

PUBLIC

**MINUTES** of a meeting of the **CABINET MEMBER FOR HIGHWAYS, TRANSPORT AND INFRASTRUCTURE** held at County Hall, Matlock on 23 January 2020

**PRESENT**

Cabinet Member - Councillor S A Spencer

Also in attendance – Councillor T Ainsworth

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

<b>Location/Subject</b>	<b>Signatures</b>	<b>Local Member</b>
Calver, Grindleford Road - Request for Reduction in the Speed Limit	42	Councillor J Atkin

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

**2/20**      **MINUTES**      **RESOLVED** that the Minutes of the meeting of the Cabinet Member for Highways, Transport and Infrastructure held on 21 November 2019 be confirmed as a correct record and signed by the Cabinet Member.

**3/20**      **PETITION – HIGH STREET, APPERKNOWLE - REQUEST FOR THE INSTALLATION OF A FOOTWAY AND BUS STOP HARDSTANDING**

Following the receipt of a petition requesting that a surfaced footway and a bus stop hardstanding be provided on High Street, Apperknowle investigations have been undertaken.

High Street was a classified road which formed a link from the residential area of Apperknowle to a local public house and a bus stop, which had no footway for approximately 60m. A footway on the south-west side of High Street for approximately 145m would be the only viable option, as an extension to the existing footway on the north-east side would require the acquisition of land.

A survey of both the pedestrian usage of the link between Apperknowle and the public house and the vehicular usage on High Street has been undertaken. This has demonstrated extremely low flows of pedestrians and vehicles using High Street, together with an 85th percentile vehicle speed of 26mph. The injury collision database, up to 31 June 2019, had no incidents recorded at the location over the last 15 year period.

The estimated cost of such an improvement would be in excess of £50,000 and due to the significant funding required, any improvement must be weighed against other Council priorities. It was therefore recommended that the request be added to the future schemes list to attract funding either through future development or through the Local Transport Plan Capital Schemes.

**RESOLVED** that (1) the request for the provision of a footway and a bus stop hardstanding on High Street, Apperknowle be added to the future schemes list with the view to attracting funding sometime in the future; and

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

**4/20            PETITION – NETHERMOOR LANE, KILLAMARSH – CONCERNS REGARDING HIGHWAY SAFETY**            Investigations have been undertaken following receipt of a petition concerning safety at a bend located towards on Nethermoor Lane in Killamarsh.

The petitioners felt that the bend in the road caused an issue as an area of planting within the boundary of a private dwelling reduced the forward visibility when travelling around the bend. It was acknowledged that all the planting on either side of the road should stay within the confines of each property boundary and that it should not encroach onto the adopted highway.

The collision database demonstrated a very good safety record on Nethermoor Lane and the recent survey of vehicle speeds showed an 85 percentile speed of 20mph. It was therefore recommended that safety measures could not be introduced at this site. However, a community speed watch initiative could be an effective way of combating drivers who failed to drive to the residential conditions.

**RESOLVED** that (1) Derbyshire County Council’s Maintenance Team continues to inspect the private planting on Nethermoor Lane, Killamarsh as part of routine inspections, to ensure there is no encroachment onto the adopted highway; and

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

**5/20            PETITION - STAFFORD CLOSE, SMALLEY – PARKING ISSUES**  
Following receipt of a petition requesting measures to stop vehicles parking on Stafford Close, Smalley investigations have been undertaken.

The petitioners stated that they wanted to ensure that the residents and their visitors could park their cars safely and in close proximity to their homes without any form of abuse or harassment from motorists that was alleged to occur at present.

As the entire length of Stafford Close was adopted public highway, the County Council did not have the authority to provide a sign that stated that parking was only permitted for certain members of the public. Whilst the County Council could appreciate the residents frustrations with regard to the parking, it was important to note that all members of the public have equal rights over the public highway, and if a

vehicle has valid tax, insurance and MOT, and was parked in accordance with the Highway Code, no offence was being committed.

The Police were responsible for enforcing moving traffic offences and it might therefore be appropriate for the residents to contact the Police via their Local Safer Neighbourhood Team.

The Petition asked the County Council, along with other agencies, to work together to resolve this issue. In compiling this report, contact was made with Richardson Endowed Primary School, Future Housing Group and Amber Valley Borough Council and their responses were detailed in the report. It was suggested that the leaflets, attached as an appendix to the report, produced by the Office of the Police and Crime Commissioner in partnership with the County Council's Community Safety Unit, on 'Parking outside school?', be distributed to the school children to take home.

**RESOLVED** that (1) no further action be taken on Stafford Close, Smalley; and  
(2) the Local Member and lead petitioner be informed of the decision.

**6/20 MEETING THE REQUIREMENTS OF THE CODE OF PRACTICE FOR WELL-MANAGED HIGHWAY INFRASTRUCTURE – APPROVAL OF TECHNICAL POLICY DOCUMENTS**

The approval and implementation of Highway Infrastructure Asset Management (HIAM) plans and strategies were delegated to the Cabinet Member – Highways, Transport and Infrastructure in conjunction with the Executive Director – Economy, Transport and Environment by Cabinet.

Work has been underway to develop more in-depth plans to support the approved HIAM documents and approval was sought for the following seven documents :-

- Six HIAM documents, one relating to each of the highway asset areas of drainage; electronic traffic management; highways; street furniture; street lighting; and structures. These documents define the Level of Service that could be expected and the current practices relating to Asset Data Capture, Inspections and Surveys of Assets, Lifecycle Planning, Maintenance Programmes, Asset Financial Information, Asset Forward and Annual Programme, Asset Risk Register, Competency of Staff and Performance Management. Development areas have also been identified.
- Traffic Network Management Duty Plan which sets out the criteria by which the operations of the highway network were managed (i.e. how traffic is kept moving).

These documents provided the basis of the Council's approach to meeting the requirements of the 2016 Code of Practice Well-Managed Highway Infrastructure. The proposals set out to deliver a level of service that would be safe, sustainable and deliverable within current budgetary constraints across the highway network.

**RESOLVED** (1) to approve the technical documents forming the basis of the report and attached as background papers to the report;

(2) that reviews and major updates of the documents and their related appendices contained within the report be approved by agreement between the Cabinet Member – Highways, Transport and Infrastructure and the Executive Director of Economy, Transport and Environment; and

(3) minor updates to the technical policies and their related appendices contained within the report be delegated to the Executive Director – Economy, Transport and Environment.

## **7/20 STATEMENTS OF COMMON GROUND – NOTTINGHAMSHIRE COUNTY 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 Nottinghamshire County Council on 8 November 2019. The nature of the Statement of Common Ground was the Nottinghamshire Minerals Local Plan SoCG (Final Draft). 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 approval be given for Derbyshire County Council to enter into a Statement of Common Ground, referred to in the appendix to the report, with Nottinghamshire County Council.

## **8/20 REVIEW OF CHARGES FOR COMMERCIAL WASTE**

At the meeting on 12 September 2019 it was resolved that following recent changes to the County Council’s long term waste contract, the commercial waste disposal recharge rate proposed for 2019-20 would be reviewed and reported to a future meeting.

The District and Borough Councils, as Waste Collection Authorities (WCAs), have a statutory duty to collect, on request, commercial waste from a range of organisations, amounting to 4% of the total local authority collected municipal waste stream in Derbyshire. WCA costs (including disposal) were recovered from the organisations from which they collected the waste.

The majority of commercial waste in the County was collected and disposed of by private sector waste collection companies. Some commercial waste collected by the WCAs was, however, disposed of by the County Council through its waste management contracts. Disposal of this commercial waste was undertaken by Resource Recovery Solutions (Derbyshire) Ltd (RRS) under the Council's long term waste management contract, however, following termination of that contract on 2 August 2019 disposal arrangements have been provided by Renewi UK Services Ltd (Renewi) under the Council's Continuity Services Contract.

The costs incurred in disposing of waste under the new contract with Renewi have been examined and the following table details the rates charged for in 2018-19 and sets out proposed revised charges for 2019-20:

<b>Commercial Waste Charge</b>	<b>2018-19</b>	<b>2019-20</b>
Total per tonne (gate fee + contractual disposal costs)	£130.78	£134.43
Annual administration fee	£1,265	£1,289

The commercial waste disposal recharge costs would require a full review once the current continuity services arrangements come to an end.

It was proposed that approval for new rates be sought and approved on a bi-annual basis to align with the proposals agreed on 12 September 2019.

**RESOLVED** (1) to approve the commercial waste disposal recharge rate for 2019-20 at £134.43 per tonne plus an annual administration charge to each Waste Collection Authority of £1,289; and

(2) that the submission of Cabinet Member reports requesting approval for proposed new annual commercial waste disposal recharges be undertaken on a bi-annual basis from 2019-20 onwards, to align with the approvals taken at the 12 September 2019 Cabinet Member meeting.

**9/20 TO NOTE THE URGENT DECISION TAKEN BY THE EXECUTIVE DIRECTOR – ECONOMY, TRANSPORT AND ENVIRONMENT TO ACCEPT THE RURAL DEVELOPMENT PROGRAMME FOR ENGLAND GRANT AWARD**

A Rural Development Programme for England (RDPE) Expression of Interest (EOI) bid to deliver the Visit. Sleep. Cycle. Repeat. (VSCR) Cycling Trails Programme within the Parish of Pleasley was submitted by the County Council at the end of May 2018. The EOI was successful and a full application was submitted in September 2019.

In a letter dated 29 November 2019, the Council was offered a grant of £403,977 by the RDPE to deliver the initial phase of the VSCR Cycling Trails Programme. This offer expired on 10 January 2020, before the next available Cabinet Member meeting.

Under the Council's Constitution, Executive Directors have the power to take such actions to safeguard the interests of the Council if the timescales do not allow for the matter to be dealt with by the next available meeting of the Council, Cabinet or Cabinet Member. An urgent decision was therefore taken by the Executive Director - Economy, Transport and Environment to accept the RDPE grant on behalf of the County Council.

**RESOLVED** to note the urgent decision taken by the Executive Director – Economy, Transport and Environment, in accordance with the Council's Constitution, to accept the Rural Development Programme for England (RDPE) grant offer of £403,977 to deliver the Visit. Sleep. Cycle. Repeat (VSCR) Cycling Trails Programme, as detailed in the report.

**10/20**      **BUDGET MONITORING 2019-20 – PERIOD 7**      The net controllable budget for the Highways, Transport and Infrastructure portfolio was £77.843m. The Revenue Budget Monitoring Statement, prepared at Period 7, indicated that there was a projected year-end overspend of £1.215m. The portfolio incurred additional costs of almost £0.547m due to the Toddbrook Reservoir Whaley Bridge incident which has been funded from General Reserve. The rest of the overspend would be supported by the use of £2.000m from the Budget Management earmarked reserves. After the use of this reserve, the forecast was an underspend of £0.785m.

The key variances included Waste Management (underspend £1.647m), Highway Maintenance (underspend £1.869m), Winter Maintenance (overspend £1.777m) and Planning and Development (underspend £1.778m).

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 total reductions expected to be achieved and the identified savings initiative at the start of the year was £5.250m. It was forecast that £0.680m of savings would have been achieved by the year-end.

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 £16.805m, were currently held to support future expenditure. Risks and the debt position were also detailed in the report.

**RESOLVED** to note the report.