

MINUTES of a meeting of the **CABINET MEMBER FOR HIGHWAYS, TRANSPORT AND INFRASTRUCTURE** held on 7 July 2015 at County Hall, Matlock.

PRESENT

Cabinet Member – Councillor D Collins

Also in attendance – Councillors P Dunn and S A Spencer.

82/15 PETITIONS RESOLVED (1) to receive the under-mentioned petitions:-

Location/Subject	Signatures	Local Member
School Crossing Patrol – Chesterfield Road, North Wingfield	144	Councillor Julie Hill
Eckington, Castle Hill Close – Gritting	34	Councillors D Charles and B Ridgway
Chesterfield, Chatsworth Road – Objections to Proposals to Amend Parking Amendments	34	Councillor R Mihaly
Bonsall, Uppertown Lane – Request for Street Lights to be Turned Back On	12	Councillor I Ratcliffe

(2) to note that the petition has been received forwarded to the School Crossing Patrol Project Officer;

(3) to note that lamps in Uppertown Lane, Bonsall meet the criteria approved by Cabinet in January 2012 for being permanently turned off under the Part Night Lighting Policy; and

(4) that the Strategic Director – Economy, Transport and Environment be asked to investigate the matters raised in the Eckington and Chesterfield petitions.

83/15 MINUTES RESOLVED that the Minutes of the meeting of the Cabinet Member for 16 June 2015 be confirmed as a correct record and signed by the Cabinet Member.

84/15 OBJECTION TO THE EXTENSION OF THE 20MPH SPEED LIMIT ZONE – VARIOUS ROADS, DRONFIELD

Following consultation on the proposal to extend an existing 20mph speed limit zone in Dronfield town centre, an objection has been received from the Police.

The police view was that the ability of the 20 mph zone to achieve its aims was dependent on drivers seeing the 20mph limit as realistic and it would be better to retain the signing in its current position.

However, in order to satisfy the request for a better overall impact, it was proposed that the 20mph zone terminal signs be re-sited further north from the Conservation Area of Dronfield.

RESOLVED that (1) the proposal to extend the existing 20mph zone in Dronfield be implemented as advertised; and

(2) the local Member and objector be informed of the decision.

85/15 OBJECTIONS TO REVOCATION OF PROHIBITION OF DRIVING ORDER PROPOSAL – MARKET STREET, ECKINGTON

Yorkshire

Water undertook a scheme to improve drainage at Market Street, Eckington and offered to reinstate the block paved pedestrian area. Meetings to discuss the regeneration aspiration of Eckington town centre suggested the re-introduction of some traffic into Market Street would help to stimulate business. The proposals were presented to the Parish Council in March 2013 who were fully supportive of re-opening Market Street to one-way traffic.

Following formal advertisement of the proposal seven objections were received.

From the objections received it would appear that there was a preference for enhancement of pedestrian facilities rather than increased vehicular use. It was therefore proposed not to proceed with the revocation of the Prohibition of Driving Order on Market Street, Eckington.

RESOLVED that (1) no further action be taken with the existing Prohibition of Driving Order on Market Street, Eckington; and

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

86/15 OBJECTION TO PROHIBITION OF WAITING PROPOSALS – STUBLEY LANE, DRONFIELD

Following the advertisement of a proposal to introduce waiting restrictions on Stubley Lane, Dronfield, an objection has been received from the proprietor of The Victoria public house.

The proposals presented an opportunity to provide benefit to residents whilst minimising the risk to highway assets by preventing HGVs parking on the bridge deck.

Bearing in mind the objection the proposed yellow lines in the immediate vicinity of the Victoria public house could be relaxed, which would be of benefit, during the evening, to this local small business without compromising the HGV route throughout the working day.

RESOLVED that (1) the amended proposals for Stubley Lane, Dronfield be implemented; and

(2) the Local Members and objector be informed of the decision.

87/15 OBJECTIONS TO PROPOSED 20MPH SPEED LIMIT – PADFIELD VILLAGE

In recent years urban local authorities have implemented area wide 20mph speed limits, however there was little available research on 20mph speed limits in more rural settings like Derbyshire. It was therefore proposed that a 20mph speed limit be implemented in Padfield near Glossop to quantify the effect of such a measure and to form a trial site for the rest of the County.

The proposal has been advertised and one objection has been received from the Police. Two expressions of support have also been received.

As this scheme was essentially a trial, extensive data has been collected, including speed surveys, noise readings and pedestrian counts. It was intended to repeat these surveys after one year from implementation to quantify the effect of the scheme. If the data collected indicated widespread abuse of the lower speed limit, a further decision would be required as to whether traffic calming measures should be considered to aid compliance or the speed limit reverted back to 30mph.

RESOLVED that (1) the proposal for a 20mph speed limit for Padfield be implemented as advertised;

(2) the scheme be monitored closely to quantify its success or otherwise, and the results be used as a yardstick for considering any further schemes of this nature in the County; and

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

88/15 REQUEST TO STOP UP THE PUBLIC HIGHWAY USING SECTION 116/117 OF THE HIGHWAYS ACT 1980 – BYRON STREET, CHESTERFIELD

Byron Street was a private street on the western side of A61 Derby Road, Chesterfield. Various developments have taken place in the vicinity of the street and there was no longer any need for the street to be a public highway.

The most recent applicant and landowner, St John's Ambulance Service, has asked the Council to use its powers under the Highways Act 1980 to stop up the street. The applicant has agreed to cover all of the Council's costs in connection with the stopping up process, even if the application proved to be abortive as a result of any objections.

RESOLVED to approve the making of an application by the Director of Legal Services for a Stopping Up Order under Section 116/117 of the Highways Act 1980 to extinguish the highway rights over Byron Street, Chesterfield, as shown on the plan attached to the report, and recover the costs of doing so from the developer.

89/15 DEPARTMENT FOR COMMUNITIES AND LOCAL GOVERNMENT – FURTHER CHANGES TO STATUTORY CONSULTEES ARRANGEMENTS FOR THE PLANNING APPLICATION PROCESS – CONSULTATION RESPONSE AND MINISTERIAL RESPONSE Following the consultation entitled ‘Delivering Sustainable Drainage Systems’ from the Department for Environment, Food and Rural Affairs (Defra), proposing that the existing planning system be used to implement Sustainable Drainage Systems (SuDS) in place of the Sustainable Approving Body (SAB) previously proposed under Schedule 3 FWMA 2010; a detailed response and written Ministerial Statement was released confirming that the proposals to amend Planning Practice Guidance and make Local Planning Authorities responsible for SuDS implementation would come into force from 6 April 2015.

A second consultation was released by the Department for Culture and Local Government (DCLG) proposing that Lead Local Flood Authorities (LLFAs), of which the County Council was one, be made statutory consultees to the planning process in relation to sustainable drainage.

The County Council’s response to the consultation and its key concerns were detailed in the report.

DCLG has stated that the Government has considered the funding and resource requirements on LLFAs and would publish a New Burdens Assessment. This was released in March 2015 and Government awarded the County Council a grant payment of £81,604.90 to help support the role of the LLFA as statutory consultee for the planning application process, and confirmed that a grant payment of £13,000 would be provided in 2016-17 and every year thereafter. The Chief Executive exercised his delegated powers to accept the grant on the Council’s behalf.

Two service critical posts have been appointed to support the County Council in meeting the new requirements which has initially been met from the Flood Risk Management revenue base budget. However given that the additional annual funding provided by Defra did not cover the full cost of these posts the current and projected workload associated with this statutory duty would need to be kept under constant review.

RESOLVED (1) to note and endorse the response provided to the Department for Communities and Local Government on the County Council becoming a statutory consultee on surface water drainage matters, including

concerns expressed and the implications this new statutory requirement has on the County Council;

(2) to welcome and acknowledge receipt of an Early Burden Grant for the sum of £81,604.90, accepted by the Chief Executive on 18 March 2015, to support the County Council in its new role as statutory consultee on surface water drainage matters; and

(3) to monitor the impact of this new duty and the resources required, in the light of the Government's commitment, to provide ongoing grant support.

90/15 CONTRIBUTION TOWARDS RUNNING COSTS OF THE TRANS PENNINE TRAIL OFFICE

The Trans Pennine Trail was built and managed by 26 local authorities and governed by a Memorandum of Understanding which the County Council signed up to in August 2010.

A small central team, based with Barnsley Metropolitan Borough Council, provided general support to the local authorities. The office was paid for from contributions from the 26 local authorities and the request this year was for £3,535, which was the same as for 2013-14 and 2014-15.

RESOLVED that approval be given to make a contribution of £3,535 towards the operating costs of the Trans Pennine Trail central office for 2015-16.

91/15 AWARDS OF GRANTS TO EXTERNAL RECIPIENTS

RESOLVED to approve the award of grants of £152 to Friends of New Mills Station for New Mills Central 150 Exhibition and £1,120 Transpeak Walks for Transpeak Walks 2015-16 expenses.

92/15 FUTURE OF THE PARISH COUNCIL MINOR MAINTENANCE SCHEME

The current Parish Council Minor Maintenance scheme provided opportunities for parishes to maintain key routes, however, in its present form, it did not permit parishes to engage in a full range of works that have the potential to bring greater benefit to the network and community.

A redesigned scheme could allow parishes to carry out a wider range of activities and allow the County Council to manage and monitor the budget more effectively. It would allow parishes to bid into the fund for works intended to maintain the network. Each parish would be able to bid for up to a maximum sum of £600. The proposed new scheme would be based on key principles including priority to bids from Parish/Town Council members of the current Minor Maintenance Scheme in its first year of operation; reasonable improvements to the rights of way network as part of their parish maintenance activities; multiple applications would be permitted up to the cumulative limit of £600; and all participating Councils would be expected to present a fully costed scheme prior to the scheme starting and present an invoice by an agreed date.

It was proposed to carry out a consultation with all Parish and Town Councils to gauge their level of interest and potential support for a revised scheme.

RESOLVED to (1) approve the carrying out of consultation with parish and town councils on proposed changes to the Minor Maintenance Scheme; and

(2) notes that a further report is to be brought to the Cabinet Member following the consultation to enable a decision to be made on the proposed changes to the Minor Maintenance Scheme.

93/15 REPAIRS TO CHAPEL-EN-LE-FRITH BYWAY OPEN TO ALL TRAFFIC 144 – CHAPEL GATE The County Council commenced improvements to Chapel Gate in October 2014 as part of the 2014-15 Green Lane Action Plan, approved by Cabinet on 12 November 2013. The route was currently subject to a Traffic Regulation Order (TRO) implemented by the Peak District National Park Authority, but was available to pedestrians, cyclists, horse-riders and horse and carriage drivers.

Work commenced on 20 October 2014 and was suspended on 24 October 2014 owing to a considerable number of representations made by mountain bikers via email and social media. Objections revolved around the covering of the rock steps and the lack of consultation with users and how consultation could be improved going forward when undertaking work on such remote routes.

The report referred to a consultation exercise which had commenced between 5 November and 11 December 2014 and it was reported verbally that this had ended on 16 January 2015. A number of user organisations had been consulted and relevant extracts from their comments were detailed in the report. The overall consensus was that the work should continue and to a standard that was in keeping with the character of the area. Whilst it was appreciated that this route currently provided excellent opportunities for mountain bikers, leaving the route in a less commodious condition for others created a route which would be less accessible to other classes of user.

Materials natural to the area would be used for repairs and improved drainage would provide a sustainable route and improve access to the countryside. Much of the existing bedrock would be retained, unless it presented a danger to users.

In addition to the consultation responses referred to in the report of the Strategic Director – Environment, Transport and Economy, the Cabinet Member was informed of a number of additional representations in the form of questions that had been raised by Andy Wood and Dan Noble addressed to the Cabinet Member relating to the cost of repairs in relation to other County Council maintained roads and consultation on and support for the scheme. Councillor Spencer also raised representations that had been sent to him. These were considered by the Cabinet Member in the discussion on the report.

RESOLVED to (1) implement the scheme with the revisions outlined in the report in light of the consultation feedback in liaison with the Peak District Local Access Forum; and

(2) to support future schemes of this nature being subject to two months public consultation as detailed in the report.

94/15 REVIEW OF CHARGES AND PAYMENTS FOR COMMERCIAL WASTE, ABANDONED VEHICLES, RECYCLING CREDITS AND EXCESS MILEAGE

The charges and payments made to District and Borough Councils for the disposal of commercial waste and abandoned vehicles; and payments for recycling credits and excess mileage relating to the delivery of waste management services within the County, were detailed in the report. These charges and payments have been subject to an annual review. It was proposed to increase the Commercial Waste disposal recharge in 2015/2016 to £123.59 per tonne; the abandoned vehicle payments to £36.46 per vehicle which took into account the annual adjustment based on the Retail Price Index (RPI); Recycling Credits in accordance with the statutory 3% increase to £51.79 per tonne; and the excess mileage payments, linked to the RPI, to £0.89 per mile.

RESOLVED to approve (1) the commercial waste disposal recharge rate for 2015-16 at £123.60 per tonne which includes a 2% administration charge;

(2) the abandoned vehicle rate at £36.46 per vehicle in accordance with the Agency Agreement;

(3) the recycling credit rate for 2015-16 at £51.79 per tonne; and

(4) the excess mileage payment for 2015-16 at £0.88 pence per tonne/per mile.

95/15 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 Strategic Director – Economy Transport and Environment on Purchase and Installation of Two Weather Stations. (contains information relating to the financial or business affairs of a particular company)