

**MINUTES** of a meeting of the **CABINET MEMBER FOR HIGHWAYS, TRANSPORT AND INFRASTRUCTURE** held on 11 February 2021

**PRESENT**

Cabinet Member - Councillor S Spencer

Also in attendance – Councillors T Ainsworth, G Hickton and J Twigg (Local member Minute 11/21)

**09/21**      **PETITION**      **RESOLVED** (1) to receive the under-mentioned petition: -

Location/Subject	Signatures	Local Member
Denby, Danesby Crescent/Pottery Gardens – Request for Traffic Calming measures	51	Councillor K Buttery

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

**10/21**      **MINUTES**      **RESOLVED** that the Minutes of the meeting of the Cabinet Member for Highways, Transport and Infrastructure held on 28 January 2021 be confirmed as a correct record.

**11/21**      **PETITION REQUESTING THE REDUCTION OF THE SPEED LIMIT ON GRINDLEFORD ROAD, CALVER**      Following the receipt of a petition requesting the consideration of a lower speed limit on Grindleford Road, Calver, Derbyshire investigation have been undertaken.

Currently, a 30mph speed limit is in place for the village of Calver before it changes to a 50mph speed limit on the B6001 to the north of the junction with the A625. The B6001 remains at 50mph for approximately 1 mile, before a short section of 40mph speed limit prior to entering the 30mph for the village of Grindleford. Speed limits were set in accordance with the County Council’s Speed Management Protocol and the criteria laid down by the Department of Transport. The report of excessive speeds was a matter for the Police/CREST (Casualty Reduction Enforcement Support Team) who were responsible for the enforcement of speed limits. A speed survey was carried out in October 2020 and no speeding issues were identified by the Police

within the 40mph and 50mph limit, on the Section of the B6001 from Grindleford to Calver. The Police also reported that on the last two occasions they visited the Grindleford sites (located within the 30mph section of the Village), they have reported 22 and 11 offences respectively.

The Police data base for Recorded Injury Collisions showed that in the latest three year period, 1 August 2017 to 31 July 2020, there have been no recorded collisions over the length of the B6001 from its junction with the A625 to its junction of the B6521.

The County Council received many requests for the introduction of traffic calming measures, which far outweighed the limited funding available for such schemes. Considering the good collision history record, traffic calming measures at this location could not justified at this time.

**RESOLVED** that (1) a reduction to a 40mph speed limit on Grindleford Road, Calver is not justified at this time as the current 50mph speed limit is appropriate;

(2) the reports of excessive speed will be reported to the Police/CREST (Casualty Reduction Enforcement Support Team); and

(3) officers will arrange for a 14 day speed survey to be carried out in the summer 2021 when it is envisaged traffic flows will be back to normal levels.; and

(4) the Local Member, Lead petitioner and Grindleford Parish Council be advised of the decision.

**12/21      OBJECTIONS TO THE A632 MATLOCK TO COUNTY BOUNDARY AND ADJACENT ROAD, 30MPH, 40MPH AND 50MPH SPEED LIMIT ORDER 2020**

The proposed to consolidate all Speed Limit Traffic Regulation Orders pertaining to the A632 from its junction with the A615 in Matlock to its County Boundary with Nottinghamshire and its adjacent road of Vernon Lane in Kelstedge. proposals were advertised from 27 August 2020 until 18 September 2020. There were no changes to the current speed limits or position of the existing speed limits. This technical adjustment would assist the Police enforcement duties. Comments were received from Councillor S Burfoot and Sutton cum Duckmanton Parish Council.

Sutton cum Duckmanton Parish Council felt that this was an ideal time to review the speed limit on the A632 through Duckmanton as the volume of traffic had greatly increased since the link road to junction 29A of the M1 was completed. It also expressed concerns regarding the junctions of the A632 with both Rectory Road and Longcourse Lane and that shunt collisions have continued to occur even after the installation of the interactive traffic sign.

Councillor Burfoot has asked for the speed limit on the approach to Matlock to be reduced to 30mph.

There were several warning signs already in place on both approaches to the Rectory Road, Duckmanton junction. On the westbound approach there was an interactive sign that warned drivers they were approaching queueing traffic. There were also dragon's teeth road markings on both approaches to further highlight the area concerned. The appropriateness of the current 40mph could be reviewed separately to the current Order which has been undertaken solely to make enforcement more straight forward.

The County Council was to promote a road safety scheme during 2021, which included proposed changes to the speed limits on the section of the A632 from Chesterfield to Matlock. Should an extension of the 30mph speed limit be justifiable, it could be undertaken as part of that scheme and any changes identified would be subject to consultation.

**RESOLVED** that (1) the extension of the 30mph speed limit, requested by Councillor Burfoot, be investigated as part of the A632, 2021-22 Capital Scheme;

(2) the request of Sutton cum Duckmanton Parish Council for a reduction of the speed limit from 40mph to 30mph be investigated; and

(3) the objections be refused and the Order be made as advertised.

**13/21 PERFORMANCE AND BUDGET MONITORING/FORECAST  
OUTTURN 2020-2021 AS AT QUARTER 3** The Cabinet Member was updated on the Council Plan performance position and the revenue budget position of the Highways, Transport and Infrastructure portfolio for 2020-21 up to the end of December 2020 (Quarter 3) including budget savings, growth and one-off funding, risks and earmarked reserves.

Progress was "good" or "strong" for the majority of the Council Plan deliverables and measures led by the portfolio, however, the deliverables roads and highways infrastructure and Highway and Transport Services have been flagged as "requiring review". The key areas of success were the approach to the new Strategic Growth and Infrastructure Framework which has now been confirmed by the Derby and Derbyshire Chief Executives meeting and the Derby and Derbyshire Joint Committee; and completion of Contract 2 in December 2020 which has resulted in 21,000 additional properties being connected. Key areas for consideration were the improvement percentage of highway defects completed within target that would continue to be monitored; significant amount of the £40m programme of highway improvements schemes would be targeted at repairs resulting from the floods that hit the County in late 2019 and early 2020 and a programme to tackle drainage and surface deterioration and prevent potholes was in progress.

The net controllable budget for the Highways, Transport and Infrastructure portfolio was £75.311m. The Revenue Budget Monitoring Statement, prepared for Quarter 3, indicated that there was a forecast year-end overspend of £8.061m. The overspend would be supported by the use of £6.654m of additional COVID-19 funding which has been allocated to the Council to support the costs incurred as a

result of the pandemic. After the use of this funding the forecast position was an overspend of £1.407m.

The key variances included Highway Maintenance (overspend £1.320m), Waste Management (overspend £1.203m), and Winter Maintenance (overspend £1.327m).

Budget reduction targets totalling £1.426m were allocated for the year, with a brought forward figure from previous years of £5.234m, resulting in total reduction targets to be achieved of £6.660m at the start of the year. The value of identified savings initiatives in the current year was £2.976m and it was expected that £2.346m would be achieved in the year with the remaining £0.630m slipping into the following year. the shortfall between the total targets and the identified savings initiatives was £4.314m

Growth items and one-off funding in the 2020-21 budget included Ash Dieback (£0.270m one-off) and Elvaston Castle Masterplan (£0.200m one-off).

Earmarked reserves relating to this portfolio, totalling £18.715m, were currently held to support future expenditure. Financial risks and the debt position were also detailed in the report.

**RESOLVED** to note the Council Plan performance position and the revenue budget position of the Highways, Transport and Infrastructure portfolio for 2020-2021 up to the end of December 2020 (Quarter 3) contained within the report.

**14/21**      **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 consider the exempt Report of the Director – Economy Transport and Environment on Extension of the Contract Arrangements for Derbyshire Connect Shopping Bus and Access to Health Services Neighbourhood (contains information relating to the financial or business affairs of a particular company (including the Authority holding that information))