church Street, Unstone (Prohibition of Motor Vehicles) Order 2019 (Pages 49 - 56)
- 4 (d) Statement of Common Grounds (Pages 57 - 62)

MINUTES of a meeting of the **CABINET MEMBER FOR HIGHWAYS, TRANSPORT AND INFRASTRUCTURE** held at County Hall, Matlock on 12 September 2019

PRESENT

Cabinet Member - Councillor S A Spencer

Also in attendance - Councillor G Hickton.

43/19 PETITION RESOLVED (1) to receive the under-mentioned petition:-

Location/Subject	Signatures	Local Member
Furness Vale - Request for Speed Cameras and Evaluation of Volume of Traffic an State of the Road	408	Councillor A Fox
Hartshorne, Adjacent to 53/55 Brookdale Road – Reinstatement of Footway	23	Councillor L Chilton

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

44/19 MINUTES RESOLVED that the Minutes of the meeting of the Cabinet Member for Highways, Transport and Infrastructure held on 11 July 2019 be confirmed as a correct record and signed by the Cabinet Member.

45/19 PETITION - WELLINGTON STREET, BENNETT STREET AND WELBECK ROAD, LONG EATON – REQUEST FOR PARKING RESTRICTIONS

Following receipt of a petition from the Head Teacher of Longmoor Primary School requesting new double yellow lines and for the operating times of the School Keep Clear Zig Zag markings to be extended on Wellington Street, Bennett Street and Welbeck Road, Long Eaton, investigations have been undertaken.

In 2012, a Traffic Regulation Order was implemented to make it illegal for vehicles to stop on the School Zig Zag markings at the start and end of the school day. These operated Monday to Friday, 8am – 9am and 3pm – 4pm. Although school requested extension of the restriction times to cover the entire school day, the numbers of children arriving or leaving outside of the start and end of the school day for school clubs and pre-school sessions, were much lower and there was no congestion at these times. The timings of the restrictions currently in place were also more likely to be respected by people who live close to the school. Changes

to the times of operation on the School Keep Clear Zig Zag markings on Newstead Road were not recommended.

To keep the junctions and crossing points clear of parked vehicles on Wellington Street, Bennett Street, Welbeck Road and Newstead Road, it was felt that it would be appropriate to consider a proposal for the introduction of double yellow lines. The proposals would be ranked and placed on the ranking list for future Traffic Regulation Orders to be pursued.

RESOLVED (1) to refuse the extension of operating times on the School Keep Clear Zig Zag Markings for Newstead Road, Long Eaton;

(2) to support the proposal for the future introduction of the No Waiting at Any Time (double yellow lines) on Bennett Street, Wellington Street, Newstead Road and Welbeck Road, Long Eaton; and

(3) that the Local Member and Lead Petitioner be informed of the decision.

46/19 UPDATE ON SOUTH EAST MANCHESTER RAIL STUDY

The Cabinet Member was updated on the results of the South East Manchester Rail Study. The study summary report of the study was attached to the report.

The study covered a number of rail routes which originated in the Greater Manchester area and served communities in Derbyshire, including Glossop, Buxton and the Hope Valley. The study was commissioned and led by Transport for Greater Manchester (TfGM) as part of a series of similar projects it was undertaking of rail services in its area with Derbyshire County Council officers providing additional specialist support.

Concepts were developed into realistic operational timetables taking account of the demands for freight traffic where appropriate and any infrastructure enhancements required to deliver the proposals were identified.

The study concluded with a series of suggested next steps based on further development of the best options. In Derbyshire, the proposals were for developments on the Glossop, Hope Valley, Buxton corridors and potential to improve accessibility to the rail network from Chapel-en-le-Frith Central station.

Further development of the proposals would require Derbyshire and TfGM to work with other partners in the rail industry, including Network Rail, the train operators and Transport for the North to make the case for their inclusion in the future development plans for rail in the north. Some of the proposals would benefit from investment decisions which have already been agreed, such as the Hope Valley rail line upgrade which was due to be implemented by 2024.

RESOLVED (1) to note the results of the study and the potential for improvements to rail services in the High Peak and north Derbyshire Dales areas it had identified; and

(2) to agree that officers from the County Council continue to work with Transport for Greater Manchester, Transport for the North and other stakeholders from the rail industry to further develop the next step proposals identified in the study.

47/19 REVIEW OF CHARGES AND PAYMENT FOR COMMERCIAL WASTE, ABANDONED VEHICLES, RECYCLING CREDITS AND EXCESS MILEAGE

The charges and payments made to District and Borough Councils for the disposal of commercial waste and abandoned vehicles; and payments for recycling credits and excess mileage relating to the delivery of waste management services within the County, detailed in the report and have been subject to an annual review. It was proposed to increase the abandoned vehicle payments to £40.72 per vehicle which took into account the annual adjustment based on the Retail Price Index (RPI); Recycling Credits in accordance with the statutory 3% increase to £58.29 per tonne; and the excess mileage payments, linked to the RPI, to £0.98 per tonne per mile, or £39.08 per hour travelled. It was requested that due to the recent changes to the waste contract the commercial waste disposal recharge rate for 2019-20 be further assessed and a report submitted to a future Cabinet Member meeting.

Approval for all the new proposed annual rates has historically been requested each year but it was proposed that, in the future, approval would be sought on a bi-annual basis with the next 2020-21 rates being calculated using the reported methods and implemented without submitting a report. It was anticipated that this would greatly reduce the time taken to process Waste Collection Authority recharges and receive their payments, particularly at the start of the year.

RESOLVED (1) that following recent changes to the waste contract the commercial waste disposal recharge rate for 2019-20 would be reported to a future meeting of the Cabinet Member;

(2) to approve the abandoned vehicle rate for 2019-20 at £40.72 per vehicle in accordance with the Agency Agreement;

(3) to approve the recycling credit rate for 2019-20 at £58.29 per tonne;

(4) to approve the excess mileage payment for 2019-20 at £0.98 per tonne per mile or £39.08 per hour travelled; and

(5) the submission of future Cabinet Member reports, requesting approval for proposed new annual recharge/payment rates, be undertaken on a bi-annual basis from 2019-20.

48/19 ANNUAL REPORT OF PROGRESS OF DERBYSHIRE'S LOCAL FLOOD RISK MANAGEMENT STRATEGY The Cabinet Member received an update on the progress made in delivering Derbyshire's Local Flood Risk Management Strategy (LFRMS) in 2018-19. The full annual review was set out in the Appendix 1 to the report.

Notable highlights, in terms of delivery since the approval of the LFRMS, included completion of 682 planning responses relating to flood risk (27% increase from previous year); completion of 49 land drainage consents; continued support, to encourage developers to take up Sustainable Drainage Systems (SuDS) for new development; ongoing development of a local guidance/standard for SuDS; utilising natural flood risk management techniques to reduce flood risk; ongoing partnership working with other risk management authorities to identify and implement flood risk schemes; and seeking and maximising external funding for flood mitigation schemes.

RESOLVED to note and welcome the progress made on delivering Derbyshire's Local Flood Risk Management Strategy in 2018-19.

49/19 USE OF PUBLIC RIGHTS OF WAY FOR THE 2019 EDINBURGH TRIAL The County Council had received a request for the Motor Cycle Club to be authorised to hold trials along seven public footpaths located in or close to the National Park, including Litton Public Footpath 7 (known as "Litton Slack"), as part of the 2019 Edinburgh Trial (the Trial) which was to take place on 5 October 2019.

The promotion or taking part in a motor vehicle trial on a public footpath, public bridleway or restricted byway required a prior authorisation by the County Council, under Section 33 of the Road Traffic Act 1988. This could only happen if the Council was satisfied that the relevant landowner(s) and occupier(s) had given consent in writing to the use.

The Council's formal policy on motorised vehicles in the countryside was still contained in the Countryside Service 'Management of Green Lanes' document, approved by Cabinet on 24 July 2012. Policy Statement 8 provides that "*The Council will support efficiently organised Motor Trial events where organisers can demonstrate that liaison with the Police, local communities, landowners and conservation bodies has been carried out*". This document also referred to the County Council's guidelines for motor vehicle trials, which were originally approved by the Cabinet Member – Environmental Services in 2009, as "the Code of Practice for the authorisation of Motorised Trials on Non-Classified Highways and Rights of Way" and contained 10 paragraphs of 'key requirements' and 'guidelines'.

The Trail would involve a significant number of competitors in vehicles comprising motorcycles and motor cars of a variety of types and ages, each with valid insurance. No four wheel drive vehicles or 'off road' tyres were allowed. It was a timed event, not a race, over a period of less than a day from start to finish.

The Edinburgh Trial was inaugurated by the Motor Cycle Club in 1904 and up to 2009, it included Litton Slack. In September 2018, the Cabinet Member approved the authorisation of a trial which allowed this tradition to be revived for the 2018. With ongoing monitoring and the subsequent recovery of the sites following last year's Trial there appeared to be no reason to withhold consent.

The Organisers have gained the consent of the various landowners and notified the Peak District National Park Authority (PDNPA). The Heritage and Culture Team within the PDNPA has raised concerns about the possibility of long-term damage to the use of Litton Footpath 7 (Litton Slack) which also passed through a Site of Special Scientific Interest (SSSI). The 2018 Trial took place following a period of wet weather. Although there was visible scarring of the surface at Litton Slack from last year's event, the surface has recovered and no exceptional concerns or long-term issues have been reported.

RESOLVED that the Executive Director – Economy, Transport and Environment be approved, on behalf of the County Council, to issue authorisation of Section 33 of the Road Traffic Act 1988, for the running of trials between motor vehicles as requested by the organisers of the 2019 Edinburgh Trial event, subject to any conditions such as he may see fit.

50/19 REVENUE OUTTURN 2018-19 The final statement setting out the final revenue controllable outturn position for the Highways, Transport and Infrastructure Portfolio for 2018-19 was attached to the report. Net controllable expenditure was £76.781m against a budget of £77.974m, resulting in a controllable underspend of £1.193m

Key variances included Highway Maintenance (overspend of £0.352m), Public and Community Transport (underspend of £0.323m), Waste Management (underspend of £2.403m), Planning and Development (underspend of £1.639m); Resources and Improvement (underspend of £0.303m); and Unallocated Savings (overspend of £3.321m).

Growth items in the 2018-19 budget were Waste Management (£2.476m ongoing and £0.634m one-off); Highway Maintenance (£1.500m ongoing and £1.000m one-off); Public Transport (£2.600m ongoing); Street Lighting (£0.148m one-off); Planning Development Management and Obligation Monitoring Systems (£0.110m one-off) and HS2 Co-ordination Officer (£0.064m one-off).

Bids against the 2018-19 Economy, Transport and Environment Department underspend of £1.400m have been put forward, which leaves a balance of £0.331m underspend to cover slippage in delivery of the budget savings and other one-off projects to be agreed at future Cabinet Member meetings.

Budget savings totalling £2.127m were allocated for the year, with a brought forward figure from previous years of £2.794m, giving an overall target to date for 2018-19 of £4.921m. A total of £1.106m savings were achieved by the year end.

Due to slippage, the street lighting LED project and Road Safety savings were not fully achieved in 2018-19, but are expected to be achieved in full in 2019-20. Unidentified savings £3.815m are going to be carried forward into 2019-20.

Earmarked Reserves relating to the portfolio, totalling £19.732m, were currently held to support future expenditure.

RESOLVED to note the report.

51/19 BUDGET MONITORING 2019-20 – PERIOD 3 The net controllable budget for the Highways, Transport and Infrastructure portfolio was £77.460m. The Revenue Budget Monitoring Statement, prepared at Period 3, indicated that there was a projected year-end overspend of £2.622m. This overspend would be supported by the use of £2.622m of earmarked reserves.

The key variances included Waste Management (underspend £0.994m), Public and Community Transport (underspend £0.787m), Winter Maintenance (overspend £1.027m), and Planning and Development (underspend £1.105m).

Budget reductions totalling £2.609m were allocated for the year, with a brought forward figure from previous years of £3.321m. This has resulted in total reductions to be achieved of £5.930m at the start of the year. The short fall between the target savings figure and the savings identifies for 2019-20 was £5.250m.

Growth items and one-off funding in the 2019-20 budget included Waste Treatment and Disposal (£1.500m ongoing), Highways Maintenance (£1.000m one-off), Public Transport (£0.500m ongoing), Water Body (£0.100m one-off), HS2 Co-ordination Officer (£0.064m one-off) and Street Lighting (£0.048m one off).

Earmarked reserves relating to this portfolio, totalling £19.453m, were currently held to support future expenditure. Risks and the debt position were also detailed in the report.

RESOLVED to note the report.

Agenda Item No. 4(a)

DERBYSHIRE COUNTY COUNCIL

**MEETING OF CABINET MEMBER – HIGHWAY, TRANSPORT AND
INFRASTRUCTURE**

10 October 2019

Report of the Executive Director – Economy, Transport and Environment

**PETITION - RIPLEY, WAINGROVES, PIT LANE
– REQUEST FOR NO PARKING AT THE JUNCTION WITH CHURCH
STREET**

(1) **Purpose of Report** To consider a petition received from a local resident requesting measures to improve access and egress at the junction of Pit Lane and Church Street, Waingroves, Ripley.

(2) **Information and Analysis** At the meeting on 25 July 2018, the Cabinet Member acknowledged receipt of a petition, containing 24 signatures, requesting Derbyshire County Council implements measures to stop parking at the junction with Pit Lane and Church Street, Waingroves.

The petition reads as follows:

"I enclose a petition from residents at Pit Lane, Waingroves, Ripley. We are deeply concerned at the difficulty we are experiencing in entering and exiting Pit Lane from Church Street. There is almost always a vehicle parked just at the entrance to Pit Lane, obstructing the view uphill and making it extremely difficult to safely exit Pit Lane and difficult to turn in.

It is also very difficult to walk along the pavement across the entrance to Pit Lane. We have many mums with buggies and small children who walk to and from Waingroves Community Centre each day of the week and many dog walkers who use Pit Lane. Our fear is that someone will be hit by a moving vehicle whilst walking in the road, trying to avoid parked ones.

We would request a "No Parking" sign for the entrance to Pit Lane, as we feel this would assist in reducing the incidents of parking at the end of Pit Lane."

Background

Pit Lane is a Public Right of Way, definitive Public Footpath No.55 but does have bridleway status. It is publically maintainable by the County Council, however, due to its status it is designed to be used only by people on foot

(pedestrians) and, therefore, the existing condition of the lane is suitable and sufficient for this purpose.

It is acknowledged that the lane in the vicinity of its junction with Church Street does have some road surface defects in terms of potholes and cracks and there are residential properties that have vehicular access rights onto Church Street from Pit Lane. However, it is the responsibility of these residents with access provision to fund any necessary remedial works to the surface of the lane. The County Council would only intervene if it became unsafe for pedestrians using this public footpath.

Church Street is part of the publically maintainable highway and is a residential urban street with a high degree of on-street parking, as many properties have limited access to off-road provision in the form of driveways or garages.

It is accepted that parking at this location is predominately residential and is more prevalent at night time and weekends. However, the number of properties requiring access and the condition of the footpath surface along Pit Lane means that vehicle numbers along the lane are low.

Local Member Comments

Councillor Ron Ashton, comments:

“Whilst I understand the petitioners request for measures to stop vehicles parking at the junction with Pit Lane and Church Street, I understand that the Authority cannot install advisory no parking signs – as motorists should adhere to the Highway Code in the first instance and should not be blocking this access point. I am mindful that vehicles that are left in front of the tactile paving are committing an offence and I support the officer’s recommendation that the civil parking enforcement team carry out site visits and take appropriate action to deter vehicles from parking and blocking the footway/tactile crossing.

If the petitioners could inform Amber Valley Borough Council’s Parking Services when vehicles are known to be parked blocking the tactile crossing, an officer could then be allocated to the location when the problem is more prevalent. This action should help to deter motorists in the future from parking on the tactile paving at this location.”

Officer Comments

In circumstances such as those described in the petition, and where the highway is not subjected to any formal parking restrictions, the law still makes it an offence to wilfully obstruct the free passage along a highway (*Section 137, Highways Act 1980*). The enforcement of this remains the responsibility of the Police as it is still classed as a moving traffic offence. Therefore, it may

be appropriate for the local residents to bring this matter to the attention of the Local Safer Neighbourhoods Team in the immediate short term.

Parking in residential areas can be the source of much local concern, particularly with regard to impeded access. The junction of Pit Lane with Church Street is regularly used by the residents and their visitors to access their respective properties on Pit Lane and is used by vulnerable road users; cyclists, pedestrians, people with prams, wheelchairs and people walking aids utilise this designated public bridleway.

These levels of service demand coupled with the high degree of on-street parking on both Church Street and Pit Lane, do provide constraints to visibility and unhindered access at this busy junction. The Highway Code, Rule 242 states that you 'MUST NOT leave your vehicle or trailer in a dangerous position or where it causes any unnecessary obstruction of the road.'

An element of the petition focusses on the obstruction of the footway at the junction of Pit Lane and Church Street. Irrespective of whether road markings, such as double yellow lines, are in place, if vehicles are parked in a manner which physically obstructs the tactile dropped crossing point, then an offence is being committed. This aspect of obstruction can be enforced by Civil Enforcement Officers through the County Council.

With regard to the specific request of the petitioners for no parking signs to be installed at this location, unfortunately, even with the provision of waiting restrictions, such as double yellow lines, the Council cannot install signs that are not permitted within the Traffic Signs, Regulations and General Directions 2016.

Taking into account the above information and localised concerns that have been recently expressed to officers from the Traffic and Safety Team, at a site meeting with the Local Member, Councillor Ron Ashton, it is proposed to put forward a scheme that will rationalise the on-street parking, this being double yellow lines around the junction of Pit Lane and Church Street (Appendix 1). It is felt that this proposal will maintain the safe and expedient movement of traffic at this junction, reduce the potential for the dropped crossing to be regularly obstructed and maintain the movement by vulnerable road users that are utilising the public footpath (Pit Lane).

Therefore, officers from the Traffic and Safety Team will rank the Traffic Regulation Order (TRO) proposal for double yellow lines at the junction of Pit Lane and Church Street, Ripley in accordance with the agreed procedures approved at the Cabinet Member Meeting - Jobs, Economy and Transport on 15 April 2014 (Minute No. 73/14 refers). It will then be subject to the formal consultation process in due course.

(3) **Financial Considerations** The costs associated with a proposed TRO for the double yellow lines, will be funded from the Traffic and Safety Revenue Budget.

(4) **Legal Considerations** Section 122 of the Road Traffic Regulation Act 1984 states that it shall be the duty of every Local Authority exercising the functions in that Act (so far as practicable having regard to the matters listed below) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

The matters referred to above are:

1. the desirability of securing and maintaining reasonable access to premises;
2. the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the area through which the roads run; 2ii) the national air quality strategy prepared under Section 80 of the Environment Act 1995;
3. the importance of facilitating the passage of public services vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
4. any other matters appearing to the Local Authority to be relevant.

Section 2 of the 1984 Act states what a TRO may provide for and this includes Prohibition of Driving. Notice of proposals must be given in accordance with Regulation 7 Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996 and at least a minimum of 21 clear days for the receipt of written objections must be allowed. Objections can then be considered by the Local Authority.

Having determined all objections, the council may determine to introduce the new restrictions. The Order will need to be formally made, advertised and the requisite signs erected. An order cannot be made until after the last date of publication of the notice of proposal. No part of a TRO can come into force before that date when it is intended to publish a notice of making it.

Other Considerations


In preparing this report the relevance of the following factors has been considered: prevention of crime and disorder, equality and diversity, human resources, environmental, health, property, social value and transport considerations.

- (5) **Key Decision** No.
- (6) **Call-In** Is it required that call-in be waived in respect of the decisions proposed in the report? No.
- (7) **Background Papers** Held on file within the Economy, Transport and Environment Department.
- (8) **OFFICER'S RECOMMENDATIONS** That the Cabinet Member:
- 8.1 Supports the introduction of the no waiting at any time double yellow lines for the junction of Pit Lane and Church Street, Ripley as shown in Appendix 1.
- 8.2 Informs the Local Member and Lead Petitioner accordingly.

Mike Ashworth
Strategic Director - Economy, Transport and Environment



Key to Restriction Types Displayed

 No Waiting at any time

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Agenda Item No. 4(b)

DERBYSHIRE COUNTY COUNCIL

**MEETING OF CABINET MEMBER – HIGHWAY, TRANSPORT AND
INFASTRUCTURE**

10 October 2019

Report of the Executive Director for Economy, Transport and Environment

**PETITION: CHESTERFIELD, HEATON STREET – REQUEST FOR ONE
WAY TRAFFIC SYSTEM**

(1) **Purpose of Report** To consider a petition requesting a one way traffic system for Heaton Street in Chesterfield.

(2) **Information and Analysis**

Background

The petition was reported to the Cabinet Member on 18 April 2019 (Minute No. 16/19 refers). It contained 77 signatures and reads as follows:

“The Council refuse to take action over severe Heaton Street traffic problems unless a majority Residents opinion is clear. Local campaigner Paul Niblock and your Lib Dem Cllrs, Howard Borrell and Shirley Niblock, are calling for the implementation of a one way system (running down Heaton Street to Chatsworth Road) on Heaton Street as the only effective solution to the nightmare traffic”.

An accompanying e-mail reads:

“As you’ll be aware the problems of Heaton Street don’t go away with almost daily confrontations taking place.

As with most problems, there is rarely one answer and, in the past, there have been many proposals put forward but none that had majority approval. The residents have consistently told us that a one-way scheme is the only way to eliminate the stand-offs that are now a regular feature of life on Heaton Street, particularly in the section above the junction with Rhodesia Road. We decided to ask the Heaton Street residents to confirm their support by signing a petition that proposed a one-way solution - from Old Road to Chatsworth Road as a counter-balance to the two adjacent roads with opposite traffic flow. We also liaised with the County Councillor, John Boulton, who assured us he would support the consensus view.

Every house was visited. Those that were present signed; subsequently re-visits took place and others posted their paperwork to us. Supportive responses have now been received from just over 60% of the occupied properties on the street; in our view this is a very positive consensus that deserves consideration."

Heaton Street and St Thomas Street are residential streets with predominantly semi-detached or terraced style properties, the majority of which do not have the benefit of off-road parking. This culminates in parking down both sides of the road, therefore narrowing the useable width of the road. As both Heaton Street and St Thomas Street are both well used in the morning and evening peak times, this can occasionally create a 'give and take' situation where, in some cases, vehicles are forced to reverse back to allow a vehicle in the opposing direction to pass. Whilst this situation at busier times can be frustrating to those travelling along it, it is not detrimental to road safety as there are a number of junctions which can be used as passing places. The daily traffic flows taken after previous complaints do not demonstrate large numbers of through traffic, but it is acknowledged that the route is used more than similar residential streets in the peak periods.

Heaton Street and St Thomas Street have, for a significant number of years, been subject to various consultation exercises and debate upon various traffic management proposals, with a proposal to provide waiting restrictions and a no left turn from Heaton Street onto Chatsworth Road, which prompted a review of alternative schemes that had been suggested at the time. These included one way systems, and reports were presented to previous meetings of the Cabinet Member for Highways and Transport on 2 July 2009 (Minute No. 4/09 refers) and 10 February 2011 (Minute No. 20/11 refers). These reports gave careful consideration to all options and are attached as Appendix 2 to this report.

The results of further consultation, following the Cabinet Member report in 2009, was to consider the appropriateness of the provision of traffic calming measures along Heaton Street, St Thomas Street and Rhodesia Road to try to deter through traffic. The results of the consultation on traffic calming were not conclusive and the scheme was not implemented. However, in 2017, it was agreed to revisit the situation to provide traffic calming, as there was an opinion that the residents of Heaton Street and St Thomas Street should be given a further opportunity to express their views and, as such, it was added to the Capital Programme of Local Transport Plan schemes in the financial year 2017-2018. Again, the consultation proved inconclusive and residents wanted the Council to revisit alternative measures, including a one way system, access only restrictions and additional waiting restrictions around junctions. As the capital funding was specifically for traffic calming, it was removed from the Capital Programme.

Officer Comment

Whilst the lead petitioner consulted with the residents of Heaton Street and got support from 77 residents at 51 properties, the proposed one way system would actually effect around 340 properties. Officers accept that the residents of Heaton Street are directly affected and do experience the most disruption from the through traffic. There are also wider network implications and impacts upon other residential areas.

There were also concerns raised, during the recent consultation process, about the existing one way systems on Old Hall Road and Victoria Street West and many respondents wanted these removing or reversing, as this would alleviate some of the congestion on Heaton Street. Currently, both systems operate in the direction from Chatsworth Road to Old Road and were originally provided following a collision which involved vehicles emerging out of Old Hall Road onto the Chatsworth Road roundabout, and were intended to deter through traffic movements across the town. If Victoria Street West had not also been one way in the same direction, then through traffic would simply have transferred onto it with it being very close to Old Hall Road. Victoria Street West would have been unsuitable for the large volumes of traffic that previously used Old Hall Road. Bearing this in mind, it is not intended to reverse these one way controls.

Local Borough Councillors have been proactive in gaining support for a one way system along the whole length of Heaton Street, with the surrounding streets remaining two way. This would effectively prohibit all access into the residential area from Chatsworth Road, would stop through traffic in one direction and potential conflict along the route. However, it would also cause quite a long detour for residents along Chatsworth Road to Storrs Road and along Old Road, and increase the volume of traffic using St Thomas Street. It would also leave only two routes out of the residential area instead of three and doubling of the traffic emerging out of Heaton Street onto Chatsworth Road. Such increases in traffic flow would increase the risk of conflict, bearing in mind the busy nature of Chatsworth Road and the limited gaps in the traffic flow to emerge onto the main road.

Officers conducted a bluetooth vehicle recognition survey in 2015 to establish how many vehicles were entering and leaving Heaton Street and St Thomas Street in the morning and evening peaks and these results are shown in Appendix 1.

There are a few discrepancies in the corresponding figures which leaves some vehicles unaccounted for, however, these are minimal.

It can be seen from the results of this survey that in both am and pm peaks the majority of through traffic is travelling from Old Road to Chatsworth Road with very few travelling in the opposite direction. The traffic currently using

Storrs Road may transfer to Heaton Street should there be reduced opposed flow, and generally, vehicles speeds do increase with the introduction of one way streets.

Having looked at the speed data taken in 2006, it can be seen that vehicles speeds along Heaton Street have not increased and the collision history is very good, with only one slight injury collision reported along Heaton Street.

In light of the above, there is no overwhelming evidence to suggest that further funding should be provided for traffic management solutions here and it is recommended that the request for a one way system be declined.

Local Member Comment

Councillor John Boulton, for West Ward, has been notified but no response has been received.

(3) **Financial Considerations** There are no financial considerations associated with this report.

(4) **Legal Considerations** Section 122 of the Road Traffic Regulation Act 1984 states that it shall be the duty of every Local Authority exercising the functions in that Act (so far as practicable having regard to the matters listed below) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

The matters referred to above are-

- 1) the desirability of securing and maintaining reasonable access to premises;
- 2) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
- 2ii) the national air quality strategy prepared under Section 80 of the Environment Act 1995;
- 3) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- 4) any other matters appearing to the Local Authority to be relevant.

Other Considerations

In preparing this report the relevance of the following factors has been considered: prevention of crime and disorder, equality and diversity, human

resources, environmental, health, property, social value and transport considerations.

(5) **Key Decision** No.

(6) **Call- In** Is it required that call in be waived in respect of the decisions proposed in the report? No.

(7) **Background Papers** Held on file within the Economy, Transport and Environment Department.

(8) **OFFICER'S RECOMMENDATIONS** That:

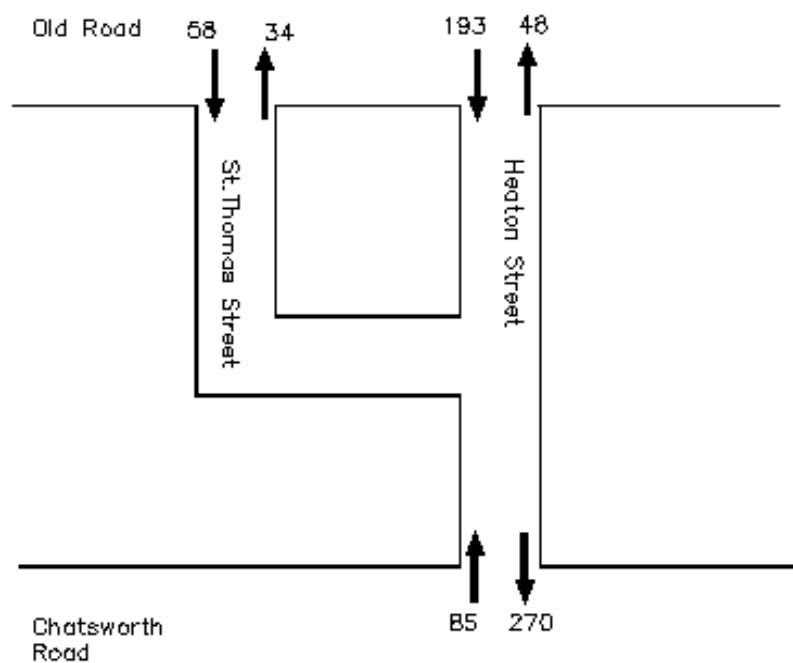
8.1 The proposed One Way Traffic Order for Heaton Street, Chesterfield be refused.

8:2 The Local Member and Head Petitioner be advised accordingly.

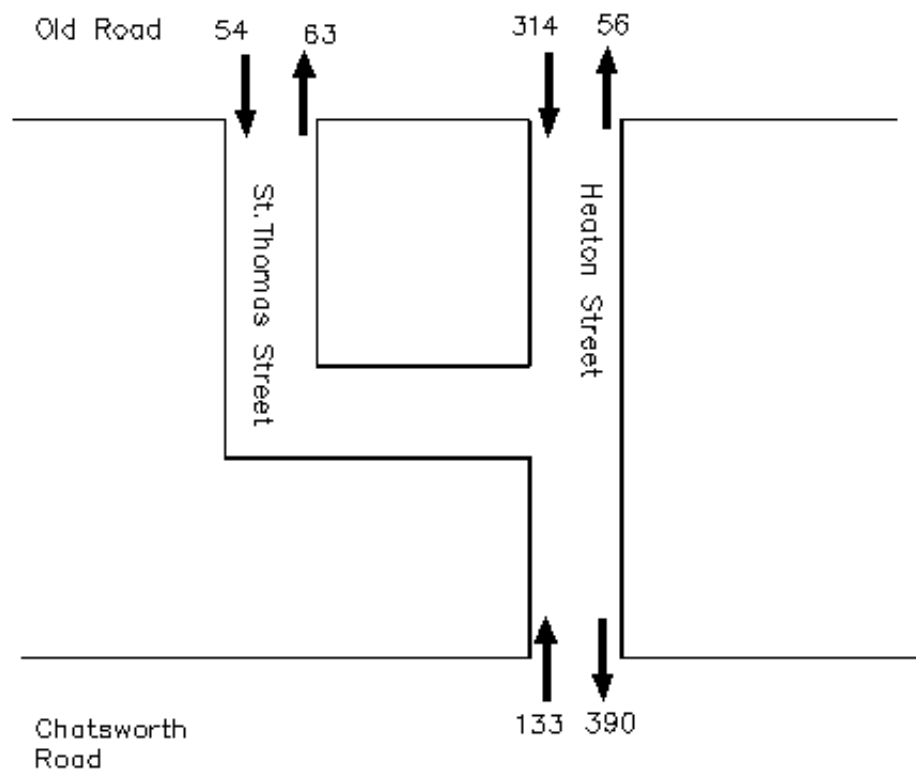
Mike Ashworth
Executive Director for Economy, Transport and Environment

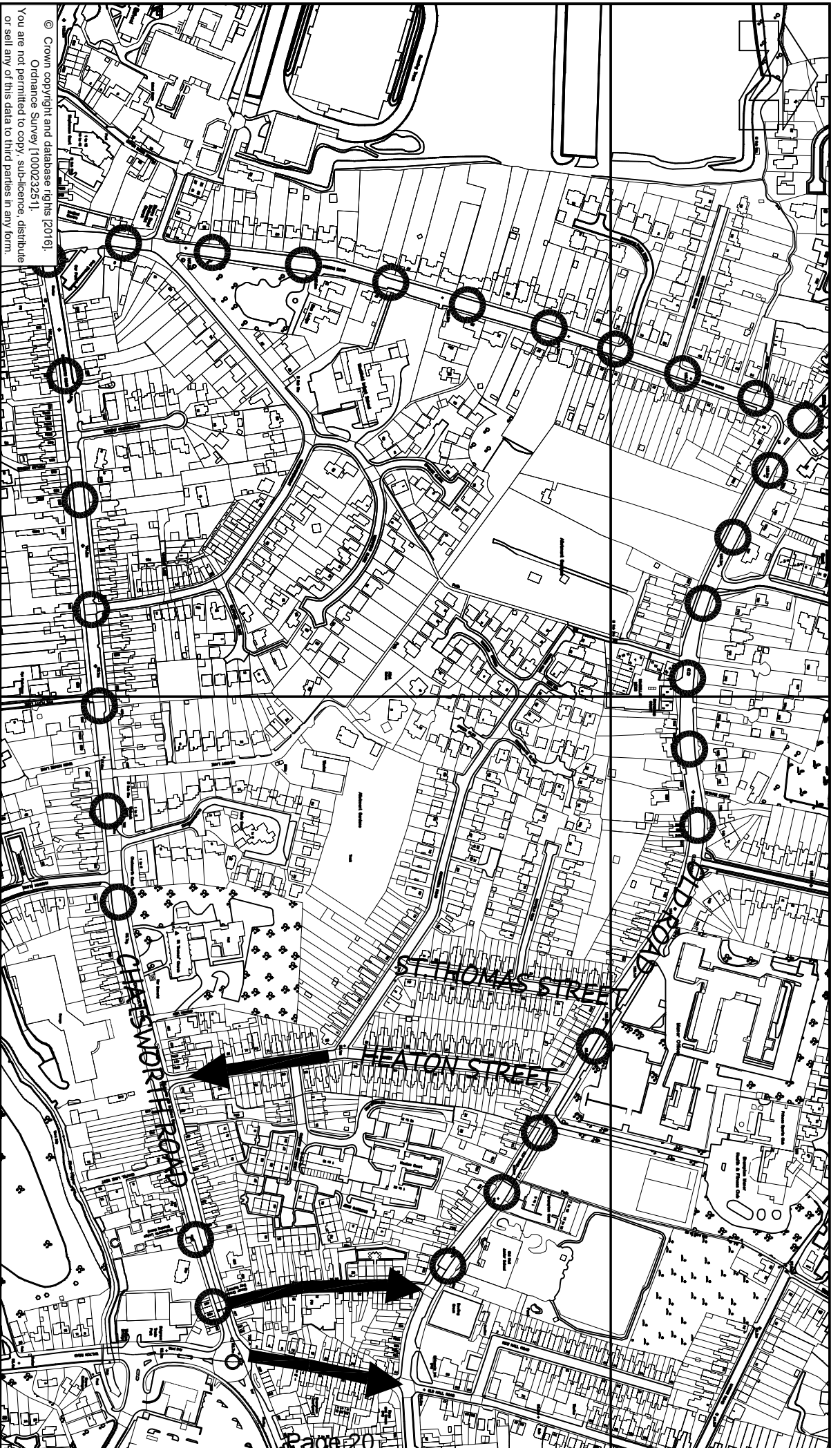
APPENDIX 1

AM PEAK



PM PEAK





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Improving life for local people

MIKE ASHWORTH

Executive Director
Economy, Transport and Communities



FW641223 / FW641224

KEY

○ Diversion Route

PROJECT TITLE

HEATON STREET, CHESTERFIELD

DRAWING TITLE

ONE-WAY REQUEST

DRAWN

B.GOULD

CHECKED

S. TRANTER

APPROVED

S. TRANTER

Date

JUNE: 19

Date

JUNE: 19

Date

JUNE: 19

Project / Confirm
Reference No.

SCALE

Drawing
Number HMT/BG/242/19

N.T.S.

ORIGINAL DRAWING SIZE 297 x 210 (A4)

Derbyshire County Council

Meeting of Cabinet Member – Highways and Transport

10 February 2011

Report of the Strategic Director – Environmental Services

Proposed Traffic Calming Scheme – Heaton Street, St Thomas Street and a Section of Rhodesia Road, Brampton, Chesterfield

(1) **Purpose of Report** To inform the Cabinet Member of the results of the consultation of the proposed Traffic Calming Scheme on Heaton Street, St Thomas Street and a section of Rhodesia Road, Brampton, Chesterfield.

(2) **Information and Analysis** In October 2008, the County Council carried out a consultation on a proposed traffic scheme for Heaton Street at its junction with Chatsworth Road. This proposal included prohibition of waiting restrictions and 'No Left Turn' from Heaton Street onto Chatsworth Road. A report to the Cabinet Member's meeting dated 2 July 2009 was produced following receipt of petitions and letters in both support and objection to this proposal.

In light of the objections and comments received, officers reviewed the design of this original scheme and other possible options. Details of these options and the advantages and disadvantages are detailed in the report attached as Appendix A.

The outcome of the Cabinet Member meeting of 2 July 2009, was that the County Council was to consider the appropriateness of the provision of traffic calming measures along Heaton Street, St Thomas Street and Rhodesia Road to try to deter through traffic from using these routes.

Due to residents concerns regarding the amount of through traffic using Heaton Street, a total of four traffic surveys have been carried out since 2001. The latest survey was carried out on 6 October 2009, a total of 2,145 vehicles over a 12 hour period (7.00am – 7.00pm) used Heaton Street. This is a reduction of 37% when compared with 6 June 2001 survey, an increase of 5.7% on 21 May 2004 survey and an 8% reduction when compared with 9 May 2006 traffic survey.

The County Council carried out a further consultation exercise between 19 November and 17 December 2010 (see Appendix B). The proposal was for the introduction of a Traffic Calming Scheme on Heaton Street, St Thomas

Street and a section of Rhodesia Road (see drawing No 050207/CONS1 Appendix B).

The consultation on this latest proposal was carried out over a wide area. A total of 405 consultation letters were delivered and, during the consultation period, 134 responses (33%) were received. Of the 134 responses, 76 did not support the proposals (57%) and 58 supported the proposals (43%).

Officers also considered the feedback received from residents who would be directly affected by these proposals on Heaton Street, St Thomas Street and a section of Rhodesia Road. Approximately 156 properties would be affected and 57 completed questionnaires/comments (37%) were received. Of the 57 responses, 25 did not support the proposals (16% of the 156 properties affected) and 32 supported the proposals (21% of the 156 properties affected).

For a scheme of this nature to go ahead, the County Council requires a return of approximately 65%, of which there would need to be a majority in favour, again in the region of 65%. Bearing these points in mind the results of the consultation are not considered conclusive.

Comments received mention some of the options previously considered in the report dated 2 July 2009 and in particular the parking on Heaton Street at its junction with Chatsworth Road. It is therefore recommended that the County Council provides additional double yellow lines subject to the appropriate consultation procedure at this location.

The Police did not support the traffic calming proposal stating that there was little opportunity for motorists to speed due to the parking arrangements in this area.

Some comments received have mentioned the poor condition of the highway in this area. Officers can confirm that a resurfacing scheme is scheduled for Heaton Street and will take place this year.

As considered in the report of 2 July 2009, the injury accident record for this area has identified one reported slight injury accident on Heaton Street over the last three years. This accident involved an emergency stop by a bus due to a car reversing from a side street. Clearly, traffic calming measures could not be supported by the accident reduction. It may be possible to provide traffic calming measures as a deterrent to through traffic. However, it is debateable whether traffic calming measures in this area would deter through traffic and the majority of vehicles are not currently travelling at excessive speed for a road with a 30mph speed limit.

In view of the poor response to the consultation and the fact that a scheme of this nature may not necessarily achieve a reduction in through traffic, it is recommended that the Traffic Calming Scheme is not implemented.

(3) **Financial Considerations** The approximate cost of the works was expected to be in the region of £25,000 and was to be met from the Capital allocation 2010/2011.

In preparing this report the relevance of the following factors has been considered; legal, prevention of crime and disorder, equality of opportunity; and environmental, health, human resources, property and transport considerations.

(4) **Background Papers** Held on file 44XT in Environmental Services Department. Officer contact details – Lee Wright, extension 38674.

(5) **Key Decision** No.

(6) **Officer Recommendations** That:-

- 6.1 The proposed Traffic Calming Scheme on Heaton Street, St Thomas Street and a section of Rhodesia Road be abandoned.
- 6.2 The County Council investigates the appropriateness of an extension to the double yellow lines on Heaton Street at its junction with Chatsworth Road.
- 6.3 The residents who have commented on the proposal be advised accordingly.

APPENDIX A

Derbyshire County Council

Meeting of Cabinet Member – Highways and Transport

2 July 2009

Report of the Strategic Director – Environmental Services

Petition – Heaton Street Junction Chatsworth Road, Chesterfield – Prohibition of Waiting and No Left Turn from Heaton Street

(1) **Purpose of Report** To inform the Cabinet Member of investigations undertaken following the receipt of petitions and letters in both support and objection to the proposed prohibition of waiting restrictions and no left turn from Heaton Street onto Chatsworth Road.

(2) **Information and Analysis** Correspondence has been received from residents of Heaton Street and Chatsworth Road as part of the original consultation, in October 2008, to the proposal.

The Cabinet Member – Environmental Services on 29 January 2009, acknowledged receipt of a petition. It contained 128 signatures and a covering letter asking that residents on surrounding streets be included in this consultation. In acknowledgement and response to this a wider consultation with surrounding streets was undertaken and consequently a further petition was acknowledged on 12 February 2009. This contained 38 signatures and a covering letter informing the County Council of their objections to the proposals. The latest petition was acknowledged on 26 March 2009 and contained 50 signatures and a covering letter requesting that the County Council carry out works on Heaton Street and surroundings.

Officer Comments

The initial consultation was carried out in September 2008 with Statutory Consultees and then in October 2008 with residents of Heaton Street and Chatsworth Road (adjacent to the proposed scheme).

A total of 61 out of 116 responded to the consultation of which 50 were in favour and 11 objected to the proposals.

A newsletter was also sent to residents of the surrounding streets in December 2008. As a result of this, objections from a number of surrounding streets were received, together with the two petitions outlined above.

Further correspondence was received from three residents of Heaton Street objecting to the consultation being widened to the surrounding streets.

The Local Member, Councillor Russell, has also commented on the scheme and felt that Heaton Street was busiest and used as a rat run during the afternoon/evening rush hour and parking could be very difficult at the Chatsworth Road junction due to the all-day parking of staff at Bristol Street Motors and short term parking of customers to the Coffee Shop on Chatsworth Road.

His constituents also advised him that speed is a problem, although speed readings carried out by the County Council will confirm the scale of the problem.

He also mentioned that there were mixed feelings for the scheme with residents of the surrounding areas being 'very unhappy' about the scheme, whilst there are quite a number, but not all, on Heaton Street who support the scheme. Their main concerns seem to be the relatively frequent local journeys to some places (eg Morrisons) which would increase journey times and, due to an increase in traffic, could possibly worsen the safety record at the Chatsworth Road/Heaton Street junction.

The Local Member ended by explaining that there was a feeling that the scheme proposed would do nothing at all to resolve the parking congestion at this junction, but felt that something needed to be sorted to address the problems. It is, however, emphasised that any other proposals should be worked up quickly to ascertain the pros and cons to find a way forward.

A summary of the comments referred to above and suggestions made by local people is detailed in Appendix A.

Officers believe that it was appropriate to consult with residents of the surrounding streets as the proposed measures directly impact on their daily journeys. Officers also understand that residents of Heaton Street have concerns with traffic using the Street. In light of the objections / comments received, Officers have reviewed the proposed design and all other possible options. Details of these options and the advantages and disadvantages are provided below:

Proposed left turn ban from Heaton Street onto Chatsworth Road (except cycles).

After further analysis and consideration, the effectiveness of this scheme is debateable as after more detailed design it would prove to be very difficult to engineer the scheme to physically prevent vehicles carrying out the left turn manoeuvre, whilst still allowing vehicles to turn in to and right out of Heaton Street. In the long term, once drivers realise that they can make this left turn

manoeuvre, traffic volumes may not see a significant reduction and a traffic safety problem may be introduced at the junction.

Another issue is that vehicles may turn right out of Heaton Street onto Chatsworth Road looking for a junction to undertake a turning manoeuvre enabling them to travel east along Chatsworth Road. Bristol Street Motors access, Church View, Haddon or Glenthorne Close may be used by these motorists potentially creating a safety problem.

One-Way - Heaton Street from its junction with Rhodesia Road in a Northerly Direction to its junction with Old Road.

This option would prevent traffic from Old Road travelling along Heaton Street through to Chatsworth Road. The disadvantages are the increase in vehicle speeds and that residents affected by the one-way on Heaton Street need to travel along Old Road, St Thomas Street, Rhodesia Road and back onto Heaton Street to gain access to their properties. St Thomas Street would still be open to two-way traffic and would see an increase in traffic flows. Therefore this option would require additional measures on St Thomas Street.

One-Way – St Thomas Street from its junction with Mayfield Road and Heaton Street from its junction with Rhodesia Road in a Northerly Direction to its junction with Old Road.

This option would prevent traffic from Old Road travelling along the residential streets of both St Thomas Street and Heaton Street onto Chatsworth Road. Residents affected by the one-way on Heaton Street and St Thomas Street would also need to travel along either Old Road, Storrs Road, Chatsworth Road and onto Heaton Street / Rhodesia Road or Old Road, Chatsworth Road and onto Heaton Street / Rhodesia Road to gain access to their properties. Therefore, this option would lead to an increase in both journey times and traffic movements at the Heaton Street / Chatsworth Road junction, which could lead to potential increase in injury accidents due to its extended usage.

Closure of Heaton Street

Investigations have taken place with regard to closing Heaton Street at the junction of Church Street West. Due to limited highway land, a turning head cannot be provided on both Church Street West and on Heaton Street. If Heaton Street was closed at its junction with Church Street West and an appropriate turning head was not provided this would lead to vehicles reversing into live traffic. Clearly this is not suitable and a dedicated facility (turning head) must be provided with a scheme of this nature.

Access only Streets

Access only orders and the accompanying road signs are intended to act as a deterrent to motorists. To be effective, they should require little or no enforcement. Unfortunately, it is our experience that such orders rarely achieve their intended purpose; they are open to misinterpretation and are

often ignored, either deliberately or through ignorance on the driver's part who are unsure as to their exact meaning.

Once access only orders are granted, they tend to raise the expectations of residents and lead to frequent demands for Police enforcement. Traffic Wardens cannot be deployed for this purpose because they are not permitted by law to enforce such orders.

The deployment of Police resources has to be prioritised. For traffic patrol units, this priority has to be the many sites where excessive speed, or the condition of vehicles, threatens the lives of members of the community. For other uniformed staff, the priority has to be dealing with crimes of violence, burglaries and vehicle crime. For this reason the Police are not enthusiastic about this type of order and have asked that all existing restrictions provided for the purpose of restricting access to residents are removed. Indeed, Derbyshire County Council has removed this type of restriction in the Matlock area.

Changing the one-way system on Old Hall Road to two-way traffic

In the past Old Hall Road was a two-way street, traffic would regularly queue from the roundabout on Chatsworth Road back to the crossroads junction of Old Hall Road and Old Road and visa versa from the crossroads to the roundabout. This would lead to delays on Chatsworth Road and on the Old Road leg of the crossroads junction (in particular for right turning vehicles approaching from the west).

Changing the one-way system on Victoria Street West to two-way traffic

Victoria Street West is very narrow in places with fronting properties being accessed directly from the road (no front gardens). Officers believe that this road is not appropriate for two-way traffic and this suggestion would be met with strong objections from local residents.

Traffic Calming on Heaton Street, St Thomas Street and Rhodesia Road

Traffic calming is normally provided as an accident reduction measure. The injury accident record for this area has identified one reported slight injury accident on Heaton Street over the last three years. This accident involved an emergency stop by a bus due to a car reversing from a side street. Clearly, traffic calming measures could not be provided solely for the purpose of accident reduction. However, it may be possible to provide traffic calming measures as a deterrent to through traffic.

It is debateable whether traffic calming measures would deter through traffic, as the majority of vehicles are not currently travelling at excessive speed for a road with a 30mph speed limit. However, it may be desirable to physically prevent traffic travelling at an inappropriate speed with the introduction of traffic calming measures.

Waiting Restrictions

Concerns have been raised regarding the parking which takes place near the junction of Heaton Street and Chatsworth Road. It is suggested that the majority of this parking is associated with the Café and employees of Bristol Street motors. This parking can cause problems for vehicles exiting and entering Heaton Street. It is therefore proposed, that additional waiting restrictions are provided. This will of course be subject to consultation. In previous years, officers successfully approached the manager of the motor company requesting that his staff try to park within their own grounds in the interests of being a good neighbour. It is, however, some considerable time since the last approach so it is felt that another letter could be sent as a further reminder.

Traffic Survey Information

Three traffic surveys carried out over a 12 hour period have been undertaken. The first survey was undertaken on 6 June 2001, before installation of traffic signals at Storrs Road junction with Chatsworth Road. The results show a total of 3420 vehicles used Heaton Street in a 12 hour period.

The second survey undertaken on 21 May 2004 (after the installation of traffic signals at Storrs Road junction with Chatsworth Road), showed a total of 2022 vehicles used Heaton Street in a 12 hour period. Since the installation of traffic signals at the junction of Storrs Road and Chatsworth Road, traffic on Heaton Street has reduced by 1,398, a 41% reduction. The survey also showed a reduction in the volume of traffic using Heaton Street in every hour period, when compared to the original survey carried out in 2001.

The third survey undertaken on 19 May 2006, showed a total of 2339 vehicles used Heaton Street in a 12 hour period. Traffic has increased slightly by 317 vehicles (16% increase) when compared to the second traffic survey. However, there is still a reduction of 1081 (32% reduction) when compared with the first survey carried out in 2001 (For further details see Appendix B).

It has been identified that temporary road works have been undertaken frequently in the surrounding area since February 2006 to the beginning of 2009. This may have adversely affected the collected traffic survey data.

A speed survey was carried out on Heaton Street and St Thomas Street over a period of days from 19–21 April 2006 which showed the mean speed to be in the region of 22–25mph and the 85%ile to be in the region of 25–28mph (For further details of the speed survey see Appendix C).

After carefully reviewing the survey information and from continued site observations, Officers believe the majority of traffic is travelling at an appropriate speed for a road with a 30mph speed limit.

In preparing this report the relevance of the following factors has been considered; legal, financial, prevention of crime and disorder, equality of opportunity; and environmental, health, human resources, property and transport considerations.

(3) **Background Papers** Held on file 44XT in Environmental Services Department.

(4) **Key Decision** No.

(5) **Officer Recommendations** That:-

- 5.1 The scheme suggested on Heaton Street Junction Chatsworth Road, Chesterfield be abandoned due to likely enforcement difficulties and the safety implications on the surrounding network.
- 5.2 Approval be given for a letter to be sent to Bristol Street Motors requesting that staff try and use existing parking facilities within the premises.
- 5.3 The County Council undertakes a further traffic survey at a time when no temporary works are taking place on surrounding streets.
- 5.4 The County Council, using the collected traffic data, considers the appropriateness of the provision of traffic calming measures along Heaton Street, St Thomas Street and Rhodesia Road to try to deter through traffic from using the route.

(APPENDIX A)

COMMENTS IN FAVOR OF HEATON STREET SCHEME

- 1 Comment was made regarding the through traffic being horrendous.
- 2 One resident expressed delight at the proposals returning a safe and quiet street.
- 3 Comments was made regarding wing mirrors being hit, damage to vehicles and the speed that traffic travels down the street
- 4 Comment was made regarding street getting busier and the delays at getting out of the street because of heavy traffic.
- 5 Comment was made that traffic issues do not directly affect streets off Heaton Street and that the only issue for these residents is one of convenience i.e. they will not be able to turn left onto Chatsworth Road.
- 6 Concern was expressed that petitioners had informed people that they will not be able to turn right onto Heaton Street off Chatsworth Road
- 7 Comment was made regarding there being larger issues as to why the scheme was proposed in the first place and the reasons that the scheme should proceed far outweigh the selfish of a few who do not suffer any traffic nuisance.
- 8 Comment was made that although the proposals may be inconvenient for those that object, it will also be inconvenient for the people that are in favour, but it will benefit the area as a whole.
- 9 See comments made by [REDACTED] in his letters dated 9 January and 22

OBJECTIONS TO HEATON STREET SCHEME

- 1 The proposals do not address all of the issues in the area for example the streets being too narrow, parking and cycling issues, and Heaton Street remaining a two-way street.
- 2 One resident expressed concern that the installation of the proposed scheme would make travelling to Walton Road and Chatsworth Road more complicated than is necessary for residents living on Rhodesia Road and that an attempt is being made to solve a traffic problem that does not exist.
- 3 Several comments were made regarding visibility being poor at the junction of Church Street West and Heaton Street, and at the junction Rhodesia Road and Heaton Street.
- 4 Many comments were made regarding that Heaton Street is the only remaining direct route from Old Road to Chatsworth Road (A619). The alternative route is to travel via Storrs Road or along Old Road towards Barker Lane and then make a right-turn back up Chatsworth Road.

- 5 Several comments were made that related to the impact on the environment due to the increased length of journey for residents wishing to travel to Walton Road and Chatsworth Road, west of Old Road.
- 6 Comments were made regarding the extra travel expense and about the increase in time to make a journey.
- 7 Concern was expressed that by making local residents travel further to local amenities they were being penalised and inconvenienced for the increasing number of non residents and passing traffic choosing to use Heaton Street as an easy access option to Chatsworth Road. One resident pointed out that whilst traffic is using Heaton Street as a link between Old Road and Chatsworth Road this is limited to a specific time frame whereas the proposed prohibition of turn at the junction of Heaton Street would impact on residents all the time.
- 8 Several comments were made regarding residents being delayed by having to go through several sets of traffic signals, when travelling to Walton Road and Chatsworth Road west of Old Road.
- 9 Much concern was expressed about the danger of traffic having to turn right out of Heaton Street onto the busy Chatsworth Road at a junction where the visibility is restricted by the presence of vehicles parked in bays on Chatsworth Road at the east side of the junction of Heaton Street. With regards to traffic having to turn right at the junction of Chatsworth Road and Heaton Street, one resident was particularly concerned that provision has not been made to have advanced signs installed, at the junctions of Heaton Street and St Thomas Street with Old Road, to warn motorists of the prohibition of left-turn that is ahead. Another resident pointed out that the consequence of the proposals to restrict traffic into making a right-turn out of Heaton Street onto Chatsworth Road would be to restrict traffic from turning right into Heaton Street from Chatsworth Road.
- 10 One resident suggested that turning right out of Heaton Street can be made difficult by vehicle transporter deliveries to Bristol Motors on Chatsworth Road.
- 11 Concern was expressed that the proposals would result in traffic queuing at the junction thereby restricting the flow of traffic travelling in the opposite direction and increasing congestion on Chatsworth Road.
- 12 Comment was made that the proposals would result in more congestion on Heaton Street and St Thomas Street due to an increase in the traffic travelling in a northerly direction towards Old Road. One resident pointed out that there would be an increase in vehicles making three point turn manoeuvres.

- 13 Concern was expressed that St Thomas Street, is only wide enough for vehicles to travel in one direction at any one time due to the presence of parked vehicles on both sides of the carriageway.
- 14 Several comments were made regarding the difficulties of making safe egress onto Old Road from St Thomas Street and Heaton Street due to the visibility being restricted by parked vehicles.
- 15 Comment was made from a resident that the proposed changes at the junction may restrict elderly residents from having access to the local bus service as the proposed prohibition of left-turn out of Heaton Street onto Chatsworth Road would consequently lead to a diversion of the existing route.
- 16 The Passenger Transport Unit of Derbyshire County Council after consultation with the operator of the bus service was concerned that proposals to prohibit traffic making a left-turn would have a potential implication to resources. The operator pointed out that there would be little opportunity for this service to recover the time that would be lost as a consequence of having to change the route.
- 17 Concern was expressed regarding the effect that the proposals would have on local businesses.
- 18 Concern was expressed about there being no exemption for emergency vehicles
- 19 Comment was made that the reason that an excessive amount of traffic is using Heaton Street to travel between Old Road and Chatsworth Road is due to a decision taken a few years ago to turn Victoria Street and Old Hall Road into one-way streets in the same northerly direction.
- 20 The effect of the prohibition of the left turn out of Heaton Street onto Chatsworth Road is that drivers wishing to travel in an easterly direction will turn right onto Chatsworth Road and then make u-turns using, the junctions of Haddon Close and Glenthorne Close, or the entrances to Bristol Motors and St Thomas Church.
- 21 Some residents were concerned that the scheme would result in a redistribution of traffic elsewhere and other road safety and environmental problems. One such concern was that there would be an increase of traffic going past the Old Hall junior school on Old Road and near to the Westfield and Brookfield schools in the vicinity of Storrs Road. Comment was made that the increase of right-turn manoeuvres out of junctions on the estate would create the danger of drivers having to cross an additional lane of traffic. A further concern was that an increase of traffic using the junction of Old Road and Chatsworth Road would impede the flow of traffic travelling in an easterly

direction towards Chatsworth Road as the right-turn lane approaching this junction cannot cope with many vehicles.

- 22 Concern was expressed regarding the benefits of the proposed realignment works at the junction of Chatsworth Road and Heaton Street and also at the necessity for the construction of pedestrian refuge on Chatsworth Road close to the existing signal controlled pedestrian crossing. Further comment was made regarding this refuge being a potential hazard for cyclist.
- 23 Comments were made questioning the justification of the scheme in relation to traffic and accident surveys.
- 24 Comments were made regarding the possibility that the traffic order would not be enforced by the Police and the prohibition would be widely ignored, despite the proposed alterations to the junction of Heaton Street and Chatsworth Road.
- 25 Comment was made that the documents relating to the order and provided for inspection by the public, contained no background information. It was pointed out that no details were given regarding why so many vehicles use Heaton Street to turn left onto Chatsworth Road or what the impact of the proposals will be to the surrounding area.
- 26 Concern was expressed regarding the proposal to make Heaton Street one-way in the same direction as Victoria Street and Old Road.
- 27 Comment was made that the proposals would increase journey times to Chesterfield for drivers towing caravans as it is impossible to turn left out of Rhodesia Road into Heaton Street or St Thomas Street when parked vehicles are present in the vicinity of these junctions.

SUGGESTIONS

- 1 Many suggestions of a varied nature were made to make Heaton Street and other streets in the vicinity one way. One proposal was to make Heaton Street become a one-way street in a southerly direction to allow traffic to flow easily. Another resident suggested this but also suggested making traffic turn left onto Chatsworth Road. Other suggestions included one-way circular routes. One resident made the suggestion to have a one-way circular route and also make Heaton Street 'access only' at the junction of Rhodesia Road. Another resident believed that one-way proposals would be more cost effective.
- 2 Introduce resident's parking schemes on Heaton Street and surrounding streets
- 3 Make Heaton Street and St Thomas Street, into 'Access only' streets.

4. Relieve traffic using Heaton Street by changing the direction that traffic travels on the one-way street at Victoria Street and changing Old Hall Road back to a two-way street.
5. Traffic Calming measures to slow down traffic and thereby deter traffic using Heaton Street as a cut through between Old Road and Chatsworth Road.
6. Restricting traffic from entering into Heaton Street from Chatsworth Road.
7. Prohibiting traffic from making right-turns on to Old Road from the junctions of Heaton Street and St Thomas Street and from Heaton onto Chatsworth Road.
8. Extending and providing additional waiting restrictions on junctions.
9. A traffic system could be installed whereby all traffic is made to turn left out of Heaton Street onto Chatsworth Road. Traffic wishing to travel in a westerly direction would be able to travel a short distance in an easterly direction and then use the roundabout at the junction of Chatsworth Road and Walton Road to make a u-turn back up Chatsworth Road.

(APPENDIX B)

RESULTS COMPARISON
CHESTERFIELD: HEATON STREET, BRAMPTON

Direction	Hour	Wed 06-Jun-01	Fri 21-May-04	% Change	Fri 19-May-06	% Change On Change	% Change On Blue
N	07:00	44	10	-77%	89	51%	89%
N	08:00	114	59	-48%	163	30%	64%
N	09:00	70	42	-40%	139	50%	70%
N	10:00	72	34	-53%	95	24%	64%
N	11:00	90	42	-53%	116	22%	64%
N	12:00	100	44	-56%	130	23%	66%
N	13:00	66	46	-30%	119	45%	61%
N	14:00	62	32	-48%	126	51%	75%
N	15:00	114	62	-46%	170	33%	64%
N	16:00	128	74	-42%	176	27%	58%
N	17:00	192	93	-52%	192	0%	52%
N	18:00	152	73	-52%	134	-12%	46%
S	07:00	120	84	-30%	24	-80%	-71%
S	08:00	252	123	-51%	58	-77%	-53%
S	09:00	190	104	-45%	55	-71%	-47%
S	10:00	126	89	-29%	44	-65%	-51%
S	11:00	124	103	-17%	55	-56%	-47%
S	12:00	146	106	-27%	60	-59%	-43%
S	13:00	146	118	-19%	42	-71%	-64%
S	14:00	166	82	-51%	45	-73%	-45%
S	15:00	204	147	-28%	83	-59%	-44%
S	16:00	252	166	-34%	72	-71%	-57%
S	17:00	304	176	-42%	84	-72%	-52%
S	18:00	186	113	-39%	68	-63%	-40%
TOTALS:		3420	2022	(-41%)	2339	(-32%)	(+14%)

(APPENDIX C)

Survey Results – Heaton Street, Brampton
Undertaken over a period of days in April 2006 (19th to 21st – Wed to Fri)
Between 7am and 2pm

Vehicle Speeds

St Thomas Street – Both Directions

85% Percentile = 25.7 mph
Mean Speed = 22.5 mph

Heaton Street – North Bound Only

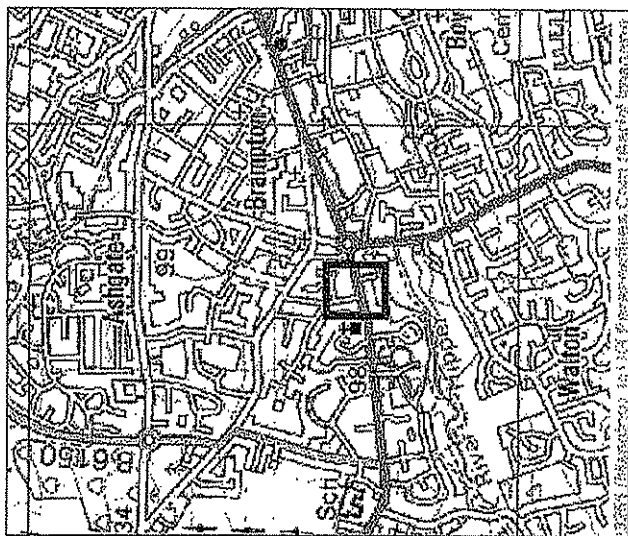
85% Percentile = 26.7 mph
Mean Speed = 22.8 mph

Heaton Street – South Bound Only

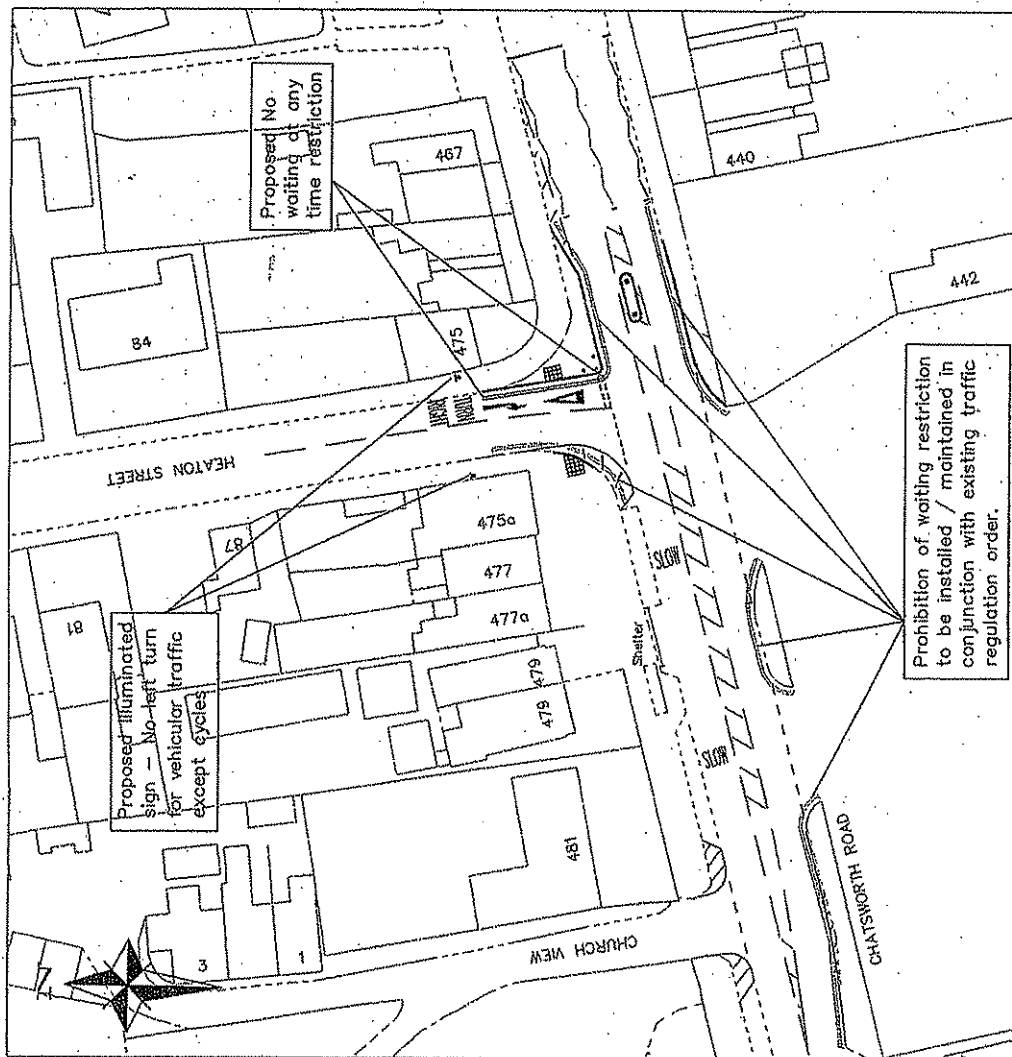
85% Percentile = 27.9 mph
Mean Speed = 24.1 mph

Summary

Mean Speed 22 – 25 mph
85% Percentile 25 – 28 mph



LOCATION PLAN (ABOVE)



<p>DERBYSHIRE County Council</p> <p>IAN STEPHENSON Strategic Director of Environmental Services</p>		<p>DRAWN A Siddall</p> <p>CHECKED TJ Flintham</p> <p>APPROVED TJ Flintham</p>										
<p>DATE Nov 08</p> <p>PROJECT TITLE Heaton Street / Chatsworth Road Chesterfield</p>		<p>DATE Nov 08</p> <p>DATE Nov 08</p>										
<p>DRAWING TITLE Traffic Regulation order</p>												
<p>DCE Project Reference No. 32904</p> <p>Scale 1:500</p>												
<p>AMENDMENT DETAILS</p> <table border="1"> <thead> <tr> <th>BY</th> <th>DATE</th> <th>DATE</th> <th>DATE</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>			BY	DATE	DATE	DATE	DATE					
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APPENDIX B

Ian Stephenson
Strategic Director

FILE

Environmental Services Department
County Hall
Matlock
Derbyshire DE4 3AG

See attached list

Minicom: 01629 533240
Telephone: 01629 538562
Ask for: Mr T R Mather
Our ref: CHS/TRM/050207
Your ref:
Date: 19 November 2010

Heaton Street Area, Chesterfield - Traffic Calming

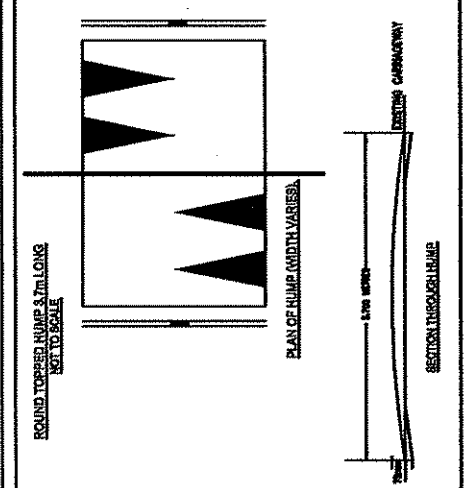
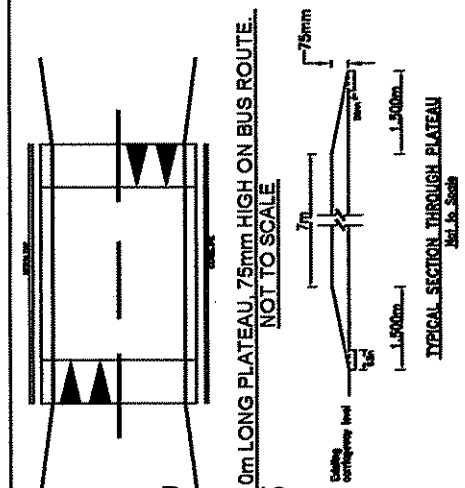
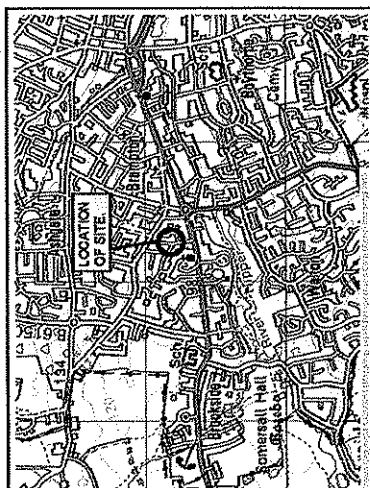
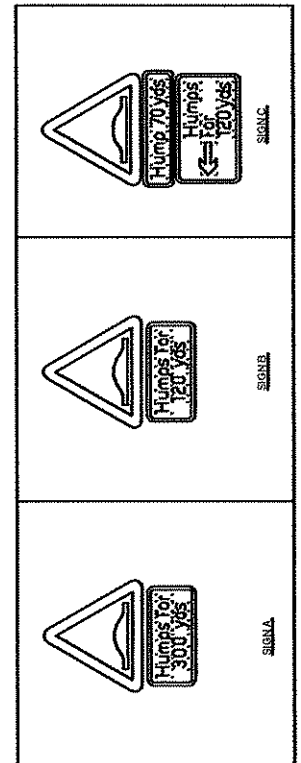
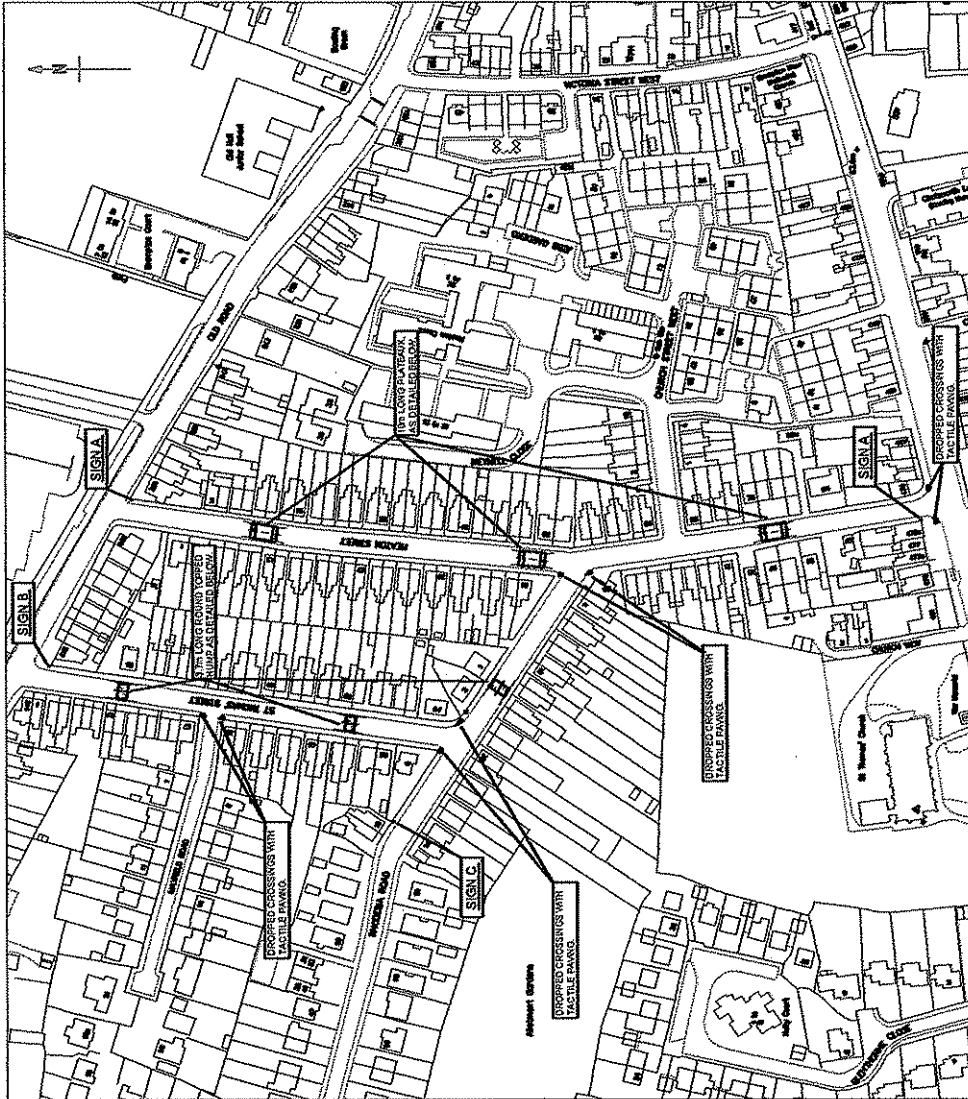
Please find attached a copy of Drawing No. 050207/CONS1 showing the proposals for the above scheme.

The scheme is programmed for the current financial year and any comments you may have regarding these works should be sent in writing prior to 17 December 2010.

C Allwood
Senior Project Engineer – C&C

cc: Secretariat

Enc

[illegible]

To: Consultancy and Contracting
Minor Schemes
County Hall
Matlock

Ref: CHS/TRM/050207

Location: Heaton Street Area, Chesterfield

Subject: Traffic Calming

I refer to your consultation letter of 19 November 2010 regarding the proposed scheme.

I can confirm that:

I support the proposal*

I do not support the proposals*

I have the following comments to make:-

.....
.....
.....
.....

Signed Date

Print Name

Address

.....

*delete as appropriate



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Agenda Item No. 4(c)

DERBYSHIRE COUNTY COUNCIL

**MEETING OF CABINET MEMBER – HIGHWAY, TRANSPORT AND
INFRASTRUCTURE**

10 October 2019

Report of the Executive Director – Economy, Transport and Environment

**OBJECTION TO THE (OLD WHITTINGTON LANE AND CHURCH STREET,
UNSTONE) (PROHIBITION OF MOTOR VEHICLES) ORDER 2019**

(1) **Purpose of Report** To inform the Cabinet Member of an objection following the public advertisement and consultation on the Old Whittington Lane and Church Street, Unstone (Prohibition of Motor Vehicles) Order 2019 which is currently being progressed under the delegated powers of the Executive Director – Economy, Transport and Environment for Traffic Regulation Orders.

(2) **Information and Analysis**

Background

In December 2018, following extensive consultation and public engagement events, approval was given to the shared use cycle path along the B6057 between Dronfield and Unstone, which included the County Council advertising any Traffic Regulation Orders (TROs) to facilitate its implementation. The Cabinet Member requested to see any representations made as a result of any advertised TROs.

As part of the construction of the proposed cycle path, it will be necessary to prohibit motor vehicles from entering Church Street and Old Whittington Lane from the B6057 in order to construct a continual cycle path across these access roads. In order to achieve this, it was necessary to advertise a TRO to prohibit motor vehicles. This was advertised on street and in the Derbyshire Times from 6 June 2019 to 28 June 2019 and received one objection, from Unstone Parish Council

The objection reads as follows:

“The council objects to the proposed closure of both roads as the closure will create a disproportionate amount of traffic on neighbouring roads, especially on Crow Lane at school drop off and pick up times. The parish council does not support the cycle way and have reported this previously.”

Officer Comment

Following the public engagement events, officers received a number of written letters of support for the closure of Church Street and Old Whittington Lane. At the initial consultation process in December 2017, officers received one written expression of concern about the extended driving time the residents would be faced with, due to the closure of Old Whittington Lane. In conjunction with this, the Parish Council does not support the cycle path in its entirety and objects to the closure of these two roads.

Whilst officers appreciate the Parish Council's comments relating to additional traffic, that will require access to the B6057 along Crow Lane and Whittington Lane, traffic surveys carried out show that this level of traffic is relatively insignificant and that the improvements planned at both junctions will improve safety by removing fast moving traffic cutting sharply left from the B6057 along Church Street and Old Whittington Lane.

Traffic figures obtained indicate that at both junctions, traffic exiting onto the B6057 will increase only slightly, whilst the traffic entering will increase by nearly 75% into Old Whittington Lane and doubling into Crow Lane. Having said that, this figure equates to an average of 25 extra vehicles entering Old Whittington Lane per hour and an average extra 48 vehicles per hour using Crow Lane. Waiting restrictions are also planned at the junction of Crow lane with the B6057, which will improve egress into and out of Crow Lane by removing parked vehicles at the junction. This has been consulted upon and received no objections.

Additional travel time will be incurred by residents travelling to and from the Dronfield direction but this again is minimal, compared to the benefits the cycle path will bring. Officers consider that it will encourage more residents to cycle to local destinations, including employment and leisure, reducing the reliance on motor vehicles.

The proposals are shown on attached drawings HMT/BG/615/17A, HMT/BG/616/17A & HMT/BG/173/19

Local Member Comment

Councillor Alex Dale, for Dronfield East, made the following comments:

"Several residents from Church Lane and Old Whittington Lane have contacted me in support of the proposals to close these junctions off. The benefits appear to be the reduction of rat running, often at concerning speeds, and the closure of what are widely regarded as quite dangerous junctions. There are also residents on North Close who would support the closure of the Old Whittington Lane junction in order to facilitate additional parking in an area which is challenging to park."

That said, I am aware of concerns from residents on Crow Lane in particular about the “knock on” effects of diverting more traffic onto this road and the same consideration should also be given Whittington Lane if the junction of Old Whittington Lane is closed off.

There remains significant concern from many residents within Unstone about the cycle path project as a whole, although I appreciate it has already achieved approval and the TROs are merely part of the process of implementation.”

(3) **Financial Considerations** The cost associated with the advertisement of the TROs is approximately £4,000 and the construction works form part of the package associated with the construction of the cycle path which is being funded through the D2N2 (Derby, Derbyshire, Nottingham and Nottinghamshire) Local Grant Fund to Derbyshire Projects.

(4) **Legal Considerations** Section 122 of the Road Traffic Regulation Act 1984 states that it shall be the duty of every Local Authority exercising the functions in that Act (so far as practicable having regard to the matters listed below) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

The matters referred to above are-

- 1) the desirability of securing and maintaining reasonable access to premises;
- 2) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run; 2ii) the national air quality strategy prepared under Section 80 of the Environment Act 1995;
- 3) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- 4) any other matters appearing to the Local Authority to be relevant.

Section 2 of the 1984 Act states what a TRO may provide for and this includes prohibiting the use of a road by vehicular traffic of any class specified in the Order. Notice of proposals must be given in accordance with Regulation 7 Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996 and at least a minimum of 21 clear days for the receipt of written objections must be allowed. Objections can then be considered by the Local Authority.

Having considered all objections, the Council may determine to introduce the new restrictions. The Order will need to be formally made, advertised and the requisite signs erected. An Order cannot be made until after the last date of publication of the notice of proposal. No part of a TRO can come into force before that date when it is intended to publish a notice of making it.

Other Considerations

In preparing this report the relevance of the following factors has been considered: prevention of crime and disorder, equality and diversity, human resources, environmental, health, property, social value and transport considerations.

(5) **Key Decision** No.

(6) **Call-In** Is it required that call in be waived in respect of the decisions proposed in the report? No.

(7) **Background Papers** Held on file within the Economy, Transport and Environment Department.

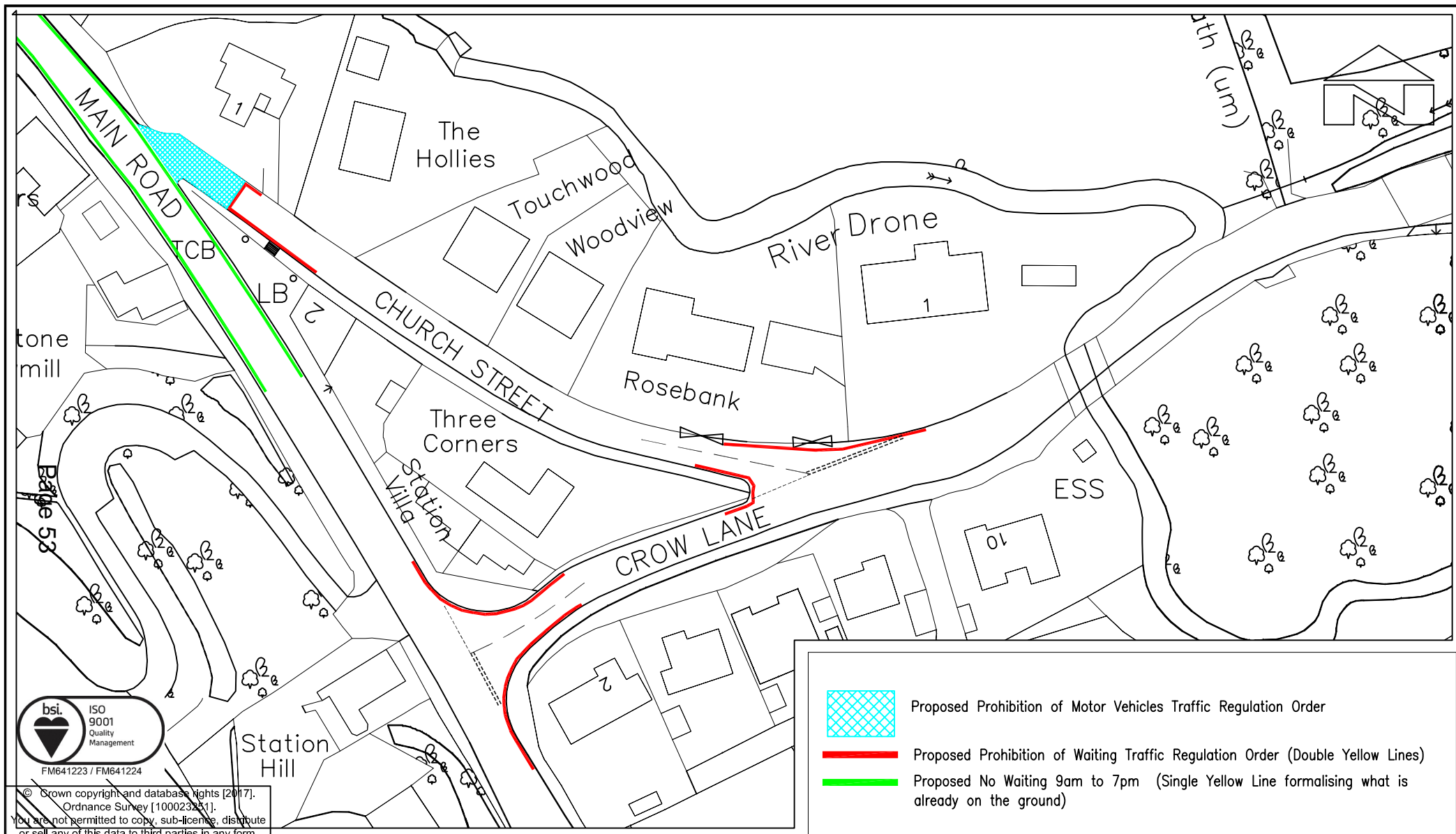
(8) **OFFICER'S RECOMMENDATIONS** That:

8.1 The Cabinet Member notes the objection to the Old Whittington Lane and Church Street, Unstone (Prohibition of Motor Vehicles) Order 2019.




8.2 The Executive Director - Economy, Transport and Environment progresses with the (Old Whittington Lane and Church Street, Unstone) (Prohibition of Motor Vehicles) Order 2019 under the scheme of delegation for Traffic Regulation Orders.


8.3 The Local Member, objectors and the Chief Constable be notified accordingly.

Mike Ashworth
Executive Director – Economy, Transport and Environment



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-  Proposed Prohibition of Motor Vehicles Traffic Regulation Order
-  Proposed Prohibition of Waiting Traffic Regulation Order (Double Yellow Lines)
-  Proposed No Waiting 9am to 7pm (Single Yellow Line formalising what is already on the ground)

<div><p>DERBYSHIRE County Council</p><p>Improving life for local people</p></div> <div>MIKE ASHWORTH Strategic Director Economy, Transport and Environment</div>	PROJECT TITLE		DRAWN	CHECKED	APPROVED
	B6057 MAIN ROAD / CHURCH STREET JUNCTION UNSTONE		B.GOULD	S,TRANTER	S.TRANTER
			Date	Date	Date
			MAY.19	MAY.19	MAY.19
	DRAWING TITLE		SCALE		
PROPOSED PROHIBITION OF MOTOR VEHICLES AND PROHIBITION OF WAITING		Project / Confirm Reference No.			N.T.S.
		Drawing Number			
		HMT/BG/615/17A			
		ORIGINAL DRAWING SIZE 297 x 210 (A4)			

File Created: Wed 16-Nov-2017 - 12:18PM
 Last Saved: Fri 10-May-2019 - 12:13PM
 File Location: I:\Network-Management\Traffic and Safety Team\AutoCad Drawings\Unstone Cycle way TRO drawings\Revision A.dwg

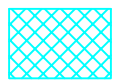
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DERBYSHIRE
County Council
Improving life for local people

MIKE ASHWORTH
Strategic Director
Economy, Transport and Environment



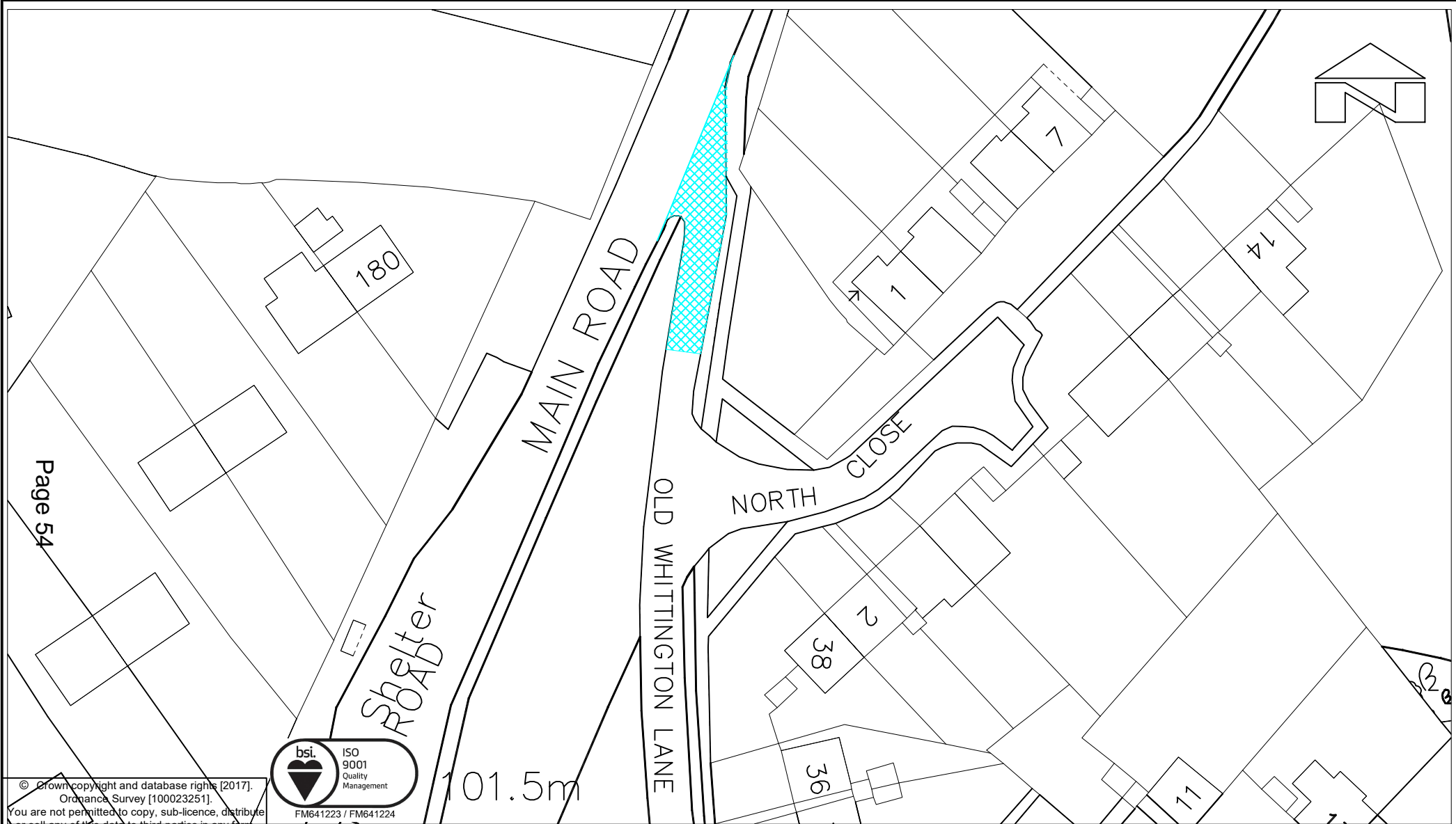
Proposed Prohibition of Motor Vehicles
Traffic Regulation Order

No Double Yellow Lines Proposed as
part of this scheme.

PROJECT TITLE
B6057 SHEFFIELD ROAD / OLD WHITTINGTON LANE
JUNCTION, UNSTONE

DRAWING TITLE
PROPOSED PROHIBITION OF MOTOR VEHICLES

DRAWN B.GOULD	CHECKED S.TRANTER	APPROVED MAY.2019
Date MAY.2019	Date MAY.2019	Date DEC.2017
Project / Confirm Reference No. HMT/BG/616/17A		SCALE N.T.S.
<small>ORIGINAL DRAWING SIZE 297 x 210 (A4)</small>		



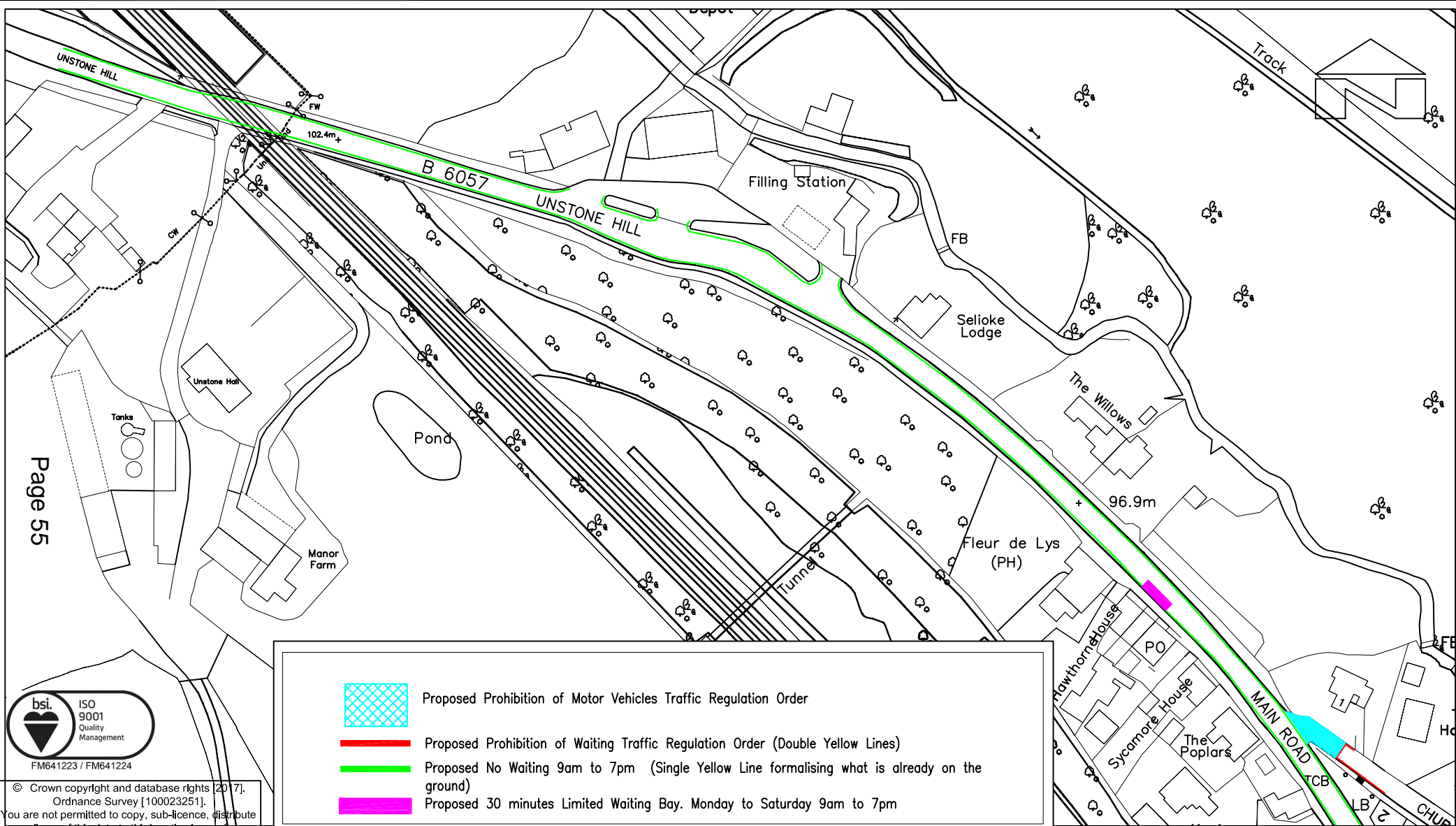


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MIKE ASHWORTH
Strategic Director
Economy, Transport and Environment

	Proposed Prohibition of Motor Vehicles Traffic Regulation Order
	Proposed Prohibition of Waiting Traffic Regulation Order (Double Yellow Lines)
	Proposed No Waiting 9am to 7pm (Single Yellow Line formalising what is already on the ground)
	Proposed 30 minutes Limited Waiting Bay. Monday to Saturday 9am to 7pm



PROJECT TITLE B6057 MAIN ROAD / CHURCH STREET JUNCTION UNSTONE	DRAWN B.GOULD	CHECKED S,TRANTER	APPROVED S.TRANTER
	Date MAY.19	Date MAY.19	Date MAY.19
DRAWING TITLE PROPOSED PROHIBITION OF MOTOR VEHICLES AND WAITING RESTRICTIONS	Project / Confirm Reference No. .		SCALE N.T.S.
	Drawing Number HMT/BG/173/19		
	ORIGINAL DRAWING SIZE 297 x 210 (A4)		

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Agenda Item No. 4(d)

DERBYSHIRE COUNTY COUNCIL

**MEETING OF CABINET MEMBER – HIGHWAYS, TRANSPORT AND
INFRASTRUCTURE**

10 October 2019

Report of the Executive Director – Economy, Transport and Environment

STATEMENTS OF COMMON GROUND

(1) **Purpose of Report** The purpose of this report is to seek the Cabinet Member's approval for Derbyshire County Council to enter into and, be signatories to, Statements of Common Ground (SoCG) with other local authorities/organisations within and outside Derbyshire.

(2) **Information and Analysis** Under Section 33A of the Planning and Compensation Act 2004, local planning authorities are under a duty to cooperate with each other, and with other prescribed bodies, when local plans (including mineral and waste local plans) are being prepared which regard to 'strategic matters' that cross administrative boundaries.

The National Planning Policy Framework (NPPF), February 2019 sets out national policy in respect of this duty. Paragraph 25 of the NPPF expects strategic policy-making authorities to collaborate and identify the relevant strategic matters which they need to address in their development plans.

Paragraph 26 of the NPPF emphasises that effective and ongoing joint working in this regard is integral to the production of 'positively prepared and justified development strategies'. In particular, joint working should help to determine where additional infrastructure is necessary and where development needs that cannot be met wholly within a particular area could be met elsewhere.

In order to demonstrate effective and ongoing joint working, Paragraph 27 of the NPPF expects strategic policy-making authorities to prepare and maintain one or more SoCG to document the cross-boundary matters being addressed and the progress made in addressing them.

National Planning Guidance advises that SoCG should be prepared and then maintained throughout the plan-making process. By the time of draft local plan publication, SoCGs should be available via the websites of each of the

responsible local planning authorities to provide transparent documentation of the collaboration that has taken place.

Derbyshire County Council is the minerals and waste planning authority for the County (outside the National Park) and has a statutory duty to prepare minerals and waste local plans which it is discharging in collaboration with Derby City Council to provide new, joint minerals and waste local plans for the collective areas. It is therefore required to provide SoCG in respect of this specialist local plan provision.

Derbyshire County Council is also a statutory consultee on general development plans prepared by district and borough councils – both within and adjoining Derbyshire. Therefore, it has a duty to co-operate with these councils on the strategic, cross-boundary matters affecting these plans and is expected similarly to enter into SoCG with the relevant authorities and prescribed parties.

Requests for SoCG in which the County Council is expected to enter/be signatories to have been received from the following local authorities/organisations:

Local authority(s)/organisation(s)	Title/Nature of Statement of Common Ground	Date Received
Sheffield City Region (SCR) local authorities	Sheffield City Region Statement of Common Ground (Draft version)	17 July 2019
Durham County Council	The supply of high grade industrial dolomitic limestone for use in making refractory products (Final Version)	17 June 2019

Specific details about each of these draft SoCG, including a summary of the strategic matters proposed to be agreed to as common ground on behalf of Derbyshire County Council and any significant issues on which there appears to be an absence of common ground are provided in the relevant appendix attached.

In each case, the SoCG is considered to provide an appropriate acceptance or confirmation of common ground between the County Council and other authorities on matters of strategic planning which affect Derbyshire.

(3) **Financial Considerations** None as a direct result of this report.

(4) **Legal Considerations** The recommendation in this report is made having full regard to the County Council's responsibilities and services under the provisions of the Localism Act 2011, Planning and Compulsory Purchase

Act 2004, Town and Country Planning Act 1990 and National Planning Policy Framework.

(5) **Social Value Considerations** The relevance of social value in terms of social, economic and environmental wellbeing is considered in the preparation of local plans. Meeting the current and future needs of communities and the management of scarce resources (i.e. sustainable development) is central to the role of local and county planning authorities in preparing and implementing their local plans. Where social value considerations are particularly significant in co-operation under the duty to co-operate under Section 33, this can be expected to be reflected in the content of any corresponding SoCG.

Other Considerations

In preparing this report the relevance of the following factors has been considered: prevention of crime and disorder, equality and diversity, human resources, environmental, health, property and transport considerations.

(6) **Key Decision** No.

(7) **Call-In** Is it required that call-in be waived in respect of the decisions proposed in the report? No.

(8) **Background Papers** Held on file within the Planning Service of the Economy, Transport and Environment Department.

(9) **OFFICER'S RECOMMENDATION** That the Cabinet Member gives approval for Derbyshire County Council to enter into Statements of Common Ground, referred to in the appendices to this report, with Sheffield City Region local authorities (Appendix 1) and Durham County Council (Appendix 2).

Mike Ashworth
Executive Director – Economy, Transport and Environment

Appendix 1: Statement of Common Ground

Name of Local Authority(s)/ Organisation(s) with whom Statements of Common Ground (SoCG) is to be signed	Bassetlaw District Council, Barnsley Metropolitan Borough Council, Bolsover District Council, Chesterfield Borough Council, Derbyshire Dales District Council, Doncaster Metropolitan Borough Council, North East Derbyshire District Council, Nottinghamshire County Council, Peak District National Park Authority, Rotherham Metropolitan Borough Council, Sheffield City Council and Sheffield City Region (SCR) Mayoral Combined Authority
Officer contact:	Steve Buffery

Summary of strategic [cross-boundary] matters proposed to be documented as common ground in the SoCG:

The SoCG has been prepared by the SCR Heads of Planning Group on behalf of the local planning authorities listed above. It has been prepared and will be kept up-to-date by the signatory authorities in order to demonstrate how Local Plans are being prepared by the authorities on the basis of an agreed understanding of the strategic issues facing the City Region.

The SoCG focusses on four main strategic matters: housing, employment, transport and digital connectivity.

Housing: Planning to meet the housing needs of the SCR taking account of housing market geographies and agreements between local authorities as necessary.

Employment: Creating the conditions in which new jobs can be delivered through Local Plans and supporting employment growth in Key Urban Centres and Major Growth Areas (including A61 Corridor and Markham Vale).

Transport: Working together to improve connectivity, particularly within the 20 regional transport corridors; supporting the safeguarding of critical transport routes (existing and new); and collaborating across boundaries to make best use of inter-regional rail, road and water transport networks.

Digital Connectivity: Helping to bring forward a range of local and City Region interventions to improve digital connectivity (particularly for 5G); and creating a supportive planning framework for digital connectivity.

In addition, current working arrangements on several other strategic matters are summarised in the Statement in order to illustrate the range of shared interests being progressed. These are being developed and will continue to be reviewed in future updates of the SoCG. These include Green Belt, energy and climate change, flood risk, minerals and waste, natural environment and health.

Outline of projections/analyses/assessments/policy positions and points of view proposed as common ground under the SoCG which reflect previous authorisations by the Cabinet Member:

Includes various projections in accordance with responses on local plan matters for the respective local plan areas in Derbyshire previously approved by the Cabinet Member.

Outline of other projections/analyses/assessments/policy positions and points of view proposed as common ground under the SoCG by the Cabinet Member

Includes description of issues which the Head of Planning is satisfied are the key strategic issues that face the City Region, which each of the local planning authorities to the SoCG will need to address in their Local Plans and through on-going collaborative working.

Appendix 2: Statement of Common Ground

Name of Local Authority(s)/ Organisation(s) with whom SoCG is to be signed	Durham County Council
Officer contact:	Michelle Spence
Summary of strategic [cross-boundary] matters proposed to be documented as common ground in the SoCG: Industrial dolomitic limestone of sufficient quality for making refractory products for use in the steel industry is a very scarce resource in the United Kingdom. There are only two known resource areas, Whitwell Quarry in Derbyshire and Thrislington East Quarry in County Durham. Both supply limestone to adjoining works which produce the refractory products. Thrislington East Quarry is currently not producing industrial limestone and the adjacent works have been mothballed.	
Outline of projections/analyses/assessments/policy positions and points of view proposed as common ground under the SoCG which reflect previous authorisations by the Cabinet Member: None identified	
Outline of other projections/analyses/assessments/policy positions and points of view proposed as common ground under the SoCG by the Cabinet Member. The main purpose of the SoCG is for each authority to agree to monitor production and reserves of industrial dolomitic limestone and share this information and to adopt a compatible local plan approach to maintaining supply. The SoCG recognises that: “the onus for ensuring the supply of industrial dolomite lies with those authorities underlain by this mineral”, and that this should be achieved through planning for sufficient reserves to maintain production, conserving permitted reserves of high grade limestone for high grade uses and safeguarding areas of land where high grade dolomitic limestone is known to exist.	