

MINUTES of a meeting of the **CABINET MEMBER FOR JOBS, ECONOMY AND TRANSPORT** held on 25 March 2014 at County Hall, Matlock.

PRESENT

Cabinet Member – Councillor J E Dixon

Also in attendance – Councillors D Collins and S A Spencer.

52/14 PETITIONS RESOLVED (1) to receive the under-mentioned petitions:-

Location/Subject	Signatures	Local Member
Shirley – Request for a 30mph Speed Limit or less, and associated Traffic Calming Measures within the Village	84	Councillor A I Lewer
Darley Dale, Church Road and Churchtown Primary School – Request for 20mph Speed Limit between the school warning signs in both directions and additional 'slow' markings	138	Councillor M V Longden
Glossop, Hollincross Lane/Pikes Lane – Request for 20mph Speed Limit	81 pro forma letters	Councillor D T Greenhalgh

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

53/14 MINUTES RESOLVED that the Minutes of the meeting of the Cabinet Member for Jobs, Economy and Transport held on 4 March 2014 be confirmed as a correct record and signed by the Cabinet Member.

54/14 MATLOCK OUTDOOR MARKET PILOT The County Council has met with representatives of Matlock Town Council and Matlock Town Team to discuss proposals to create a new weekly outdoor market in Matlock. A project has been developed to run a temporary outdoor market pilot in May 2014 as a means of kick starting the longer term regeneration of Matlock.

Matlock Town Team has prepared a business plan demonstrating the overall funding and delivery outcomes of the pilot. It was intended that the pilot was run jointly between Derbyshire Dales District Council, Derbyshire County Council and Matlock Town Team, with the Council managing the market's operational activity and the Town Team looking after stallholder requirements and marketing. The pilot would be fully evaluated to ascertain the impact on existing retailers and businesses, to identify any gaps, additional needs or alternative pricing structure to allow the market to develop in a financially sustainable way.

Up to £10,000 seed funding was requested from the County Council, which would support capital costs, including the provision of market stalls, marketing material, insurance and any planning/health and safety costs. The County council would be recognised as a key partner with involvement in governance arrangements. A full evaluation report would be provided to the Council following completion of the pilot project, including any recommendations on how the pilot could be rolled out in other appropriate town centres across Derbyshire.

RESOLVED (1) to note the content of the report and approves a grant contribution of up to £10,000 to be taken from the Economic Regeneration budget allocation 2014/15; and

(2) that this approval is subject to satisfactory governance arrangements being developed and agreed under the delegated authority of Derbyshire County Council's Cabinet Member – Jobs, Economy and Transport prior to the substantial commencement of the project.

55/14 SECTION 116 OF THE HIGHWAYS ACT 1980 – PROPOSED STOPPING-UP OF HIGHWAY ADJACENT LANGER LANE, CHESTERFIELD

Planning consent has been granted for the change of use of the highway verge into domestic curtilage at Langer Lane, Chesterfield. (CHE/09/00545/FULL) and this required the implementation of a Stopping-Up order to formalise the development.

The applicant has made a formal request under Section 117 of the Highways Act 1980 that the Council uses its powers under Section 116 to process the Stopping-Up Order. The applicant agreed to pay the Council's costs. Chesterfield Borough Council has no objection to the proposal.

RESOLVED to approve the making of an application by the Director of Legal Services under Section 116 of the Highways Act 1980 for a Stopping-Up Order for the section of highway verge adjacent Langer Lane, Chesterfield as shown on drawing no HA1.

56/14 WAITING RESTRICTION REVIEW – LEABROOKS/RIDDINGS AREA Following consultation on the Leabrooks/Riddings area parking review objections have been received.

Having regard to the comments made by the objectors it was proposed that the proposals for George Street area were amended to reflect the area's residential status. The requests for 'one way' systems and residents' parking schemes were not considered appropriate.

In the Leabrooks/Riddings conurbation there was competition between residents for suitable on-street parking spaces, and the proposals were considered to be the minimum to maintain highway access, visibility and safety. The personal injury collision records for the previous three years recoded six accidents, two on South Street, one near Stewart Street junction, one on George Street and two at the James Street junction.

It was therefore proposed that the proposals for double yellow line restrictions on George Street be not proceeded with, the single yellow line restrictions, currently under trial be made permanent and all other proposed restrictions be made as advertised.

RESOLVED that (1) the proposals detailed on the amended schedule attached to the report be introduced;

(2) the Stewart Street/South Street junction be included in the next area parking review;

(3) the area continues to be monitored to assess whether any future traffic management measures need be applied; and

(4) the local Member and objectors be informed of the decision.

57/13 OBJECTIONS TO PROPOSED "NO WAITING AT ANY TIME" RESTRICTIONS ON HIGH STREET EAST, GLOSSOP Following advertisement of the proposed No Waiting At Any time Restrictions on High Street East, Glossop, one objection has been received.

The objector stated that the removal of the parking on the main road would inconvenience residents and restrictions on the side roads should be reduced. Also the congestion issues mainly occurred further to the west on High Street West.

Bearing in mind this objection and in consultation with the local Member a single yellow line prohibiting waiting between 9am to 6pm replaces the proposed double yellow line in front of 42-60 High Street East. It was also proposed to remove some double yellow line from Manor Street and Regency Close to provide extra parking opportunities in the area.

RESOLVED that (1) the revised scheme, shown on drawing No HMT/IM/45/13 be implemented; and

(2) the local Members and objector be notified of the decision.

58/14 URGENT REPAIRS TO ROADS AND FOOTWAYS As a result of adverse weather and flooding the highway network has suffered considerable damage. Additional resources have been employed to reduce the backlog of necessary repair, however the number of potholes continued to rise and the recommendations of the national "Pothole Report" to undertake first time permanent repair could not be met in full. The only satisfactory solution was to increase the resources allocated to highway repair.

To maximise the benefit of increased resources, it might be necessary to utilise external contractors. Following the procurement exercise in October 2013 for patching works, eight contractors have been accepted to undertake works. Individual contractors would be appointed to undertake works if required, based on lowest available cost, subject to finance being available. In addition the specialist JetPatcher machine could be used in all environments and release resources for more traditional patching.

It was noted that Government had recently allocated £103 million additional finance for highway repairs in recognition of the deterioration of the highway network nationally, however this would not be available until the next financial year. It was anticipated that the Derbyshire allocation would be in the region of £2million.

Only two companies could offer the services of a JetPatcher and it was requested that Standing Orders be waived in relation to contracts to permit the placing of an order for the hire of the JetPatcher with both companies.

RESOLVED to (1) approve the expenditure to accelerate highway repairs, including the use of external contractors, as described in the report;

(2) allocate up to £100,000 to such repairs during the period up to the end of March 2014;

(3) approve the waiving of Standing Orders in relation to contracts to enable an order to be placed for the hire of a JetPatcher machine; and

(4) note that a further report be submitted to Cabinet detailing a more extensive programme of works to address further problems on the network using Government funding.

59/14 PROPOSED REVISION OF FEES FOR HIGHWAY SEARCH RELATED ENQUIRIES AND A CHANGE TO PROTOCOL WHEN RESPONDING TO PRESCRIBED LINES

The removal of prescribed lines could be undertaken through delegated powers and a legal process, with a current cost of £100 per property. The fee has remained unchanged since the 1980's and was no longer sufficient to cover the Council's costs. Based on time and costs associated with the removal of the prescribed line it was calculated that the fee should be £250 per property.

It was proposed that on the receipt of any follow up enquiries to a Land Charge Search or private enquiry prior to a planning application being submitted, officers would check the need to retain any improvement line and building line. Where they were considered unnecessary the enquirer would be advised of the process and costs; and invited to make an application for its rescindment.

The fees for highways extents have remained unchanged for several years and it was proposed that the fee of £30 be increased to £40 per property, with an option to increase the fee where large areas of land were included; and the fee for more comprehensive responses should be raised from £45 per property to £55 per property.

RESOLVED to approve (1) the proposed new fee of £250 to rescind Prescribed Lines;

(2) the proposed protocol of inviting enquirers to apply to rescind prescribed lines following the receipt of an enquiry;

(3) the proposed new fee of £40 for responding to highway extent enquires, with the option to increase this fee for larger sites, to bring the Council's fees in line with other Highway authorities; and

(4) the proposed new fee of £55 for responding to highway extent and multiple search type enquiries to bring the Council's fees in line with other Highway authorities.

60/14 LOCAL SUSTAINABLE TRANSPORT FUND The establishment of the Local Growth Fund by Government has created some difficulties for the Council in assembling Local Sustainable Transport Fund (LSTF) bids. The availability of revenue for a single financial year would place significant restrictions on the types of activity which it would be sensible to fund and the capital resources to work alongside LSTF revenue in 2015-16, if these were to be secured through the Growth Deal or Local Transport Plan were not yet known.

The partners in the existing 'Access to Stations' programme, which was led by Bedford Borough Council in partnership with Sustrans, were proposing to bid for 2015-16 resources to fund a package of travel planning activity focussed on businesses within the spheres of influence of each station. This would fit well with the County Council's existing areas of work and it was therefore recommended that the County Council offers its support to the partners in this bid and identifies from existing resources those elements which could be regarded as dedicated local match.

LSTF offered an opportunity to build on the Linking Communities funding currently supporting Pedal Peak Phase II, by keeping up the momentum of encouraging cycling in the area. It was recommended that a bid be made to fund a package of marketing and information (including web and smartphone-based

applications), adult cycle training and work with local businesses aimed at capturing the economic benefits of cycling. Local contributions to the project could include both County Council and National Park Authority activities, as well as a Sustrans-funded Travel Planning Officer already working with schools in the area.

The Strategic Economic Plan for the Derby, Derbyshire, Nottingham and Nottinghamshire (D2N2) area identified the Derwent Valley from Derby to Matlock as a key corridor for growing the visitor economy. In association with this, a conceptual ('V2V') route linking the Manchester and Derby velodromes via the Derwent Valley Mills World Heritage site and the Pedal Peak Network was emerging as a high-profile and iconic infrastructure proposal. It was recommended that the LSTF proposal be used to support the 'Summer of Cycling 2015' in association with the development of the V2V network, as a minimum through completion of Pedal Peak Phase II, but ideally with further Local Growth Fund resources to develop routes within the Derwent Valley.

Should either or both of the proposed bids be successful a report would be submitted to Cabinet to approve the acceptance of grant, and the implications for local resources.

RESOLVED to (1) approve and support the inclusion of Chesterfield within a proposed 'Access to Stations' project, in a bid for revenue funding to the Local Sustainable Transport Fund; and

(2) approve the submission of a bid for revenue funding to the Local Sustainable Transport Fund for activity to support the Peak District and Derbyshire 'Summer of Cycling 2015'.

61/14 REQUESTS FOR GRANT AID FROM ARTEAMUS AND REPTON VILLAGE HISTORY GROUP

Since 2006 ARTEAMUS has been excavating a complex set of structures at Broadgates Farm which seem to have origins in the medieval period. The Council awarded the group a grant of £2,000 in 2013 to commission a report on the pottery it had found to date and the continued excavations have revealed the remains of a further stone building which appeared to be medieval in date and has produced further pottery and some glass. The group was seeking a further grant of £3,000 to commission further analysis of the pottery and the glass and to undertake a geophysical survey to try to establish the full extent of the site. Reports on the work would continue to be deposited with the County Historic Environment Record (HER).

The Repton Village History Group was seeking a grant of £2,000 to allow them to commission Trent and Peak Archaeology to undertake a survey on the site of the medieval tithe barn and to provide training to members of the group and help them undertake some archaeological test pits on the site. Any further work in Repton would enhance the HER and lead to a better understanding of the development of the village. Any results and reports of the work would be deposited with the County HER.

RESOLVED that (1) a grant of £3,000 be made to ARTEAMUS for specialist analysis and geophysical survey at Broadgates; and

(2) a grant of £2,000 be made to the Repton Village History Group to commission Trent and Peak Archaeology to provide training and undertake a geophysical survey and test pit survey.

62/14 ORGANIC WASTE COLLECTION SERVICE – NORTH EAST DERBYSHIRE COUNCILS

A request has been received from Chesterfield Borough (CBC), Bolsover District (BDC) and North East Derbyshire District Councils (NEDDC) for a financial contribution to purchase kitchen caddies, for all households, to assist the implementation of a new organic waste collection service following construction of the new In-Vessel Composting (IVC) facility at Arkwright Town, near Chesterfield. The county council was making a significant investment in the development of this infrastructure, a total of £6.65million which included £2,285,386 expended to date.

The Waste Collection Authorities (WCA) have previously been awarded some funding towards the cost of providing kitchen caddies, however it did not meet the full cost.

A summary of the funding provided together with the total cost of the caddies and an analysis on the forecast of additional tonnages, once food waste was accepted in the organic waste bin, together with estimated landfill disposal costs and treatment costs at Arkwright in 2014/15 were detailed in the report.

The project will undoubtedly help the County Council avoid increasing costs of landfill and on the basis of an “invest to save” project, the estimated costs demonstrated that a business case for providing a financial contribution to all three WCAs existed and offered a potential “win-win” for all Councils.

As part of any funding award, it is proposed that all WCAs be required to actively promote the County Council’s contribution to the new service including acknowledgement on promotional literature and the kitchen caddies.

RESOLVED to (1) welcome the progress made on the development of the Arkwright invessel composting facility and the potential improvement in composting, and cost savings the infrastructure and service change will generate;

(2) approve the allocation of £50,040 of funding jointly to Bolsover District Council and North East Derbyshire District Council and £17,750 to Chesterfield Borough Council to fund the purchase of kitchen caddies for the implementation of the new composting service and to aid an increase in composting performance; and

(3) agree to this funding being allocated subject to promotional literature and the caddies displaying information acknowledging the contribution made by Derbyshire County Council.

63/14 BUDGET MONITORING 2013/14 The net budget for the Jobs, Economy and Transport portfolio was £88.544m. The budget monitoring was currently projecting an underspend of £1.940m at the year end. Key variances were detailed in the report.

RESOLVED to note the report.

64/14 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 Reports of the Strategic Director – Economy, Transport and Environment on:-
 - (a) Photography Promotion for 2015 Elvaston Calendar. (contains information relating to the financial or business affairs of a particular person (including the authority holding that information))
 - (b) Contract for Bus Stop and Bus Shelter Associated Works – Additional Services. (contains information relating to the financial or business affairs of a particular person (including the authority holding that information))
 - (c) Contracts for Bus shelters – Additional Services/Works. (contains information relating to the financial or business affairs of a particular person (including the authority holding that information) and contains Information relating to an individual)