

**MINUTES** of a meeting of the **CABINET MEMBER FOR JOBS, ECONOMY AND TRANSPORT** held on 29 May 2014 at County Hall, Matlock.

**PRESENT**

Cabinet Member – Councillor J E Dixon

Also in attendance – Councillor S A Spencer.

**90/14      PETITION      RESOLVED** (1) to receive the under-mentioned petition:-

<b>Location/Subject</b>	<b>Signatures</b>	<b>Local Member</b>
Thorpe Village – Request to Re-position 30mph Signs	72	Councillor S A Spencer

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

**91/14      MINUTES      RESOLVED** that the Minutes of the meeting of the Cabinet Member for Jobs, Economy and Transport held on 6 May 2014 be confirmed as a correct record and signed by the Cabinet Member.

**92/14      PETITION – SHIRLEY VILLAGE- REQUEST FOR A 30MPH SPEED LIMIT** Following receipt of a petition requesting the introduction of a 30mph speed limit in Shirley village, investigations have been undertaken.

The surveys and counts undertaken to investigate the concerns relating to road safety, speeding and the volume of traffic, have failed to provide evidence of an actual, rather than perceived problem. A recent analysis of the personal injury collision history indicated that there have been no injury collisions in the last three year period. Compared with other nearby villages, Shirley has a very good safety record.

Although the petitioners were concerned about the narrow width of the approach road, it was likely that this held speeds down. It was accepted that a minority of drivers travelled through the village with little concern for the safety of others, however the only thing likely to change such behaviour was the threat of being stopped by the Police and prosecuted.

The general presumption from the Department for Transport was that 30mph speed limit in villages should be the norm, however this was still subject to the villages in question meeting the criteria contained within the guidelines and having resources to undertake the necessary legal and signing work required.

In view of the lack of factual evidence, the lack of a collision history, and limited staff resources, a further investigation into the provision of a 30mph speed limit for the central village core could not be given priority at the present time, and it was suggested that the area continued to be monitored.

**RESOLVED** that (1) the request for a 30mph speed limit in Shirley not be implemented at this present time;

(2) the situation in Shirley be monitored; and

(3) the Local Member and petitioners be informed accordingly.

**93/14      PETITION CONCERNING THE BUS SERVICES IN CLOWNE VILLAGE**      A petition has been received expressing concerns about bus services in Clowne, including timetables, changes in service frequencies and provision for Gold Card users.

Clowne was currently served by four local bus services, Service 77, 53, 73/74 and 49. The petitioners requested that the Council convened a meeting with Stagecoach and it has been assumed therefore that their concerns related to commercial service 77 and 53 operated by that company.

Service 77 departed at 0925 and Gold Card users were unable to travel free of charge on this journey. The English National Concessionary Travel Scheme allowed for travel after 9.30 Monday to Friday and these parameters could not be changed. As this was a commercial service it would be for Stagecoach in Chesterfield to respond to any concerns about this service. From 1 November 2011 Service 53 operated two hourly giving 6 journeys a day in each direction. This was also a commercial service and it was for Stagecoach East Midlands to respond to any concerns regarding the current timetable and frequency of service.

In order to fully establish the petitioners' complaints the Authority has been able to co-ordinate a meeting with the two Stagecoach companies and the lead petitioner's group. Stagecoach had agreed to be involved in the meeting.

**RESOLVED** that (1) the planned meeting with Stagecoach East Midlands, Stagecoach Chesterfield and the lead petitioner's group be noted; and

(2) the local Member and lead petitioner be advised accordingly.

**94/14      CONSULTATION : SOUTH DERBYSHIRE PRE-SUBMISSION LOCAL PLAN – PART 1**      As part of the public consultation on the South Derbyshire Pre-Submission Local Plan - Part 1 (PSLP), South Derbyshire District Council (SDDC) had forwarded it to the County Council for comments. The PSLP was the final stage of public consultation on the Local Plan before SDDC intends to submit it to the Secretary of State in July 2014, with the Examination in Public expected later in 2014.

SDDC has taken into account many of the comments made by the County Council on the Draft Local Plan, with the inclusion of new policies and amendments to the wording of, and additions to, the policies where relevant. Some concerns raised on the policies remained outstanding.

The overall scale and broad distribution of housing and employment growth was based on extensive and robust evidence, and was supported. Appropriate criteria based policies have been included for the assessment of potential proposals for Strategic Rail Freight Interchange and Gypsy and Traveller sites; and minor amendments to the Green Belt boundaries in the Boulton Moor area and landscape character have been made. Concerns raised by the County Council on the omission of policies for town centres and agricultural development have been addressed in the PSLP to some extent with new policies. Further amendments to the new policies were required to be fully compliant with the requirements of the National Planning Policy Framework.

Strategic infrastructure issues also required further evidence, transport modelling and co-operative working between the County Council and SDDC, particularly relating to highway and transport impacts and education provision needs.

**RESOLVED** that officers be authorised to respond formally to South Derbyshire District Council on its South Derbyshire Pre-Submission Local Plan – Part 1, as described in the report and Appendix with additional Technical Officer comments as appropriate.

**95/14      PROPOSED DESIGNATION OF LOCAL NATURE RESERVE AT SWADLINCOTE FORMER LANDFILL SITE**

The former landfill site at Hillside Quarry, Swadlincote owned by the County Council was surrounded and incorporated into the Woodlands country park owned and operated by South Derbyshire District Council (SDDC). SDDC has approached the County Council with a view to designation the whole area as a Local Nature Reserve (LNR). In order for the whole site to be designated Natural England has indicated that the County Council would have to sign a Nature Reserve Agreement.

SDDC has undertaken to prepare the submission and the management plan but required the County Council's agreement to continue. If the designation was successful, SDDC would continue to manage the woodland, as it currently did, with the County council responsible for any costs associated with necessary tree work on the former landfill site area. The monitoring of the former landfill site and any future works on the landfill gas and leachate control systems would be unaffected by the proposal.

**RESOLVED** to approve the submission of an application by South Derbyshire District Council for the dedication of Swadlincote former landfill site as a Local Nature Reserve.

**96/14      DERBYSHIRE CLIMATE CHANGE CHARTER**      In order to continue to meet the targets for CO2 reduction the authority needed to encompass all the work being carried out within a Climate Change Charter.

The Climate Change Charter would link into the Council Plan and all climate change and environmental protection related policies would link into the Charter. It would be monitored and updated regularly as the climate change agenda moved forward. It would also establish an action plan for the Derbyshire Partnership Forum – Climate Change Group, a strategic partnership co-ordinating carbon emission reduction and building resilience to climate change across Derbyshire and responsible for developing the ambition contained within the Derbyshire Community Strategy (2009-2014). This would allow partners, communities and businesses to engage in climate action around six key priority areas, namely An Active Derbyshire; A Sustainable Economy for Derbyshire; Derbyshire Smarter Travel; Energy Efficient Homes across Derbyshire; A Secure Local and Renewable Energy supply for Derbyshire; and Preparing Derbyshire for a changing environment.

The Council would consult with community groups and partners at appropriate events during May to July 2014. A final draft Charter would then be produced for submission to Cabinet.

**RESOLVED** that approval is given to consult on the development of the Derbyshire Climate Change Charter.

**97/14      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 confirm the exempt Minutes of the meeting held on 6 May 2014.

**98/14      EXEMPT MINUTES      RESOLVED** that the exempt Minutes of the meeting of the Cabinet Member for Jobs, Economy and Transport held on 6 May 2014 be confirmed as a correct record and signed by the Cabinet Member.