

MINUTES of a meeting of the **CABINET MEMBER FOR HIGHWAYS, TRANSPORT AND INFRASTRUCTURE** held at County Hall, Matlock on 21 November 2019

PRESENT

Cabinet Member - Councillor S A Spencer

Also in attendance – Councillors T Ainsworth and G Hickton.

In accordance with Standing Orders, Councillor I Ratcliffe attended the meeting as local Member in respect of Minute No. 57/19.

57/19 PETITIONS The Cabinet Member invited Councillor Irene Ratcliffe, Local County Councillor covering Wirksworth, to address the meeting. Councillor Ratcliffe detailed the contents of the petition and requests for an extension of the 30mph speed limit at the southern access to Wirksworth, the lack of pavements and bus shelters. It was noted that there was a formal process for requesting bus shelters and in respect of extensions to speed limits these had to be considered in line with Department of Transport guidance.

RESOLVED (1) to receive the under-mentioned petition:-

Location/Subject	Signatures	Local Member
Wirksworth – Request for Signage and Safety Improvements at the Southern Approach	209	Councillor I Ratcliffe
Breaston, Firfield Avenue – Request for Parking Restrictions	19	Councillor R Parkinson

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

58/19 MINUTES **RESOLVED** that the Minutes of the meeting of the Cabinet Member for Highways, Transport and Infrastructure held on 10 October 2019 be confirmed as a correct record and signed by the Cabinet Member.

59/19 PETITION: ECKINGTON - REQUEST FOR TRAFFIC CALMING AND SAFETY MEASURES ON MAIN ROAD BETWEEN MARSH LANE AND ECKINGTON SCHOOL Following receipt of a petition requesting traffic

calming and safety measures on Main Road between Marsh Lane and Eckington School, Eckington, investigations have been undertaken.

The B6056 Main Road has a very good accident history and good compliance with the speed limit, which was likely to be as a result of the three fixed speed cameras along the route, gateway treatments, school signing and the controlled crossings outside each school.

The County Council receives daily requests for traffic calming and to ensure these were treated on a consistent basis, a speed management protocol has been developed. Due to the very good collision history for Main Road, the Council would not be providing any additional traffic features.

It was recognised that crossing the road to complete the route from Marsh Lane to Eckington was not desirable but proposals would not meet the required criteria, however it was suggested that additional warning signing, either side of the crossing area, to highlight that pedestrians would be present, could be provided. Completing the footway continually down one side has been investigated, however the Council was only receiving funding for a limited number of highway schemes and the construction of a footway at this location remained a consideration for the future.

Members of the public have expressed concern in respect of parking in and around the school and it has been agreed to investigate the possibility of providing short sections of double yellow lines around the junctions of Main Road with School Lane and Lightwood Road. Any proposals would be added to a list of similar schemes which would be pursued at a later date.

RESOLVED that (1) the request for traffic calming and reduction in the speed limit on Main Road between Marsh Lane and Eckington School be refused but notes that the request for the footway has been added to a desire list for funding in the future;

(2) the erection of two 'pedestrians crossing' warning signs be approved and the Traffic Regulation Order proposal be added to the current waiting list; and

(3) The Local Member, objectors and Head Teacher of Marsh Lane Primary School be advised of the decision.

60/19 PETITION – HORNS BRIDGE ROUNDABOUT, CHESTERFIELD
CONCERNS REGARDING HIGHWAY SAFETY

Investigations have been undertaken following receipt of a petition requesting safety concerns and suggested improvements to highway signing at Horns Bridge roundabout, Chesterfield.

The Horns Bridge roundabout was a busy signalised roundabout which served as the gateway to Chesterfield from the M1 Motorway, connecting the A61 with the A617 to the east of the town centre.

Whilst it was felt that the current destination signage and lane markings were

adequate to allow a motorist to select the correct lane and negotiate the roundabout, additional place name information on the advanced direction signs on the A61 southbound and A617 westbound approaches would be helpful in allowing a motorist to make an earlier decision over which was the correct lane to select prior to entering the roundabout.

The collision history over the three year period between 1 June 2016 and 31 May 2019 showed that there have been nine collisions, all with a slight severity. Given that approximately 75,000 vehicles used the roundabout on a daily basis, this was considered to be a good collision record when compared with similar junction layouts with similar usage in other parts of the country.

RESOLVED that (1) the existing capital budget will be used to fund improvements to the advanced direction signage on both the A617 westbound and the A61 southbound approaches to the Horns Bridge roundabout, Chesterfield; and

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

**61/19 HIGHWAYS DEVELOPMENT CONTROL - STANDING TECHNICAL
ADVICE FOR SMALLER PLANNING APPLICATIONS**

In its role as Highway Authority, the County Council was a Statutory Consultee to the 10 local planning authorities in Derbyshire (8 borough and district councils, the Peak District National Park Authority and the County Council as Mineral and Waste Planning Authority) and for the determination of the County Council's own applications.

Each year, the Highway Authority was consulted in connection with approximately 8,000 planning applications and the County Council had 21 calendar days to make a substantive response. In order to help address the tension between increasing application numbers, limited/ reducing staff resources in the Highway Authority and increased time required to process applications, it was proposed to introduce a Standing Advice document for use by planning officers at the local planning authorities. This would provide straightforward, technical guidance to allow the planning officers to carry out the necessary assessment of smaller applications without having to consult the Highway Authority.

It was proposed that the move to Standing Advice would be supported by a programme of guidance and training delivered by the Highway Authority to the local planning authority in advance of the Standing Advice being introduced. It was also proposed that the Highway Authority were contentious or the planning officers were in doubt as to whether the standard criteria could be met.

RESOLVED (1) to approve the publication of the Standing Advice for use by the local planning authorities within Derbyshire as proposed in the report; and

(2) that a programme of guidance and training be offered to all local planning authorities in Derbyshire to minimise risk and ensure the most effective implementation of the Standing Advice.

**62/19 HIGHWAYS DEVELOPMENT CONTROL - STANDING TECHNICAL
ADVICE FOR HGV OPERATORS LICENCES**

The County Council as Highway Authority, was a consultee to the Driver and Vehicle Licensing Authority (DVLA) when it received applications by goods vehicle operators to operate from new premises or extend the scale of existing operating centres.

The Council has been consulted in connection with between 100 and 150 license applications each year. However, the Driver and Vehicle Standards Agency's method of consultation placed extremely onerous resource implications upon the Highway Authority in dealing with these applications. The Council has, recently, reluctantly based its handling of these licenses on the available resource and outcome limitations, and currently only responded to those proposals which received complaints or notifications via the planning system. In an effort to address and manage the situation more meaningfully, it was proposed to publish a Standing Advice note which would be provided to the DVLA to allow its own officers to make a proper assessment of the operating centre.

RESOLVED to approve the adoption and publication of the Standing Advice in connection with Heavy Goods Vehicle Operators' licence applications attached to the report.

**63/19 FUNDING OF THE DIGITAL DERBYSHIRE TEAM AND FUTURE
DELIVERY OF DIGITAL INFRASTRUCTURE**

In 2013, the Council entered into a contract with BT to facilitate the delivery of superfast fibre broadband throughout the County and the Digital Derbyshire broadband programme was established to manage delivery throughout Derbyshire.

Digital Derbyshire has delivered faster broadband to over 103,000 premises, of which over 97,000 have access to superfast (in excess of 24Mbps) broadband. The current deployment phase was due to continue until December 2020, by which time it was anticipated that over 112,000 premises would have access to faster broadband and of which, over 104,000 premises would have access to superfast broadband. The current take-up of fibre services was approximately 56% and was expected to increase.

Government and BT have built a reward mechanism into the delivery programme and performance targets (gainshare/clawback mechanism) which essentially returns a level of investment back into the local pot based on achievement of take-up above 30% and the current level of expected gainshare was appended to the report. The reward from increasing the level of take-up, and subsequent gainshare/clawback amount, was considerable and resourcing the Digital Derbyshire team should, therefore, be viewed as more than a managing body but also as an invest to save initiative.

The contract with BT did not allow the Council to capitalise associated revenue costs such as salaries against the programme. The Council has been required to allocate revenue funding from other salary budgets in Economic Development to cover delivery of the Digital Derbyshire programme up to 31 March 2021. Although this

arrangement was considered appropriate at the time, the continued extension and expansion of the programme by Government has placed great revenue (salary) strain on the service. It was therefore proposed to fund the Team by the use of General Reserve for the four years from 1 April 2021 until 31 March 2025. Reimbursement of staff salary costs would be returned to General Reserves through the gainshare mechanism as described in the report. Therefore, the Revenue budget could be reduced by £150,000 in accordance with the five year savings plan.

RESOLVED to (1) note the importance the Council plays in enabling the delivery of an effective digital infrastructure through the Digital Derbyshire in delivering Council Plan priorities; and

(2) approve the funding for the Digital Derbyshire Team of £150,000 per annum from the General Reserve for the four years from 1 April 2021 until 31 March 2025.

64/19 BUDGET MONITORING 2019-20 – PERIOD 5 The net controllable budget for the Highways, Transport and Infrastructure portfolio was £77.316m. The Revenue Budget Monitoring Statement, prepared at Period 5, indicated that there was a projected year-end overspend of £1.151m. This overspend would be supported by the use of £2.000m from the Budget Management earmarked reserves. After the use of this reserve, the forecast was an underspend of £0.849m.

The key variances included Waste Management (underspend £1.319m), Highway Maintenance (underspend £1.489m), Winter Maintenance (overspend £1.777m) and Planning and Development (underspend £2.186m).

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 £16.851m, were currently held to support future expenditure. Risks and the debt position were also detailed in the report.

RESOLVED to note the report.