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PUBLIC

To: Members of Cabinet Member meeting - Highways, Transport and Infrastructure

Tuesday, 30 June 2020

Dear Councillor,

Please attend a meeting of the **Cabinet Member meeting - Highways, Transport and Infrastructure** to be held at **10.00 am** on **Thursday, 9 July 2020**

This meeting will be held virtually. As a member of the public you can view the virtual meeting via the County Council's website. The website will provide details of how to access the meeting, the agenda for which is set out below.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'S Hobbs', written over a light blue horizontal line.

Simon Hobbs
Director of Legal and Democratic Services

A G E N D A

PART I - NON-EXEMPT ITEMS

1. Declarations of Interest

 To receive declarations of interest (if any)
2. To receive Petitions (Pages 1 - 2)

3. Minutes (Pages 3 - 8)

To confirm the non-exempt minutes of the meeting of the Cabinet Member – Highways, Transport and Infrastructure held on 9 April 2020

To consider the non-exempt reports of the Executive Director for Economy, Transport and Environment on:

4 (a) Section 278 Agreement – Elder Way, Chesterfield (Pages 9 - 12)

4 (b) Demolition of Glossop Waste Transfer Station (Pages 13 - 16)

5. Exclusion of the Public

To move “That under Regulation 21 (1)(b) of the Local Authorities (Executive Arrangements) (Access to Information) (England) Regulations 2000, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Paragraph(s)... of Part 1 of Schedule 12A to the Local Government Act 1972”

PART II - EXEMPT ITEMS

6. Declarations of Interest

To receive declarations of interest (if any)

To consider the exempt reports of the Executive Director for Economy, Transport and Environment on:

7 (a) Continuation of Temporary Payment Arrangements to Bus, Coach and Taxi Operators for Contracted Transport Services and Concessionary Fares Reimbursement (Pages 17 - 26)

7 (b) Award of Contract for Emergency Event Management Resource to Enable the Re-opening of Household Waste Recycling Centres (Pages 27 - 38)

DERBYSHIRE COUNTY COUNCIL**CABINET MEMBER MEETING – HIGHWAYS, TRANSPORT AND
INFRASTRUCTURE****9 JULY 2020****Report of the Director of Legal and Democratic Services****REPORT ON PETITIONS TO BE RECEIVED**

1. Purpose of the Report To receive petitions forwarded to the County Council relating to matters contained within the portfolio of the Cabinet Member for Highways, Transport and Infrastructure.

2. Information and Analysis In compliance with the Council's Petition Scheme, the following petitions are presented for receipt, investigation and formal response by the Executive Director – Economy, Transport and Environment:-

<u>LOCATION/SUBJECT</u>	<u>SIGNATURES</u>	<u>LOCAL MEMBER</u>
Request for New Parking Area at Hady Primary School, Hady Lane, Chesterfield	211	Councillor N Barker
Request to keep b_line cards and travel discounts for Young People in Derbyshire	355	All County Councillors
Breaston, Festival Avenue – Request for Maintenance to the Public Highway and Footpath	30	Councillor R Parkinson
Matlock, Smedley Street – Request for Traffic Calming	50	Councillor S Burfoot
Froggatt New Bridge - Request for Traffic Lights and Associated Traffic Management Measures	297	Councillor J Atkin

3. Considerations (to be specified individually where appropriate)

In preparing this report the relevance of the following factors has been considered: financial, legal, prevention of crime and disorder, equality and diversity, human resources, environmental, health, social values, property and transport considerations.

4. Key Decision No

5. Call-in Is it required that call-in be waived in respect of the decisions proposed in the report? No

6. Background Papers

Petition held on file 124.0 in Democratic Services.

7. OFFICER'S RECOMMENDATION

(1) that the petitions listed above be received and noted;

(2) to note that the Hady Lane, Chesterfield petition has also been received by the Cabinet Member – Young People; and

(3) that the Executive Director – Economy, Transport and Environment be asked to investigate and consider the matters raised.

Simon Hobbs
Director of Legal and Democratic Services

MINUTES of a meeting of the **CABINET MEMBER FOR HIGHWAYS, TRANSPORT AND INFRASTRUCTURE** held at County Hall, Matlock on 9 April 2020**PRESENT**

Cabinet Member - Councillor S Spencer

Also in attendance – Councillor T Ainsworth, G Hickton and M Wall

22/20 PETITION RESOLVED (1) to receive the under-mentioned petition:-

Location/Subject	Signatures	Local Member
Duffield, Melbourn Close - Request for Repairs to Pavement	28	Councillor C Short

(2) that the Executive Director – Economy, Transport and Environment investigates and considers the matters raised in the petitions.

23/20 MINUTES RESOLVED that the Minutes of the meeting of the Cabinet Member for Highways, Transport and Infrastructure held on 16 March 2020 be confirmed as a correct record and signed by the Cabinet Member.**24/20 PETITION – DUKE STREET, WHITWELL – REQUEST FOR THE INTRODUCTION OF A RESIDENTS’ PARKING SCHEME** A petition was received on 13 February 2020 requesting that the Council revisits a previous request for the introduction of a Residents’ Parking Scheme (RPS) on Duke Street, Whitwell which was refused.

RPSs are considered by the Council from time to time at locations that form part of a large urban area with long term on-street parking taking place by non-residents. Schemes need to be considered on an area basis rather than for an individual street, such as Duke Street to ensure that any scheme which was introduced complied with the requirement of being ‘zero finance’.

The area wide approach also ensured that the risk of displacement parking from one street to an adjoining one was lessened. The majority of the vehicles parked on Duke Street were most likely to be residential parking from both Duke Street and surrounding streets, such as Welbeck Street. Duke Street was a reasonably wide,

unrestricted road, capable of parking taking place on both sides of the road without causing an obstruction problem. It was recommended that a RPS was not suitable for Duke Street, Whitwell.

RESOLVED that (1) the request for a Residents' Parking Scheme on Duke Street, Whitwell be refused; and

(2) the Local Member and lead petitioner be informed of the decision.

25/20 PETITION – A6 AMBERGATE – REQUEST FOR A PEDESTRIAN CROSSING

Following receipt of a petition requesting that a pedestrian controlled crossing be provided on the A6 Derby Road, Ambergate, investigations have been undertaken.

The Council carried out a survey using the nationally recognised PV² formula as a guide, which helps establish pedestrian activity (P) against the volume of traffic (V). However, the results of the survey did not meet the criteria for consideration of a pedestrian crossing.

It was acknowledged that there was a desire to provide a suitable crossing facility that provide the connectivity for the community to local amenities, the school and community groups, which were currently divided by the A6. A proposed re-development on the former Firs Works site at Nether Heage into residential dwellings, could have the potential to create a further increase in footfall demand from Newbridge Road to access the facilities off the A6 and require pedestrians to cross the A6.

The Council acknowledged that there could be congestion at the junction of the A6 with the A610 and that there was a personal injury collision history which showed there have been four injury collisions within the last five years. Taking these factors into account, it might be possible to signalise the junction and include pedestrian crossing phases within the traffic signal arrangements, which would be the most effective scheme of work to address the concerns of the petition and improve the traffic flows at this busy arterial road junction. The scheme would, therefore, be put forward for consideration as part of a future Works Programme funded by the Local Transport Plan. If other funding opportunities arose the scheme could be implemented subject to the necessary funding approval.

Councillor Ainsworth had received an email from a resident on Matlock Road, Ambergate who was not in support of signalising the junction and concerns were expressed relating to restricting access to driveways, increase in noise and pollution levels.

RESOLVED (1) to support the proposal for the consideration of a scheme to signalise the junction of the A6 with the A610, Ambergate and to include pedestrian crossing phases within the scheme, subject to future availability of a relevant capital budget; and

(2) that the Local Member and lead petitioner be informed of the decision.

26/20 REQUEST FOR THE USE OF ANTI-IDLING SIGNS AT DRONFIELD

Dronfield Town Council has approached the Council seeking permission to erect anti-idling signs on lighting columns close to Dronfield Infant and Junior Schools. The request was on based on an initiative Sheffield City Council was promoting over the County boundary in South Yorkshire.

The County Council already has a statutory duty under the Education and Inspections Act 2006 to promote sustainable travel to school. In particular, the promotion of sustainable travel and transport modes on the journey to, from and between schools and other institutions.

Dronfield Town Council has demonstrated a commitment to proactively reduce exposure to air pollution outside schools in the area. Anti-idling, where engines were turned off while the vehicle was stationary, provides one possible option. However, in order to be effective in reducing air pollution exposure and providing the most effective solution, it was felt a series of other measures would be required to complement such a proposal.

It was felt that the initial approach in Derbyshire should be on a purely advisory basis as a pilot similar to other temporary poster campaigns sanctioned by the Council. The impact of this would then be monitored to determine whether it should continue annually or perhaps whether measures should be considered similar to those in Sheffield where it was legally enforced and patrolled by the Civil Parking Enforcement Officers, subject to the availability of funding. It was anticipated that there would be many schools interested in installing Anti-idling schemes. However in the short-term, it was recommended that work was concentrated in Dronfield as a pilot project and terms of reference agreed.

The County Council, in principle, was supportive of Dronfield Town Council's proposal to pilot a temporary Anti-idling scheme outside Dronfield Infant and Junior Schools for a period of three months. The signing would be of a purely advisory status with no civil enforcement being carried out and it was hoped that, due to the temporary nature of the signing, public awareness would be heightened. Engagement, however, has to be made with the County Council's School Travel Plan Co-ordinator first to ensure they were on board with a Modeshift Stars Active Travel Plan. At the same time, they need to develop a campaign using the toolkits for a Clean Air Strategy around the schools. When the County Council was satisfied that the schools were fully on board with promoting clean air around their schools, the County Council would then provide and erect the associated signs with an Anti-idling campaign.

RESOLVED (1) to approve a temporary Anti-idling signs pilot scheme at Dronfield Infant and Junior Schools, providing that the school engages in Modeshift Stars Active Travel Plans and adopts a Clean Air Strategy with the free toolkits available; and

(2) that the Local Members and Dronfield Town Council be informed of the decision.

27/20 STATEMENTS OF COMMON GROUND – DONCASTER COUNCIL

Under Section 33A of the Planning and Compensation Act 2004, local planning authorities were under a duty to cooperate with each other and with other prescribed bodies, when local plans, (including mineral and waste local plans) were being prepared which concerned ‘strategic matters’ that crossed administrative boundaries.

In order to demonstrate effective and ongoing joint working as detailed in the National Planning Policy Framework (NPPF) it was expected that strategic policy-making authorities prepare and maintain one or more Statement of Common Ground (SoCG) to document the cross-boundary matters being addressed and progress made in cooperating to address these matters. National Planning Guidance advised that SoCG should be prepared and maintained throughout the plan-making process. By the time of draft local plan publication, SoCGs should be available on the websites of each of the responsible local planning authorities to provide transparent documentation that the collaboration has taken place.

A request for SoCG, in which the County Council was expected to enter/be signatories to, has been received from Doncaster Council on 27 February 2020. The nature of the Statement of Common Ground was the Doncaster Local Plan SoCG (February 2020). Specific details about the draft SoCG, including a summary of the strategic matters proposed to be agreed to as common ground on behalf of Derbyshire County Council and any significant issues on which there appeared to be an absence of common ground, were provided in the appendix to the report.

RESOLVED that Derbyshire County Council enters into a Statement of Common Ground, referred to in the appendix to the report, with Doncaster Council.

28/20 WATER ABSTRACTION AND IMPOUNDING (EXEMPTIONS) REGULATIONS 2017 FUNDING – REQUEST FOR CREATION OF RESERVE FUND

A Revenue Pressure Bid was submitted in early 2019, as a result of the Environment Agency’s sudden decision to implement changes to the abstraction and impounding licensing regime introduced by the Water Resources Act 2003 (“WRA 2003”) and implemented by the 2017 Regulations, which brought the canals, previously exempt, into the licencing regime. It was not clear how many licences the County Council would be liable for, however, it appeared that around 60 licences in respect of abstraction/ impounding of water, at a cost of £1,500 per application, could be required. £100,000 of revenue funding was secured and placed in the Waterways Project cost centre for the 2019-20 financial year.

In addition, the Environment Agency indicated that measures might need to be undertaken for compliance reasons, however, the details of these would not be known until parts A and B of the licences had been submitted and reviewed.

The Waterways Project Officer engaged intensively with the Environment Agency, locally and nationally, and with the support of the Association of Inland Navigation Authorities, to clarify many of the ‘small print’ and contradictory elements of the guidance. These efforts were successful in reducing the County Council’s

liability to four licences for the canals and the applications were submitted to the Environment Agency in January 2020. Once reviewed, discussions about compliance measures could commence.

The compliance measures were at this stage still unknown and it was clear that these would not be delivered until the 2020-21 financial year. These works were essential to comply with the 2017 Regulations and it was crucial that the pressure bid funds were retained within a Reserve Fund to ensure these necessary works could be carried out.

RESOLVED that (1) the ongoing work to complete the County Council's Water Transfer Regulations responsibilities is noted; and

(2) a Reserve Fund to hold the remaining pressure bid funds as detailed in the report is created to safeguard them for essential compliance works in 2020-21; and

(3) a report be submitted to the Cabinet Member reviewing the holding of the Reserve Fund in 18 months.

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Agenda Item No.4(a)

DERBYSHIRE COUNTY COUNCIL

**MEETING OF CABINET MEMBER – HIGHWAYS, TRANSPORT AND
INFRASTRUCTURE**

9 July 2020

Report of the Executive Director – Economy, Transport and Environment

SECTION 278 AGREEMENT – ELDER WAY, CHESTERFIELD

(1) **Purpose of Report** To seek the Cabinet Member's approval to waive the requirement for a Guarantee Bond with regard to proposed works at Elder Way, Chesterfield, undertaken by Chesterfield Borough Council under Section 278 Agreement of the Highways Act 1980.

(2) **Information and Analysis** Chesterfield Borough Council has secured funding to undertake public realm improvements at Elder Way, Chesterfield. The works include new paving and surfacing along with new traffic signal equipment and street furniture. The works are shown indicatively on drawing number PL1684-VW-115 (Appendix 1) and would carry a bond requirement of £1,317,236.45.

The Borough Council is aware that it needs the County Council's formal permission, as Highway Authority, to fund or carry out works in the public highway using an Agreement under Section 278 of the Highways Act 1980.

(3) **Financial Considerations** It is normal policy and practice for the County Council to require commercial developers to provide financial security prior to commencing work in order to indemnify the County Council against the cost of having to complete the work in the event that the developer defaults or ceases to trade.

In this instance, as the developer is a local authority, the County Council is able to waive the requirement for a Guarantee Bond as the risks of default or financial insolvency are considered negligible.

(4) **Legal Considerations** Section 278 of the Highways Act 1980 empowers the County Council to allow third parties to fund or carry out highway improvement works. In this case, the Borough Council will be obliged to enter into a Section 278 Agreement for the Elder Way highway works and to pay Derbyshire County Council's Legal and Inspection fees.

Other Considerations

In preparing this report the relevance of the following factors has been considered: prevention of crime and disorder, equality and diversity, human resources, environmental, health, property, social value and transport considerations.

(5) **Key Decision** No.

(6) **Call-In** Is it required that call-in be waived in respect of the decisions proposed in the report? No.

(7) **Background Papers** Held on file within Economy, Transport and Environment Department.

(8) **OFFICER'S RECOMMENDATION** That the Cabinet Member approves to waive the requirement for a Guarantee Bond with regard to proposed works at Elder Way, Chesterfield, undertaken by Chesterfield Borough Council under a Section 278 Agreement of the Highways Act 1980.

Mike Ashworth
Executive Director - Economy, Transport and Environment




PHASE 1 WORKS

ADOPTED HIGHWAYS LAND

23	01.06.20	Topo adjusted	HT	GB
22	03.03.20	Fill amended	HT	GB
21	27.02.20	Kerbline amended	HT	GB
20	26.02.20	Minor amends	HT	GB
19	26.11.19	Minor amends	HT	AT
18	27.11.19	Coordination with MJM	HT	AT
17	20.09.19	Red and blue line remove from Enterprise	AT	AT
16	16.08.19	Elderway bus kerb extended to 4m	HT	GB
15	01.08.19	Minor amends	HT	GB
14	24.07.19	Updated Stage 4	HT	AT
13	18.07.19	Updated Stage 4	HT	GB
12	15.07.19	Updated Stage 4	HT	GB
11	10.06.19	Updated Stage 4	AT	GB
10	22.01.19	Tender	AT	GB
09	21.11.18	Cycle stands added	AT	GB
08	30.08.18	Stage 3 update	AT	GB
07	17.08.18	Stage 3 update	AT	GB
06	20.07.18	Stage 3 update	AT	GB
05	12.10.17	STAGE 3	AT	GB
04	29.09.17	STAGE 3	AT	GB
03	21.09.17	STAGE 3	AT	GB
02	01.09.17	STAGE 3	AT	GB
01	24.08.17	FOR INFORMATION	AT	GB
00	01.08.17	FOR DEDICATING	AT	GB
Issue	Date	Status	Drawn	Apprvd.

Client	Chesterfield Council		
Project	Northern Gateway, Chesterfield		
Org Title	Phase 1 Masterplan Elderway and Holywell		
Created on	Created by	Approved by	
07.04.2017	AT	GB	
Scale	Size	Status	
1:400	A1	TENDER	
Org No.	PL1684-VW-115		



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DERBYSHIRE COUNTY COUNCIL

**MEETING OF CABINET MEMBER – HIGHWAYS, TRANSPORT AND
INFRASTRUCTURE**

9 July 2020

Report of the Executive Director – Economy, Transport and Environment

**PROPOSED DEMOLITION OF THE GLOSSOP WASTE TRANSFER
STATION**

(1) **Purpose of Report** To seek the Cabinet Member's approval for the demolition of the Glossop Waste Transfer Station (WTS) due to the unsafe nature of the structure and for the allocation of £25,000 for a feasibility and design study to assess ground conditions and develop potential options for the site's long term use.

(2) **Information and Analysis** Following the commencement of a new waste disposal contract in 2019, condition surveys have been undertaken at most of the Council's Household Waste Recycling Centres (HWRCs) and Waste Transfer Stations (WTSs). The survey at Glossop WTS identified significant levels of repairs/defects and, as a consequence, an internal structural surveyor's report was recommended and subsequently commissioned.

An internal structural survey was undertaken by Property Services and the Structural Engineer's report produced identifies that:

- *"The building is not now considered safe due to significant localised damage to the main structural column members of the steel frame*
- *Some evidence of previous cladding patch repairs and loose fixings were visible. There is a potential for pieces of cladding falling off the building or being blown off, which could be hazardous to the workforce and the public*
- *Even without further investigation to catalogue additional faults, we can conclude that the structure is beyond economic repair. Furthermore Derbyshire County Council would be unable to obtain a warranty for the design of the repaired structure."*

In conclusion the report states that *"demolition is therefore recommended"*.

Under Section 51 (1) of the Environmental Protection Act 1990, the County Council, in its role as a Waste Disposal Authority, has a duty to arrange for the disposal of waste collected in its area by the waste collection authorities. In

Ext: 39787

this context, the Glossop WTS is a strategic facility in the High Peak area providing disposal facilities along with the Waterswallows WTS at Buxton for High Peak Borough Council.

As a result of the Structural Engineer's report, the Council closed the WTS on 26 March 2020. Contingency arrangements were immediately put in place for the Borough Council and it was directed to deliver its waste to the County Council's WTS at Waterswallows near Buxton. The County Council manages services to ensure that primary and secondary disposal points are available within reasonable distance of each Waste Collection Authority. The Council's contractor, Renewi UK Services Ltd, is currently making provision for a secondary disposal point, the details of which are not yet confirmed.

Historically, the Council had plans to expand and redevelop the site including the adjacent HWRC and former highways depot, and £1.620m was previously allocated in the capital programme. Unfortunately, in 2018, the project was withdrawn from the capital programme due to a lack of capital funding since the total cost of the project has risen to £2.2m.

Adjacent to the WTS is the Council's HWRC. Arrangements have been put in place to ensure that the Council's contractor can continue to operate this facility for the benefit of the public in a safe manner. The arrangements maintain a 7 metres exclusion zone that is equivalent to the height of the building, thus providing a structural exclusion zone for the continued use of the HWRC.

Next Steps

A six month timetable to demolish the structure has been proposed by the Council's Property Services Division with anticipated costs of £110,000. This cost includes project management, relevant survey works, planning and environmental aspects, tendering and delivery of works including demolition, reinstatement and decommissioning. Subject to approval, these activities are proposed to commence from 16 July 2020 and would be expected to be completed in January 2021.

It should be noted that the demolition may require the temporary closure of the existing HWRC to enable utility services to be disconnected and reconnected. This should take 5 – 10 days and officers will ensure that all relevant parties and stakeholders are notified of this in advance of the works.

This report seeks approval to demolish the existing WTS as a matter of urgency. Any delay in this decision could lead to deflection of the building, particularly in poor weather that could result in cladding coming loose and being a hazard to site users.

Running in parallel with the demolition of the WTS, officers have commenced a review of the longer term options for the Glossop WTS and HWRC. This work will require a feasibility and design study that can assess ground

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conditions and develop potential options for the site's long term use. This will require the engagement of suitable professionals and will cost up to £25,000. Approval is sought for the allocation of funds for this study. Details of this study will be presented to the Cabinet Member later in 2020.

(3) **Financial Considerations** The proposed demolition of the Glossop WTS is estimated to cost up to £110,000 and a feasibility and design study is estimated to cost up to £25,000, both of which will be funded from the existing Waste Management Revenue budget.

(4) **Legal Considerations** Under Section 51 (1) of the Environmental Protection Act 1990, the County Council, in its role as a Waste Disposal Authority, has a duty to arrange for the disposal of the controlled waste collected in its area by the waste collection authorities.

As the landowner of the Glossop site, the Council will owe duties to keep safe those using and visiting the site both under the Occupier's Liability Act 1957 and health and safety legislation. Cordoning off and subsequent demolition of the WTS will ensure that compliance with those duties.

(5) **Environmental and Health Considerations** The County Council is obligated to ensure there are sufficient transfer stations in the County for the disposal of waste collected.

(6) **Other Considerations**

In preparing this report the relevance of the following factors has been considered: legal, prevention of crime and disorder, equality and diversity, human resources, property, social value and transport considerations.

(7) **Key Decision** No.

(8) **Call-In** Is it required that call-in be waived in respect of the decisions proposed in the report? No.

(9) **Background Papers** Held on file within the Economy, Transport and Environment Department.

(10) **OFFICER'S RECOMMENDATIONS** That the Cabinet Member approves:

10.1 Funding of up to £110,000 for the demolition of the Glossop Transfer Station.

10.2 Funding of up to £25,000 for a feasibility and design study for future site options.

Mike Ashworth
Executive Director – Economy, Transport and Environment

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