

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 collisions 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