

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.