

# Item 04

Time Commenced – 6.00pm  
Time finished – 6.46pm

## **Communities Scrutiny Review Board 16 September 2019**

Present: Councillor Hudson (Chair)  
Councillors Atwal, S Khan, Pearce and Testro

In Attendance: Simon Aitken – Head of Street Cleansing, Waste and Fleet Management  
Verna Bayliss – Acting Director of Planning and Transportation  
Nigel Brien – Network Management Group Manager

### **09/19 Apologies for Absence**

Apologies for absence were received from Councillor Sandhu.

### **10/19 Late items introduced by the Chair**

There were none.

### **11/19 Declarations of Interest**

There were none.

### **12/19 Minutes of the meeting held on 8 July 2019**

The minutes of the meeting held on 8 July 2019 were agreed as a correct record.

### **13/19 Garden and Food Recycling Project – Update**

The board considered a report and presentation which provided an update on the new Garden and Food Recycling Project, including the current financial position.

It was reported that the introduction of a free brown bin service was based on an estimated uptake of 75% of households in Derby, equating to 80,250 properties.

Members noted that this scheme was being implemented over two phases:

- Phase 1 from April 2019 which is for households registering by 1 March 2019 who still had a brown bin
- Phase 2 from August 2019 which is for households registering by 1 March 2019 but needed a new brown bin

It was reported that this project would create an initial service pressure of £774,000 in year 1 (2019/20) reducing to £590,000 in year 2 (2020/21) and in subsequent years.

Members noted that £740,000 had been allocated to provide new brown bins to households and £1,360,000 to procure additional collection vehicles.

It was reported that Phase one had been delivered on time and that based on the current level of signups for the service, of 55,284 households, the project was facing additional costs of £332,304 in 2019/20 and a further £59,034 in 2020/21 and subsequent years.

Members noted that in order to reduce the current projected additional costs of this project, the service and project team were working on several possible methods of increasing household participation in the scheme, including but not limited to:

- Implementation of the next phase of the intelligence led, targeted communications and engagement strategy
- Move to communications using real life pictures and customer messages to make the project more real and accessible – encourage more sign ups
- Further bin tagging – black and brown bins – to encourage more sign ups
- Targeted door knocking, targeted social media, business and community engagement, community events
- A schedule of planned social media updates has been produced.
- Interview opportunities have been arranged with local press and radio.
- Looking at options to ban the garden waste from being disposed of within the black bin stream
- Exploring potential to issue brown bins in targeted areas, based on information and intelligence

A member suggested that providing brown bins to households that had not opted in may result in negative consequences such as increased fly tipping. It was reported that there were no current plans to move away from the opt in service.

Members of the board asked whether sign up rates had varied significantly by household type and whether a digital map could be produced to highlight the sign up rates in each ward on a street by street basis. It was reported that data on household type was not available and that a map could be produced giving sign up percentages for each street.

Members of the board suggested that Neighbourhood Managers, Neighbourhood Boards and Neighbourhood Walkabouts, could all assist in helping to increase sign up rates.

**Resolved to note the information provided within the report and the presentation.**

## 14/19 Traffic Signals – Network Management

The Board considered a report and presentation which provided an update on traffic signals and network management in Derby.

It was reported that traffic signals at critical junctions primarily manage competing traffic demands and flows and that they usually included facilities for pedestrians, cyclists and vulnerable road users. It was also reported that signals allowed for route prioritisation at peak times and for the management of planned or unplanned events that impacted upon road traffic.

Members noted that within the city there were 68 traffic signal controlled junctions and 133 signal controlled pedestrian crossings and that the majority of traffic controlled junctions operated on low voltage systems, which had reduced operating costs. It was also noted that approximately £150,000-£300,000 each year was required from the Local Transport Plan Capital programme for asset improvement.

It was reported that the traffic signals on the inner ring road and the critical junctions on the outer ring road were linked to an Urban Traffic Management and Control System. Members were informed that this system was designed to manage queue development and clearance, based on the actual demand, rather than simple time plans.

Members noted that the control of complex and large volumes of traffic was not done by programming each junction in isolation and that the systems operated as regions, which meant junctions communicated to manage the flow along a route.

Members of the board asked whether consideration had been given to the impact on traffic flow once work had finished on the A52 and whether any data modelling has been conducted for this scenario. It was suggested that as 25,000 vehicles use the A52 to commute to Derby daily this would have an impact. Members were informed that due to other road constraints, the Pentagon Island would still be unable to function at maximum efficiency once the work on the A52 has been completed.

Members were also informed that data modelling on the A38 had been conducted using consultants with good local knowledge and that the results of this data modelling had been positive. Members of the board highlighted that congestion at Eastgate was a significant issue and asked whether expansion of Sir Frank Whittle road was a possibility. Members were informed that expansion of Sir Frank Whittle road had been explored previously along with the idea of taking the A61 over the A52.

Members of the board enquired whether there was a formal process for Neighbourhood Boards to make requests for signals at junctions or for pedestrian crossings, in regard to point 5.1 of the report. It was suggested that there was a formal process and that proposals would be considered where funding was available.

**Resolved to note the information provided within the report and presentation.**

## 15/19 Terms of Reference and Work Programme

The Board considered a report setting out the Terms of Reference and Remit of the Board.

The report provided Members of the Board with the opportunity to consider its terms of reference and remit for the forthcoming municipal year, its work programme for 2019/20 and any topic reviews.

**Resolved to note the information provided within the report.**

Minutes End.