

PUBLIC

MINUTES of a meeting of the **CABINET MEMBER FOR HIGHWAYS, TRANSPORT AND INFRASTRUCTURE** held at County Hall, Matlock on 19 September 2018

PRESENT

Cabinet Member - Councillor S A Spencer

Also in attendance - Councillor T Ainsworth

81/18 PETITIONS RESOLVED (1) to receive the under-mentioned petitions:-

Location/Subject	Signatures	Local Member
Ripley, Church Farm Road – Ban Parking Outside/On the Road in Front of Boots Chemist	128	Councillor R Ashton
Chinley, Green Lane – Request for a safe walking route for pedestrians	253	Councillor A Fox
Barton Blount and Mount Pleasant – Request to Support a Superfast Fibre Optic Broadband	46	Councillor J Patten
Smalley, Stafford Close – Parking Issues	16	Councillor K Buttery
A632 Chesterfield Road, Calow Lay-by – Request that Derbyshire County Council Removes the Unlawful TRO and Parking Restrictions	13	Councillor N Barker
Holbrook – Request for 20mph Speed Limit	332	Councillor K Buttery

Opposition to Derbyshire County Council's Plan for Restricting Dunston Road Access to Whittington Moor Roundabout	532 (paper petition) 662 (change.org petition)	Councillor J Innes
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(2) that the Strategic Director – Economy, Transport and Environment considers the matters raised in the petitions.

82/18 **MINUTES** **RESOLVED** that the Minutes of the meeting of the Cabinet Member for Highways, Transport and Infrastructure held on 25 July 2018 be confirmed as a correct record and signed by the Cabinet Member.

83/18 **USE OF LITTON PUBLIC FOOTPATH NO. 7 BY THE EDINBURGH TRIAL** The Edinburgh Trial was inaugurated by the Motor Cycling Club (MCC) in 1904 and for many years until 2009, the event used Litton Public Footpath 7, known as “Litton Slack”. The organisers were seeking formal authority from the Council to allow this tradition to be revived for the trial event this year, which would be held on 6 October 2018.

The promotion or taking part in a motor vehicle trial on a public footpath, public bridleway or restricted byway required a prior authorisation by the County Council, under the provisions of Section 33 Road Traffic Act 1988. This could only happen if the Council was satisfied that the relevant landowner(s) and occupier(s) have given consent in writing to the use. Once satisfied the County Council might give authorisation subject to compliance with conditions. The relevant Council Policy on motorised vehicles in the countryside was contained in the Countryside Service ‘Management of Green Lanes’ document and “the Code of Practice for the authorisation of Motorised Trials on Non-Classified Highways and Rights of Way”, which was approved in 2009.

Having regard to all the circumstances, the Council was satisfied that the trial event over a section of Footpath 7 for which authorisation was sought in this instance would not have any significant dis-benefits for the environment, rights of way use, the structure of the path, or public amenity, provided that the consent was granted subject to compliance with conditions to be finalised so as to provide the following safeguards:

1. A pre-trial survey will take place with the event organisers to assess the current condition and stability of the route.
2. The trial shall not use the route if there is an excessively wet period prior to the date of the trial.

A post-trial survey would take place to assess whether there were any remedial works necessary following the passage of the trial. Any repairs would be carried out at the expense of the trial organisers and the works inspected.

RESOLVED to approve the issuing by the Strategic Director – Economy, Transport and Environment, on behalf of the County Council, of an authorisation under Section 33 of the Road Traffic Act 1988 for holding of a motoring trial on Litton Public Footpath No. 7, as part of the Edinburgh Trial event on 6 October 2018, subject to compliance with such conditions as the Strategic Director may specify as he considers necessary.

84/18 BLACK BAG SPLITTING TRIAL AT WATERSWALLOWS HOUSEHOLD WASTE RECYCLING CENTRE The public were advised to separate waste into different recyclable materials before arriving at the Household Waste Recycling Centre (HWRC) in Buxton, which was operated by SUEZ on behalf of the County Council. However, frequently bags contained mixed waste types and were subsequently deposited as non-recyclable waste and sent for final disposal. In order to tackle this issue, SUEZ proposed to carry out a three month ‘bag splitting’ trial. This would require some minor modifications to infrastructure on site, notably the erection of a small canopy and sorting bench for staff to receive the waste from customers and sort it. The recyclable material would be weighed, which would allow careful measurement of the quantities of material recycled and diverted from landfill or incineration. Using this data, disposal savings could be calculated.

SUEZ has agreed to fund all costs associated with the trial, however, should the trial be successful, and the Council and SUEZ agree to implement the initiative beyond the initial three month period, the Council would be required to contribute towards the project. Any such proposals would be the subject of a separate report at the appropriate time.

RESOLVED to approve a three month bag splitting trial at Waterswallows Household Waste Recycling Centre, as detailed in the report, to enable maximisation of recyclables and reduce waste disposal.

85/18 APPROVAL TO INTRODUCE BODY WORN VIDEO CAMERAS AT HOUSEHOLD WASTE RECYCLING CENTRES The Waste Management Service has been working in conjunction with its long term waste management contractor, Resource Recovery Solutions (Derbyshire) Ltd (RRS) and its sub-contractor HW Martin Waste Ltd (HWM) to monitor and review the number of threatening and abusive behaviour incidents that occur on Derbyshire’s Household Waste Recycling Centres (HWRCs).

The statistics showed that over the past two years, on average, 313 abusive behaviour incidents have occurred and ranged from verbal to physical abuse. An increasing number of local authorities have introduced Body Worn Video (BWV) Cameras and have seen a reduction in aggressive/abusive behaviour and incidents. The concept has also been supported internally by colleagues in the Parking Enforcement Team, who have similar issues, and use the BWV cameras.

A two week trial was undertaken at the HWRC at Taylor Lane, Loscoe in April (from 16 April 2018 to 29 April 2018) and the evaluation of its findings were detailed in the report. This indicated an increase in rejection notes and a reduction in threatening/abusive behaviour incidents. In light of the results of the trial, HWM has offered to purchase two BWV cameras, which would be deployed and operated across the County at all HWRCs, except Waterswallows which was managed by SUEZ. SUEZ would introduce its own BWV cameras on site, once all documents have been through the same approval process with the Council. The key features of the camera use across all sites was specified in the report.

RESOLVED to approve the introduction of two Body Worn Video Cameras at Household Waste Recycling Centres throughout the County.

86/18 AWARD OF GRANTS TO EXTERNAL RECIPIENTS RESOLVED
to approve the award of grant to Friends of Edale Station (£250); East Midlands Trains (£30,000) subject to acceptance of the grants to Derbyshire County Council; and Derbyshire Wildlife Trust (£39,519) subject to acceptance of the grants to Derbyshire County Council.

87/18 PARTNERSHIP ARRANGEMENTS FOR DERBYSHIRE'S BUILDINGS AT RISK SURVEY It was reported that Urban Vision was appointed by Derbyshire Historic Buildings Trust (DHBT) to prepare a stage one submission to the Heritage Lottery Fund (HLF) for grant funding for a county-wide Buildings At Risk (BAR) survey. It was expected that a decision would be made by HLF in December 2018.

If the Stage 1 bid was successful, Derbyshire County Council and DHBT would be invited by the HLF to develop the project proposed in detail for a Stage 2 submission.

At a recent progress meeting, the HLF questioned whether sufficient capacity was available within DHBT to undertake the BAR project, alongside the ongoing work to restore Wingfield Station. The HLF suggested that delivery and capacity for the BAR and South Wingfield Station projects would be further ensured if Derbyshire County Council was to become a formal partner on the BAR project.

It was proposed that additional resources would be secured through the appointment of a BAR Coordinator to manage the project and an assistant officer if the bid to the HLF was successful. The two posts would be based within the Conservation, Heritage and Design at Derbyshire County Council and paid for through the HLF monies.

It was also proposed that a partnership agreement be developed between Derbyshire County Council and DHBT to support delivery of the joint project, and that Derbyshire County Council would undertake the role of accountable body and would financially administer the grant scheme.

RESOLVED (1) to approve Derbyshire County Council developing and entering into a Partnership arrangement with Derbyshire Historic Buildings Trust to deliver the Buildings at Risk project;

(2) to approve Derbyshire County Council entering into a Partnership arrangement with Derbyshire Historic Buildings Trust, with details and final sign off delegated to the Strategic Director – Economy, Transport and Environment in liaison with the Director of Legal Services;

(3) that Derbyshire County Council becomes the accountable body for the project; and

(4) to approve the recruitment of the Project Co-ordinator when the Heritage Lottery Fund is secured.

88/18 INFINITY GARDEN VILLAGE DEVELOPMENT FRAMEWORK DOCUMENT Derbyshire County Council was working co-operatively with Derby City Council (the City Council), South Derbyshire District Council (SDDC) and a number of private sector landowners and site promoters to deliver development proposals for the Infinity Garden Village (IGV), following the Government support for the delivery of 14 new garden villages across England, which included the IGV, promoted by the City Council and SDDC on land located on the southern edge of Derby.

In recognition of the need to coordinate the delivery of new homes and jobs with the necessary infrastructure to support them, the South Derbyshire Local Plan Part 2 (SDLP2) included Policy INF13, which required the preparation of a joint Development Framework Document (DFD) to guide the development and cross boundary collaboration between SDDC, Derbyshire County Council, the City Council and developers. SDDC has taken on drafting the DFD, with input from all key parties, including Derbyshire County Council.

The SDDC's Environmental and Development Services Committee has endorsed the draft DFD for Infinity Garden Village and delegated authority to the Planning Services Manager and Chairman of the Committee to agree the final version following continued dialogue with Derby City Council and Derbyshire County Council. It also delegated authority to the Planning Services Manager and Chairman to agree any future revisions to the document within the scope of adopted planning policies as set out in the Local Plan Part 1 (LP1) and Local Plan Part 2 (LP2).

A summary of the key elements of the DFD were set out in the report. Overall, it was considered that the DFD provided a comprehensive, thorough and robust framework for delivering the IGV proposals which was seen as a fundamental requirement by all the public and private sector partners to deliver IGV in a coordinated, effective and timely manner.

RESOLVED to endorse the Infinity Garden Village Development Framework Document on behalf of Derbyshire County Council.

89/18 CONSULTATION ON DERBYSHIRE DALES DISTRICT COUNCIL COMMUNITY INFRASTRUCTURE LEVY DRAFT CHARGING SCHEDULE

Derbyshire Dales District Council (DDDC) has consulted the County Council on its Draft Charging Schedule (DCS) following the District Council's resolution to take forward the preparation of a Community Infrastructure Levy (CIL). Income from CIL could be spent on anything that constituted "infrastructure", geographically anywhere across the district, or indeed for strategic projects outside the area. Regulation 123 of the CIL Regulations 2010 (as amended) prevented Section 106 contributions being required for any project or type of infrastructure which was set out on the charging authority's Regulation 123 list and which it intended to fund through the CIL.

There were two stages of consultation required by the CIL Regulations and DDDC undertook the first of these in February/March 2018. The County Council returned extensive comments, which expressed concern over both the potential level of CIL to be collected, and the ability of CIL funding to deliver school places/new schools to support the children arising from the development allocated in the Adopted Derbyshire Dales Local Plan (2017). The County Council, in that response, therefore requested that education be removed from the Regulation 123 list. Concern was also expressed that the proposed CIL rates, especially those for large strategic sites where new primary schools were required, were too high. It was considered that the proposed Ashbourne Bypass should remain on the Regulation 123 list as this was a strategic infrastructure project.

In order to meet DDDC's time limit for submission of comments, provisional Officer comments were submitted on 7 September 2018. Overall, these comments considered that although DDDC had removed education from the Regulation 123 list, the levels of CIL that were proposed to be charged on sites would be too high to allow enough headroom for payment of Section 106 contributions that would be required to mitigate the impact of development, especially for education contributions. Seven questions were posed as part of the DDDC CIL DCS consultation and a summary of the Officer responses were detailed in the report.

RESOLVED to authorise the Strategic Director – Economy, Transport and Environment to send a formal response to Derbyshire Dales District Council on its Derbyshire Dales Community Infrastructure Levy Draft Charging Schedule, in line with the informal responses to questions as summarised in the report.

90/18 REVENUE OUTTURN 2017-18 The final statement setting out the final revenue controllable outturn position for the Highways, Transport and Infrastructure Portfolio for 2017-18 was attached to the report. Net controllable expenditure was £75.672m against a budget of £79.233m, resulting in a controllable underspend of £3.561m. It has previously been agreed by Cabinet that up to £4.75m of the cost of local bus services would be met from General Reserve over two years and in 2017-

18 the overspend was £2.691m and the reserve has been used to offset this overspend.

Key variances included Highway Maintenance (overspend of £2.478m), Highway Management and Land Reclamation (underspend £0.971m), Public and Community Transport (underspend of £0.529m), Waste Management (underspend of £3.545m), and Planning and Development (underspend of £1.206m). The Unallocated Budget was £1.296m.

Growth items in the 2017-18 budget were Waste Management – waste growth, increased tonnage and management costs associated with the new waste treatment facility at Sinfin amounting to £3.000m ongoing and £2.476m one off. £0.119m was used for staffing increased workloads from fracking applications, £0.160m for re-issuing Gold Cards and £0.059m additional government grant for flood management.

The Civil Parking Enforcement surplus has to be ring-fenced and £0.005m would be put in to the Civil Parking Enforcement reserve. The bids for the remaining 2017-18 underspend of £3.556m were detailed in the report and amounted to £2.448m, leaving a balance of £1.108m underspend to cover slippage in the delivery of budget savings and other one off projects.

Budget savings totalling £5.729m were allocated for the year and a saving of £4.947m was achieved by the year end. The reasons for non-achievement of budget savings were due to the late implementation of the Street Lighting LED contract and Local Bus Service.

RESOLVED to note the report.