

**MINUTES** of a meeting of the **CABINET MEMBER FOR HIGHWAYS, TRANSPORT AND INFRASTRUCTURE** held on 28 January 2021

**PRESENT**

Cabinet Member - Councillor S Spencer

Also in attendance – Councillors T Ainsworth, G Hickton and M Wall

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

<b>Location/Subject</b>	<b>Signatures</b>	<b>Local Member</b>
Request for Pedestrian Crossing on Boughton Lane, Clowne	156	Councillor A Western
Ripley – Request for Residents Only Parking Scheme	188	Councillor T Ainsworth
Matlock and District – Request for Traffic Management Measures	290	Councillor S Burfoot

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

**02/21**      **MINUTES**      **RESOLVED** that the Minutes of the meeting of the Cabinet Member for Highways, Transport and Infrastructure held on 19 November 2020 be confirmed as a correct record.

**03/21**      **PETITION – NETHER CLOSE, SWANWICK – PARKING ISSUES AND REQUEST FOR A RESIDENTS’ PARKING SCHEME**      Following receipt of a petition requesting that the Council introduces a Residents’ Parking Scheme (RPS) for Nether Close in Swanwick, investigations have been undertaken.

Nether Close in Swanwick was a narrow cul-de-sac serving as an access to ten apartments arranged in two blocks of five. It has a junction with the B6016 The

Green and terminated in a turning area that incorporates five individually marked parking bays. Beyond the parking bays was a sign that has been erected illegally within the limits of the adopted highway by the management company, believed to be Future Housing Group, which stated 'Parking for Residents Only.' This sign was present in a purely advisory capacity.

RPSs were considered by the Council from time to time at locations that form part of a large urban area with long term on-street parking taking place by non-residents and were on an area basis rather than for an individual street such as Nether Close. All schemes complied with the County Council's policy for Residents Parking schemes which required them to be 'zero finance' and unfortunately, single streets such as Nether Close did not provide sufficient income to cover costs.

Derbyshire Police were consulted on the legalities of vehicles being parked in the turning area immediately fronting the advisory parking bays and agreed that parking should only take place where it did not create an obstruction to another vehicle. However, where a vehicle was parked behind another vehicle from the same household there would be difficulties evidencing obstruction where no other vehicles were concerned.

Councillor Smith enquired if any of the daytime restrictions (single yellow line) along the B6016 The Green could be removed in order to allow additional parking for nearby residents. Investigations were undertaken however this could have a detrimental impact on the function of the traffic light junction due to vehicles travelling towards Somercotes not being able to pass queuing traffic.

In order that the situation was not exacerbated further the Cabinet Member agreed that no action be taken in respect of the advisory sign erected within the limits of the adopted highway by the management company. The sign was currently not detrimental to the highway.

**RESOLVED** that (1) the request for a Residents' Parking Scheme on Nether Close, Swanwick be refused;

(2) Future Housing Group be asked to consider the creation of their own off-street parking for their residents; and

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

**04/21 PETITION – WHITWELL WOOD - REQUEST FOR IMPROVED ACCESS AND SAFETY AT THE CROSSING POINT ON THE A619 CLINTHILL LANE**

Following receipt of a petition requesting that the Council investigates how the crossing point on the A619 to access Whitwell Wood could be made safer to pedestrians when accessing from the main village of Whitwell, investigations have been undertaken.

The A619 was subject to a 50mph speed limit which was signed accordingly. Pedestrian crossing warning signs mounted on yellow backing boards were present,

together with three 'SLOW' road markings which were located on either side of the crossing point on the A619. The Council's collision database showed that no reported injury collisions have taken place at the crossing point on the A619 in the last three year period up to 31 July 2020.

However to improve the awareness of the crossing point to motorists it was recommended that two additional pedestrian crossing warning signs, on yellow backing boards with distance to the hazard, be erected on either side of the A619 at each side of the crossing point; the three 'SLOW' markings heading in a westerly direction prior to the crossing are provided with an antiskid strip either side to better highlight the 'SLOW' lettering and the visibility issue caused by foliage be raised with the County Council's Maintenance Team with a view to improving pedestrian visibility at the crossing point.

**RESOLVED** (1) to approve improvements to the advanced warning signage and road markings on approach to the crossing point on the A619 Clinthill Lane;

(2) that a request be made to the Council's Maintenance Team to remove foliage prior to the crossing point; and

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

**05/21 PETITION – TO MAKE BACK LANE, GLAPWELL A SAFER NEIGHBOURHOOD** Investigations have been undertaken following the receipt of a petition requesting that the Council close off Back Lane, Glapwell at one end to stop through traffic using it.

Back Lane was subject to a Prohibition of Driving Traffic Regulation Order with an exemption for residents and the Police have, on occasion, been involved in enforcement to prevent its illegal use by through traffic. However, they acknowledge that they do not have the resources to be regularly present.

In September 2018 traffic surveys to establish the actual volume and speed of traffic along Back Lane were undertaken along the straight approach to the A617. These figures indicated that in the morning and afternoon peaks, there was a slight increase in vehicle traffic, which could be attributed to through traffic, illegally accessing Back Lane. However, there are around 27 properties located off Back Lane which would all generate daily trips in and out of the Lane.

The residents request that the road was physically closed off to through traffic with either a gate or barrier, also required a space to be created for large vehicles to turn around close to the point of closure and would be a significant cost to the Council. The limited resources available for road safety and traffic management schemes were prioritised and targeted where the need was greatest and/or the maximum benefit could be derived. Consequently, it might be difficult to give any priority to this location.

The Council was aware of a new planning application for five houses which were to be built on land adjacent Back Lane and this new residential access road could form part of any future turning head and would be investigated.

**RESOLVED** that (1) the request for a closure of Back Lane, Glapwell to through traffic be refused at the present time but investigated further if a new residential access road is constructed in the future;

(2) a letter be written to the Chief Constable of Derbyshire to ask locally based officers to carry out regular enforcement of the exiting 'Prohibition of Driving', except for access, Traffic Regulation Order; and

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

#### **06/21      OBJECTION TO THE A625 SPEED LIMIT ORDER**

The County Council carried out consultation on its proposal to consolidate all Speed Limit Traffic Regulation Orders relating to the A625 from its junction with the A623 to its boundary with South Yorkshire, including Polly Froggatt Lane and the roads in Froggatt village. There would be no changes to the current speed limits or position of the existing speed limits on the A625 or the roads in Froggatt village. This Order process was technical adjustment which would assist the Police with their enforcement duties.

An objection to the order has been received from Calver Parish Council who stated that there were frequent collisions and damage caused to the Calver new Bridge at the sharp curve of the bend over the bridge, requiring frequent and costly repairs leading to road closures; and as a consequence, they proposed that the speed limit should be consistent right the way through from the junction of the B6001 right through to Froggatt village and would advocate that preferably this should be 30mph.

In respect of the reports of damage to the bridge on the A625 over the River Derwent, a number of measures have been introduced in the past including the removal of the foliage, a review of the signing and lining, and the widening of the road on the bend to provide more room for turning vehicles to pass one another. The collision database supplied and updated by the Police has identified no injury collisions recorded at this location over the last three years to 31 July 2020. Further investigations would be undertaken into the possibility of signalling this structure due to the ongoing maintenance costs and the network disruption it caused when the road was closed to repair it.

Speed limits were set in accordance with the County Council's own Speed Management Protocol and the criteria laid down by the Department of Transport. It was considered that the A625 was currently consistent with the current guidance in 2013 Setting Local Speed Limits and the County Council's Speed Management Protocol. A reduction in the speed limit on the section of the A625, which included the bend and bridge over the River Derwent was therefore not recommended at this time.

**RESOLVED** that (1) a reduction to a 40mph or 30mph speed limit on the A625 is not justified at this time;

(2) further investigation is carried out into the feasibility of signalling the A625 River Derwent Bridge; and

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

**07/21**      **EXCLUSION OF THE PUBLIC**      **RESOLVED** that the public, including the press, be excluded from the meeting during consideration of the remaining item on the agenda to avoid the disclosure of the kind of exempt information detailed in the following summary of proceedings: -

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

1.      To confirm the exempt Minutes of the meeting held on 19 November 2020.

**08/21**      **EXEMPT MINUTES**      **RESOLVED** that the exempt minutes of the meeting of the Cabinet Member for Highways, Transport and Infrastructure held on 19 November 2020 be confirmed as a correct record.