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Ask for Anne Barrett

PUBLIC

To: Members of Cabinet Member - Highways Assets and Transport

Tuesday, 6 July 2021

Dear Councillor,

Please attend a meeting of the **Cabinet Member - Highways Assets and Transport** to be held at **10.00 am** on **Thursday, 15 July 2021** in the Members Room, County Hall, Matlock DE4 3AG, the agenda for which is set out below.

Yours faithfully,

A handwritten signature in black ink that reads 'Helen E. Barrington'.

Helen Barrington
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. Petitions
To receive Petitions (if any)
3. To confirm the non exempt Minutes of the meeting of the Cabinet member - Highways Assets and Transport held on 17 June 2021 (Pages 1 - 6)

4. To consider the non-exempt Joint Report of the Executive Director - Place and the Director of Finance & ICT on Performance and Revenue Outturn 2021-21 - Quarter 4. (Pages 7 - 18)

5. Exclusion of the Public

To move "That under Regulation 4 (2)(b) of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012, the public be excluded from the meeting for the following items of business on the grounds that in view of the nature of the items of business, that if members of the public were present, exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972 would be disclosed to them."

PART II - EXEMPT ITEMS

6. Declarations of Interest

To receive declarations of interest (if any)

7. To consider the exempt Report of the Executive Director - Place on Fuel Card Contract (Pages 19 - 28)

MINUTES of a meeting of the **CABINET MEMBER FOR HIGHWAYS ASSETS AND TRANSPORT** held on 17 June 2021**PRESENT**

Cabinet Member - Councillor K S Athwal

Also in attendance – Councillors C Cupit, C Renwick and A Sutton

01/21 PETITIONS RESOLVED (1) to receive the under-mentioned petitions: -

Location/Subject	Signatures	Local Member
Stoney Middleton and Calver A623 – Request for Review of the Speed Limits	244	Councillor S Hobson
Wingerworth, Nethermoor Road – Traffic Calming Measures	23	Councillor B Lewis

(2) that the Executive Director – Place be asked to investigate and consider the matters raised in the Stoney Middleton petition; and

(3) that the response provided to Lee Rowley, MP in respect of Nethermoor Road, Wingerworth petition, attached to the report as an Appendix be forwarded to the Lead Petitioner and Local Member.

02/21 MINUTES RESOLVED that the Minutes of the meeting of the Cabinet Member for Highways, Transport and Infrastructure held on 11 March 2021 be received.

03/21 SECTION 38 AND SECTION 278 AGREEMENT – SANDY LANE/ THORPE AVENUE, WHITWELL Bolsover District Council (BDC) has secured planning permission to develop 11 new homes at Thorpe Avenue, Whitwell. The works included a new junction at Thorpe Avenue, including its realignment and the redesign of a footway on the eastern side of Sandy Lane. An agreement under Section 38 of the Highways Act 1980 would be entered into with the County Council, as Highways Authority, to adopt the new road off Thorpe Avenue.

BDC was aware that it needed the County Council's formal permission as

Highway Authority to fund or carry out works in the public highway by entering into agreements under Section 278 and Section 38 of the Highways Act 1980. The District Council has confirmed in writing that it would underwrite the works and complete them to an adoptable standard as detailed by the County Council.

RESOLVED to waive the requirement for a Guarantee Bond regarding proposed works at Sandy Lane Thorpe Avenue, Whitwell which are to be undertaken by Bolsover District Council under Section 278 and Section 38 Agreements of the Highways Act 1980.

04/21 PETITION REQUESTING THE INTRODUCTION OF TRAFFIC CALMING MEASURES ON SMEDLEY STREET, MATLOCK Following the receipt of a petition requesting the consideration of traffic calming measures, Smedley Street, Matlock investigations have been undertaken.

Smedley Street, Matlock was subject to a 30mph speed limit and runs from Rutland Street/Bank Road to Far Green. There were two tactile crossing places, one either side of the junction with Far Green to assist pedestrians crossing the road. Double yellow lines junction protection was provided on Smedley Street at the junction with Far Green/Dimple Road and a single yellow line was provided at the junction with Malvern Gardens, Smith Road and Wellington Street. School Safety Zone signs, with the legend 20mph when lights flash were provided to warn of motorists of All Saints Primary School.

There have been no injury collision recorded on Smedley Street from its junction with Far Green to its junction with Wellington Street over the last three years. There have also been no injury collisions recorded over this same period on Sycamore Road, Dimple Road and Smedley Street West.

The report of excessive speeds was a matter for the Police/CREST (Casualty Reduction Enforcement Support Team) who are responsible for the enforcement of speed limits. The alleged abuse of the speed limit has been reported to CREST for investigation.

Councillor Burfoot, the Local member, fully supported the petitioners in their request for traffic calming measures and the response was detailed in the report.

RESOLVED that (1) in accordance with the County Council's Speed Management Protocol, the introduction of Traffic Calming measures is not justified on Smedley Street, Matlock at this time; and

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

05/21 OBJECTIONS TO TRAFFIC CALMING PROPOSALS FOR SWALLOW HOUSE LANE, HAYFIELD Following the public advertisement and consultation on proposals to introduce traffic calming measures on Swallow House Lane, Hayfield, objections have been received.

Twenty-three responses have been received in support of the proposal, including the Police, the Peak District National Park Authority, the Parish Council and Hayfield Primary School). Twenty of those in favour reside on Swallow House Lane (including the school). Thirteen responses have been received expressing objection to the proposal, six of these have addresses on Swallow House Lane, one on Lea Road, one on Swallow House Crescent, two on Pike Close, one on Wood Gardens and one on Thornsett Lane, Birch Vale. Hayfield Civic Trust has also objected.

A summary of the objections included speeding was not an issue on Swallow House Lane; increased noise; increased pollution; waste of money; would not address the issue of thoughtless parking; school parking ensures that traffic speeds were kept to a minimum due the congestion it caused; hinders emergency vehicles; and no evidence base to justify such intervention measures.

The financial contribution from the residential developer has made it possible to consider highway intervention measures on Swallow House Lane and draft proposal has been tailored to address the issues raised during discussions with the Parish Council and representatives of the school.

Road humps have been proposed as they did not affect the alignment of the carriageway and would not remove any roadside parking spaces. Road humps on the public highway have to conform to national regulations and were able to be passed over without having to slow virtually to a stop and have been designed to enable drivers to proceed at a consistent speed without harsh braking and accelerating. The proposal also includes the erection of a School Safety Zone sign to accompany the existing flashing amber warning lights. It was considered that the best use of the financial contribution from the developer would be to install the road hump scheme as proposed.

RESOLVED (1) to approve the introduction of the traffic calming scheme and associated signing on Swallow House Lane, Hayfield; and

(2) the Local Member and objectors be notified accordingly.

06/21 OBJECTIONS TO THE DOLES LANE, CLIFTON PROHIBITION OF MOTOR VEHICLES ORDER 2021

Following the public advertisement of the proposals to the Prohibition of Motor Vehicles Order 2021, Doles Lane, Clifton, objections have been received.

There have been a few incidents at the ford on Doles Lane where vehicles have become trapped by unexpected large volumes of water and on one occasion, this has led to a loss of life. Access across the ford could be maintained for pedestrians and cyclists via the existing footbridge. Access would be maintained for adjacent landowners requiring motor vehicle access for maintenance purposes. It was intended that the closure would be enforced by erecting gates at both ends.

Comments in support of the proposal were received from the local Member, Parish Council and a member of the public. Objections were received from five individuals and two interest groups.

Three of the objections related to the need to keep Doles Lane open as it is both an important recreational and rural link. One objector considered the proposed Order was a drastic measure and asks the County Council to consider signing in the first instance. Another objector asks why trail riders were not allowed to use the route.

The Trail Riders Fellowship's objection mainly related to there being no incidents reported of either motorcycles or quad bikes having safety issues when crossing the ford.

The Green Lane Association objected on the grounds that warning signs were required; an unauthorised sign was in place; the depth gauge provided looked amateurish; there was no regime for checking inspecting fords within Derbyshire and there was no justification for the Traffic Regulation Order.

There were already signs in place to warn of the ford on both approaches, with supplementary plates to say that the route was unsuitable for motor vehicles. An additional sign was installed at the Doles Lane/The Greenacre junction to reinforce the warning sign at the A515 junction. All signs could be seen in place using a well-known internet search engine.

A depth gauge was installed in the ford in 2018. Fords within Derbyshire are to be numbered to aid the emergency services. Sudden downpour events have become more regular which could change the conditions of local watercourse quickly which makes reactive signing of the risk at fords more difficult. Notifications have been received from people local to Doles Lane stating that, on occasion, temporary measures put in place have been moved to facilitate access to the ford.

RESOLVED that the objections to the Prohibition of Motor Vehicles Order 2021, Doles Lane, Clifton be overruled and the Order, subject to amending the definition of motor vehicles, be made.

07/21 REPORT ON THE SUBMISSION OF THE FLOOD RISK MANAGEMENT PLAN - 2nd CYCLE

The Flood Risk Management Plan 2nd Cycle (FRMP) described how risk management authorities (Derbyshire County Council was a Risk Management Authority as the Lead Local Flood Authority) were working with stakeholders and communities to manage flood risk in the places where they live work and play. The Plan was one of the steps used to improve strategic planning, in line with the ambitions of the Environment Agency's (EA) National Flood and Coastal Erosion Risk Management Strategy and also in line with the Government's 25 Year Environment Plan.

The Council identified and submitted a number of draft high level strategic measures to reduce the likelihood of flooding in Derbyshire to the EA in December

2020. The measures identified in the FRMP sit alongside the current EA's Flood Risk Management Capital Programme (2021-2027), of which the Council has a number of flood risk management schemes within it. In Derbyshire, only one Flood Risk Area has been identified, which was Chesterfield, and therefore some of the measures identified within the FRMP, were a reflection of this Flood Risk Area in Chesterfield.

The FRMP was led and delivered by the EA, and the EA was currently in the final stages of completing and submitting this draft plan, in readiness for consultation in the summer of 2021. The FRMP would then be formally published in December 2021.

RESOLVED to approve the measures identified within the Flood Risk Management Plan – 2nd Cycle, attached as Appendix A to the report.

08/21 EXCLUSION OF THE PUBLIC RESOLVED that under Regulation 4 (2)(b) of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012, the public be excluded from the meeting for the following items of business on the grounds that in view of the nature of the items of business, that if members of the public were present, exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972 would be disclosed to them.

SUMMARY OF PROCEEDINGS CONDUCTED AFTER THE PUBLIC, INCLUDING THE PRESS, WERE EXCLUDED FROM THE MEETING

1. To receive the exempt minutes of the meeting held on 11 March 2021

09/21 EXEMPT MINUTES RESOLVED to receive the exempt minutes of the meeting of the Cabinet Member for Highways, Transport and Infrastructure held on 11 March 2021.

Meeting start time: 13:05

Meeting end time: 13:35

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DERBYSHIRE COUNTY COUNCIL

**MEETING OF CABINET MEMBER – HIGHWAY ASSETS AND
TRANSPORT**

15 July 2021

Joint Report of the Executive Director - Place and the Director of Finance &
ICT

PERFORMANCE AND REVENUE OUTTURN 2020-21 – QUARTER 4

(1) **Purpose of Report** To provide the Cabinet Member with an update of the Council Plan performance and the revenue outturn position of the former Highways, Transport and Infrastructure portfolio for 2020-21. This report does contain elements that will be contained under different portfolios following the Council's Annual General Meeting on 26 May.

(2) **Information and Analysis**

1.1 Integrated Reporting

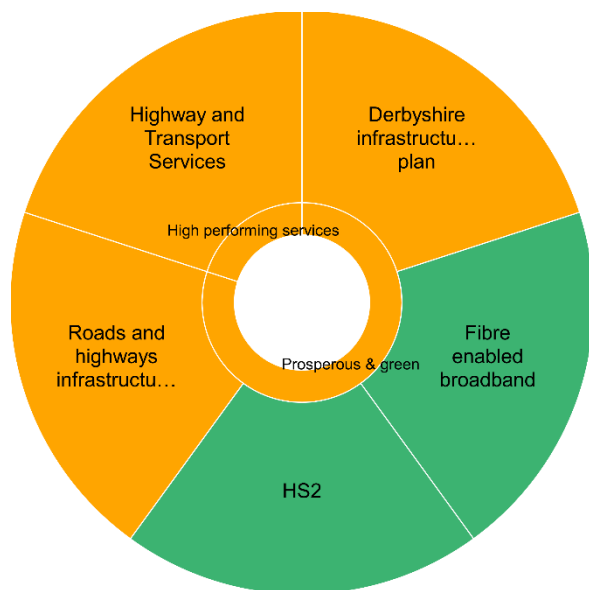
This report presents both financial and Council Plan performance data. The performance summary sets out progress on the Council Plan deliverables and measures led by the Highways, Transport and Infrastructure portfolio. The remainder of the report gives a summary and detail on the revenue outturn position for the portfolio.

As an overview, the report shows that progress is "good" for 2 out of the 5 Council Plan deliverables led by the portfolio, however, the deliverables "Roads and highways infrastructure", "Derbyshire infrastructure plan" and "Highway and Transport Services" have been flagged as "requiring review". After the use of additional Covid-19 funding, the outturn position for 2020-21 is an overspend of £0.137m. It is calculated that £2.346m of savings have been achieved by the year end. This compares to target savings of £6.660m and the value of savings initiatives, which have been identified for implementation in the current year, of £2.976m.

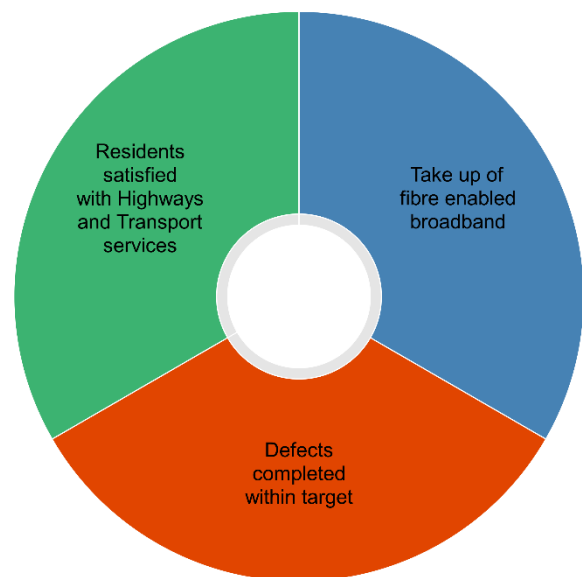
1.2 Performance Summary

The following shows an overview of progress on the Council Plan deliverables and measures relating directly to Highways, Transport and Infrastructure.

Deliverable Progress



Performance Measures Against Target



Performance Measures Against Target

	2018/2019	2019/2020	2020/2021	Target	Performance
Percentage of homes and businesses with fibre enabled broadband	54.8%	62.6%	69.1%	61.0%	★
Percentage of defects completed within target	71.5%	77.2%	71.0%	90.0%	🔴
Percentage of residents satisfied overall with Highways and Transportation services	55.0%	55.0%	54.0%	55.0%	✅

Key ★ Strong ✅ Good 🟡 Review 🔴 Action 🟡 Data not available/Target not set

Key area of success is:

Completion of Contract 2 for fibre enabled broadband was essentially achieved in December 2020, which has resulted in 21,000 additional properties being connected; this is in addition to the 86,000 connected during Contract 1. BT has connected an additional 90,000 premises as part of commercial roll out (Fibre to Premise). Connection will continue to 64 communities from Quarter 4 onwards as part of completing the work with BT on Contract 2.

Key areas for consideration are:

During the year, a total of 71% of all highway defects were completed within target which compared with 77.2% for the previous year. The adverse weather conditions during Quarters 3 and 4 and the impact of COVID-19 pandemic, together with the back log of work from previous years, has had a significant impact on performance which has resulted in work being behind programme. To address these issues, additional resources have been applied to bring the situation back to a satisfactory position.

In addition, a significant amount of the £40m programme of highway improvement schemes will be targeted at repairs to the network resulting from the floods which occurred towards the end of 2019 and the beginning of 2020. These floods damaged carriageways and structures, and resulted in two major landslips that washed away roads

A programme to tackle drainage and surface deterioration and prevent potholes in the future is also underway which will help with improving customer satisfaction levels with the condition of the County's highway network.

Further information on the portfolio's Council Plan performance are included at Appendix A.

1.3 Outturn Summary

The net controllable budget for the Highways, Transport and Infrastructure portfolio is £80.632m.

The Revenue Outturn Statement for 2020-21 indicates there is a year-end overspend of £0.137m.

Outturn against target budget

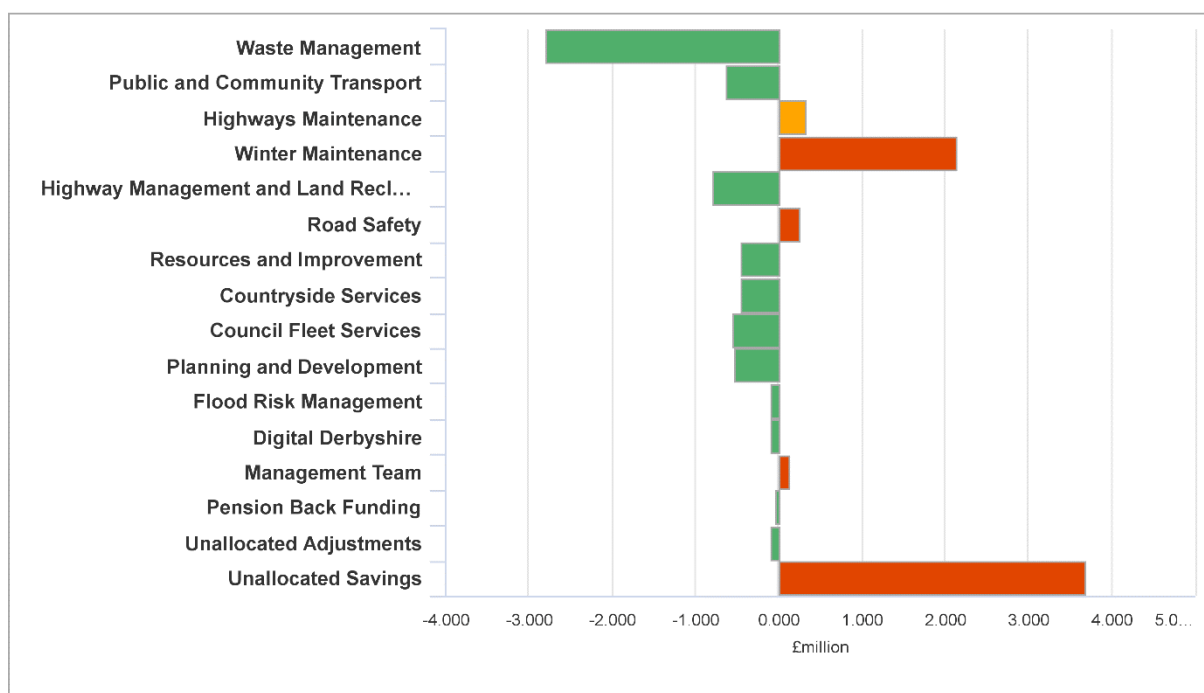


The areas which make up the outturn are shown in the following table and graph below:

Highways, Transport & Infrastructure Budget Items

	Controllable Budget £m	Actual Expenditure £m	Under (-)/Over Spend £m	Percentage Under (-)/Over Spend	Budget Performance
Waste Management	47.074	44.279	-2.795	-5.9%	✓
Public and Community Transport	14.016	13.391	-0.625	-4.5%	✓
Highways Maintenance	11.965	12.303	0.338	2.8%	✗
Winter Maintenance	1.473	3.612	2.139	145.2%	✗
Highway Management and Land Reclamation	3.026	2.253	-0.773	-25.5%	✓
Road Safety	0.106	0.367	0.261	246.2%	✗
Resources and Improvement	2.536	2.096	-0.440	-17.4%	✓
Countryside Services	2.646	2.197	-0.449	-17.0%	✓
Council Fleet Services	-0.769	-1.305	-0.536	-69.7%	✓
Planning and Development	0.761	0.243	-0.518	-68.1%	✓
Flood Risk Management	0.321	0.238	-0.083	-25.9%	✓
Digital Derbyshire	0.154	0.069	-0.085	-55.2%	✓
Management Team	0.613	0.752	0.139	22.7%	✗
Pension Back Funding	0.329	0.294	-0.035	-10.6%	✓
Unallocated Adjustments	0.065	-0.020	-0.085	-130.8%	✓
Unallocated Savings	-3.684	0.000	3.684	100.0%	✗
Total	80.632	80.769	0.137	0.2%	✗

Under (-)/Over Spend



1.4 Key Variances

1.4.1 Waste Management, underspend £2.795m

The underspend is due to short-term savings under the service continuity arrangements and variable tonnages.

1.4.2 Public and Community Transport, underspend £0.625m

The main area of underspend is within Gold Card. Due to Covid-19 guidance restricting travel, the operators have not been paid the full amount that they would usually have been.

1.4.3 Winter Maintenance, overspend £2.139m

The budget for winter maintenance is £1.473m and spend this year was £3.612m. Much of the cost for an average winter is paid in advance of any severe weather. Grit salt is a major item of expenditure and stocks are maintained in accordance with Department for Transport recommendations. Fleet is the other major cost and sufficient vehicles are an unavoidable cost. The overspend is due to these costs in addition to some spells of severe weather during this winter.

1.4.4 Highway Management and Land Reclamation, underspend £0.773m

The underspend is due to having a high number of vacancies, with delays in recruitment due to the impact of Covid-19.

1.4.5 Council Fleet Services, underspend £0.536m

The underspend results from additional income for vehicle maintenance.

1.4.6 Planning and Development, underspend £0.518m

An increase in income from Section 38 and 278 (Highways Act 1980) agreements are the main contributors to this underspend.

1.4.7 Unallocated Savings, overspend £3.684m

This overspend is an accumulation of unallocated savings targets. More information is included in the Budget Savings Section later in the report.

1.5 Covid-19 Funding

The above figures include all additional costs incurred due to Covid-19 and the funding provided to cover those costs. The table below details these areas of expenditure.

Covid-19 Funding

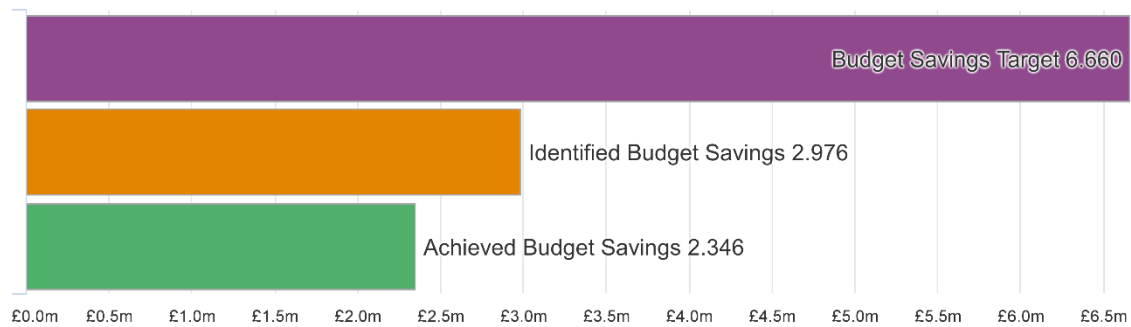
Description	Additional Costs £m	Savings Slippage £m	Loss of Income £m	Offsetting Income £m	Total Funded by Corporate Covid-19 Grant £m
Waste Management	3.563	0.230	0.015	0.000	3.808
Public & Community Transport	0.011	0.000	0.004	0.000	0.015
Highway Maintenance	0.691	0.000	0.000	(0.443)	0.248
Highway Management & Land Reclamation	0.221	0.000	0.499	0.000	0.720
Resources & Improvement	0.001	0.000	0.063	0.000	0.064
Countryside Services	0.037	0.400	0.000	0.000	0.437
Council Fleet Services	0.156	0.000	0.002	0.000	0.158
Planning & Development	0.000	0.000	0.590	0.000	0.590
Total	4.680	0.630	1.173	(0.443)	6.040

1.6 Budget Savings

Budget reduction targets totalling £1.426m were allocated for the year. Further reductions allocated in prior years, totalling £5.234m, had not been achieved and were brought forward to 2020-21. This resulted in the total reduction targets to be achieved at the start of the year of £6.660m.

Savings of £2.976m were identified in the year meaning that £3.684m will be carried forward to 2021-22. Of the £2.976m identified, £2.346m was achieved; £0.630m was not achieved.

Budget Savings



Budget Savings Initiatives

	Budget Reduction Amount £m	Forecast to be Achieved by the end of 2020/21 £m	Shortfall (-)/ Additional Savings Achieved £m	
Countryside	0.400	0.000	-0.400	❌
Highways Staffing	0.258	0.258	0.000	✅
Waste - HWRC	0.230	0.000	-0.230	❌
Public Transport	0.450	0.450	0.000	✅
B_Line (allocated to Gold Card)	0.088	0.000	-0.088	❌
Budget Challenge 2020-21	0.150	0.150	0.000	✅
Development Control S38/278 Income	0.600	0.600	0.000	✅
Gold Card	0.300	0.388	0.088	✅
Waste	0.500	0.500	0.000	✅
Total Position	2.976	2.346	-0.630	❌
Shortfall/(Surplus) of Identified Savings	3.684	0.000	-3.684	

	Budget Reduction Amount £m
Prior Year B/f	5.234
Current Year	1.426
Budget Savings Target	6.660

1.7 Growth Items and One-Off Funding

The portfolio received the following additional budget allocations in 2020-21:

1.7.1 Ash Dieback - £0.270m one-off

Ash Dieback will lead to the decline and death of the majority of ash trees in Britain. The Countryside Service is leading a corporate-level response with relevant departments, developing a corporate Ash Dieback Action Plan, initiating a programme of inspection to quantify the scale of the problem on the Council's estate including the surveying, felling and replanting of trees on Council land. It is considered likely that this funding will turn into a multi-year commitment once evaluation work has been performed.

Outcome of 2020-21: £0.025m of the growth bid was spent in 2020-21. This was due to a delay in recruiting the Project Officer due to Covid-19 restrictions. The remaining £0.245m remains committed, and will be requested to be carried forward into 2021-22 as part of the summary Cabinet report.

1.7.2 Elvaston Castle Masterplan - £0.200m one-off

Cabinet approved the Elvaston Castle Masterplan on 20 December 2018, following a public consultation exercise. A delivery programme and business case was prepared to identify the capital investment required and income generation opportunities involved in delivering the Masterplan which was approved in principle by Cabinet in September 2020. This one-off funding is being spent on the preparatory and design work associated mainly with the construction of the access drive and car park elements of the programme.

Outcome of 2020-21: Of the £0.200m growth bid, £0.106m was spent in 2020-21. The remaining £0.094m has been put into a reserve to cover future costs, as agreed previously. Due to the timescales for the planning application, this will be spent in 2021-22.

1.8 Earmarked Reserves

Earmarked reserves totalling £18.931m are currently held to support future expenditure. Details of these reserves are as follows:

Reserves		£m
ETE Underspend reserve (to assist with managing the department's savings programme)	▼	7.519
ETE underspend reserve (committed to specific projects)	↑	3.782
Committed Liabilities - Revenue	↑	2.218
Winter Maintenance	=	2.000
Committed Liabilities - Capital	↑	1.082
Grants	▼	1.039
Waste Recycling Initiatives	=	0.598
Money held on behalf of other Councils and Partnerships	↑	0.454
Derby and Derbyshire Road Safety Partnership	▼	0.202
Renewals funds regarding Lab and Fleet equipment	=	0.037
Total Reserves	↑	18.931

Key

- ↑ Reserve has increased over the final quarter
- = Reserve is unchanged over the final quarter
- ▼ Reserve has decreased over the final quarter

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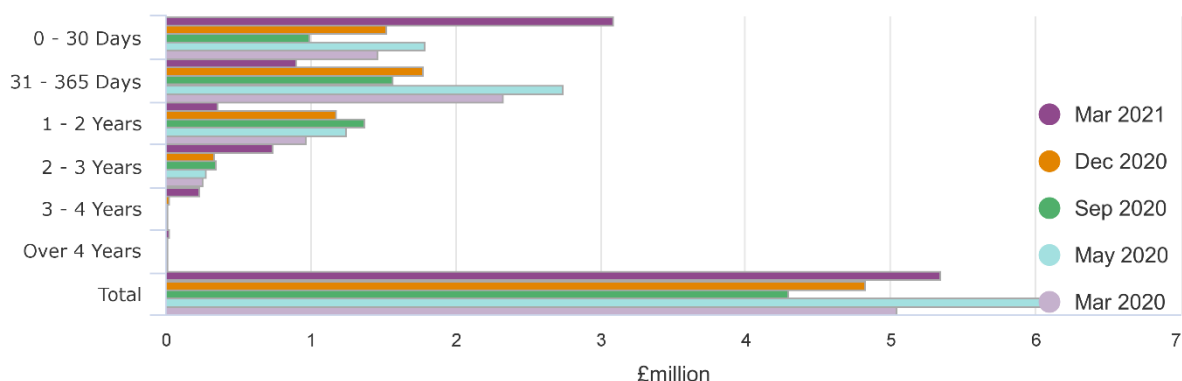
1.9 Debt Position

The profile of the debt raised, relating to income receivable by services within the Economy, Transport and Environment department, is as follows:

Debt Position

0 - 30 Days £m	31 - 365 Days £m	1 - 2 Years £m	2 - 3 Years £m	3 - 4 Years £m	Over 4 Years £m	Total £m
3.087	0.902	0.362	0.740	0.232	0.022	5.345
↑	▼	▼	↑	↑	↑	↑
57.8%	16.9%	6.8%	13.8%	4.3%	0.4%	100.0%

Aged Debt over Time



In the year up to 31 March 2021 the value of debt that has been written off totals £0.026m.

(3) **Financial Considerations** As detailed in the report.

(4) **Other Considerations**

In preparing this report the relevance of the following factors has been considered: legal, 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 Place Department.

(8) **OFFICER'S RECOMMENDATIONS** That the Cabinet Member notes the report.

Chris Henning
Executive Director- Place

Peter Handford
Director of Finance & ICT

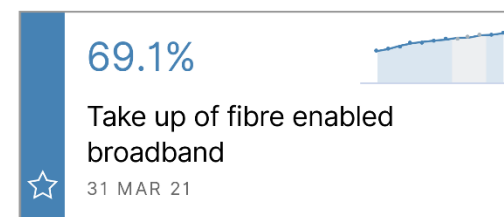
Highways, Transport and Infrastructure End of Year Council Plan Performance Report 2020-21

Progress on Council Plan deliverables and key measures

A prosperous and green Derbyshire

✓ Increased the fibre enabled broadband coverage across Derbyshire for homes and businesses

Contract 2 for Digital Derbyshire has now been successfully completed at March 2021 with overall take up levels confirmed as 69%, although additional take up will still come forward up to the end of June 2021. The Top up Voucher scheme was launched in September 2020 and £258k of investment so far has facilitated 15 community projects covering 1066 premises with a combined total project value of £1.27m. The Gigabit Voucher scheme closed on the 31 March 2021 and a new scheme has now been launched. Our remaining Top Up fund of £242k will be applied to this new scheme until the fund is fully utilised. Reassessment of digital white spots (where there is no existing or limited coverage) is being undertaken.



🟡 Invested in well maintained roads and highways infrastructure

The delivery of the capital programme involves a significant increase in resources from previous years. Arrangements are now in place with two national contractors to deliver key packages of the programme such as resurfacing and surface dressing roads. Similar measures are under way to provide the design capacity for the maintenance and improvement schemes in the works programme.

A dedicated drainage team, including the flood risk team, has been established to tackle recent and historic drainage and flooding issues as part of the capital programme.

- A total of 71% of all highway defects were completed within the appropriate target timescale (this will range from 2 hours, 32 hours, 9 or 28 days and will be determined by the severity of the defect reported) during 2020/21 compared with 77.2% for the previous year. It should be acknowledged that due to adverse weather conditions within this quarter, the Covid-19 pandemic and the impact of previous years back log, work is behind programme. To address these issues additional resources have been applied, and we are currently repairing on average 700 potholes a day. The increased resources will continue until the situation is back to a satisfactory level.



✓ Worked to maximise growth opportunities arising from HS2 and to mitigate impact

The National Infrastructure Commission report was issued late December 2020 recommending that HS2 East is not implemented in full. Active lobbying has taken place with Government Ministers to ensure the full growth opportunities from the HS2 proposals are realised. The Integrated Rail Plan (IRP) was due to be published in Quarter 4 but is now not expected until after the local government elections; the IRP will confirm whether HS2 East goes ahead or not. In the meantime, alternative strategies are being developed to identify other transport and growth opportunities.

Work includes coming forward with an alternative proposal to the completion of the whole HS2 eastern leg which would negate many of the impacts of the initial HS2 proposal in Derbyshire. This alternative arrangement would involve routing the high speed services via existing rail lines in the county which would be upgraded to cope with the new services rather than building completely new links. A study into these alternative proposals will be completed in June 2021.

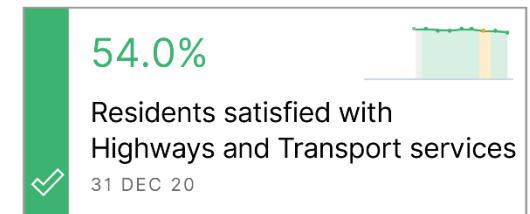
Completed the development and started the implementation of The Derbyshire Infrastructure Investment Plan to support good growth

The Derbyshire Infrastructure Investment Plan is now referred to as the "Strategic Growth Infrastructure Framework" which a final draft has been completed. It is the intention to report the final version to the next Joint Economic Prosperity Committee for approval.

High performing council services

Continued to maintain high levels of customer satisfaction in the Council's Highway and Transport Services

Additional resources have been directed at repairing highway defects as this is the area of greatest concern with the public. The capital programme for 2021/22 is also focused on priority areas such as drainage improvements, carriageway and footway surfacing and surface dressing which should improve levels of customer satisfaction.



Key ★ Strong ✓ Good ● Review 📌 Action ■ Data not available/Target not set

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