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PUBLIC

To: Members of Improvement and Scrutiny Committee - Places

Tuesday, 9 May 2023

Dear Councillor,

Please attend a meeting of the **Improvement and Scrutiny Committee - Places** to be held at **2.00 pm** on **Wednesday, 17 May 2023** in the Council Chamber, County Hall, Matlock, the agenda for which is set out below.

Yours faithfully,

A handwritten signature in black ink that reads 'Helen E. Barrington'.

Helen Barrington
Director of Legal and Democratic Services

AGENDA

PART I - NON-EXEMPT ITEMS

1. Apologies for absence
To receive apologies for absence (if any)

2. Declarations of interest
To receive declarations of interest (if any)

3. Minutes (Pages 1 - 6)

To confirm the non-exempt minutes of the meeting of the Improvement and Scrutiny Committee – Places held on 1 March 2023.

4. Public Questions (30 minute maximum in total) (Pages 7 - 8)

(Questions may be submitted to be answered by the Scrutiny Committee, or Council officers who are attending the meeting as witnesses, on any item that is within the scope of the Committee. Please see the procedure for the submission of questions at the end of this agenda)

5. Integrated Rail Plan Update (Pages 9 - 20)

6. Community Safety in Derbyshire (Pages 21 - 36)

7. Work Programme 2023-24 (Pages 37 - 42)

PUBLIC

MINUTES of a meeting of **IMPROVEMENT AND SCRUTINY COMMITTEE - PLACES** held on Wednesday, 1 March 2023 in the Council Chamber, County Hall, Matlock.

PRESENT

Councillor S Bull (in the Chair)

Councillors J Siddle, A Clarke, N Gourlay, D Greenhalgh, D Murphy, J Nelson, P Niblock and R Redfern.

Also in attendance was Councillors B Bingham and S Swann.

33/23 TO RECEIVE DECLARATIONS OF INTEREST (IF ANY)

Councillor S Bull declared a personal interest in Item 37/23 as the local member for Ashbourne which included the ward of Sudbury referred to in the Minerals Local Plan.

34/23 TO CONFIRM THE MINUTES OF THE MEETING HELD ON 16 NOVEMBER 2022.

The minutes of the meeting held on 16 November 2022 were confirmed as a correct record.

35/23 PUBLIC QUESTIONS (30 MINUTE MAXIMUM IN TOTAL)

There were no public questions.

36/23 DERWENT VALLEY MILLS WORLD HERITAGE SITE

Adam Lathbury, Head of Conservation, Heritage & Design, and Claire Brailsford, Director – Environment & Transport, attended the meeting to provide Members with information on issues relating to the appropriate stewardship of the Derwent Valley Mills World Heritage Site (DVMWHS).

The Derwent Valley was inscribed as a WHS on 2 December 2002 and stretched from Derby in the south through to just south of Matlock Bath in the north. It was 24km/15 miles long and included Mason Mills, Cromford Mills, Cromford, Smedley Mills, Belper Mills, Numerous Model Farms, Belper, Milford, Darley Abbey Mills, Darley Abbey, Darley Park and the Silk Mill – now the Museum of Making. The River Derwent provided a unifying feature.

The Committee were informed of the International and National Governance of WHSs along with the Local Governance of DVMWHS which crossed 5 Local Planning Authorities (LPA): Derbyshire County Council, Derbyshire Dales District Council, Amber Valley Borough Council, Erewash Borough Council and Derby City Council. Members were provided with the funding arrangements and commitments and the current issues facing the DVMWHS.

In 2021 UNESCO had requested that HM Government provided a 'State of Conservation' Report for the DVMWHS. This was principally because of two erroneous planning applications. It was hoped that the DVMWHS would be removed from the State of Conservation reporting process, although experience from other WHSs shows that this was unlikely. The process brings an extra focus onto the appropriate stewardship of the DVMWHS. If over time the DVMWHS cannot show that it has addressed UNESCO's concerns the Site could be placed on the WHS 'In Danger' List. If action was not taken to remedy why it had been placed on this list, the Site could be struck from the World Heritage List – as happened with the historic docks in Liverpool. It should be made clear that the DVMWHS was a significant distance from being placed on the In Danger list.

The Partnership had just secured £71,000 from the National Heritage Lottery Fund (NLHF) to produce an alternative proposal for the North and East Mills site in Belper to that which had been submitted to Amber Valley Borough Council as LPA. The North and East Mills site was a key monument site in the DVMWHS and if the buildings' deteriorating condition was not appropriately addressed it was likely to reflect badly with UNESCO, especially while the Site was in a 'State of Conservation' reporting process. £10,000 from the Council, £20,000 from Historic England and up to £20,000 from the DVMWHS Partnership Reserve, held by the Council, had been secured as match funding to the NLHF Grant.

On behalf of the Committee, the Chairman thanked Adam Lathbury for his most interesting presentation.

RESOLVED:

That the Committee:

- a) Receives an annual update to developments on issues relating to the appropriate stewardship of the Derwent Valley Mills World Heritage Site; and

- b) Members are updated on the latest positions regarding North and East Mills, Belper and Masson Mill, with the possibility of arranging a workshop to further consider the future of these buildings.

37/23 MINERALS LOCAL PLAN - UPDATE ON PROGRESS

Michelle Spence, Development Plans Team Leader, and David Arnold, Assistant Director – Regulatory Services, attended the meeting to provide the Committee with an update on the latest position on the preparation of the Derbyshire and Derby Minerals Local Plan (MLP).

The Committee had received a report at the meeting on 27 July 2022 informing them of the purpose of the MLP and to provide an update on the latest position following the public consultation which had taken place in March/April 2022. This report summarised the progress that had been made since then and set out the current position.

To meet Regulations 19 and 35 of the Town and Country Planning (Local Planning) (England) Regulations 2021, the next stage of the process was for the two councils to publish a version of the MLP as proposed for submission to the Inspectorate (known as a pre-submission draft). The Regulation 19 consultation was the final stage of public engagement before the MLP was submitted to the Inspectorate for examination.

Officers had provided an update to the Derbyshire and Derby Development Plans Joint Advisory Committee (JAC) on 19 December 2022 on suggested alterations to the draft policies around the key themes of climate change, coal and hydrocarbons as compared to the draft policies contained in the previous consultation draft. The JAC had supported the alterations being worked up into a final form of policy wording for the pre-submission draft MLP to include:

- A strengthening of the climate change policy to require:
 - Proposals to demonstrate a reduction in greenhouse gas emissions directly associated with the development over its lifetime in line with national and local greenhouse gas targets.
 - Proposals for coal extraction to demonstrate net zero emissions from the outset.
 - Proposals to be accompanied by a climate change impact assessment setting out how measures to reduce emissions and adapt to climate change had been considered, incorporated and would be monitored and reported.

- The assessment to also include an assessment of whether there was a causal connection between the proposal and any impact on the environment associated with any indirect emissions and, whether this constituted a significant indirect effect of the proposed development.
- A presumption against the use of coal for the purposes of electricity generation and a requirement that proposals for coal extraction were 'net zero' for the whole lifetime of the development (including restoration and aftercare).
- A more precautionary approach to proposals for the exploitation of oil and gas involving hydraulic fracturing, with the inclusion of a separation distance requirement for such proposals to protect the local amenity, health, well-being and safety of nearby sensitive receptors, e.g. residences, schools, residential homes, hospitals etc. Where the distance proposed from a well site and associated infrastructure to sensitive receptors was 500 metres or less, proposals would not be supported in principle. These proposals would need to include a robust assessment of the adequacy of the proposed separation distances and any proposed mitigation measures to demonstrate the acceptability of impacts.

On 2 February 2023 Cabinet approved and supported formal publication of and public consultation on the Pre-submission Draft MLP which was attached at Appendix 2 to the report and the Plan was approved at the Council meeting on 15 February 2023.

The Chairman thanked Michelle Spence and David Arnold for their update.

RESOLVED:

That the Committee notes the update of the latest position regarding the preparation of the Derbyshire and Derby Minerals Local Plan.

38/23 WORK PROGRAMME 2022-2023

The Committee's work programme was presented and Members were invited to suggest possible items for the remainder of the municipal year 2022-23.

A draft work programme for 2023-24 had been put together and would be circulated to Members in due course, for their consideration and input.

RESOLVED:

That the Committee notes the 2022-23 work programme.

The meeting finished at 3.39 pm

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Procedure for Public Questions at Improvement and Scrutiny Committee meetings

Members of the public who are on the Derbyshire County Council register of electors, or are Derbyshire County Council tax payers or non-domestic tax payers, may ask questions of the Improvement and Scrutiny Committees, or witnesses who are attending the meeting of the Committee. The maximum period of time for questions by the public at a Committee meeting shall be 30 minutes in total.

Order of Questions

Questions will be asked in the order they were received in accordance with the Notice of Questions requirements, except that the Chairman may group together similar questions.

Notice of Questions

A question may only be asked if notice has been given by delivering it in writing or by email to the Director of Legal Services no later than 12noon three working days before the Committee meeting (i.e. 12 noon on a Wednesday when the Committee meets on the following Monday). The notice must give the name and address of the questioner and the name of the person to whom the question is to be put.

Questions may be emailed to democratic.services@derbyshire.gov.uk

Number of Questions

At any one meeting no person may submit more than one question, and no more than one such question may be asked on behalf of one organisation about a single topic.

Scope of Questions

The Director of Legal Services may reject a question if it:

- Exceeds 200 words in length;
- is not about a matter for which the Committee has a responsibility, or does not affect Derbyshire;
- is defamatory, frivolous or offensive;
- is substantially the same as a question which has been put at a meeting of the Committee in the past six months; or
- requires the disclosure of confidential or exempt information.

Submitting Questions at the Meeting

Questions received by the deadline (see **Notice of Question** section above) will be shared with the respondent with the request for a written response to be provided by 5pm on the last working day before the meeting (i.e. 5pm on Friday before the meeting on Monday). A schedule of questions and responses will be produced and made available 30 minutes prior to the meeting (from Democratic Services Officers in the meeting room).

It will not be necessary for the questions and responses to be read out at the meeting, however, the Chairman will refer to the questions and responses and invite each questioner to put forward a supplementary question.

Supplementary Question

Anyone who has put a question to the meeting may also put one supplementary question without notice to the person who has replied to his/her original question. A supplementary question must arise directly out of the original question or the reply. The Chairman may reject a supplementary question on any of the grounds detailed in the **Scope of Questions** section above.

Written Answers

The time allocated for questions by the public at each meeting will be 30 minutes. This period may be extended at the discretion of the Chairman. Any questions not answered at the end of the time allocated for questions by the public will be answered in writing. Any question that cannot be dealt with during public question time because of the non-attendance of the person to whom it was to be put, will be dealt with by a written answer.



FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

IMPROVEMENT AND SCRUTINY COMMITTEE - PLACES

WEDNESDAY, 17 MAY 2023

Report of the Executive Director - Place

Integrated Rail Plan Update

1. Purpose

- 1.1 To provide the Committee with an update on the Integrated Rail Plan and support wider discussion on the implications of IRP for Derbyshire.

2. Information and Analysis

- 2.1 On 18 November 2021, the Integrated Rail Plan (IRP) for the North and Midlands was published by the Department for Transport (DfT). The IRP has been devised to review the principal rail investment proposals in the Midlands and the North, High Speed 2 (HS2), Northern Powerhouse Rail (NPR) and Midlands Engine Rail to ensure they were coordinated, balanced and sequenced to meet the Government's overarching objectives in an affordable and value-for-money manner. As such, the review was not intended to set out the entirety of the rail programme for the North and Midlands (e.g. not include projects brought forward through the Restoring Your Railway programme).

- 1.2 From a Derbyshire perspective the key elements of the IRP were:

1) A new High Speed line from Birmingham to East Midlands Parkway

The proposed High Speed 2 eastern leg from Birmingham to Leeds is proposed has been amended through the IRP and now is proposed only to go as far north as the existing East Midlands Parkway station on the Midland Main Line (MML). The previously proposed route through Long Eaton to the planned gateway station at Toton and along the eastern

side of Derbyshire adjacent the M1 to the boundary with South Yorkshire and via the spur from Hilcote to Clay Cross has been effectively cancelled.

Work on the new line is anticipated to start in the late 2030s and be completed in the mid-2040s.

2) High Speed service north to Leeds.

How HS2 trains will serve Leeds and destinations further north is to be resolved by £100m study to be undertaken by Network Rail. This is likely to consider a number of options, including upgrading the existing Erewash Valley and Barrow Hill lines through Derbyshire to accommodate HS2 services. There is no published date for the start or completion of this study but it is expected to take two years to finish. The safeguarding of land that has been put in place to protect the old HS2 route north of East Midlands Parkway, including the proposed depot site at Staveley, will remain in place until the study is completed. There is, however, no budget identified in the IRP to deliver HS2 services further north so much remains to be resolved.

3) Toton station

A new local train station at Toton (the previously planned East Midlands HS2 hub station) may still be delivered, subject to 50% of the cost being provided by local e.g. linked to local site development. There is also commitment to accelerate plans for an East Midlands Development Delivery Vehicle to regenerate the three large opportunity sites in the area, including Toton itself and another at Ratcliffe on Soar adjacent the East Midlands Parkway station.

4) Electrification of the Midland Main Line

The existing Midland Main Line is proposed to be electrified along its whole length from the current end of the overhead power lines at Kettering through to Leicester, Nottingham, Derby, Chesterfield and Sheffield. Work on this project will begin in the mid-2020s and be completed in the early 2030s.

In the short to medium term, the new bi-mode diesel/electric trains currently being built for East Midlands Railways - and due to start entering service from 2023 – are proposed to provide the main service on the line to London. From the mid-2040s, with the completion of the HS2 line to East Midlands Parkway, new high speed trains would operate north to Nottingham, Derby, Chesterfield and Sheffield and south to London and Birmingham.

5) Northern Powerhouse Rail services from Manchester to Sheffield

There are no firm proposals to further upgrade the Hope Valley line through Derbyshire from Manchester to Sheffield as originally envisaged in the Northern Powerhouse Rail programme. The scheme already under construction which will introduce a passing loop at Bamford and the double tracking of the route through Dore and Totley, however, will be completed.

This will enable a third fast passenger train per hour to be introduced from Sheffield to Manchester and will drive improved reliability for freight services and the continued operation of an hourly local stopping service along the Hope Valley line. Discussion is on-going regarding the potential for electrification of this route in the IRP but is not a firm commitment.

6) Midlands Engine Rail

The improvements from Birmingham to Derby and Nottingham along the existing lines proposed in the Midlands Engine Rail project will not be progressed as direct HS2 services between these cities will now be introduced.

- 2.3 Whilst many of the precise details of the schemes in the IRP have still to be confirmed, there are a number of issues which require further consideration in terms of implications for Derbyshire. To ensure such issues are highlighted and understood, the Council is a very active partner in the HS2 East local authority group, meeting with HS2 Ltd and government officials to present the strongest views on behalf of Derbyshire. The work of this group, and the associated HS2 Executive and officer groups, is critical in ensuring the opportunities of the IRP are maximised and, perhaps more importantly at this stage, that the potential impacts and uncertainty are accepted and addressed as proposals continue to develop. Such issues and considerations include:

A) Network capacity

One of the key benefits of the original HS2 project was the additional capacity it was going to provide in allowing many longer distance, intercity-style services to transfer from existing lines. This, in turn, would have allowed new passenger and freight services to be introduced onto the existing rail network.

The IRP proposals to use the MML for HS2 services north of East Midlands Parkway now changes this. Whilst the IRP includes proposals for the electrification of the MML up to Sheffield, there is no mention of additional track capacity for HS2 services. As the MML is already close

to capacity with the current mix of passenger and freight services, if HS2 services have to be accommodated as well, then serious consideration needs to be given to how line space for local and regional connectivity will be reconciled.

B) Communities

Inevitably, construction of the full HS2 east line would have caused significant disruption to a number of communities across eastern Derbyshire from Long Eaton and Sandiacre in the south through to Barlborough and Clay Cross in the north.

The table below shows the total number of properties HS2 Ltd estimated would need to have been demolished in the different areas of Derbyshire to complete the original HS2 scheme.

HS2 estimated property demolitions by type in Derbyshire

Area	Residential Demolitions	Commercial Demolitions	Other Demolitions
Radcliffe-on- Soar to Sandiacre	177	52	20
Pinxton to Newton and Huthwaite	29	4	5
Stonebroom to Clay Cross	4	2	11
Tibshelf to Shuttlewood	11	9	24
Staveley to Aston	21	8	23
Total	242	75	83

Whilst proposals contained in the IRP means these communities will no longer be directly impacted, electrification of the MML and introduction of HS2 services will result in different areas potentially experiencing disruption whilst upgrades to the current route are introduced. This would include communities adjacent to the existing rail line from Long Eaton to Derby and those on the Derwent Valley line north.

Work in these communities will involve installation of overhead power lines which could have potential implications for highway structures, a need for electrical sub stations and work on the track itself to accommodate higher speed running. Specific consideration needs to be given to how best to resolve structural engineering challenges within the Derwent Valley World Heritage site.

C) Existing rail network while IRP work is carried out

Under the original HS2 proposals, impact on the existing rail network would have been limited within the exception of the line between Clay Cross and Sheffield. The IRP proposals involve greater use of the existing network and will require installation of structures to support electrification, potentially causing some disruption for existing passengers and freight services for a period of time.

In addition to these impacts, there may be similar issues related to the long term proposals to get HS2 services to Leeds. Whilst details of the study have yet to be agreed, it seems likely this will explore what can be achieved using existing rail infrastructure.

One of the potential routes north would be along the Erewash Valley line from Long Eaton to Chesterfield and then along the Barrow Hill line to a point east of Sheffield. This route is already used by freight services (50-60 trains a day) along with a local passenger service from Chesterfield to Nottingham via Ilkeston.

Over the medium term, proposals to introduce passenger services on the Barrow Hill line are being explored as part of the Restoring Your Railway programme. Introducing HS2 on this busy route then will lead to capacity issues needing to be addressed.

D) Journey times

The IRP estimates that journey times for HS2 services to the East Midlands and South Yorkshire using the MML north of East Midlands Parkway will be similar to those proposed under the original scheme. This means trains to and from Sheffield to London would take 87 minutes and Chesterfield to London an estimated 76 minutes. Detailed designs for the electrification proposals on the MML are awaited to understand how these journey times can be achieved.

E) Chesterfield connectivity

It is proposed that HS2 trains will still call at Chesterfield as part of the two trains/hour service to Sheffield in the IRP. However, the potential connectivity for destinations further north is unclear due to scaling back of the eastern leg of HS2 and the NPR proposals. Capacity considerations on the wider, local network will need to be completed but there could be some potential benefits in HS2 services using existing stations in Derby and East Midlands Parkway which may be of greater benefit to passengers to and from Chesterfield than the original proposal to build a new station at Toton.

F) Future of the Staveley depot site.

The site previously identified for the HS2 maintenance depot at Staveley remains 'safeguarded' in its allocation. If there is no new high speed line to maintain, then the proposed infrastructure depot is unlikely to be required. The timescale over which the safeguarding designation remains in place will continue to present challenges to residents and business in the Chesterfield Borough and for the County Council in its strategic role as transport authority and sponsor of regeneration proposals in the Staveley corridor.

G) Safeguarding of original route

The above issues extend to the continued safeguarding of the previously proposed route for the HS2 line north of East Midlands Parkway to Clay Cross, Barlborough and Staveley. Until the HS2 north study is complete, communities close to the original alignment will continue to face uncertainty - along with prolonged blight – which has been experienced for nine years already in certain locations.

As the terms of the Leeds study have yet to be agreed, it is unclear how long the safeguarding will continue but it seems unlikely any decision will be made within the next two years or so. Properties previously purchased by HS2 Ltd to safeguard land are now starting to deteriorate, impacting on local communities and services and sterilising opportunities to re-purpose key development sites which could deliver much needed new jobs and homes.

H) Delay and uncertainty

Whilst the IRP announced that benefits of improved rail services would come sooner for communities than the original proposal, it is important to understand whether this will be the case in Derbyshire.

It is anticipated it will take until the early 2030s for full electric train services to be introduced on the MML and it is likely to be the mid-2040s before HS2 services begin - 10 years later than originally proposed. The two-year study to determine the best route to Leeds introduces further delay to the HS2 programme and has already been the subject of consultations on the initial route, changes to the preferred route and the environmental statement plus two Chairman review/stocktakes (the Oakervee review and the National Infrastructure Commission Rail Needs Assessment).

- 2.4 Notwithstanding the above on-going, some progress has been made by DfT to implement measures in the IRP which impact Derbyshire has taken place in the last 18 months. This includes completion of the electrification of the MML from Kettering to Market Harborough, with

physical work currently ongoing to extend this further north to Wigston. Also, work to refresh the HS2 growth strategies for the area adjacent to Chesterfield station is underway, along with the development of new proposals for Derby station which now will be directly served by HS2 trains. Initial work has also taken place to understand the practicalities of how the HS2 line could join the MML at East Midlands Parkway and what work would be required at Trent Junction in Long Eaton to accommodate HS2 services going to Nottingham and Derby.

- 2.5 Recent statements by the DfT that the opening of the HS2 station at Euston and phase 2A of the line from Birmingham to Crewe would be delayed due to mounting cost pressures set the context for construction of the proposed line from Birmingham to East Midlands Parkway. Particularly as this comes on top of the earlier announcements that the opening date of phase 1 of the line from London to Birmingham would now be between 2029 and 2033 rather than 2026 as originally planned and that the Goulbourne link near Manchester onto the existing west coast main line would be cancelled.

3. Consultation

- 3.1 Within the context of this update report to Scrutiny Committee, there are no real options to consider. The County Council continues to be an active member of the HS2 East group of local authorities and makes the strongest representations on behalf of Derbyshire residents and businesses through the channels outlined in Paragraph 2.3. Although the Council has worked closely with the DfT and other stakeholders in the region for a number of years to influence options and potential solutions in the development of HS2 and the other rail projects in the IRP, it has no control over the final proposals put forward in the IRP by DfT., the proposals.

4. Alternative Options Considered

- 4.1 Do nothing – Whilst the County Council has no direct responsibility for implementing the IRP and could decide not to get involved in discussions on the programme, this is not considered appropriate as it would mean the views of the Council and residents of the County were not made clear to the DfT.

5. Implications

- 5.1 Appendix 1 sets out the relevant implications considered in the preparation of the report.

6. Background Papers

- 6.1 A copy of the Integrated Rail Plan can be seen at the following link
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1038561/integrated-rail-plan-for-the-north-and-midlands-web-version.pdf

7. Appendices

- 7.1 Appendix 1 – Implications.
- 7.2 Appendix 2 – Map showing the IRP proposals in Derbyshire.

8. Recommendation

That the Committee:

- a) Notes the update on the Integrated Rail Plan and provides comments on its content for consideration in on-going discussion with HS2 Ltd and Department for Transport.

9. Reason for Recommendation

- 9.1 The County Council, and its regional partners, continues to engage with the DfT on the IRP proposals and utilises every opportunity to ensure the benefits for Derbyshire residents and businesses are maximised and any detrimental impacts are addressed as far as possible.

Report Author: Chris Hegarty

Contact details: Chris.Hegarty@derbyshire.gov.uk

Implications

Financial

- 1.1 In November 2021 the DfT estimated the IRP proposals across the country would cost £96 billion. No current estimate of the costs taking account of inflation since then is currently available.

Legal

- 2.1 The parliamentary process to gain permission to build the new high speed from Birmingham to East Midlands Parkway has yet to begin and, so far, no date has been set when this may start. Other work, such as the electrification of the MML, does not need legal or a parliamentary permission to proceed.

Human Resources

- 3.1 There are no direct human resources implication to this report.

Information Technology

- 4.1 There are no direct information technology implications to this report.

Equalities Impact

- 5.1 Public transport services are particularly important to a variety of disadvantaged groups, such as young people, older people, women, and those from economically deprived communities, all of which make a higher proportion of journeys by public transport than the population as a whole. The introduction of the measures associated with the IRP could enhance the quality of rail services available and would also support the Council's wider 'levelling up' agenda across all communities and ambitions for driving 'good growth'.

Corporate objectives and priorities for change

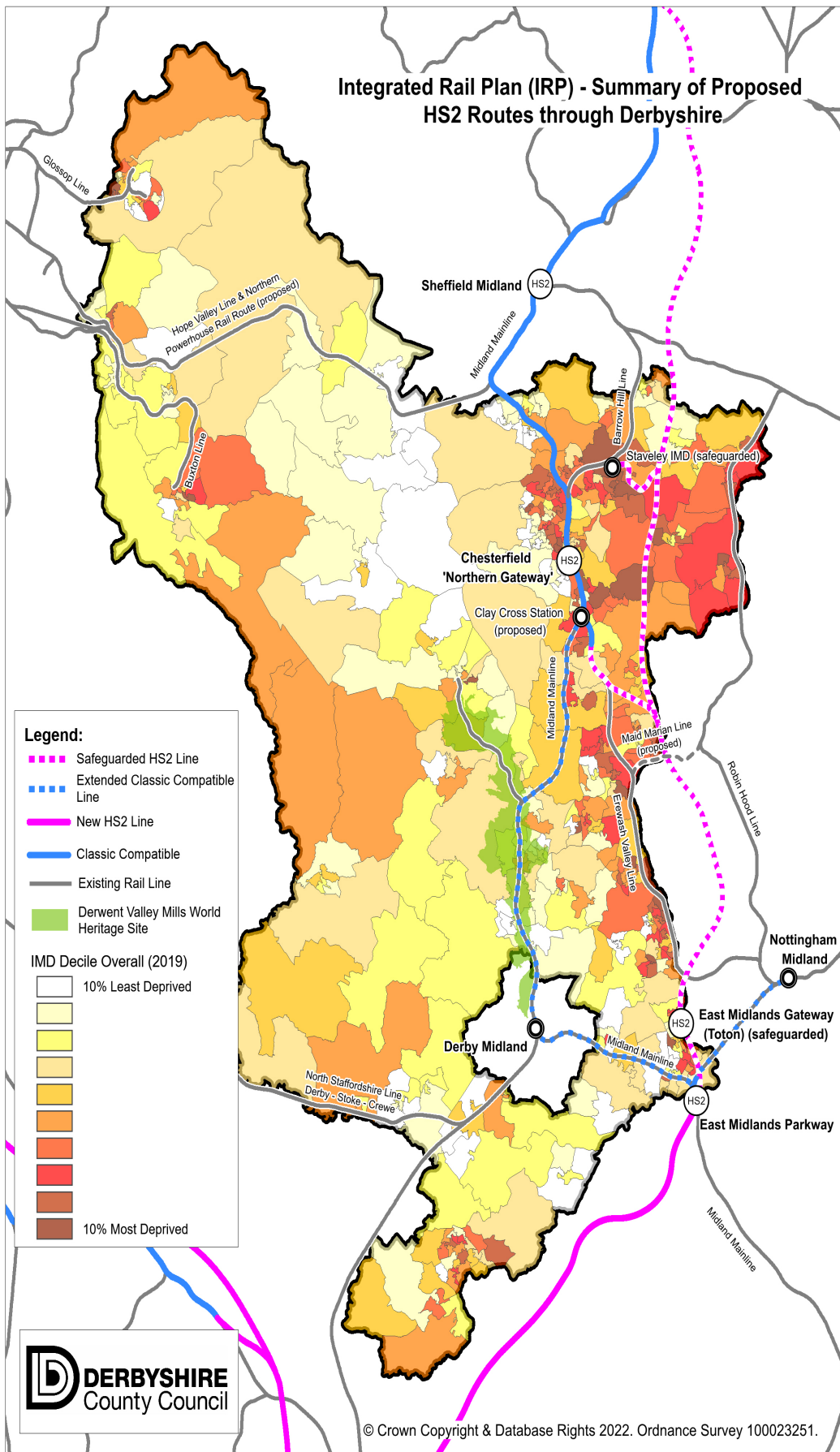
- 6.1 The IRP proposals would help deliver the following Council Plan priorities: Resilient, Healthy and Safe Communities; High Performing, Value for Money and Resident-Focused Services; A Prosperous and Green Derbyshire.

Other (for example, Health and Safety, Environmental, Sustainability, Property and Asset Management, Risk Management and Safeguarding)

- 7.1 None.

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Integrated Rail Plan (IRP) - Summary of Proposed HS2 Routes through Derbyshire



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FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

IMPROVEMENT AND SCRUTINY COMMITTEE – PLACES

17 May 2023

**Report of the Interim Director of Organisational Resilience,
People and Communications**

Community Safety in Derbyshire

1. Purpose of the report

- 1.1 To inform Elected Members of the work being undertaken in Derbyshire relating to Community Safety, including the Derbyshire Safer Communities Board governance arrangements.

2. Information and Analysis

- 2.1 This information is provided in the presentation, attached as Appendix Two. The presentation provides committee members with an update on Community Safety activity being delivered across the County, the statutory framework within which we operate and the partnership governance arrangements which have been implemented over the last 12 months.

3. Alternative Options Considered

- 3.1 Not to provide an update to the I and S Committee on the work of the Community Safety Service. This is not a viable option as it is a requirement of the Crime and Disorder Act 1998 for there to be scrutiny oversight of Community Safety.

4. Implications

4.1 Appendix 1 sets out the relevant implications considered in the preparation of the report.

5. Consultation

5.1 N/A

6. Background Papers

6.1 N/A

7. Appendices

7.1 Appendix 1 – Implications.

7.2 Appendix 2 – Presentation ‘Community Safety in Derbyshire’

8. Recommendation

That the Committee:

a) Notes the update provided on the work being undertaken in Derbyshire relating to Community Safety, including the Derbyshire Safer Communities Board governance arrangements.

9. Reasons for Recommendation

9.1 To support the Committee to consider areas of Community Safety work for further scrutiny as part of its future work programme.

Report Author: Christine Flinton
Contact details: christine.flinton@derbyshire.gov.uk

Implications

Financial

1.1 None arising from this report.

Legal

2.1 The Council derives its statutory responsibility in carrying out its community safety role from the following legislation: under the following legislation;

- Crime and Disorder Act 1998
- Anti-Social Behaviour, Crime and Policing Act 2014
- Counter Terrorism and Security Act 2015
- Domestic Abuse Act 2021
- Police Crime and Sentencing Act 2022

Human Resources

3.1 None arising from this report

Information Technology

4.1 None arising from this report

Equalities Impact

5.1 None arising from this report

Corporate objectives and priorities for change

- 6.1 Council Plan priorities;
- resilient, healthy and safe communities
 - high performing, value for money and resident focused services
 - effective early help for individuals and communities

Other (for example, Health and Safety, Environmental Sustainability, Property and Asset Management, Risk Management and Safeguarding)

7.1 None arising from this report

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Community Safety in Derbyshire

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Christine Flinton
Head of Community Safety

Definition

Protecting people's right to
live in confidence and
without fear for their own or
other people's safety.

Statutory Duties

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- To have a Community Safety Partnership (CSP) responsible for reducing crime and disorder, substance misuse and re-offending in each local authority area. CSP's are made up of a number of 'Responsible Authorities';
 - Local Authorities
 - Fire and Rescue Service
 - Integrated Care Board
 - Police
 - Probation Services
- Duty to co-operate with the Police and Crime Commissioner (reciprocal duty)

Statutory Duties

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- Establish a County Strategy Group
- Undertake an Annual Strategic Assessment and produce rolling three years strategies;
 - Countywide Community Safety Agreement
 - Community Safety Partnership - Partnership Plans
- Commission Domestic Violence Homicide Reviews
- To have due regard for the likely effect of the exercise of council functions on crime and disorder, the misuse of drugs and alcohol, re-offending and since 2015 the need to prevent people from being drawn into terrorism.

Derbyshire Arrangements

- Derbyshire Safer Communities Board
 - Eight Community Safety Partnerships
- Safer Derbyshire: co-located at County Hall
- DCC Community Safety Unit
 - Police
 - Research and Information Team



Safer Communities Structures and Priorities

Board Leadership

Serious Violence

Chair: Helene Denness, Asst Director Public Health
DCC

V/Chair: Michelle Shooter, Asst Chief Constable

VAWG

Chair: Carol Cammiss, Executive Director Childrens
Services DCC

Serious Organised Crime and Exploitation

Chair: ACC James Abdy

Neighbourhood Crime and ASB

Chair: Charles Edwards, Head of CS, Integration
and Neighbourhoods, Derby CC

V/Chair: Supt Becky Webster

Online Harm

Chair: Ch Insp Dave Ball

Domestic and Sexual Abuse

Chair: Christine Flinton

V/Chair: Supt Darren De'ath

Prevent

Chair: Sam Dennis, Director Public Protection and
Street Pride, Derby CC

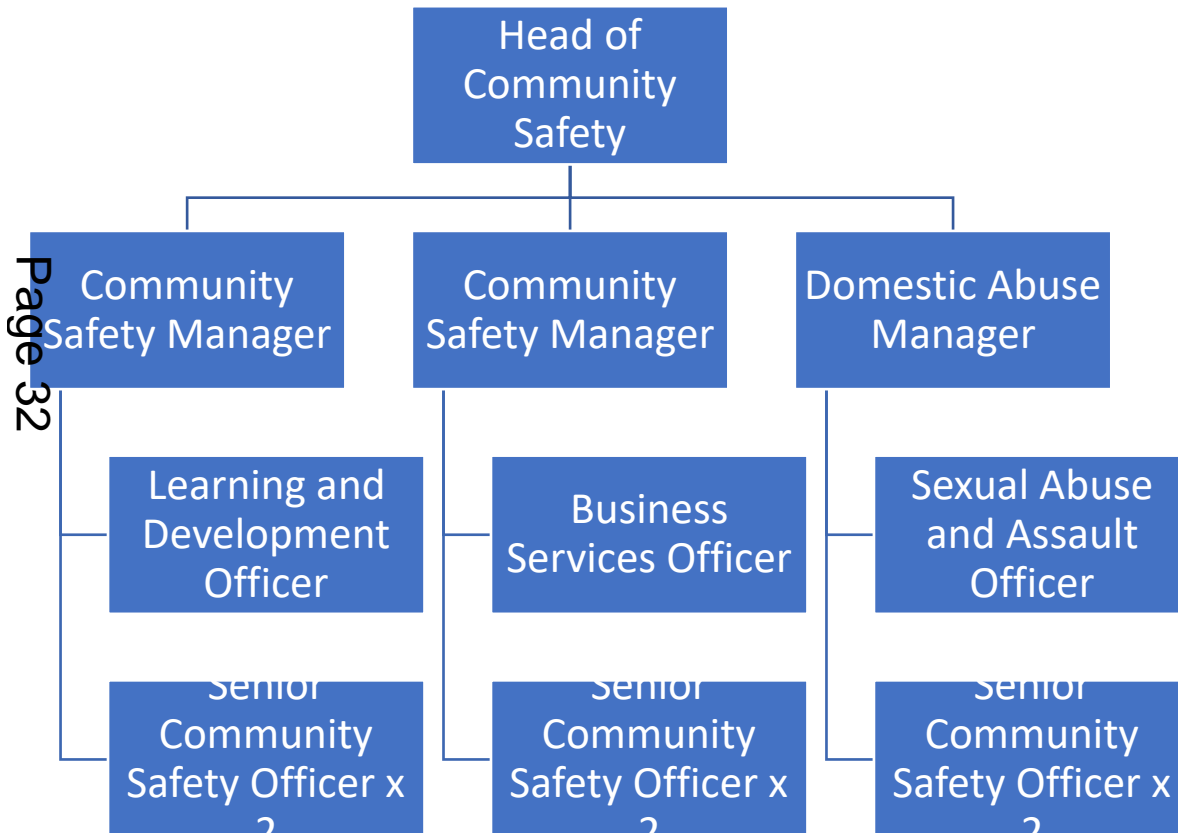
V/Chair: TBC (Derbyshire CC)

Resettlement, Cohesion and Integration

Chair: TBC (Derbyshire CC)

V/Chair: Pop Gill, Cohesion and Integration
Manager, Derby CC

Community Safety Team



- Sits within CST – Organisational Resilience, People and Communications
- The Community Safety Team has been aligned to the Thematic Board structure
- Head of Community Safety also leads the Resettlement Team

Examples of our work

- Cyber Choices Toolkit
- Schools action plan for managing the risk of young people support under the Channel Panel
- Development of policies, referral pathways and specialist support for victims of Modern Slavery
- Commissioning of specialist services for both adults and children/young people who have suffered Domestic Abuse or Sexual Violence
- Providing leadership to the implementation of the new Serious Violence Duty
- Domestic Homicide Reviews
- Development of countywide policy, guidance and strategic response to anti-social behaviour

Professional Development

- The Community Safety Team delivers a comprehensive learning and development programme delivered to over 6000 delegates last year.
- The programme is delivered to all partners and includes;
 - Introduction to Community Safety
 - Domestic Abuse
 - Multi-Agency Risk Assessment Conference (MARAC) – High Risk Domestic Abuse
 - Sexual Abuse
 - Modern Slavery
 - Hate CRIME
 - Prevent
 - Substance Misuse
 - Cyber Crime and Online Safety
 - Criminal Exploitation and County Lines
- Details can be found [here](#).

Any Questions?

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FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

IMPROVEMENT AND SCRUTINY COMMITTEE - PLACES

WEDNESDAY, 17 MAY 2023

Report of the Director - Legal and Democratic Services

Work Programme 2023-24

1. Purpose

- 1.1 To review the Committee's work programme and invite committee members to suggest possible agenda items for the municipal year 2023-24.

2. Information and Analysis

- 2.1 It is considered good practice that each Scrutiny Committee develops and agrees an annual work programme. The identification of relevant topics and their allocation to a specific meeting date, focuses the work of the Committee and promotes transparency.
- 2.2 Scrutiny work programmes are best viewed as flexible documents. The timescales are indicative of when each issue will be considered by the Committee. Throughout the year timings may change and new issues may emerge. For example, new items may be identified from the Council's Forward Plan.
- 2.3 The work programme for 2023-24 is given at Appendix two and Members are invited to propose additional items to be considered for inclusion.
- 2.4 When identifying issues for the work programme Members are advised to consider:

- Whether the issue falls within the remit of the Committee
- How the issue aligns with the Council Plan priorities
- Whether the issue is in the public interest
- If there has been a change to National Policy and how this will affect people in Derbyshire
- If there are any performance, financial or safety concerns about a particular service or function
- How consideration by the Scrutiny Committee will add value.

3. Consultation

- 3.1 Scrutiny work programmes are developed in consultation with Committee members. They are also informed by discussions with Executive Directors, who offer guidance about the timing of the Committee's involvement, to ensure that scrutiny work coincides with the availability of performance data, specific milestones, and appropriate stages of policy development.

4. Alternative Options Considered

- 4.1 The option of not having a work programme was rejected as it is considered important that topics are allocated to specific meeting dates in order to focus the work of the Committee and promote transparency.

5. Implications

- 5.1 Appendix 1 sets out the relevant implications considered in the preparation of the report.

6. Background Papers

- 6.1 None

7. Appendices

- 7.1 Appendix 1 – Implications
- 7.2 Appendix 2 –Work Programme 2023-24

8. Recommendation(s)

That the Committee:

a) Notes the 2023-24 work programme and considers any proposed revisions.

9. Reasons for Recommendation(s)

9.1 To focus the work of the Committee and promote transparency.

Report Author: Alec Dubberley **Contact details:** alec.dubberley@derbyshire.gov.uk

Implications

Financial

1.1 None Identified for this report

Legal

2.1 None Identified for this report

Human Resources

3.1 None Identified for this report

Information Technology

4.1 None Identified for this report

Equalities Impact

5.1 None Identified for this report

Corporate objectives and priorities for change

6.1 Resilient, healthy and safe communities.

6.2 High performing, value for money and resident focused services.

6.3 Effective early help for individuals and communities.

6.4 A prosperous and Green Derbyshire

Other (for example, Health and Safety, Environmental, Sustainability, Property and Asset Management, Risk Management and Safeguarding)

7.1 None Identified for this report

Places I & S Committee
2023-24 Work Programme

Wednesday 26 July 2023			
Topic	Lead Officers	Purpose/ Key Lines of Enquiry	Portfolio Holder
Local Transport Plan	Alan Marsden	To consider the next period of Derbyshire's transport strategy to support a resilient local economy, tackle climate change and improve quality of life.	Cllr Carolyn Renwick
Section 106, 38 and 278 agreements	<i>Development Control</i>	To look at agreements with developers in relation to the process and outcomes and the use of the earmarked monies.	Cllr Carolyn Renwick
Derbyshire Highways	Alan Tulloch	How does the service deal with backlogs and bottlenecks particularly in relation to footpath orders and traffic regulation orders?	Cllr Kewal S Athwal
Wednesday 27 September 2023			
Topic	Lead Officers	Purpose/ Key Lines of Enquiry	Portfolio Holder
Collaborative Waste Collection and Disposal	Claire Brailsford	A look at how the waste authorities can combine and improve efficiency.	Cllr Carolyn Renwick
Bus Improvement Strategy	Chris Hegarty Deborah Oddy	What are the key components of the Bus Improvement Strategy in years 2 and 3?	Cllr Carolyn Renwick

Wednesday 22 November 2023			
Topic	Lead Officers	Purpose/ Key Lines of Enquiry	Portfolio Holder
Devolution Deal	Emma Alexander	The implications for Derbyshire services following approval of the Devolution Deal at Full Council in March. <i>Or pinpoint specific areas to look at.</i>	Cllr Barry Lewis
Local Transport Plan	Alan Marsden	A follow up to provide an update and to consider the next steps.	Cllr Carolyn Renwick
Wednesday 28 February 2024			
Topic	Lead Officers	Purpose/ Key Lines of Enquiry	Portfolio Holder
tbc			
Wednesday 15 May 2024			
Topic	Lead Officers	Purpose/ Key Lines of Enquiry	Portfolio Holder
tbc			

Note: The Committee is interested in the new Council wide arrangements for voluntary & community sector grants and would like to be kept informed of the timing of significant developments for possible inclusion in the work programme.

Also: Parking enforcement charges and flood risk review.