

**COTON IN THE ELM PARISH COUNCIL**  
**MINUTES OF THE MEETING HELD ON WEDNESDAY 13<sup>th</sup> April 2022 at 6PM**  
**Held in Coton in the Elms Community Centre**

Present: Cllr K Bradford (Chairman), Cllr J Heaven, Cllr M Kinson, Cllr J Lang  
Cllr A Wheelton, Cllr S Swann.  
Clerk: Susan Hughes

1. Apologies: Cllr M Leech, Cllr C Bradford, Cllr A Wolfe
2. Co Opt new member. Joanna Lang was voted onto the Parish Council  
Proposed by Cllr M Kinson. Seconded by Chairman Cllr K Bradford.  
The Chairman welcomed Cllr J Lang to the Parish Council.
3. Members of the public  
Mr B Poole expressed his frustration that the 'No HGV' signs (after a 7 month wait) had still not been put in place by DCC. Mr Poole also explained there were still a lot of HGV's coming through the village and this is causing serious issues, he has also been sending vehicle registration numbers through to DCC. Cllrs Swann shared correspondence received from Richard Hanbury (see report below). Cllr Swann support the placement of these signs and will try and set up another meeting with Highways to discuss this further.  
A letter was received from M. Windsor asking for help from the PC to address the issue of Dog Fouling in the village – The PC will consider a response to this request but noted that signs and bins are provided and encouragement should be made to report all dog fouling, a link is on the PC website to do this.
4. District and County Councillors  
Cllr S Swann shared his report before the meeting – Please see attached report and appendix.  
Cllr A Wheelton will continue to share updates on the brook maintenance and the reported that the beam in the play area had been removed and quotes were being requested for a replacement.  
Cllr Wheelton also asked for the PC to contact her for help if required on any issues.
5. Minutes and matters arising  
Minutes of previous meeting on 9<sup>th</sup> March 2022 were circulated prior to the meeting, taken as read and will be signed as a true record. A copy will be shared on the website.  
Matter arising – A new finger post application will be made by Cllr J Lang to the DCC.
6. Speed Indicator device.  
Application to DCC for a sign which can be moved around locations within Coton – Approved.  
Locations agreed at the meeting for inclusion on application were:
  1. Halfway up Church St. Near the entrance to the recreation ground, to slow traffic down coming up to the the junction at Elms Road.
  2. Coal Pit Lane between the driveways Edgeley and No. 41.
  3. Lullington Road between the driveways of Malthouse Farm and Manor Barn.
7. Defibrillator.  
The Clerk will look into registering defibrillator with The Circuit and arranging maintenance and will Report back at the next meeting.  
Chairman Cllr K Bradford thanked Clifton PC for the invitation to attend defibrillator training.
8. Ground maintenance – Quote for brook upkeep by current ground maintenance supplier approved.

9. Adoption of policies approved: Risk Register. Standing Orders. Financial regulations.
  
10. S136 claim form – approved
  
11. Lengthsmans Scheme payment to be made on receipt of Litter Pick list from VIB.
  
12. Planning  
DMPA/2021/1555 single storey rear extension at 28 Elms Road, Coton-in-the-Elms- No objections
  
13. Report from Outside Bodies  
The Chairman, Cllr K Bradford attending a Virtual Community Forum and reported:  
Area 6 (Coton) has the lowest crime rate in the area.  
There has been a loss of PCSO's leaving to train as Police Officers. Hoping to recruit further PCSOs to cover vacancies. Continuing engagement with local communities.  
Communities Partnership advised Liberation Day to take place on 18th May at Maurice Lea Park with information and presentations on staying safe, healthy and active aimed at mature South Derbyshire Residents.  
Agreed priorities for next quarter are: Police to monitor accidents and road safety at Drakelow Crossroads. Look to further communicate with Parish Councils and share crime figures.
  
14. Finance – all documents circulated before and during the meeting  
Balance sheet £15972.25 @ 31.3.2022 and payments approved
  - a. £49.69 Clerks expense
  - b. £268.27 DALC annual subscription

Chairman concluded the meeting at 18:46 pm

**Next meeting is 11<sup>h</sup> May 2022 @ 6pm to include Annual Meeting**

13<sup>th</sup> April 2022

## **Report to Coton in the Elms Parish Council from County Councillor Stuart Swann**

### ***Church Street Repairs***

The Highways Maintenance Manager has confirmed the work is planned for completion during the week commencing 25/04/22. He says the work will be quite extensive and address some issues not previously dealt with.

### ***Culvert CCTV Inspection***

The contractors OnSite were onsite on 21 March undertaking the survey of the culvert.

### ***Little Liverpool Speed Limit***

As you are aware, the Parish Council has formally requested a reduction of the speed limit at Little Liverpool and I have fully supported this stance in representations to the Cabinet Member for Highways, the Director of Highways, and the Police and Crime Commissioner (PCC).

I have discussed the matter further with Angelique Foster, the PCC, who is supportive and will be writing to the Parish Council, and she has provided some advice from her experience in pursuing such matters.

### ***Street Lighting: Junction of Elms Road/Church Street***

Following the report from Cllr C. Bradford in respect of the missing light on the corner of Elms Road and Church Street, I raised the matter with the Street Lighting Manager, and he responded immediately, "I sent a new service order form to WPD last week. They need to re do the service before we can attach a bracket and lantern. Once I know more, I'll get a bracket and lantern fitted".

### ***Coton in the Elms Village in Bloom Platinum Jubilee Celebrations***

Via the Member's Community Leadership Scheme (£360) and a similar fund set up for the Jubilee (£200), I am providing £560 to support the Platinum Jubilee Celebrations being organised by Coton in the Elms' Village in Bloom committee.

### ***Crossroads: Burton Road/Rosliston Road/Caldwell Road/Barn Lane***

On Tuesday 29 March, I met the Highways Maintenance Manager to discuss measures to improve safety at the crossroads prior to any suggested long-term resolution being implemented (talks with a local landowner in respect of junction redesign are continuing).

The Manager agreed that immediate works were required to the road markings and linings and these works were started on Thursday 31 March and completed the next day.

As the area does not have street lighting the lining was completed in a product known as Weather Line which apparently improves safety at night and in wet conditions.

**Other measures are now under consideration to improve safety at the crossroads.**

### ***Council Leaders Bid for Combined Devolution Deal for More Funding and New Local Powers***

Derbyshire County Council, along with Derby City Council, Nottinghamshire County Council and Nottingham City Council, has sent initial proposals to Government to negotiate a combined devolution deal.

The four councils were named as pathfinder areas by the Government in February and were invited to apply for a devolution deal. The councils are now at the front of the queue and are looking to secure the earliest possible deal to bring more decision-making power into the hands of local people.

If agreed, this could create a new East Midlands Mayoral Combined Authority, leading to more major decisions being made locally and more funding for services in the region.

Key areas for greater autonomy and funding highlighted in the submission to the Government include transport and infrastructure, business growth, inward investment, strategic regeneration, destination management, employment, education, and skills. Council resources could also be pooled to make them go further.

The combined authority submission follows the publication of the Government's Levelling Up White Paper, in which local leaders were asked to put forward a vision for devolved powers and improved services in their area.

The four council leaders had a "very positive" meeting with Minister Neil O'Brien MP on Monday 21 March, who said that the Government is very encouraged by the level of ambition of the councils and indicated that he expected a good deal for the region could be agreed.

Derbyshire, Derby, Nottinghamshire, and Nottingham are home to 2.2 million residents, which would make a future East Midlands Mayoral Combined Authority the third biggest in the country.

All the councils involved, including district and borough councils in these areas, would retain all the powers they already have. The deal would not create a new tier of government but would bring a level of government which already exists from Westminster to the East Midlands, to be shaped by local councils, and closer to the residents and businesses it affects.

All four councils will work with district and borough councils, businesses, and other stakeholders, through forums including the Economic Prosperity Committee and Vision Derbyshire to look at the details of the plan, which needs to be approved by the Government. Further discussions with the Government are expected to take place soon.

### ***Walton on Trent Bypass and Bridge***

As Parish Councillors are aware, the Walton bypass and bridge are developer-led projects, and their construction is triggered by the occupation of the 400<sup>th</sup> of the planned 2,239 homes relating to the Drakelow development approved by South Derbyshire District Council.

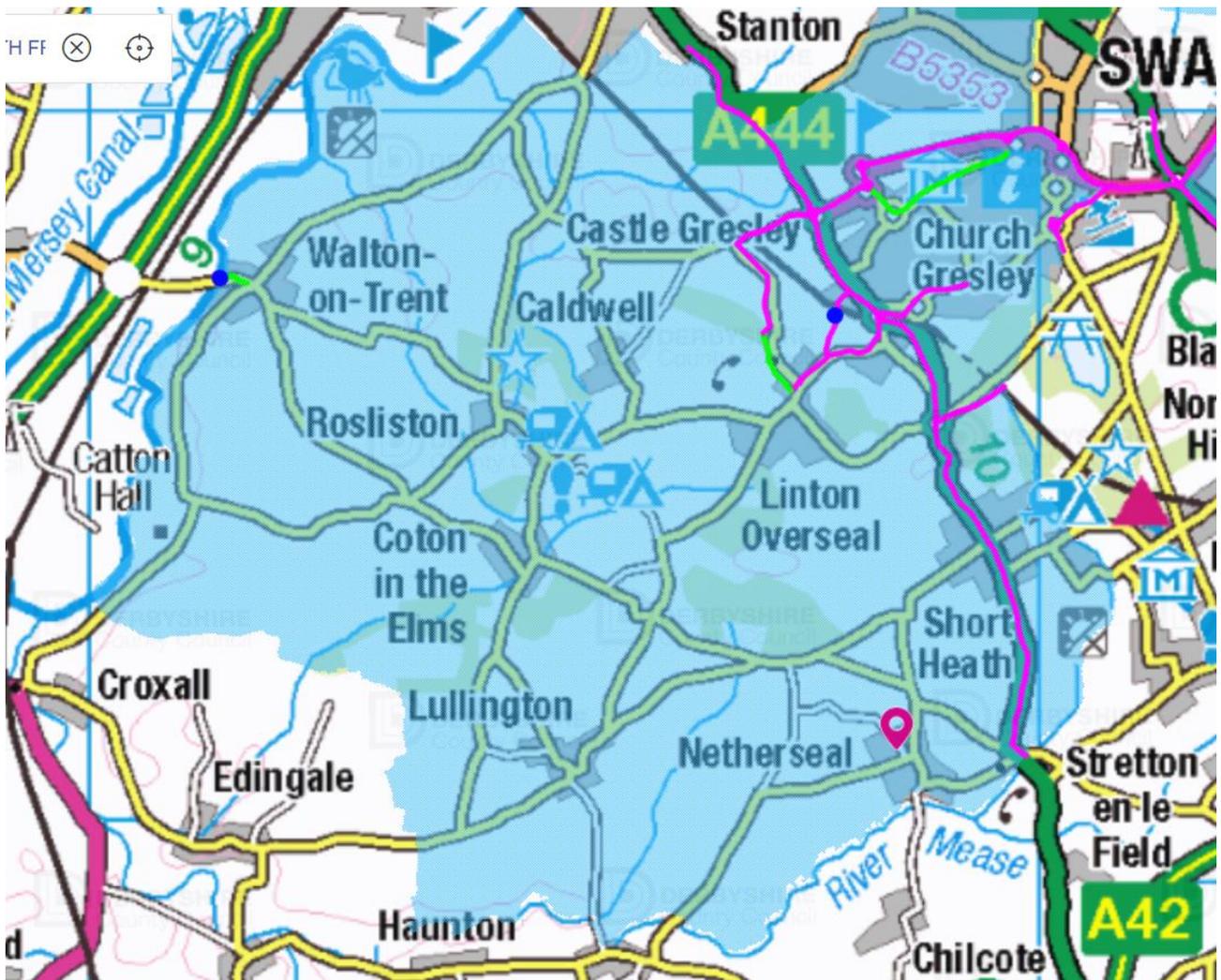
Once the bridge, bypass, and associated infrastructure are complete they will be adopted by the relevant County Councils and maintained at the cost of the local taxpayers. Derbyshire residents have every right to expect the local authorities to do everything in their power to ensure these assets are designed and built to the highest standards, with particular attention on potential flooding issues.

Further to my previous updates on this important local matter, below is an extract from the report I presented to Walton on Trent Parish Council earlier this month. It is a purely factual report, based on information supplied by Council Officers, for the benefit of Parish Councillors and the wider community. As you are aware, such reports were not forthcoming prior to my initiative:

- The developer is still aiming for a start date of **4<sup>th</sup> July**.
- Derbyshire County Council (DCC) has provided its feedback on the detailed bridge designs, with the developer aiming to submit their final bridge pack by the end of April.
- Following DCC's and Staffordshire County Council's (SCC) feedback to the Civils drawings, the developer was aiming to submit their responses during the week starting 28 March, however, these have yet to be received. The developer responses need to include formal departure from standards reports together with their proposed mitigations.
- Once the Civils have been agreed, the developer will take the designs through an independent Road Safety Audit process.
- DCC's feedback on the geotechnical submissions has been provided.
- The developer has reconfirmed that a further public engagement will be undertaken in early May with local parishes and interested parties – both DCC and SCC contacts will also be invited.
- There remains some outstanding design and flood modelling at the western tie-in to address the potential for a flood breach. Amendments to the design are currently being reviewed by South Derbyshire District Council, as the Planning Authority, to assess whether this would be a non-material amendment or whether a further planning application would be required.

### ***HGV Concerns – Response Received this week from Richard Handbury (DCC Traffic & Safety Project Engineer)***

"I have had chance to take a more detailed look at the Parish Council queries around the Weight Limit implications on Coton-in-the-Elms village. I am afraid it's a geographically difficult situation to suitably address.



To the southern end of the area wide weight limit, you will see that as you approach the Derbyshire Boundary from Edingale village (near Westbrook Farm) along Lullington Road from the A513 the weight limit signs are present as it's the boundary of the County. The issue then is that it is approximately 2 miles to the centre of Coton-in-the-Elms village, all of which is contained within the weight limited area. The extent of the blue shaded area to the western side of the village is the County Boundary of Derbyshire.

Croxall Wood on the approach into Derbyshire from the A513 is signed with the 7.5t Environmental Weight Limit.

Station Lane at Walton-on-Trent into Derbyshire is signed accordingly, with the exemption of the Bailey Bridge (Width and Weight Restriction) that affects/restricts access into the County from this point.\*

(\*) – the new road that is planned to start construction in 2022, associated with the Drakelow development will allow for some changes to be made and this entry point into Derbyshire will have vehicular access into the County removed. The new development road may also bring some long - term improvements to seeing a reduction in the number of HGVs which will be attempting to cut through the villages within this order, as a viable and more efficient road network will be available, aside from the vehicles which need and will continue to need access to locations within the Weight

Limited area. Therefore, this might remove the numbers of vehicles accessing the area from the western side (A38) of the weight limited area.

From both the northern and eastern side of the weight limited area, we have the A444, which is an exempt road within the order, and therefore the adjoining roads to the A444 are all signed within the weight limit, as even though they are within the catchment of the order extents, the exempt road (A444) requires any adjoining side roads to be signed accordingly. Unfortunately, this is some considerable distance from the central lying villages such as Coton-in-the-Elms.

We have further exemptions within the order to the north-eastern area as a consequence of additional constraints, namely the bridge height constraint at Mount Cross, High Cross Bank and the Sewage Treatment Works site and the Astron and Boardman Business Park and Industrial Estates.

I am afraid we cannot install any further signing within the parameters of the weight limited area at Coton-in-the-Elms village, as any attempts to reinforce the weight limit is not permitted within the signing regulations, in addition to which as it is within a central location we would effectively have to send/divert HGV traffic through adjacent villages such as Rosliston and Linton, which I am sure these respective parish councils would not welcome or appreciate.

I would anticipate that the new road at Drakelow will see a reduction in the HGV numbers attempting to access between the A38 and the A444 through these rural Derbyshire villages.”

## **Appendix – Little Liverpool: Response from Cllr Athwal (12 April 2022)**

Dear Stuart

### **Request for Speed Limit Reduction in Little Liverpool**

Thank you for your email of 22<sup>nd</sup> March. As promised, I passed your enquiry onto officers and I understand from speaking with our Officers in the Traffic and Safety Team that they have in relation to this specific enquiry provided a number of responses to yourself, the Parish Council and local residents on the subject of the Speed Limit along Little Liverpool, Coton-in-the-Elms.

I can see that from the initial response on the matter back in September 2021, that a detailed explanation of the legislation around the Setting of Speed Limits was provided along with a detailed response to particular suggestions which were made in addition to the request for the Speed Limit to be reduced. The provision of some warning signs were offered as a suitable alternative to that of lowering the Speed Limit along this section of road. I understand that following this initial reply from Officers that the residents/Parish Council sought to obtain some data on traffic speeds and volume along Little Liverpool in October 2021 to support their request for the Speed Limit to be reduced and subsequently presented this to officers on the 18<sup>th</sup> November 2021.

I understand that on the 30<sup>th</sup> December 2021, officers provided a further detailed reply to the outcome of the survey works that had been undertaken at a localised level. The key element of this data is the 85<sup>th</sup> percentile speed, which is showing 44.9mph. The section of road through here which the Parish Council

and Residents are supportive of being reduced is National Speed Limit (60mph). The evidenced data provided shows that 85% of traffic are driving at a speed which is considerably less than the speed limit for this section of road, irrespective of the limit which is applied to this section of road. I am informed that a speed limit is not a target speed for a road, it is a limit based on that section of the roads characteristics applicable to the guidance provided in the Department for Transport – Setting of Local Speed Limits. The current National Speed Limit applicable to this section of road is correct based on its layout and environment. Officers feel that the majority of motorists drive around the 45mph mark, due to the road environment and the variables such as the actual road width, absence of a system of Street Lighting, absence of any road markings, absence of a footway and access to a small enclave of residential properties. As a consequence of the above, the speeds are evidentially below the limit applied to the road. I am informed that the Setting of Local Speed Limits Circular 01/13 makes reference to the fact that Speed Limits should not be used to attempt to solve the problem of isolated hazards, something which would be applicable in these circumstances. The legislative document also makes reference to the definition of a village, with it being 20 or more houses (on one or both sides of the road) and a minimum length of 600m, in this particular location there appears to be considerably less than this over the distance to the commencement of the 30mph at nearly 500m away. If there are just fewer than 20 houses, traffic authorities should make extra allowance for any other key buildings, such as a church, shop or school. Unfortunately this is not applicable within the area around Little Liverpool.

I can then see that you received further representation from your constituents on the 12<sup>th</sup> January 2022 regarding their disappointment in the stance continuing to be taken by Derbyshire County Council regarding the Speed Limit arrangements on Little Liverpool. Therefore I can see that Officers duly contacted the Traffic Management Division at Derbyshire Constabulary to obtain their views on any possible speed limit reduction based on the previous replies provided and the data set gathered at a local level. Following discussions with Derbyshire Constabulary, Officers provided a further reply on the 13<sup>th</sup> January 2022, the response remained consistent in the stance of the County Council from its previous replies in September and December 2021 respectively. The Police were fully supportive that Speed Limits should not be used to attempt to solve the problem of isolated hazards, which in these particular circumstances is the isolated hazard of a small enclave of properties combined with some access to the highway from associated public rights of way nearby.

Whilst I can appreciate both yours, as the Local Member, and the residents of Little Liverpool's concerns about the Speed Limit along this section of road, I am afraid I have to support the repeated stance that our Officers have taken in regard to the retention of the current Speed Limit arrangements along Little Liverpool in Coton-in-the-Elms. I am fully supportive of the proposed traffic signing measures that have been put forward by our Officers and have asked that they expedient these works as soon as is practically possible.

**Regards**

**Cllr Kewal Singh Athwal | Cabinet Member for Highways Assets and Transport**