

**MINUTES** of a meeting of the **CABINET MEMBER FOR HIGHWAYS, TRANSPORT AND INFRASTRUCTURE** held at County Hall, Matlock on 12 September 2019

**PRESENT**

Cabinet Member - Councillor S A Spencer

Also in attendance - Councillor G Hickton.

**43/19      PETITION   RESOLVED** (1) to receive the under-mentioned petition:-

Location/Subject	Signatures	Local Member
Furness Vale - Request for Speed Cameras and Evaluation of Volume of Traffic an State of the Road	408	Councillor A Fox
Hartshorne, Adjacent to 53/55 Brookdale Road – Reinstatement of Footway	23	Councillor L Chilton

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

**44/19      MINUTES   RESOLVED** that the Minutes of the meeting of the Cabinet Member for Highways, Transport and Infrastructure held on 11 July 2019 be confirmed as a correct record and signed by the Cabinet Member.

**45/19      PETITION - WELLINGTON STREET, BENNETT STREET AND WELBECK ROAD, LONG EATON – REQUEST FOR PARKING RESTRICTIONS**

Following receipt of a petition from the Head Teacher of Longmoor Primary School requesting new double yellow lines and for the operating times of the School Keep Clear Zig Zag markings to be extended on Wellington Street, Bennett Street and Welbeck Road, Long Eaton, investigations have been undertaken.

In 2012, a Traffic Regulation Order was implemented to make it illegal for vehicles to stop on the School Zig Zag markings at the start and end of the school day. These operated Monday to Friday, 8am – 9am and 3pm – 4pm. Although school requested extension of the restriction times to cover the entire school day, the numbers of children arriving or leaving outside of the start and end of the school day for school clubs and pre-school sessions, were much lower and there was no congestion at these times. The timings of the restrictions currently in place were also more likely to be respected by people who live close to the school. Changes

to the times of operation on the School Keep Clear Zig Zag markings on Newstead Road were not recommended.

To keep the junctions and crossing points clear of parked vehicles on Wellington Street, Bennett Street, Welbeck Road and Newstead Road, it was felt that it would be appropriate to consider a proposal for the introduction of double yellow lines. The proposals would be ranked and placed on the ranking list for future Traffic Regulation Orders to be pursued.

**RESOLVED** (1) to refuse the extension of operating times on the School Keep Clear Zig Zag Markings for Newstead Road, Long Eaton;

(2) to support the proposal for the future introduction of the No Waiting at Any Time (double yellow lines) on Bennett Street, Wellington Street, Newstead Road and Welbeck Road, Long Eaton; and

(3) that the Local Member and Lead Petitioner be informed of the decision.

#### **46/19      UPDATE ON SOUTH EAST MANCHESTER RAIL STUDY**

The Cabinet Member was updated on the results of the South East Manchester Rail Study. The study summary report of the study was attached to the report.

The study covered a number of rail routes which originated in the Greater Manchester area and served communities in Derbyshire, including Glossop, Buxton and the Hope Valley. The study was commissioned and led by Transport for Greater Manchester (TfGM) as part of a series of similar projects it was undertaking of rail services in its area with Derbyshire County Council officers providing additional specialist support.

Concepts were developed into realistic operational timetables taking account of the demands for freight traffic where appropriate and any infrastructure enhancements required to deliver the proposals were identified.

The study concluded with a series of suggested next steps based on further development of the best options. In Derbyshire, the proposals were for developments on the Glossop, Hope Valley, Buxton corridors and potential to improve accessibility to the rail network from Chapel-en-le-Frith Central station.

Further development of the proposals would require Derbyshire and TfGM to work with other partners in the rail industry, including Network Rail, the train operators and Transport for the North to make the case for their inclusion in the future development plans for rail in the north. Some of the proposals would benefit from investment decisions which have already been agreed, such as the Hope Valley rail line upgrade which was due to be implemented by 2024.

**RESOLVED** (1) to note the results of the study and the potential for improvements to rail services in the High Peak and north Derbyshire Dales areas it had identified; and

(2) to agree that officers from the County Council continue to work with Transport for Greater Manchester, Transport for the North and other stakeholders from the rail industry to further develop the next step proposals identified in the study.

**47/19 REVIEW OF CHARGES AND PAYMENT 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, detailed in the report and have been subject to an annual review. It was proposed to increase the abandoned vehicle payments to £40.72 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 £58.29 per tonne; and the excess mileage payments, linked to the RPI, to £0.98 per tonne per mile, or £39.08 per hour travelled. It was requested that due to the recent changes to the waste contract the commercial waste disposal recharge rate for 2019-20 be further assessed and a report submitted to a future Cabinet Member meeting.

Approval for all the new proposed annual rates has historically been requested each year but it was proposed that, in the future, approval would be sought on a bi-annual basis with the next 2020-21 rates being calculated using the reported methods and implemented without submitting a report. It was anticipated that this would greatly reduce the time taken to process Waste Collection Authority recharges and receive their payments, particularly at the start of the year.

**RESOLVED** (1) that following recent changes to the waste contract the commercial waste disposal recharge rate for 2019-20 would be reported to a future meeting of the Cabinet Member;

(2) to approve the abandoned vehicle rate for 2019-20 at £40.72 per vehicle in accordance with the Agency Agreement;

(3) to approve the recycling credit rate for 2019-20 at £58.29 per tonne;

(4) to approve the excess mileage payment for 2019-20 at £0.98 per tonne per mile or £39.08 per hour travelled; and

(5) the submission of future Cabinet Member reports, requesting approval for proposed new annual recharge/payment rates, be undertaken on a bi-annual basis from 2019-20.

**48/19      ANNUAL REPORT OF PROGRESS OF DERBYSHIRE'S LOCAL FLOOD RISK MANAGEMENT STRATEGY** The Cabinet Member received an update on the progress made in delivering Derbyshire's Local Flood Risk Management Strategy (LFRMS) in 2018-19. The full annual review was set out in the Appendix 1 to the report.

Notable highlights, in terms of delivery since the approval of the LFRMS, included completion of 682 planning responses relating to flood risk (27% increase from previous year); completion of 49 land drainage consents; continued support, to encourage developers to take up Sustainable Drainage Systems (SuDS) for new development; ongoing development of a local guidance/standard for SuDS; utilising natural flood risk management techniques to reduce flood risk; ongoing partnership working with other risk management authorities to identify and implement flood risk schemes; and seeking and maximising external funding for flood mitigation schemes.

**RESOLVED** to note and welcome the progress made on delivering Derbyshire's Local Flood Risk Management Strategy in 2018-19.

**49/19      USE OF PUBLIC RIGHTS OF WAY FOR THE 2019 EDINBURGH TRIAL** The County Council had received a request for the Motor Cycle Club to be authorised to hold trials along seven public footpaths located in or close to the National Park, including Litton Public Footpath 7 (known as "Litton Slack"), as part of the 2019 Edinburgh Trial (the Trial) which was to take place on 5 October 2019.

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 Section 33 of the Road Traffic Act 1988. This could only happen if the Council was satisfied that the relevant landowner(s) and occupier(s) had given consent in writing to the use.

The Council's formal policy on motorised vehicles in the countryside was still contained in the Countryside Service 'Management of Green Lanes' document, approved by Cabinet on 24 July 2012. Policy Statement 8 provides that "*The Council will support efficiently organised Motor Trial events where organisers can demonstrate that liaison with the Police, local communities, landowners and conservation bodies has been carried out*". This document also referred to the County Council's guidelines for motor vehicle trials, which were originally approved by the Cabinet Member – Environmental Services in 2009, as "the Code of Practice for the authorisation of Motorised Trials on Non-Classified Highways and Rights of Way" and contained 10 paragraphs of 'key requirements' and 'guidelines'.

The Trail would involve a significant number of competitors in vehicles comprising motorcycles and motor cars of a variety of types and ages, each with valid insurance. No four wheel drive vehicles or 'off road' tyres were allowed. It was a timed event, not a race, over a period of less than a day from start to finish.

The Edinburgh Trial was inaugurated by the Motor Cycle Club in 1904 and up to 2009, it included Litton Slack. In September 2018, the Cabinet Member approved the authorisation of a trial which allowed this tradition to be revived for the 2018. With ongoing monitoring and the subsequent recovery of the sites following last year's Trial there appeared to be no reason to withhold consent.

The Organisers have gained the consent of the various landowners and notified the Peak District National Park Authority (PDNPA). The Heritage and Culture Team within the PDNPA has raised concerns about the possibility of long-term damage to the use of Litton Footpath 7 (Litton Slack) which also passed through a Site of Special Scientific Interest (SSSI). The 2018 Trial took place following a period of wet weather. Although there was visible scarring of the surface at Litton Slack from last year's event, the surface has recovered and no exceptional concerns or long-term issues have been reported.

**RESOLVED** that the Executive Director – Economy, Transport and Environment be approved, on behalf of the County Council, to issue authorisation of Section 33 of the Road Traffic Act 1988, for the running of trials between motor vehicles as requested by the organisers of the 2019 Edinburgh Trial event, subject to any conditions such as he may see fit.

**50/19      REVENUE OUTTURN 2018-19** The final statement setting out the final revenue controllable outturn position for the Highways, Transport and Infrastructure Portfolio for 2018-19 was attached to the report. Net controllable expenditure was £76.781m against a budget of £77.974m, resulting in a controllable underspend of £1.193m

Key variances included Highway Maintenance (overspend of £0.352m), Public and Community Transport (underspend of £0.323m), Waste Management (underspend of £2.403m), Planning and Development (underspend of £1.639m); Resources and Improvement (underspend of £0.303m); and Unallocated Savings (overspend of £3.321m).

Growth items in the 2018-19 budget were Waste Management (£2.476m ongoing and £0.634m one-off); Highway Maintenance (£1.500m ongoing and £1.000m one-off); Public Transport (£2.600m ongoing); Street Lighting (£0.148m one-off); Planning Development Management and Obligation Monitoring Systems (£0.110m one-off) and HS2 Co-ordination Officer (£0.064m one-off).

Bids against the 2018-19 Economy, Transport and Environment Department underspend of £1.400m have been put forward, which leaves a balance of £0.331m underspend to cover slippage in delivery of the budget savings and other one-off projects to be agreed at future Cabinet Member meetings.

Budget savings totalling £2.127m were allocated for the year, with a brought forward figure from previous years of £2.794m, giving an overall target to date for 2018-19 of £4.921m. A total of £1.106m savings were achieved by the year end.

Due to slippage, the street lighting LED project and Road Safety savings were not fully achieved in 2018-19, but are expected to be achieved in full in 2019-20. Unidentified savings £3.815m are going to be carried forward into 2019-20.

Earmarked Reserves relating to the portfolio, totalling £19.732m, were currently held to support future expenditure.

**RESOLVED** to note the report.

**51/19      BUDGET MONITORING 2019-20 – PERIOD 3**      The net controllable budget for the Highways, Transport and Infrastructure portfolio was £77.460m. The Revenue Budget Monitoring Statement, prepared at Period 3, indicated that there was a projected year-end overspend of £2.622m. This overspend would be supported by the use of £2.622m of earmarked reserves.

The key variances included Waste Management (underspend £0.994m), Public and Community Transport (underspend £0.787m), Winter Maintenance (overspend £1.027m), and Planning and Development (underspend £1.105m).

Budget reductions totalling £2.609m were allocated for the year, with a brought forward figure from previous years of £3.321m. This has resulted in total reductions to be achieved of £5.930m at the start of the year. The short fall between the target savings figure and the savings identifies for 2019-20 was £5.250m.

Growth items and one-off funding in the 2019-20 budget included Waste Treatment and Disposal (£1.500m ongoing), Highways Maintenance (£1.000m one-off), Public Transport (£0.500m ongoing), Water Body (£0.100m one-off), HS2 Co-ordination Officer (£0.064m one-off) and Street Lighting (£0.048m one off).

Earmarked reserves relating to this portfolio, totalling £19.453m, were currently held to support future expenditure. Risks and the debt position were also detailed in the report.

**RESOLVED** to note the report.