

CASTLETON PARISH COUNCIL

NOTICE OF ORDINARY MEETING: THURSDAY 25th January 7PM

Village Hall, How Lane, Castleton

Dear Councillor,

You are summoned to attend a meeting of Castleton Parish Council to be held at 7.00pm on Thursday 25th January 2023, for the purposes of transacting the business below:

T Dale

Mrs T. Dale, 19th January 2024

Clerk to Castleton Parish Council

Email: clerkfo.cpc@gmail.com

01/01/24	To consider accepting any apologies for absence.																														
02/01/24	To record declarations of personal or pecuniary interests from Members as to any items to be discussed and as necessary or appropriate to receive and approve any Members' requests for dispensations on matters in which they have any Disclosable Pecuniary Interests.																														
03/01/24	Reports: A: County Councillor's Report B: Borough Councillor's Report C: Police Report D: Chair's Report																														
04/01/24	Public Participation: Members of the public will be allowed to speak to the meeting upon items included in the agenda in accordance with Standing Orders and at the discretion of the Chair of the meeting.																														
05/01/24	Minutes of Last Meeting and Matters Relating Thereto: A: To consider for approval the Minutes of the Parish Council meeting held on 30 th November 2023, and to arrange for the Chair of this meeting to sign them as a true and accurate record of the meeting to which they relate.																														
06/01/24	Finance: A: To note the Council's monetary assets: National Westminster Bank Current Account and National Savings Investment Account, and for the Chair of the meeting to examine, approve and arrange to sign the bank reconciliation and latest current account statements. <table border="1"><thead><tr><th></th><th>Current Account</th><th>NS&I</th></tr></thead><tbody><tr><td>Balance brought forward 01/04/23</td><td>14,397.58</td><td>18,528.58</td></tr><tr><td>Total Income</td><td>13,947.13</td><td>0.00</td></tr><tr><td>Total Expenditure</td><td>11,460.70</td><td>0.00</td></tr><tr><td>Balance</td><td>16,884.01</td><td>18,528.58</td></tr><tr><td></td><td></td><td></td></tr><tr><td>Last Statement Balance 15/01/23</td><td>16,884.01</td><td>18,528.58</td></tr><tr><td>Less un-presented cheques</td><td>0.00</td><td>0.00</td></tr><tr><td>Add uncleared deposits</td><td>0.00</td><td>0.00</td></tr><tr><td>Available Balance 25/01/23</td><td>16,884.01</td><td>18,528.58</td></tr></tbody></table> <p><i>Note: Table to be update on receipt of latest bank statement.</i></p> <p>To approve and instruct the payment by cheque, of presented invoiced items, including the following:</p> <ul style="list-style-type: none">i) T. Dale – Clerk's salary, allowance, milage (December – January)- <u>£681.11</u>ii) Griffiths Gardening Ltd – Dirty Road - <u>£240.00</u> (PROW)iii) Castleton Village Hall – Room Hire (additional meeting held in November) - <u>£60.00</u>iv) ICO – Annual Subscription - <u>£40.00</u>v) Playing Field Committee – Donation to School Woodland Area as agreed at November meeting - <u>£250.00.</u>vi) HMRC – Employee contributions - <u>£184.60</u> <p>C: To note the income and receipts of the Council: None this month</p> <p>D: 2024/25 Budget/Precept to be agreed, relevant forms to be completed.</p>		Current Account	NS&I	Balance brought forward 01/04/23	14,397.58	18,528.58	Total Income	13,947.13	0.00	Total Expenditure	11,460.70	0.00	Balance	16,884.01	18,528.58				Last Statement Balance 15/01/23	16,884.01	18,528.58	Less un-presented cheques	0.00	0.00	Add uncleared deposits	0.00	0.00	Available Balance 25/01/23	16,884.01	18,528.58
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07/01/24	Council Matters: A: To receive an update on the Parish Council village Survey, confirm lead councillors, allocation of reserves																														

	<p>and next steps.</p> <p>B: To receive an update from Transport Energy and Environment Group regarding the Bus strategy currently being developed, see Annex A. In addition to agree draft letter to Bus company/s regarding issues with the current services being provided.</p> <p>C: To receive an update on various parking/traffic issues in the Village, to include parking restrictions at hot spots such as Mam Tor. To discuss options and consider for Speed Traffic Devices (SID). To communicate response from Highways Department, see Annex B – redacted email.</p> <p>D: To receive feedback on the Breedon Legacy meeting, see Annex C.</p> <p>E: To review and discuss Events Diary. To include responses from Peak Tour and Ultra X England.</p> <p>F: To review and agree draft letter to DCC, Hope and Aston PC regarding conditions of footpath between Hope and Spital Bridge.</p> <p>G: To receive an update on the village defibrillator, to review and agree quote obtained for the repairs to the light in the telephone box. To discuss the purchase via match funding of £750 for an additional new defibrillator.</p> <p>H: To receive an update on flood management planning, to review the purchase of a flood pump.</p> <p>I: To receive an update on 2023/24 repairs to Dirty Lane under the PROW scheme and to discuss 2024/25 possibilities under the scheme should it be available.</p> <p>J: To discuss and agree 2024/25 grazing licence for the strip of land behind the burial ground</p> <p>K: To discuss littering around more remote parts of Castleton Parish, how to address, independent vs coordinated.</p> <p>L: To receive a de-brief on the Christmas tree arrangements, identifying any improvements for 2024</p> <p>M: To note and if urgently required to discuss and or resolve.</p>
08/01/24	<p><u>Planning:</u></p> <p>A: To discuss, consider and instruct reporting of the Council’s views on applications received and available to view on www.peakdistrict.gov.uk, including the following:</p> <ul style="list-style-type: none"> i) NP/HPK/1123/1397 - Millbridge Farm, Mill Bridge, Castleton. - Conversion of outbuilding to garage and home office ancillary to dwelling ii) NP/HPK/1223/1507 - Hope View House, Pindale Road, Castleton. Erection of outbuilding to form additional accommodation and parking. iii) NP/HPK/1223/1505 - Toll Bar Gift Shop, Cross Street, Castleton. - Listed Building Consent approval for installation of fire curtain, installation of positive input ventilation unit, retention of existing satellite dish, and installation of rear drainage channel - submitted in addition to previous listed building consent approval. <p>B: of applications received by the Licensing Authority</p> <ul style="list-style-type: none"> i) Brew Run, Mobile Catering Van, Mam Tor, Castleton <p>C: To note any planning decisions as notified by the Peak District National Park Authority:</p> <ul style="list-style-type: none"> i) NP/HPK/1023/1253 - Mill Cottage, Mill Lane, Castleton - Change of use to a holiday let. Reconfiguration of existing building and proposed associated landscape works. REFUSED
09/01/24	<p><u>Correspondence & Circulars:</u></p> <p>To note and discuss, if necessary, correspondence received and pre-circulated to Members by email, unless otherwise indicated, including the following:</p> <ul style="list-style-type: none"> i) DCC – Community News, Mobile Library, Road Closure, HP & HV Community Rail Partnership, Keeping you on board – Winter issue. ii) DALC – Newsletters, Waiving Council Tax for Special Constables. iii) Public Sector Executive – Various. iv) Robert Largan (MP) - Various. v) Democratic Services – Agendas, Supplements, Minutes. vi) HVCA – Newsletter, Newsletter Extras. vii) NALC – Events, Newsletters, Bulletins. viii) PDNPA – News, Assessable Castleton, Fund Raising. ix) HPBC – Possible Funding. x) PPPF – Newsletter. xi) Environment Agency – Drop in Events following storm Babet. xii) Derbyshire Fire and Rescue – Budge Consultation. xiii) Cllr Collins – HPBC Councillors Report.
10/01/24	<p><u>Items for the Peveril Post</u></p> <p>To be discussed</p>

The following Ordinary Meeting of the Council is currently planned to take place at the Village Hall, How Lane, Castleton on Thursday 29th February 2024.

Introduction

There have been a series of meetings that have taken place with the **Bus Strategy Group** which is supported by Hope Valley Climate Action (HVCA) Travelling Light. Cllrs are actively supporting Better **Buses for Castleton Group**. The community engagement event in the village hall led to this group being formed in Castleton to try and maintain the momentum and lobby for improved public transport. The group have written to the bus operators expressing their concerns and demanding a regular and reliable bus service.

They also proposed that the group should meet with the bus operators. The CPC will also follow this up with their own letter. We continue to press for improved connectivity from the village to Hope Station. This relates to a demand for a linear bus that also integrates with the trains and allows better access to Castleton. Our concern is why is there such poor integration of rail and v bus services in the Hope Valley despite the need to reduce car volumes. We want to know what can be done to address this with support from local communities particularly Castleton. These proposals were included in a meeting with Derbyshire County Council (DCC) in November that HVCA Travelling Light facilitated. One of the Cllrs met up as a member of the Bus Group and the CPC, with the DCC Head of Public Transport and her colleagues. This was a very positive meeting despite being told that DCC had limited funds in the current economic climate. There is the possibility of additional Bus Service Improvement funds, and the creation of an **East Midlands Mayoral Authority in 2024** may offer the opportunity to take a more strategic view and access to Central Government funding for integrated transport. The need for improved links with Travel South Yorkshire and Greater Manchester were also emphasised. DCC were keen to hear more about ideas for bus service improvement and connectivity. Some useful information was provided which included **Real Time Information (RTI)** which was installed at Bamford Sicklehome week 20 November, and Castleton will follow in the new year. Discussion also took place on the need for RTI for rail and buses, at Sheffield Midland Station and the Sheffield Interchange. There are also the possibility of trialling shopper serves to Buxton/Chapel on a fixed route or using **Demand Responsive Travel (DRT)**. We heard about the data HVCA has generated on customer aspirations via their online platform Commonplace, and community engagement activities.

Finally, the proposal to improve bus/rail connectivity was discussed at the December **Bus Services Improvement Plan (BSIP)** led by DCC. The majority of time at this meeting was taken up with a report back on customer satisfaction on bus usage by DCC.

Subject: Enquiries 37019215 & 37019278 - Various Highway Issues - Castleton Village

I write to you in response to the enquiries that have been sent in from Castleton Parish Council as part of the County Council liaison forum held at County Hall recently. I will address each of the points raised in both enquiries below.

Several case studies have been carried out by the Department for Transport at sites across the country where 20mph speed limits have been installed to see what benefit schemes such as these may deliver. Derbyshire County Council also did a similar case study in Padfield, where a 20mph speed limit was installed as a trial site. These case studies show a reduction to the average speed of under 1mph and there is no evidence to suggest that there have been any reductions in collisions and casualties.

Apart from speed and casualty reduction, much is made of the purported wider benefits of a 20mph speed limit. The main non-tangible benefits that are often mentioned are that 20mph limits improve peoples' perception of where they live and have wider health benefits, such as encouraging walking and cycling.

This is not evidenced by the qualitative survey carried out by the County Council in Padfield. The Department for Transport's study also provides little evidence to suggest that this is the case either. Given that the most important aspects of any road safety engineering measures are speed and casualty reduction, there is little to suggest from the County Council's trial site and the Department for Transport's extensive research that the use of 20mph speed limits would be of significant benefit in this respect.

For these reasons, there are no current proposals to consider implementing any general 20mph speed limits within Derbyshire currently. However, requests for 20mph speed limits remain popular and to be able to analyse further data, Derbyshire County Council has consulted on two 20mph trial schemes within Derbyshire to promote clean air and cycling, making them 'Green Towns'. The County Council is currently still in the process of analysing the feedback received before making a decision whether to proceed with these trial schemes.

One enquiry reference changing road signs and so this could relate to many things, but it should be noted that all signs that are legally placed on the highway have to prescribe to the guidelines set out within the 'Traffic Signs Regulations and General Directions 2016' document. In terms of speed limit signs, there is little else that can be provided at start of the 30mph speed limit at these locations, [Castleton Rd - Google Maps](#) and [30 Buxton Rd - Google Maps](#), as signs are located on both sides of the road and given the presence of street lighting on Hope Road, these signs are illuminated to meet the regulations for speed limit signage. The system of street lighting at the other end of the village stops before the speed limit signs on Buxton Road, and so there is no requirement to illuminate these signs. Additionally, repeater signs cannot be used within 30mph speed limits where street lighting is present.

Ultimately, any changes to the road layout or requests for the introduction of safety measures to reduce vehicle speeds would be evidence-led in terms of the collision history along the route where speed was a contributory factor to the collision. It is understood that this response is often perceived as having to await road collisions prior to action being considered, but prioritising locations that are already experiencing road injuries ensures that the authority is investing its limited resources as effectively as possible.

I have checked the Police database and can confirm that there have been no reported speed-related injury collisions in the latest three-year period, which is the standard test period, on the roads through Castleton (the latest collision information that we have access to from the Police database is between 01/07/20 and 30/06/23).

Given the information detailed above, there are no current proposals to amend the road layout through Castleton at this time.

In terms of speeding through the village, the enforcement of speed limits lies solely with the Police. They will prioritise their resources based on sites that suffer from a combination of excess speeds and a history of speed-related injuries, but the stretch of Back Lane, between How Lane and Cross Street, has two ninety-degree bends which, should significantly slow down vehicles. It would be physically very difficult to travel around these sharp bends without reducing the speed of a vehicle quite dramatically.

Where speeding is a concern in the local community, residents and Parish Councils may be able to volunteer for a Community Speed Watch scheme. This is an initiative whereby volunteers work alongside the area's Safer Neighbourhood Policing Team to monitor traffic speeds in their community. Volunteers are firstly provided with training on how to operate the speed detection equipment and then given the opportunity to carry out speed checks with local officers.

No enforcement action is taken against any driver detected speeding, but their details are recorded, and a letter sent to the vehicle owner informing them of their speed and requesting that they respect local speed limits. They are also warned that if they are caught breaking the speed limit again, they may face a fine and penalty points on their licence. Community

Speed Watch is an effective way of highlighting speeding to individual drivers and reminding them of their responsibility in adhering to speed limits and the consequences of not doing so.

I know that the information relating to the Community Speed Watch scheme has previously been sent to the parish council, but if no such scheme is in operation here then the Police can be contacted to find out more information about this scheme, or to report any concerns about speeding motorists, via their non-emergency number of 101, or online at: <https://www.derbyshire.police.uk/contact/af/contact-us>.

Traffic surveys are only undertaken for specific reasons given the resources needed in terms of officer time and finance to carry out a survey. As previously stated, the existing 30mph speed limit through Castleton could not be lowered at this time, and so regardless of what information was recorded during a speed survey, the police would need to be contacted regarding enforcement of the speed limit.

The main road through the village is an A road (A6187), which is the highest class of route that is maintained by the County Council. The maintenance inspection periods and priority for gritting in severe weather of this type of route will be higher than most other roads in the area, and it is expected that they will carry large volumes of all types of traffic. Therefore, again, a survey recording the traffic flows on this route would be of little benefit, as high volumes of traffic on an A-road would not be unexpected and could not be used alone as justification to provide speed intervention measures along the route.

An enquiry was sent to the Traffic and Safety team from the police regarding the number of HGVs ignoring the weight limit in operation on Winnats Pass. As part of this enquiry, the Police asked for a survey to be undertaken to determine how many HGVs were ignoring the weight limit. A response was sent to the police regarding this matter, which was subsequently forwarded to the parish council. Consequently, the parish clerk has responded directly to me and asked further questions regarding this enquiry, and I will respond back to the parish clerk regarding the points raised on that enquiry.

The current policy regarding Speed Indicator Devices is that the County Council would only fund and install these types of signs where there is a collision history associated with inappropriate speed, and so the collision statistics previously referenced would mean that the County Council would not fund and install Speed Indicator Devices here.

However, the County Council is currently undertaking a trial in conjunction with Borough/District and Parish Councils regarding these types of signs. The signs would need to be funded by the parish council, and they would also need to arrange the works for their installation, subject to approval by the County Council. There is funding that can be applied for via the Police Crime Commissioner: [Speed Indicator Device Scheme | Office of the Derbyshire Police and Crime Commissioner \(derbyshire-pcc.gov.uk\)](#), and more information about this trial scheme can be found here: [Speed indicator devices \(SIDs\) - Derbyshire County Council](#).

I trust that the above has answered your enquiry, but should you require any further information then please let me know.

Yours Sincerely

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Introduction

All Parish Councils were invited to attend the above which was hosted by Dr Ed Cavanagh, Site manager, The purpose of this meeting was to update us on community-based activities and provide information on the **Peak Cluster Carbon Capture Project** and **Breedon Futures Consultation** which are outlined below. It was an informal meeting with festive mince pies and the chance to ask about the two projects and other activities which the Hope Valley may be interested in.

Peak Cluster Carbon Capture Project (see <https://www.peakcluster.co.uk/about/>)

Initiated by five cement and lime plants in the Peak District and Staffordshire Moorlands. The project is owned by Tarmac, Breedon, Lhoist and Aggregate Industries, together with the Lostock Sustainable Energy Plant in Cheshire. Only Breedon is in the National Park. Its process is the largest emitter of carbon in the Peak District.

The plan is to capture emission at each site, build a pipeline to Ellesmere Port and to store CO₂ in depleted hydrogen reservoirs under the Morecambe Bay. We heard there are tight timescales, and it appears Breedon are seeking permission to commence construction by 2030. Central government will determine whether this goes ahead as a major infrastructure project. A public enquiry may be part of the consultation process. The project would be funded through private investment via offsetting carbon tax.

The project claims to be the only feasible way of decarbonising cement manufacture. It is claimed that there will be economic benefits in terms of long-term jobs, and that environmental impact will be minimized.

Key questions about the proposal from previous meeting with local parish councils

On site construction and impacts. Potentially very large building and chimney. Significant new electricity needed for the process.

Pipeline route and impact.

Compatibility with the National Park. Claims of 90% efficiency and this is the target to be achieved. Has this been demonstrated. One site in Brevik, Denmark is not up and running yet and we heard will capture 50% carbon emissions.

1. Long term issues and whether intensive use of site will recoup investment.
2. Is economic benefit valid in terms of future jobs and the green economy.
3. A variable impact on different parishes. Are we able to achieve a common platform to work together.

Breedon Futures Consultation

Permission for works on site expire in 2042 and Breedon has started the process for future planning with a very brief outsourced online consultation over the summer, including a display of potential projects for future use of the site which some residents attended. Results have been sent to our Parish Clerk. At the meeting we were shown a PowerPoint presentation of the proposals.

Views were expressed that local people should be given more information on the proposals, and more notice should be given on future consultation deadlines.