

Public Document Pack



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PUBLIC

To: Members of Cabinet

Wednesday, 13 September 2023

Dear Councillor,

Please attend a meeting of the **Cabinet** to be held at **2.00 pm** on **Thursday, 21 September 2023** in Committee Room 1, 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

1. To receive apologies for absence
2. To receive declarations of interest (if any)
3. To consider Minority Group Leader questions (if any)

Minority Group Leaders in attendance at the meeting are able to ask a question on a report on the agenda. Any questions should be provided in writing by 12 noon at least 2 working days before the meeting.

4. To approve, as a correct record, the non-exempt minutes of the meeting held on 27 July 2023 (Pages 1 - 10)
5. Performance Monitoring and Budget Monitoring/Forecast Outturn 2023-24 as at Quarter 1 (30 June 2023) (Pages 11 - 134)
6. Capital budget monitoring and forecast as at Quarter 1 2023-24 (Pages 135 - 148)

7. Preparation of Budget 2024-25 (Pages 149 - 160)
8. Modern Ways of Working (MWOW) Phase 2 - Progress update (Pages 161 - 182)
9. Diverse Council Declaration (Pages 183 - 190)
10. Changes to Trading Standards Compliance Policy in relation to Weight Restriction Enforcement (Pages 191 - 200)
11. Ashbourne Relief Road – Route Alignment and Public Consultation (Pages 201 - 214)
12. A Tree and Woodland Strategy for Derbyshire (Pages 215 - 318)
13. Regeneration Pipeline Programme - South Derbyshire Growth Zone – Infinity Park Spencer Academy Access (Pages 319 - 326)
14. A6 Matlock to Whatstandwell Highway Retaining Wall Maintenance Works (Pages 327 - 332)
15. Safer Roads Fund Projects - A5012 'Via Gellia' Cromford to Newhaven (Pages 333 - 380)
16. Safer Roads Fund Projects - A5004 'Long Hill' Buxton to Whaley Bridge (Pages 381 - 428)
17. Children's Services Capital Programme 2023-24 - Further Allocations (Pages 429 - 442)
18. Fostering allowances review (Pages 443 - 490)
19. Exclusion of the Public

To move “That under Regulation 4 (2)(b) of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012, the public be excluded from the meeting for the following items of business on the grounds that in view of the nature of the items of business, that if members of the public were present, exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972 would be disclosed to them.”

PART II - EXEMPT ITEMS

20. To approve, as a correct record, the exempt minutes of the meeting held on 27 July 2023 (Pages 491 - 494)

PUBLIC

MINUTES of a meeting of **CABINET** held on Thursday, 27 July 2023 at Committee Room 1, County Hall, Matlock.

PRESENT

Councillor B Lewis (in the Chair)

Councillors S Spencer, C Cupit, A Dale, C Hart, N Hoy, T King, J Patten and C Renwick.

Officers present: Emma Alexander (Managing Director), Helen Barrington (Director of Legal and Democratic Services), Alec Dubberley (Head of Democratic and Registration Services), Mark Kenyon (Director of Finance and ICT), Ellie Houlston (Director Of Public Health), Joe O'Sullivan (Executive Director - Corporate Services and Transformation), Alison Noble (Director - Early Help & Safeguarding) and Julian Gould (Director - Highways).

107/23 TO RECEIVE DECLARATIONS OF INTEREST (IF ANY)

None received.

108/23 TO CONSIDER MINORITY GROUP LEADER QUESTIONS (IF ANY)

None received.

109/23 TO APPROVE, AS A CORRECT RECORD, THE NON-EXEMPT MINUTES OF THE MEETING HELD ON 10 JULY 2023

RESOLVED:

To approve, as a correct record, the minutes of the meeting held on 10 July 2023.

110/23 CHILDREN'S SERVICES CAPITAL PROGRAMME 2023-24

Councillor A Dale introduced a report, which had been circulated in advance of the meeting, that sought approval for the Children's Services Capital Programme 2023-24 allocations.

RESOLVED to:

- 1) Note the allocations made under delegated powers by the Executive Director for Children's Services and the Children's Services Head of Development as detailed in Appendix 2 to the

report;

- 2) Note the new DfE capital allocations and receipt of the funds received/returned to the Children's Services Capital Budget as detailed in Appendix 3 to the report;
- 3) Approve the allocation of £1,122,771 Section 106 funding to the 3 classroom project at Eureka Primary School as detailed in Appendix 4 to the report; and
- 4) Approve the Capital Programme 2023-24 and allocations totalling £953,150 from 2023-24 Basic Need and £5,169,528 from 2023-24 School Condition Allocation to the projects as detailed in Appendix 4 to the report.

111/23 APPROVAL TO IMPLEMENT ALL CORPORATE PROPERTY STRATEGIES AND APPEND TO THE CORPORATE PROPERTY ASSET MANAGEMENT STRATEGY

Councillor S Spencer introduced a report, which had been circulated in advance of the meeting, that sought approval to implement all Corporate Property Strategies and Append to the Corporate Property Asset Management Strategy.

RESOLVED:

To approve the implementation of the Property Maintenance, Estate Management and Facilities Management Strategies and the Disposal and Acquisition Protocol.

112/23 FIRE MITIGATION PROGRAMME 2023-24

Councillor S Spencer introduced a report, which had been circulated in advance of the meeting, that sought approval for the allocation and procurement of the Fire Mitigation Programme (FMP) of works within the Derbyshire County Council's property portfolio.

RESOLVED to:

- 1) Approve the Fire Mitigation Programme 2023-2024;
- 2) Approve all goods, works and services required to undertake the identified projects within the Fire Mitigation Programme 2023-2024 which will be procured and awarded in accordance with the Council's Financial Regulations;

- 3) Approve the procurement of the projects identified in Appendix 2 of the report, which are included in the Council's Forward Plan in line with the Council's Financial Regulations; and
- 4) Note that some contracts award will be approved in accordance with the Council's Departmental Scheme of Delegation.

113/23 PERFORMANCE MONITORING AND REVENUE OUTTURN 2022-23

Councillor S Spencer introduced a report, which had been circulated in advance of the meeting, that gave an update on Council Plan performance monitoring and the final revenue outturn position for 2022-23.

RESOLVED to:

- 1) Note and agree the Council Plan performance and the revenue outturn position for 2022-23;
- 2) Note the position on General and Earmarked Reserves;
- 3) Approve the allocation of underspend amounts and commitments to Portfolios as set out in paragraphs 4.40 and 4.41 of the report;
- 4) Approve the release of the sums of £3.750m from the Business Development and Economic Recovery earmarked reserve, £1.000m from the Business Rates Pool earmarked reserve, £6.407m from the Covid Emergency Grant earmarked reserve and £1.227m from the Inflation Risks earmarked reserve as set out in paragraph 4.42 of the report;
- 5) Approve the allocation of £15.924m to the Budget Management earmarked reserve, from the available underspend and reserves releases detailed in paragraph 4.42 of the report;
- 6) Approve contributions to earmarked reserves of £6.358m from the underspend on the Bus Service Improvement Plan grant, £0.801m from the underspend on the Domestic Abuse Capacity Building Fund grant, £0.792m from the underspend on the Syrian Refugee Resettlement grant and £0.069m from the underspend on the Afghan Relocations and Assistance Policy grant, as detailed in paragraphs 4.32 and 4.35 of the report, to fund future expenditure consistent with the purpose of each respective grant;
- 7) Approve that any underspends arising in future financial years on the Bus Service Improvement Plan grant, the Domestic Abuse

Capacity Building Fund, the Community Safety Resettlement, the Syrian Refugee Resettlement and the Afghan Relocations and Assistance Policy grants may be contributed to earmarked reserves to fund future expenditure consistent with the purpose of each respective grant;

8) Approve the contribution of £0.946m from an unspent service pressure as detailed in paragraph 4.36 of the report to an earmarked reserve to fund expenditure associated with the purchase, conversion and refurbishment of Childrens Homes; and

9) Approve the transfer of £4.000m for the Carbon Reduction in Maintained Derbyshire Schools from an invest to save scheme to a borrowing scheme as outlined in paragraphs 4.73 and 4.74 of the report.

114/23 PORTFOLIO MANAGEMENT AND TRANSFORMATION FUNCTION – BUDGET VIREMENT TO FACILITATE DELIVERY OF ITS FULL OPERATING MODEL

Councillor S Spencer introduced a report, which had been circulated in advance of the meeting, that gave an update in relation to the delivery of the full operating model for the Portfolio Management and Transformation function, and sought approval for the required transfer of budget.

RESOLVED:

To approve the transfer of £0.405m (Children’s Services £0.073m and Adult Social Care and Health £0.332m) budget into Corporate Services and Transformation Directorate, to facilitate the Portfolio Management and Transformation function achieving its full operating model.

115/23 MENOPAUSE POLICY

Councillor S Spencer introduced a report, which had been circulated in advance of the meeting, that sought approval to adopt and publish a Menopause Policy as part of the implementation of the Wellbeing Strategy, aligned to the Council’s People Strategy.

RESOLVED to:

1) Approve the Menopause Policy for adoption and publication on 7th August 2023 as part of the implementation of the Wellbeing Strategy, aligned to the Council’s People Strategy; and

- 2) Note that the Council will sign up to the Menopause Friendly Accreditation scheme as approved by CMT.

116/23 OUTCOME OF CONSULTATION ON ELIGIBILITY CRITERIA FOR COMMUNITY ALARM ONLY CLIENTS

Councillor N Hoy introduced a report, which had been circulated in advance of the meeting, that gave an update in relation to the outcome of consultation on eligibility criteria for community alarm only clients.

RESOLVED to:

- 1) Note the outcomes of the full report on the consultation responses received and the detailed analysis of the feedback in Appendix 2 of the report, and the Equality Impact Analysis (EIA) in Appendix 3 of the report; and
- 2) Approve the implementation of new eligibility criteria for the provision of Derbyshire County Council community alarm only clients, to focus on supporting adults with an identified health and social care need in accordance with the duties of sections 2 and 18 of the Care Act 2014, as set out in sections 4.16 of the report.

117/23 SOUTH DERBY GROWTH ZONE REGENERATION PIPELINE PROGRAMME

Councillor C Renwick introduced a report, which had been circulated in advance of the meeting, that outlined next steps in relation to ensuring the timely delivery of the South Derbyshire Growth Zone project and sought Cabinet approval to implement the associated actions.

RESOLVED to approve to:

- 1) Proceed to deliver enabling infrastructure within the South Derby Growth Zone (“the Scheme”);
- 2) Enter into Delegation Agreements with Derby City Council and National Highways;
- 3) The making of the Side Roads Order (“the SRO”) followed by the Compulsory Purchase Order (“the CPO”);
- 4) The publication and notice of the CPO and SRO being given to landowners and members of the public in accordance with statutory procedures;

- 5) The submission of the CPO and SRO to the Secretary of State for Transport for confirmation and the taking of such steps as may be required to achieve confirmation;
- 6) Authorise the Executive Director – Place, in consultation with the Director of Legal and Democratic Services and Portfolio Holder for Infrastructure and Environment, to make any necessary changes to the draft CPO, SRO and/or Statement of Reasons arising from further legal advice, design work, negotiation with landowners or affected parties or for any connected reasons in order to enable delivery of the Scheme;
- 7) Authorise the Director of Legal and Democratic Services in consultation with the Executive Director – Place, to take all necessary steps in connection with the conduct and, if appropriate, settlement of such proceedings, in the event that any question of compensation is referred to the Upper Tribunal (Lands Chamber);
- 8) Authorise the Director of Legal and Democratic Services to appoint suitable counsel to advise and represent the Council at any Public Inquiry held in respect of the SRO and CPO;
- 9) Authorise the Executive Director – Place to negotiate with objectors to the CPO and SRO and other landholders impacted by the Scheme to resolve objections to the Scheme, including without limitation, agreeing accommodation works and the acquisition of interests in land to enable the Scheme to proceed and for the Director of Legal and Democratic Services to draw up and execute any such documents as are necessary to withdraw any objections raised;
- 10) Take ownership of land pursuant to the CPO to deliver the Scheme and authorise the Director of Legal and Democratic Services to draw up and execute any such documents as are necessary to the completion of such acquisitions;
- 11) Authorise the Executive Director – Place to negotiate the compensation and payment of the same to affected landowners in accordance with the Compensation Code; and
- 12) Authorise the Executive Director – Place to approve payment of relevant and reasonable professional fees incurred by landowners and others with compensatable interests in taking professional advice in connection with the acquisitions of their interests required for the Scheme and related compensation

claims and related claims in advancing the development or implementation of the Scheme.

118/23 OPERATION AND MANAGEMENT OF HOUSEHOLD WASTE RECYCLING CENTRES

Councillor C Renwick introduced a report, which had been circulated in advance of the meeting, that gave an update in relation to the operations and management of Household Waste Recycling Centres (“HWRC”), sought approval for spending from the current Resources and Waste reserve and to conduct a public consultation in relation to changes to the service provision.

RESOLVED to:

- 1) Approve a spend of up to £20,000 from the current Resources and Waste reserve and up to £180,000 from an existing waste capital project (subject to approval of the next quarterly capital monitoring report) to install Automatic Number Plate Recognition systems, back-office integrations and customer facing web portal and the addition of this project to the 2022/23 Capital Programme; and
- 2) Agree to conduct a public consultation in relation to the implementation of the existing budget saving and budget saving options put forward as part of the 2023-24 budget setting process. Namely: charging for usage of HWRC’s by non-residents, limiting the materials accepted on-site and reducing the opening hours of HWRCs.

119/23 VIREMENT APPROVAL

Councillor S Spencer introduced a report, which had been circulated in advance of the meeting, that sought approval for the permanent virement of £460,000 from the Children’s Services budget to the Legal and Democratic Services budget to meet the cost of external barristers and solicitors used to support the conduct of care proceedings.

RESOLVED:

To approve the virement of £460,000 from the Children’s Services Budget to the Legal and Democratic Services budget.

120/23 EXCLUSION OF THE PUBLIC

RESOLVED:

That under Regulation 4(2)(b) of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012, the public are excluded from the meeting for the remaining business on the grounds that in view of the nature of the items of business, that if members of the public were present, exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972 would be disclosed to them.

121/23 TO APPROVE, AS A CORRECT RECORD, THE EXEMPT MINUTES OF THE MEETING HELD ON 10 JULY 2023

RESOLVED:

To approve, as a correct record, the exempt minutes of the meeting held on 10 July 2023.

122/23 DOMESTIC ABUSE SUPPORT SERVICES - INCREASE TO CONTRACT VALUE

Councillor C Hart introduced a report, which had been circulated in advance of the meeting, that sought approval to increase the contract value in respect of the Domestic Abuse Support Services.

RESOLVED:

To approve the recommendations as detailed in the not for publication report.

123/23 PUBLIC HEALTH SERVICE LEVEL AGREEMENT WITH EARLY HELP 2023-24 AND MITIGATING THE IMPACT OF COST PRESSURES WITHIN COMMISSIONED PUBLIC HEALTH SERVICES

Councillor C Hart introduced a report, which had been circulated in advance of the meeting in relation to the Public Health Service Level Agreement with Early Help 2023-24 and mitigating the impact of cost pressures within commissioned public health services delivered by Derbyshire Community Health Services.

RESOLVED:

To approve the recommendations as detailed in the not for publication report.

124/23 TO APPROVE THE AWARD OF THE HIGHWAYS, TRANSPORT AND ENVIRONMENTAL PROFESSIONAL CONSULTANCY SERVICES PARTNERSHIP CONTRACT

Councillor C Cupit introduced a report, which had been circulated in advance of the meeting, that sought approval to award the Highways, Transport and Environmental professional consultancy services partnership contract.

RESOLVED:

To approve the recommendations as detailed in the not for publication report.

125/23 APPROVAL TO UPGRADE THE ELECTRONIC DOCUMENT RECORDS MANAGEMENT SYSTEM

Councillor S Spencer introduced a report, which had been circulated in advance of the meeting, that sought approval to award the Upgrade of the Electronic Document Records Management (EDRM) system contract.

RESOLVED:

To approve the recommendation as detailed in the not for publication report.

126/23 REVIEW OF MAINTENANCE AND CONSTRUCTION

Councillor S Spencer introduced a report, which had been circulated in advance of the meeting, that gave an update in relation to the outcome of a review of the Property Maintenance and Construction activities.

RESOLVED:

To approve the recommendation as detailed in the not for publication report.

The meeting finished at 2.52 pm

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FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

CABINET

21 September 2023

**Joint Report of the Managing Director and the
Director of Finance & ICT**

**Performance Monitoring and Budget Monitoring/Forecast Outturn
2023-24 as at Quarter 1 (30 June 2023)**
(Strategic Leadership, Culture, Tourism and Climate Change
and Corporate Services and Budget)

1. Divisions Affected

1.1 County-wide.

2. Key Decision

2.1 This is a Key Decision because it is likely to result in the Council incurring expenditure which is, or savings which are, significant, having regard to the budget for the service or function concerned (this is currently defined as £0.500m).

3. Purpose

3.1 To provide Cabinet with an update of Council Plan performance and the Revenue Budget/forecast outturn for 2023-24, as at 30 June 2023 (Quarter 1).

4. Information and Analysis

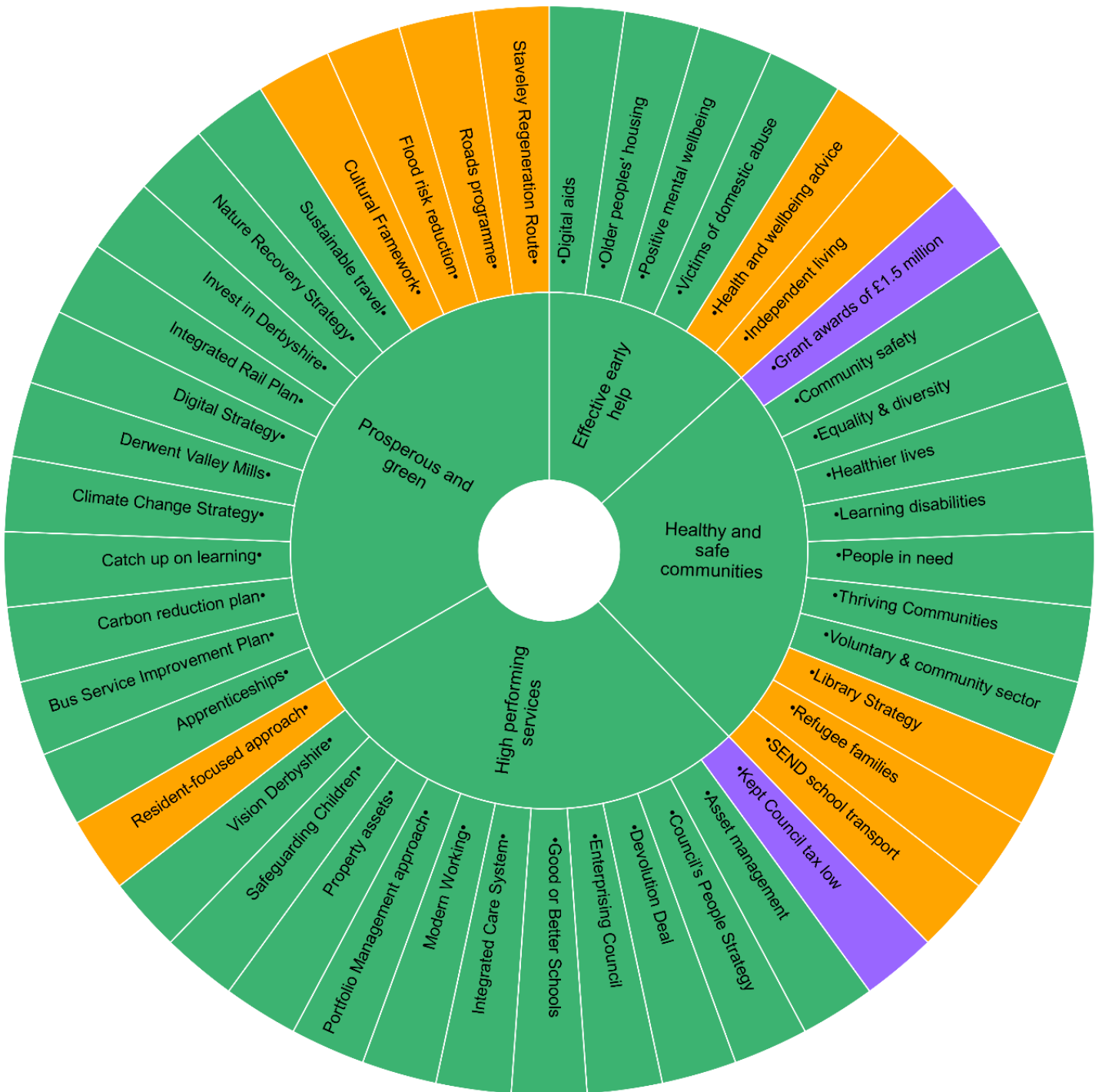
Integrated Reporting

- 4.1 This report presents both Council Plan performance and financial budget monitoring and forecast outturn data.
- 4.2 The Performance Summary sets out the progress the Council is making on delivering the Council Plan with a focus on the achievement of the Council Plan priorities.
- 4.3 The Revenue Budget Position and Financial Summary provides an overview of the Council's overall budget position and forecast outturn as at 30 June 2023.
- 4.4 Appendices to this report summarise progress on Council Plan deliverables and the controllable budget position by Cabinet Member Portfolio for 2023-24 as at 30 June 2023. Further reports will be considered at Audit Committee and Council in accordance with the Budget Monitoring Policy and Financial Regulations.

Performance Summary

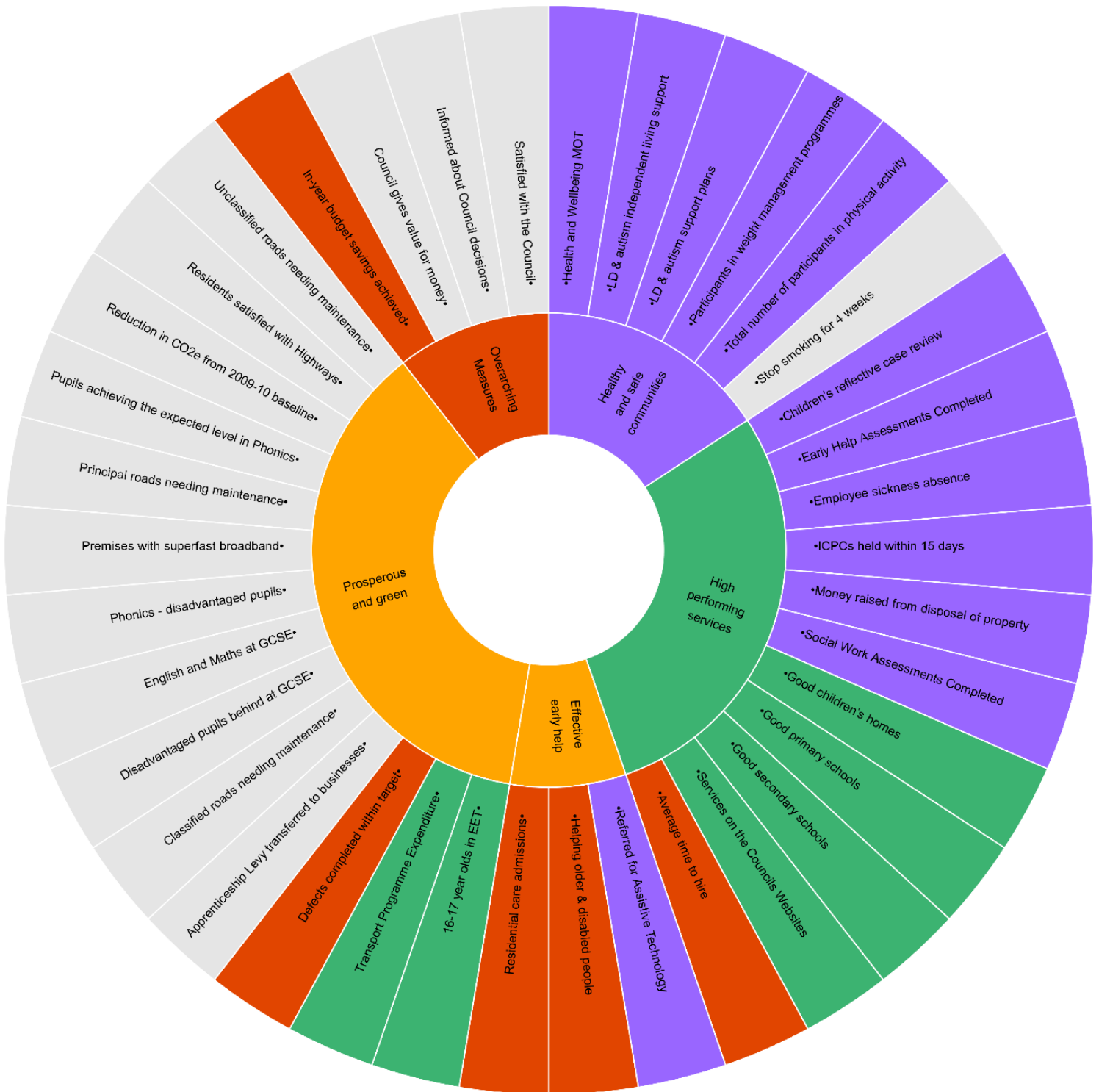
- 4.5 The Council Plan refresh for 2023-25, which outlines the Council's priorities, key deliverables and performance measures, was approved by Council in March 2023.
- 4.6 The 2023-24 Performance Report for Quarter 1, attached at Appendix 3, sets out the position in full up to the end of June 2023 for each deliverable and associated key measures set out in the Council Plan.
- 4.7 The Council is performing well in delivering the new Council Plan, with 78% of the 45 deliverables in the Plan showing "Good" or "Strong" progress. 22% have been rated as "Requiring Review" and none have been rated as "Requiring Action". Progress in delivering the Plan is shown in the graphic below.

Deliverable Progress



4.8 The graphic below shows performance against target for each key measure identified in the Council Plan by priority. For the 23 key measures where data for 2023-24 against target is available, twelve are rated as “Strong”, with a further six rated as “Good”. Five measures are rated as “Requiring Action”.

Key Measures Against Target



Performance by Priority

4.9 The resilient, healthy and safe communities priority shows overall “Good” performance for deliverables and “Strong” performance for measures.

4.10 Key areas of success are as follows:

- The Council has successfully delivered the Council's new, outcomes-based funding programme for the voluntary and community sector and this will continue through the Funding Framework and Prospectus over the 2023-24 period. This includes investing in local people and communities to create opportunities for them to adapt, develop and grow.
- The Council continues to respond to very high demand for Emergency Cash Payments. These include applications for the Household Support Fund. Contact with clients to maximise their benefit income via the Welfare Rights Service continues to remain at high volumes.
- In Quarter 1 all Live Life Better Derbyshire (LLBD) services are above target and there is a high demand for LLBD services. The Move 4 Wellbeing pathway has increased access to the LLBD physical activity programme through providing access for people with low to moderate emotional wellbeing.

4.11 Areas for consideration are as follows:

- There has been a limited response from community groups to take forward community managed libraries. Therefore a new approach is being developed to refresh the Library Strategy. Discussions will also include proposals on the optimum approach for the mobile library service.
- The Council's delivery of home to school transport for children with special educational needs is a complex area with some significant risks particularly in terms of the required data and intelligence currently available to assess the Council's statutory responsibilities and to support decisions to be able to deliver these in an efficient manner. A twelve month plan is in place to address the challenges with some actions already completed.
- The provision of accommodation and support for those seeking asylum is becoming a significant issue. As there is currently no national funding available to upper tier authorities, the Council currently has no resource to develop a countywide response, and therefore this action has been delayed.

4.12 The high performing, value for money and resident-focused services priority shows overall 'Good' performance for both deliverables and measures.

4.13 Key areas of success are as follows:

- Following on from consultation on devolution deal proposals, all four councils have approved proposals that are now with Government. Preparations and engagement with stakeholders continue, ready for the anticipated passage of the Levelling Up and Regeneration Bill through Parliament.
- A range of evidence from the Council's quality assurance and performance framework shows consistency of approach and strong practice across the children's social care and early help workforce.
- The 2023-24 Council Tax increase of 3.75% was amongst the lowest increases compared to other similar authorities.
- Departmental deliverable plans are in place for each of the five people priorities within the People Strategy. New workforce policies have been developed and introduced with existing policies reviewed and updated. Quarter 1 figures for sickness absence are showing improvements against the previous year.
- Good progress has been made in support of the Asset Management Strategy with the completion of the Estates Strategy, Disposals Protocol, Facilities Management Strategy, and Repairs and Maintenance Strategy. A total of 394 asset plans have now been completed and £1.915m of capital receipts were achieved in Quarter 1 against the target for the year of £4m.
- Whilst the proportion of Derbyshire pupils attending good or better schools remains lower than national figures, particularly at secondary level, there has been improvement at a faster rate in Derbyshire than nationally so far this academic year.

4.14 Areas for consideration are as follows:

- Progress on implementing the complaints and feedback system is delayed whilst timescales for development and priorities are reviewed with departments in terms of resources available for the agreed roadmap.
- The year to date average Time to Hire figure of 62 days is above the target for the year end of 50 days. This figure reflects days between a vacancy being shortlisted and the contract being prepared. Changes to onboarding processes and an anticipated reduction in Disclosure and Barring Service delays should see the average time to hire figure reduce during the next quarter.

- 4.15 The effective early help for individuals and communities priority shows overall 'Good' performance for deliverables but the measures "Require Review".
- 4.16 Key areas of success are as follows:
- Mental Health Awareness week took place between 15 - 21 May 2023. The mental health and suicide prevention team supported the Think Fest which was held on 20 May 2023 and was Derbyshire's first ever festival to get people thinking and talking about mental health. The event was held in Chesterfield and saw thousands of people attend.
 - The assistive technology service has successfully supported 300 people to access assistive technology to live safely in their home. This is substantially above the original target of 150 people.
- 4.17 Areas for consideration are as follows:
- Progress to finalise the new ways of working with older people and people with a disability to increase their independence is being delayed by a shortage of homecare to support people to be independent in their own homes. This is a national issue and not unique to Derbyshire. Formal consultation for the redesign of the Homecare Short Term Service to improve capacity and efficiency has now concluded and the outcome report is being finalised.
- 4.18 The priority for a prosperous and green Derbyshire shows overall 'Good' performance for deliverables but the measures "Require Review".
- 4.19 Key areas of success are as follows:
- The work of the Education Improvement Service with partners to enable pupils to catch up on learning has been acknowledged in the most recent report by the Education Endowment Foundation. Over 150 schools from key stage 1 to key stage 3 are involved in this partnership, working with the Derby Research School as well as other partners such as the English and Maths Hubs. The percentage of 16 to 17 year olds in education, employment or training maintains Derbyshire within the top quartile nationally.

4.20 Areas for consideration are as follows:

- While the overall Local Transport Programme is on track, it is acknowledged that the repair of road defects has declined recently, with 52.9% of defects being repaired within target timescales against a target of 90%. This has been accelerated by the current adverse and unpredictable weather conditions which have impacted on the rate of repair, as the treatment required exceeds the budget available. In order to address this, a proactive resurfacing programme is being sought to plan responsive action to be able to maintain the roads effectively.
- The proposed public engagement regarding the Chesterfield to Staveley Regeneration route is currently paused pending Government approval of the Outline Business Case. Active engagement with Government over the Outline Business Case is ongoing, with a full response to clarification questions submitted on 14 July 2023.
- Good progress has been made on some aspects of the delivery of the Derbyshire Cultural Framework but other aspects have been delayed. Proposals for the grants team have been developed and upon completion of the restructure will be implemented at pace. An offer of £780k from Arts Council England towards delivery of Derbyshire Makes/Derbyshire Festival of Making has been made.
















4.21 With regard to the key measure to achieve all in year budget savings, £10.137m is forecast to be achieved against a target of £16.190m.

4.22 The Council is reviewing all of its savings initiatives and developing a programme of savings proposals to address the estimated funding gap over the medium term. Where savings have not been achieved in previous years and brought forward into the current financial year, mitigations and alternative savings delivery is being considered.

4.23 With 78% of deliverables rated as “Strong” or “Good”, there is much to celebrate in the progress the Council has made in delivering the Council Plan. Further detail regarding each of the deliverables in the Council Plan and the key measures is set out in Appendix 3.

Revenue Outturn Summary

4.24 The Council’s forecast outturn for 2023-24 as at Quarter 1 (30 June 2023), compared to controllable budget, is summarised below. The forecast outturn table shows the position net of the impact of the ring-fenced Dedicated Schools Grant (DSG) of £397.167m and Public Health grant of £45.232m, other ring-fenced grants and income from other third parties and their associated spend.

	Budget £m	Forecast Actuals £m	Projected Outturn £m	Budget Performance
Adult Care	276.723	283.949	7.226	
Children's Services and Safeguarding and Education	156.998	170.135	13.137	
Clean Growth and Regeneration	0.723	0.425	(0.298)	
Corporate Services and Budget	66.087	70.324	4.237	
Health and Communities (exc. Public Health)	10.504	9.891	(0.613)	
Highways Assets and Transport	40.817	50.171	9.354	
Infrastructure and Environment	48.545	49.969	1.424	
Strategic Leadership, Culture, Tourism and Climate Change	10.536	10.927	0.391	
Total Portfolio Outturn	610.933	645.791	34.858	
Risk Management	53.461	61.306	7.845	
Debt Charges	38.019	47.342	9.323	
Interest and Dividend Income	(5.122)	(10.855)	(5.733)	
Levies and Precepts	0.373	0.373	0.000	
Corporate Adjustments	3.821	3.904	0.083	
Total	701.485	747.861	46.376	

- 4.25 An overall Council overspend of £46.376m is forecast. This is already after substantial one-off support from the use of £29.699m of the Council's Earmarked reserves.
- 4.26 Of these significant Earmarked reserves drawdowns, which underpin the Council's outturn position, £23.707m has been drawn from the Budget Management reserve for planned service pressures identified in the Revenue Budget 2023-24, and a further £5.992m is expected to be drawn from departmental reserves to support the Adult Care and Highways Assets and Transport portfolios' outturn positions.
- 4.27 The forecast overspend is in addition to the overspend reported for 2022-23 which resulted in the Council utilising £55m of its reserves in order to balance the budget to meet inflationary, demand and pay award cost pressures. This was an additional sum of £23m over and above that originally budgeted for at the time of setting the budget in February 2022.
- 4.28 The paragraphs below describe the reasons for the overspend. There continues to be inflationary and demand pressures, particularly for adults and children's social care.
- 4.29 At the time of setting the budget in February 2023, substantial investment was made in all service areas to support anticipated inflationary and demand pressures. However, despite this investment, inflation has continued to provide cost pressures to all service areas and the pay offer for 2023-24 is higher than estimated.
- 4.30 If the forecast overspend is not addressed, the Council's General Reserve balance will be depleted. Therefore, the Council is taking a number of actions to mitigate the overspend. This includes:
- Finding alternative in year savings proposals.
 - Looking at high cost placements to find cheaper options.
 - Potentially stopping projects or deferring them until the next financial year to reduce planned expenditure.
 - Introducing vacancy controls to reduce in year expenditure.
 - Reduce the amount of spend on agency staffing.
 - Introducing expenditure controls across non staffing budgets.
- 4.31 In taking these actions now, it is anticipated that the forecast overspend can be significantly reduced. Details of the actions taken will be reported to Cabinet later in the year. The achievement of mitigating actions to reduce the overspend will be closely monitored by the Chief Officers.

- 4.32 A number of local authorities are reporting substantial overspends, with some indicating that they may have to issue Section 114 Notices, this meaning that no new expenditure is permitted with the exception of funding to provide statutory services.
- 4.33 The Council works with partners such as the Local Government Association and the Society of County Treasurers to lobby government for additional funding to support vital services and to highlight the continued financial pressures facing the Council.

Reasons for Variance

- 4.34 Of the forecast £34.858m portfolio overspend, the significant variances are:
- a £13.137m overspend on the Children's Services and Safeguarding and Education portfolios, which includes the anticipated drawdown of £7.803m from the contingency budget for inflation;
 - a £9.354m overspend on the Highways Assets and Transport portfolio, after the use of £2.091m of departmental earmarked reserves and £2.725m from the contingency budget for inflation;
 - a £7.226m overspend on the Adult Care portfolio, after the use of £3.901m of departmental earmarked reserves and £22.830m from the contingency budget for inflation;
 - a £4.237m overspend on the Corporate Services and Budget portfolio. The use of £5.663m from the contingency budget for property running costs inflation has been assumed across this and other relevant portfolios; and
 - a £1.424m overspend on the Infrastructure and Environment portfolio, after the use of £3.583m from the contingency budget for inflation.

Children's Services

- 4.35 The forecast £13.137m overspend on the Children's Services and Safeguarding and Education portfolios is mainly due to continued high demand for placements for children who are in care or unable to remain at home.
- 4.36 The number of children requiring support is growing because the rate at which children enter care is greater than the rate at which children exit care, and because alternatives to care often require long-term financial support, leading to a growing number of arrangements to fund.

- 4.37 Average cost increases are due to inflation and the need to make more higher cost placements with independent providers. Other factors contributing to the overspend include the costs of meeting the increased demand for Education, Health and Care Plans (EHCPs), the estimated impact of inflation and pay awards on traded and grant funded services, high demand for safeguarding services due to greater numbers of children in care and children in need and the pressure to provide high-cost packages to support children with complex needs to remain with their families or maintain their current care placement.
- 4.38 The forecast outturn for this portfolio includes the anticipated draw down from the Corporate Contingency budget of £1.811m for inflation related to Home to School Transport and £5.992m for inflation related to Children's Social Care.

Highways, Assets and Transport

- 4.39 The forecast £9.354m overspend on the Highways Assets and Transport portfolio mainly relates to:
- unachieved savings targets from previous years;
 - increased activity on routine highways maintenance work;
 - the unfunded implementation of the new Alloy and Kaarbontech Highways Network Planning software systems; and
 - staff costs anticipated to be chargeable to capital budgets being lower than budgeted and winter maintenance costs which are expected to exceed the allocated budget based on an average severity of winter.
- 4.40 The forecast outturn for this portfolio includes the anticipated draw down from the Corporate Contingency budget of £1.700m for inflation related to the tendered public transport network and £1.025m for inflation related to reactive highways maintenance and the use of £2.091m of departmental earmarked reserves, including the Winter Maintenance reserve.

Adult Care

- 4.41 The forecast £7.226m overspend on the Adult Care portfolio relates to Purchased Services costs and allocated savings targets which are not expected to be achieved this financial year. There has been an increase in demand in relation to hospital discharges and because there is an insufficient supply of home care and reablement services, this has driven increased placements into residential homes rather than into care at home. As a result, expenditure on independent sector placements has increased.
- 4.42 The forecast outturn for this portfolio includes the anticipated draw down from the Corporate Contingency budget of £22.830m for inflation related to contract fees paid to care providers and the use of £3.901m of departmental earmarked reserves.

Corporate Services and Budget

- 4.43 The forecast £4.237m overspend on the Corporate Services and Budget portfolio has mainly arisen in the Corporate Property division. This is due to there being historically insufficient budget to meet the costs of operating and maintaining the Council's property portfolio. There are also delays in achieving allocated savings targets.
- 4.44 In addition, there is pressure from price increases on the cleaning and caretaking contract due to rises in the National Living Wage and the Consumer Price Index (CPI). There is also the cost of carrying properties awaiting disposal or repurpose and high inflation affecting utilities, security, rates and maintenance costs is exacerbating this pressure.
- 4.45 There is also a forecast overspend in the Finance & ICT division relating to the delayed achievement of savings targets due to the deferred implementation of the SAP HANA system.
- 4.46 The use of £5.663m from the Corporate Contingency budget for property running costs inflation has been assumed across this and other relevant portfolios, although this is currently being reviewed to establish whether the full amount is required.

Infrastructure and Environment

4.47 The forecast £1.424m overspend on the Infrastructure and Environment portfolio has mainly arisen due to unachieved savings targets from previous years and delays in achieving identified savings initiatives. The use of £3.583m of Corporate Contingency budget for inflationary pressures affecting waste disposal contracts has been assumed. An estimated 6% decrease in waste tonnages has somewhat offset the overspend.

4.48 Portfolio costs are explained in more detail in Appendices 4 to 11.

Corporate Budgets

4.49 There is a forecast overspend of £11.518m on corporate budgets in 2023-24, the corporate budgets being:

- Risk Management
- Debt Charges
- Interest and Dividend Income
- Levies and Precepts
- Corporate Adjustments

Risk Management

4.50 The overspend on the Risk Management budget relates to the expected pay award exceeding the budgeted contingency by £7m and an additional £4m forecast to be allocated for inflation relating to Childrens Social Care above the budgeted contingency; this is offset by £3m of general contingency budget which remains unallocated. Further detail is set out in the table below.

	Budget £m	Forecast Expenditure £m	Over / (Under) Spend £m
Pay Award 2023-24 Contingency	10.456	0.000	(10.456)
Allocation of Contingency	(0.075)	17.376	17.451
<hr/> Pay Award 2023-24	<hr/> 10.381	<hr/> 17.376	<hr/> 6.995
 Soulbury/ Social Worker Growth/ Coroners/ Members Allowances Pay Award 2023-24 Contingency	 0.295	 0.000	 (0.295)

Allocation of Contingency	(0.023)	0.292	0.315
Other Pay Award 2023-24	0.272	0.292	0.020
Soulbury/ Social Worker Growth/ Coroners/ Members Allowances Pay Award 2022-23			
Contingency	0.300	0.000	(0.300)
Allocation of Contingency	(0.207)	0.161	0.368
Other Pay Award 2022-23	0.093	0.161	0.068
Inflation - Contract Fees paid to Care Providers (ongoing)			
	22.830	22.830	0.000
Inflation - Transport and Catering Supplies (one-off)			
	0.673	0.673	0.000
Inflation - Home to School Transport (ongoing)			
	1.811	1.811	0.000
Inflation - Children's Social Care (ongoing)			
	2.092	5.992	3.900
Inflation – Property running costs (one-off)			
	5.663	5.663	0.000
Inflation - Reactive Maintenance (one-off)			
	1.025	1.025	0.000
Inflation - Waste (one-off)			
	3.583	3.583	0.000
Inflation - Tendered Network Increase (one- off)			
	1.700	1.700	0.000
External Audit Fee Increase (ongoing)			
	0.200	0.200	0.000
Departmental Specific Service Pressures	39.577	43.477	3.900
General Contingency	3.557	0.000	(3.557)
Savings Targets not achievable/duplicated	(0.771)	0.000	0.771
Total Contingency Funding	53.109	61.306	8.197
Extended rights to home to school transport	0.171	0.000	(0.171)
Services Grant 2023-24	0.181	0.000	(0.181)
Additional Non-ringfenced Grants	0.352	0.000	(0.352)
Total Risk Management Budget	53.461	61.306	7.845

4.51 The Risk Management Budget of £53.461m includes:

- £53.109m of remaining contingency funding set aside in the 2023-24 Revenue Budget. This comprises a remaining pay award element of £10.746m, departmental specific service pressures of £39.577m and general contingency of £3.557m:
 - £10.381m for a 2023-24 pay award, considered at paragraphs 4.53 to 4.54;
 - £0.365m for 2022-23 and 2023-24 pay increases relating to social worker growth, Soulbury Pay Scale workers, Coroners and Members' Allowances;
 - £39.377m to support Departments with the rising cost of goods and services;
 - £0.200m contingency for expected increases in external audit fees;
 - £3.557m general contingency; and
 - Less: £0.063m of savings target allocated to the Corporate Services and Budget portfolio not considered deliverable, a £0.156m savings target allocated to the Strategic Leadership, Culture and Climate Change portfolio, which was duplicated in financial years 2021-22 and 2022-23 and £0.552m of the £1.726m savings target allocated for the reduction in the pension oncost equated rate which is not deliverable.
- £0.352m of additional non-ringfenced grants that had not been announced when the 2023-24 Revenue Budget was approved by Council on 15 February 2023. This comprises:
 - £0.171m Extended Rights to Home to School Transport Grant adjustment; and
 - £0.181m Services Grant 2023-24 adjustment.

4.52 The forecast expenditure of £61.306m on the Risk Management Budget relates to:

- £17.829m anticipated allocation of budget to fund pay increases including those relating to social worker growth, Soulbury Pay Scale workers, Coroners and Members' Allowances.
- £43.477m anticipated allocation of budget to support Departments with the rising cost of goods and services; inflation expenditure and budget which has already been included in portfolio forecasts.

4.53 The 2023-24 pay award for Local Government Service Employees (effective from 1 April 2023) has yet to be fully agreed. The National Employers' final one-year offer proposed to the unions representing the main local government workforce was as follows, with effect from 1 April 2023:

- An increase of £1,925 on all pay points covered by the Council's Pay Grades up to and including Grade 13, which is equivalent to a 10.4% increase for employees on pay point 1 and 4.0% for employees on pay point 35.
- An increase of 3.88% on all pay points covered by the Council's Pay Grades on Grades 14 to 16.
- An increase of 3.50% on all pay points covered by the Council's Pay Grades on Grades 17 to 21.
- An increase of 3.88% on all allowances, except for travel rates.

The final 2023-24 pay offer is equivalent to an average pay increase of 6.6% across the Council's workforce, which results in a total ongoing cost to the Council of £17.451m. For 2023-24 budget purposes a sum of £10.456m was set aside, based on a 4% flat pay award increase. The agreed pay increase for 2022-23 leaves the Council with a shortfall of £6.995m in 2023-24 and an ongoing pressure of that amount in each subsequent year. If the final 2023-24 pay award is higher than the National Employers' offer it will be a further cost pressure to the Council.

4.54 In addition to the ongoing pressure which falls to the Council, the pay award impacts the cost of services which are separately funded from its core budget. Some employees work in areas wholly funded by grants and it is essential that these grants take up their fair share of additional costs in line with their workforce cost, however, this may be too late for 2023-24 in respect of the Dedicated Schools Grant.

Debt Charges

4.55 The Debt Charges budget is forecast to be overspent by £9.323m in 2023-24 of which £5m relates to interest payable on temporary loans and £4m to the Minimum Revenue Provision (MRP) for the repayment of debt principal.

4.56 Interest costs have increased due to rising interest rates and the increased need to borrow to maintain working capital after the payment of the Derby and Derbyshire Waste Treatment Centre legal settlement. MRP has increased as the Council's Capital Financing Requirement (CFR) has risen following the trend of switching capital financing from Revenue Contributions to borrowing in recent years as part of its risk management strategy.

Interest and Dividend Income

- 4.57 A favourable variance of £6m is forecast on the Interest and Dividends budget. The Council utilises a range of investments to maximise its income on cash balances. As interest rates have risen, forecast income from short-term lending has increased, but this is offset by an increase in the interest the Council is expected to pay to meet its temporary borrowing needs. Interest income includes interest accrued on the loan advances to Buxton Crescent Ltd.

Corporate Adjustments

- 4.58 There is a forecast overspend of £0.083m on Corporate Adjustments in 2023-24.
- 4.59 The forecast overspend comprises £0.280m of amortisation of premiums and interest on restructured loans and £0.264m of reserve movements attributable to the ring-fenced Dedicated Schools Grant offset by £0.461m of interest income and debt charges recognised in schools' budgets.

General Reserve

- 4.60 The General Reserve stands at £32.705m at 30 June 2023 and there are further commitments relating to this financial year that were detailed in the 2022-23 outturn report, leaving a balance of £28.025m. This is considered to be the minimum level of general reserve for an organisation the size of the Council. The current forecast £46.376m overspend for 2023-24 would more than deplete the available General Reserve balance. Therefore, corrective action as outlined in paragraph 4.30 of this report needs to be undertaken to reduce this overspend.

Earmarked Reserves

- 4.61 Earmarked reserves are held to meet known or predicted liabilities and the funds should be used for the item for which they have been set aside. Any funds no longer required are returned to the General Reserve. The Council reviews the level of Earmarked reserves at least annually. The last review of earmarked reserves took place in December 2022 and was reported to Cabinet on 2 February 2023. The next review is scheduled to be reported in January/February 2024.
- 4.62 A summary of outstanding balances on the Council's Earmarked reserves as at 30 June 2023 is set out in Appendix 13.

4.63 A one-off service pressure of £0.501m was awarded to the Corporate Property service to decommission buildings that are closing and being disposed of. This funding is fully committed, but it is not expected to all be spent during 2023-24. Therefore, it is proposed to contribute any unspent amount from this budget to an Earmarked reserve in order that it may be utilised after 31 March 2024.

Budget Savings

4.64 A summary of the achievement of budget savings targets for 2023-24 is provided at Appendix 14. The budget savings target for 2023-24 is £16.190m, with a further £12.038m target brought forward from previous years. Of the in-year savings target, £10.137m will be delivered in the current financial year. The Council is reviewing all of its savings initiatives and developing a programme of savings proposals to address the estimated funding gap over the medium term. Where savings have not been achieved in previous years and brought forward into the current financial year, mitigations and alternative savings delivery is being considered. Where there is non-achievement of savings brought forward, the resulting base budget overspend is offset to some extent by one-off underspends, one-off funding from earmarked reserves and additional grant funding received.

Debt Age Profile

4.65 The age profile of debts owed to the Council and the value of debts written off is disclosed in Appendix 15. This information is collected on a departmental rather than on a portfolio basis.

Traded Services

4.66 A trading area is where the Council receives income in return for providing discretionary services to external organisations and/or individuals.

4.67 'Fully traded' trading areas are separately identifiable and have a net controllable budget of £0, i.e. there is an expectation that on average all the controllable expenditure within this area will be funded from external income. An overall contribution to general overheads of £0.459m is forecast for 2023-24 on fully traded areas across the Council as a whole.

4.68 'Partially traded' trading areas do not have a net controllable budget of £0, but they do receive income from external entities which contributes to funding some of the discretionary services they provide. An overall surplus of £0.631m compared to the budgeted income target is forecast for 2023-24 on partially traded areas across the Council as a whole.

4.69 Appendix 12 summarises the financial performance of the separate trading areas.

5. Consultation

5.1 No consultation is required.

6. Alternative Options Considered

6.1 N/A – the Council is required to outline its forecast revenue outturn position to ensure compliance with good financial management principles and to support the development of short and medium-term financial planning. Not producing a budget monitoring report would be contra to the Council's Financial Regulations which requires the reporting of variances of income and expenditure against budget allocation to be reported to Cabinet in line with the Budget Monitoring Policy.

7. Implications

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

8. Background Papers

8.1 None identified.

9. Appendices

9.1 Appendix 1- Implications.

9.2 Appendix 2 – Key to Performance Ratings

9.3 Appendix 3 – Performance Report 2023-24 Council Overview

9.4 Appendix 4 – Adult Care - Portfolio Summary

9.5 Appendix 5 – Children's Services and Safeguarding and Education - Portfolios Summary

- 9.6 Appendix 6 – Clean Growth and Regeneration - Portfolio Summary
- 9.7 Appendix 7 – Corporate Services and Budget - Portfolio Summary
- 9.8 Appendix 8 – Health and Communities - Portfolio Summary
- 9.9 Appendix 9 – Highways Assets and Transport - Portfolio Summary
- 9.10 Appendix 10 – Infrastructure and Environment - Portfolio Summary
- 9.11 Appendix 11 – Strategic Leadership, Culture, Tourism and Climate Change - Portfolio Summary
- 9.12 Appendix 12 – Traded Services
- 9.13 Appendix 13 – Earmarked Reserves
- 9.14 Appendix 14 – Budget Savings Monitoring 2023-24
- 9.15 Appendix 15 – Aged Debt

10. Recommendations

That Cabinet:

- 10.1 Notes and agrees the update of Council Plan performance and the Revenue Budget position/forecast outturn for 2023-24 as at 30 June 2023 (Quarter 1).
- 10.2 Notes the position on General and Earmarked Reserves.
- 10.3 Approves the contribution to an Earmarked reserve of any unspent amount from the one-off service pressure of £0.501m awarded in the 2023-24 Revenue Budget for the decommissioning of buildings that are closing and being disposed.
- 10.4 Notes significant actions are required and will be undertaken across the Council to reduce the significant revenue overspend detailed in this report. Cabinet will be kept informed on the implementation and progress of these actions.

11. Reasons for Recommendations

- 11.1 The forecast outturn report provides a summary of the expected overall financial performance and use of resources against the Council's approved budget for the financial year 2023-24. The outturn position supports the development of budgets in both the short and medium term.

11.2 The balances of both the General and Earmarked Reserves support good financial planning.

11.3 The creation of a Decommissioning Earmarked reserve ensures that the funding awarded in the 2023-24 Revenue Budget for the decommissioning of buildings will be available to meet the relevant commitments in future years.

12. Is it necessary to waive the call in period?

12.1 No

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Implications

Financial

- 1.1 An overall Council overspend of £46.376m is forecast. This forecast is after substantial one-off support from the use of £29.699m of the Council's Earmarked reserves and £42.604m of Corporate Contingency budget to support inflationary pressures. Of the significant Earmarked reserves drawdowns which underpin the Council's outturn position, £23.707m has been drawn from the Budget Management reserve for planned service pressures identified in the Revenue Budget 2023-24, and a further £5.992m is expected to be drawn from departmental reserves to support the Adult Care and Highways Assets and Transport portfolios' outturn positions.
- 1.2 The forecast overspend is in addition to the overspend reported for 2022-23 which resulted in the Council utilising £55m of its reserves in order to balance the budget to meet inflationary, demand and pay award cost pressures. This was an additional sum of £23m over and above that originally budgeted for at the time of setting the budget in February 2022.
- 1.3 Paragraphs 4.34 to 4.59 describe the reasons for the overspend. There continues to be inflationary and demand pressures, particularly for adults and children's social care.
- 1.4 At the time of setting the budget in February 2023, substantial investment was made in all service areas to support anticipated inflationary and demand pressures. However, despite this investment, inflation has continued to provide cost pressures to all service areas and the pay offer for 2023-24 is higher than estimated.
- 1.5 If the forecast overspend is not addressed, the Council's General Reserve balance will be depleted. Therefore, the Council is taking a number of actions to mitigate the overspend. This includes:
 - Finding alternative in year savings proposals.
 - Looking at high cost placements to find cheaper options.
 - Potentially stopping projects or deferring them until the next financial year to reduce planned expenditure.
 - Introducing vacancy controls to reduce in year expenditure.
 - Reduce the amount of spend on agency staffing.
 - Introducing expenditure controls across non staffing budgets.

- 1.6 In taking these actions now, it is anticipated that the forecast overspend can be significantly reduced. Details of the actions taken will be reported to Cabinet later in the year. The achievement of mitigating actions to reduce the overspend will be closely monitored by the Chief Officers.
- 1.7 A number of local authorities are reporting substantial overspends, with some indicating that they may have to issue Section 114 Notices, this meaning that no new expenditure is permitted with the exception of funding to provide statutory services.
- 1.8 The Council works with partners such as the Local Government Association and the Society of County Treasurers to lobby government for additional funding to support vital services and to highlight the continued financial pressures facing the Council.

Legal

- 2.1 By law the Council must set and deliver a balanced budget, which is a financial plan based on sound assumptions which shows how income will equal spend over the short- and medium-term. This can take into account deliverable cost savings and/or local income growth strategies as well as useable reserves. However, a budget will not be balanced where it reduces reserves to unacceptably low levels and regard must be had to any report of the Chief Finance Officer on the required level of reserves under section 25 of the Local Government Act 2003, which sets obligations of adequacy on controlled reserves.
- 2.2 By virtue of section 114(3) of the Local Government Finance Act 1988, the Chief Finance Officer is required to issue a report where he considers that the expenditure to be incurred by the Council during a financial year is likely to exceed the available resources. The issue of a section 114(3) report would trigger a short term statutory prohibition on entering into 'any new agreement which may involve the incurring of expenditure' without the permission of the Chief Finance Officer.

Human Resources

- 3.1 None.

Information Technology

- 4.1 None.

Equalities Impact

5.1 None.

Corporate objectives and priorities for change

6.1 The Council Plan values commit to spending money wisely, making the best use of the resources that the Council has.





6.2 High inflation and the proposed pay award for 2023-24 has increased the financial uncertainty for all local authorities. The Council is committed to ensuring that it sets a balanced budget over the medium-term, therefore ensuring good financial management and use of reserves.

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

7.1 None.

Appendix 2

Key to Performance Ratings

	Strong 	Good 	Review 	Action 	Not Updated
Council Plan Deliverables	On track or complete with outcomes exceeding expectations /requirements.	On track or complete with outcomes in line with expectations/ requirements.	Some risk to achieving timetable and/or outcomes.	Unlikely to achieve timetable and/or not delivering required outcome.	
Council Plan Measures	More than 5% better than target.	Less than 5% better than target but not less than 2% worse than target.	Between 2% and 10% worse than target.	More than 10% worse than target.	No data received or no target set for 2023-24.
Service Lines Outturn		Outturn below budget.	Outturn less than or equal to 2% over budget.	Outturn more than 2% over budget.	
Portfolio Outturn		Outturn below budget.		Outturn over budget.	
Budget Savings		Forecast savings better than target.		Forecast savings worse than target.	

Derbyshire County Council

Appendix 3



Council Plan 2023-25

Performance Report
Quarter 1 2023-24

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Introduction





Welcome to the Council's performance report on the Council Plan 2023-25, for Quarter 1 2023-24. The Council Plan sets out the direction of the Council and what we are working to achieve on behalf of our residents. At the heart of our Plan is ensuring we provide maximum value for money for the council tax our residents pay, by delivering the most efficient and effective services we can. The Plan was refreshed in March 2023 to ensure it continues to address the key opportunities and challenges facing the Council. Our key priorities continue to be:

- Resilient, healthy and safe communities;
- High performing, value for money and resident focused services;
- Effective early help for individuals and communities;
- A prosperous and green Derbyshire.

For each priority we have identified a set of key deliverables and performance measures which we will focus on to meet our priorities.

Reporting Performance

Progress on our Council Plan deliverables and key measures is set out on the following pages. To give a clear indication of performance, the following categories are used:

Category	Deliverables	Measures	Council Response
 Strong	On track or complete with outcomes exceeding expectations	More than 5% better than target (2% better than target if the target is greater than 95%)	Continue to monitor. Celebrate and learn from success
 Good	On track or complete with outcomes in line with expectations	Between 5% better or 2% worse than target	Continue to monitor. Celebrate and learn from success
 Review	Some risk to achieving timetable and/or outcomes	More than 2% worse than target	Keep under review to ensure performance is brought back/remains on track
 Action	Unlikely to achieve timetable and/or to deliver required outcome	More than 10% worse than target	Additional action will be/is being taken to bring performance back on track

We would welcome your feedback on the report as part of our commitment to continually improve what we do and how we serve the people of Derbyshire. Please tell us what you think at: haveyoursay@Derbyshire.gov.uk

Summary

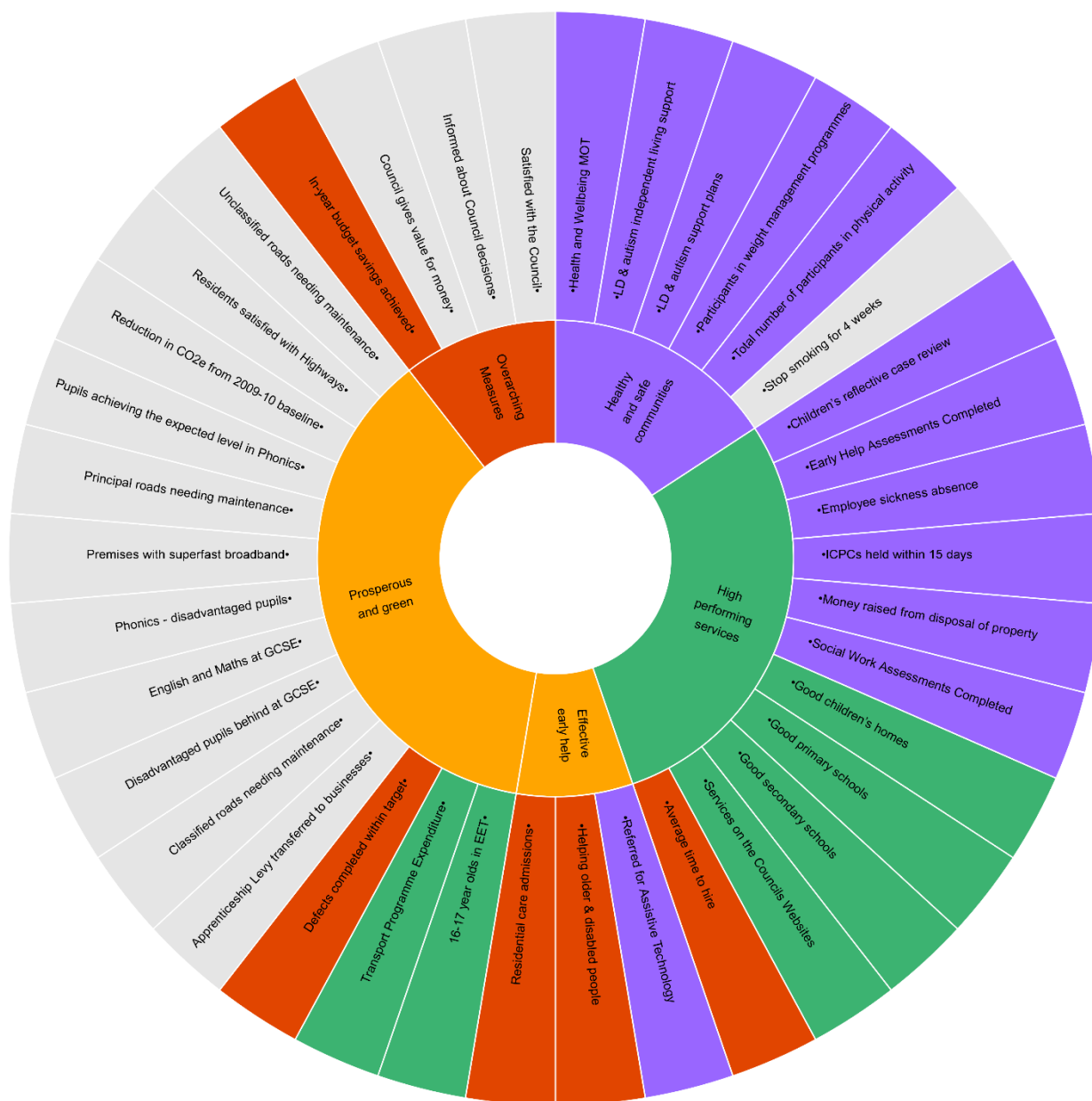
Deliverable Overview

Good progress has been made in delivering the Council Plan during Quarter 1 2023-24. Of the 45 deliverables in the Plan, 33 have been rated as 'Good'; 2 have been rated as 'Strong' and 10 have been rated as "Requiring Review". A graphical representation of the Council’s performance for Quarter 1 against its priorities (inner wheel) and deliverables (outer wheel) is below. The colours in each segment show the progress the Council is making during 2023-24. The performance for each priority and deliverable is detailed within the report.







Key Measure Overview

A set of key measures have also been developed to enable the Council to further monitor the progress it is making by reporting performance against targets. The colours in each segment of the wheel below show the Council's success in achieving its performance targets. Of the 23 key measures with data and targets at this point in the year, 12 have been rated as 'Strong', with a further 6 rated as 'Good'. There are 5 measures which have been rated as 'Requiring Action'. Measures which are grey currently have no data available or no targets set for 2023-24. The key measures are detailed in the following tables.






Performance – Trend over Time

Deliverables


	Jun 2023	Sep 2023	Dec 2023	Mar 2024
 Strong	2			
 Good	33			
 Review	10			
 Action	0			

Measures

	Jun 2023	Sep 2023	Dec 2023	Mar 2024
 Strong	12			
 Good	6			
 Review	0			
 Action	5			

Key areas of Success

Key areas of success during Quarter 1 are:

-  **Work with partners and central government to deliver an East Midlands Combined County Authority (EMCCA) and devolution deal to create jobs opportunities for training, improve the local economy, transport, and housing, and accelerate our route to reduce emissions to net zero (rated Good)**

Following on from consultation on devolution deal proposals, all four councils have approved proposals that are now with Government. Preparations and engagement with stakeholders continues ready for the anticipated passage of the Levelling Up and Regeneration Bill through Parliament, which is expected to be delayed until the autumn. ([View Details](#))

-  **Provide consistent, high quality early help and safeguarding services for children and families across Derbyshire (rated Good)**

A range of evidence from our quality assurance and performance framework shows consistency of approach and strong practice across the children's social care and early help workforce. ([View Details](#))

★ Deliver £1.5 million of grant awards to promote positive behaviours for young people and residents, improve local networks, help people to feel safer, and encourage sustainable and green activity (rated Strong)

The Council has successfully delivered the Council's new, outcomes-based funding programme for the sector and this will continue through the Funding Framework and Prospectus over the 2023-24 period. This includes investing in local people and communities to create opportunities for them to adapt, develop and grow. ([View Details](#))

★ Kept Council Tax within the lowest 25% of County Council areas and lobbied government to secure a better funding settlement (rated Strong)

The 2023-24 Council Tax increase of 3.75% was amongst the lowest increases compared to other similar authorities. ([View Details](#))

✔ Provide support to people and communities in need, including financial help from our Discretionary Fund and other activities that promote financial inclusion and tackle cost of living pressures (rated Good)

The Council continues to respond to very high demand for Emergency Cash Payments. These include applications for the Household Support Fund.

Contact with clients to maximise their benefit income via the Welfare Rights Service continues to remain at high volumes. The Advice line, Adult Care referrals, and Macmillan referrals all continue the high demand trend from last year. ([View Details](#))

✔ Work with partners to enable people to lead healthier lives by supporting people to take part in physical activity, to stop smoking and manage their weight (rated Good)

In Quarter 1 all Live Life Better Derbyshire (LLBD) services are above target and there is a high demand for LLBD services. The procurement process is underway to procure vapes as part of the smoking cessation standard treatment programme. The Move 4 Wellbeing pathway has increased access to the LLBD physical activity programme through providing access for people with low to moderate emotional wellbeing. ([View Details](#))

✔ Embed the Council's approved People Strategy to deliver the Council's people ambition and the people priorities (rated Good)

Departmental deliverable plans are in place for each of the five people priorities within the strategy. New workforce policies have been developed and introduced with existing policies reviewed and updated. Quarter 1 figures for sickness absence are showing improvements against the previous year. ([View Details](#))

✔ **Implement the Asset Management Strategy and Property 2025 programme, reviewing and rationalising our land and building assets and ensuring an effective plan is in place for the management of those we retain (rated Good)**

Good progress has been made in support of the strategy with the Estates Strategy, Disposals Protocol, Facilities Management Strategy, Repairs and Maintenance Strategy ready for presenting to cabinet for approval, a total of 394 asset plans have now been completed and £1.915m of capital receipts were achieved in Quarter 1 against the target for the year of £4m. ([View Details](#))

✔ **Work in partnership with the NHS to implement the Integrated Care Strategy to benefit the health and wellbeing of the people of Derbyshire, tackle health inequalities and demonstrate a move towards more preventative interventions and investment (rated Good)**

In Quarter 1, an interim Joint Strategic Needs Assessment (JSNA) has been published to fulfil our statutory function whilst the transformation of our JSNA approach is underway. Phase 2 for 2023-24 of the JSNA transformation is on track for delivery. Work has begun on the Integrated Care Strategy, County Place Partnership Board and the Health and Wellbeing strategy for Derbyshire. ([View Details](#))

✔ **Centralise all land and property assets, to ensure a consistent strategic approach to property decisions and building management and a single point of accountability for budgets and costs (rated Good)**

The preparations to ensure successful implementation of centralised assets and the automated flow of data has progressed including key actions of defining roles and responsibilities, identifying the resources required and establishing appropriate levels of service to meet customer requirements. ([View Details](#))

✔ **Work with schools so that the percentage of children and young people attending good or better schools improves at a faster rate than nationally (rated Good)**

Whilst the proportion of Derbyshire pupils attending good or better schools remains lower than national figures, particularly at secondary level, we have seen improvement at a faster rate in Derbyshire than seen nationally so far this academic year. ([View Details](#))

✔ **Work with partners to promote positive mental wellbeing and improve support for local people, with a particular focus on children and young people and suicide prevention (rated Good)**

Mental Health Awareness week took place between 15 - 21 May 2023. The mental health and suicide prevention team supported the Think Fest which was held on 20 May 2023 as Derbyshire's first ever festival to get people thinking and talking about mental health. The event was held in Chesterfield and saw thousands of people attend. ([View Details](#))

✔ **Provide local people with access to a wider choice of digital aids and technologies, to enable them to feel safe and independent in their own home (rated Good)**

The service has successfully supported 300 people to access assistive technology to live safely in their home. This is substantially above the original target of 150 people. ([View Details](#))

✔ **Work with schools and other education providers to implement new strategies and support, to enable children and young people to achieve their educational potential and begin to catch up on learning they have missed due to COVID-19 restrictions (rated Good)**

The work of the Education Improvement Service with partners to enable pupils to catch up on learning has been acknowledged in the most recent report by the Education Endowment Foundation. Over 150 schools from key stage 1 to key stage 3 are involved in this partnership working with the Derby Research School as well as other partners such as the English and Maths Hubs.

The percentage of 16 to 17 year olds in education, employment or training maintains Derbyshire within the top quartile nationally. ([View Details](#))

Key areas for Consideration

The following areas have been rated as “Requiring Review” or “Requiring Action” during Quarter 1:

🟡 **Refresh and implement our Library Strategy to ensure a modern, efficient and improved service (requires Review)**

Issue: Further to the relaunch of the former library strategy in September 2021 there has been a no further response from community groups. Discussions will be held with Cabinet in Autumn 2023 therefore this action is rated review until the outcome of the discussions is known. **Response:** A new approach is being developed to refresh the Library Strategy. Discussions will include proposals on optimum approach for addressing issues for the mobile library service. [View details.](#)

🟡 **Review how the Council delivers home to school transport for children with special educational needs ensuring the most effective use of resources (requires Review)**

Issue: This is a complex area with some significant risks particularly in terms of the required data and intelligence currently available to assess our statutory responsibilities and to support decisions to be able to deliver these in an efficient manner.

Response: A 12 month plan is in place. A number of actions have already been completed and future actions have been agreed. [View details.](#)

Work with partners to welcome refugee families into Derbyshire and developed a countywide response to the implementation of asylum dispersal (requires Review)

Issue: The provision of accommodation and support for those seeking asylum is becoming a significant issue, the funding available for central government support is being passported to Districts and Borough Councils. **Response:** A new burdens assessment was expected to be completed by early 2023-24, but this has been delayed. As there is currently no national funding available to upper tier authorities, the Council currently has no resource to develop a countywide response and therefore this action has been delayed. [View details.](#)

Support a resident-focused approach through a range of mechanisms to improve access to online services and customer service performance including implementing a complaints and feedback system (requires Review)

Issue: Progress is delayed whilst timescales for development are currently being reviewed. **Response:** Priorities are being reviewed with departments in terms of resources available for the agreed roadmap. [View details.](#)

Deliver health and wellbeing advice and coaching to prevent, reduce and delay the need for adult social care services (requires Review)

Issue: Due to recent changes in data collection the total number of shared agreements being supported cannot currently be reported on. **Response:** Working with the Departmental Management Information Team to create a new data capture report. [View details.](#)

Finalise the new ways of working with older people and people with a disability to increase their independence so that they remain part of their local communities (requires Review)

Issue: Progress is being delayed by a shortage of homecare to support people to be independent in their own homes. This is a national issue and not unique to Derbyshire. **Response:** Formal consultation for the redesign of the Homecare Short Term Service has now concluded and we are in the process of finalising the outcome report. [View details.](#)

Complete the delivery of a £120 million 3-year Local Transport Programme (LTP) to provide well managed roads and highways and address road safety concerns (requires Review)

Issue: While the overall LTP is on track, it is acknowledged that the repair of road defects has declined recently, with 52.9% of defects being repaired within target timescales against a target of 90%. This has been accelerated by the current adverse and unpredictable weather conditions which has impacted on the rate of repair as the treatment required exceeds the budget

available. **Response:** In order to address this, a proactive resurfacing program is being sought to plan responsive action to be able to maintain the roads effectively. [View details.](#)

Reduce the level of Flood Risk to the residents and businesses of Derbyshire through our planning role, the delivery of flood mitigation schemes and working with communities to support and develop flood resilience measures (requires Review)

Issue: Planning consultations are an ongoing challenge in respect of responding to them within the required period despite support from two agency engineers, this has a further impact with respect to flood mitigation scheme delivery, which also remains challenging with the current number of full time employees. **Response:** One vacancy has been potentially recruited to, there is another vacancy that will be advertised. Two agency engineers continue to support the team. [View details.](#)

Submit the planning application and continue to progress proposals for the Chesterfield to Staveley Regeneration Route, which will create new homes and jobs for the area (requires Review)

Issue: Proposed public engagement is currently paused pending Government approval of the Outline Business Case.

Response: Active engagement with Government over the Outline Business Case is ongoing, with a full response to clarification questions submitted on 14 July 2023. Response to the submission on 14 July 2023 is awaited. [View details.](#)

Deliver the Derbyshire Cultural Framework to support the creative and cultural sectors to become more resilient, grow and capitalise on new opportunities (requires Review)

Issue: Good progress has been made on some aspects of the delivery of the Framework but other aspects have been delayed. **Response:** Proposals for the grants team have been developed and upon completion of the restructure will be implemented at pace. An offer of £780k from Arts Council England towards delivery of Derbyshire Makes/Derbyshire Festival of Making has been made and we are seeking approval for up to 8 direct grant awards to support the delivery of Derbyshire Makes. This will be delivered by the existing Economic development officers whilst the proposals for the new restructure are finalised and agreed. [View details.](#)

Average days between a job vacancy shortlisting and contract offer (Council, not including schools) (requires Action)




















Issue: The year to date average Time to Hire figure of 62.5 days is above the target for the year end of 50 days. **Action:** Adjustments to the Recruit system will be taking effect over the next 2 months which should reduce some onboarding processes. Additionally, work on the variation to contract process improvement project will be implemented from November 2023. [View details.](#)

 **Projected achievement of in-year budget savings (requires Action)**

Issue: Of the in-year savings target of £16.190m, £10.317m is forecast to be achieved. **Action:** The Council is reviewing all of its savings initiatives and developing a programme of savings proposals to address the estimated funding gap over the medium term. Where savings have not been achieved in previous years and brought forward into the current financial year, mitigations and alternative savings delivery is being considered. [View details.](#)

Key Measures Updated for Quarter 1 2023-24

The following measures have been updated during Quarter 1:

Key Measure	Date	Actual	Target	Performance
Number of people with a learning disability and/or who are autistic with an outcome focused support plan	Jun-2023	709	520	 Strong
Number of people with a learning disability and/or who are autistic supported to move from 24-hour residential care to more independent supported living setting	Jun-2023	11	9	 Strong
Total number of participants in weight management programmes	Jun-2023	868	425	 Strong
Total number of participants in physical activity	Jun-2023	657	325	 Strong
Health and Wellbeing MOT	Jun-2023	2,707	1,875	 Strong
Employee sickness absence (Council, not including schools)	Jun-2023	4.6%	5.1%	 Strong
Average days between a job vacancy shortlisting and contract offer (Council, not including schools)	Jun-2023	62.5	50.0	 Action
Proportion of practice areas with reflective case reviews judged to be good or better	Jun-2023	75.3%	70.0%	 Strong
Early help assessments completed within 45 days	May-2023	95.0%	90.0%	 Strong
Social work assessments completed within 45 days	May-2023	89.4%	85.0%	 Strong
Initial child protection conferences within 15 days	May-2023	89.6%	83.0%	 Strong
Percentage of Council run children's homes rated as 'Good' or 'Outstanding' by Ofsted	Jun-2023	91.0%	91.0%	 Good
Number of services accessed via e-forms on the Council websites	Jun-2023	153	152	 Good
Amount of money raised from the disposal of land and buildings	Jun-2023	£1.916m	£1.700m	 Strong
Rate of improvement in the proportion of pupils in 'Good' or better primary schools	Jun-2023	1.0	0.7	 Good
Rate of improvement in the proportion of pupils in 'Good' or better secondary schools	Jun-2023	2.4	0.5	 Good
Number of older people and disabled people able to access short term assistance to regain or increase independence	Jun-2023	801	897	 Action
Number of permanent admissions to residential and nursing homes	Jun-2023	269	233	 Action
Number of people with social care needs referred for Assistive Technology	Jun-2023	300	150	 Strong

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Key Measure	Date	Actual	Target	Performance
Total amount of expenditure on the delivery of the Local Transport Programme	Jun-2023	£9.900m	£10.000m	 Good
Percentage of defects completed within target timescales	Jun-2023	52.9%	90.0%	 Action
Percentage of 16 to 17 year olds in education, employment or training (3 month avg)	May-2023	95.2%	95.0%	 Good
Percentage of premises across the county that have access to Superfast broadband (>30Mbps)	Jun-2023	97.4%	Not set	 No Target
Amount of Apprenticeship Levy transferred to businesses	Jun-2023	£110,404	Not set	 No Target
Projected achievement of in-year budget savings	Jun-2023	£10.317m	£16.190m	 Action

Progress on Council Plan priorities

Resilient, healthy and safe communities

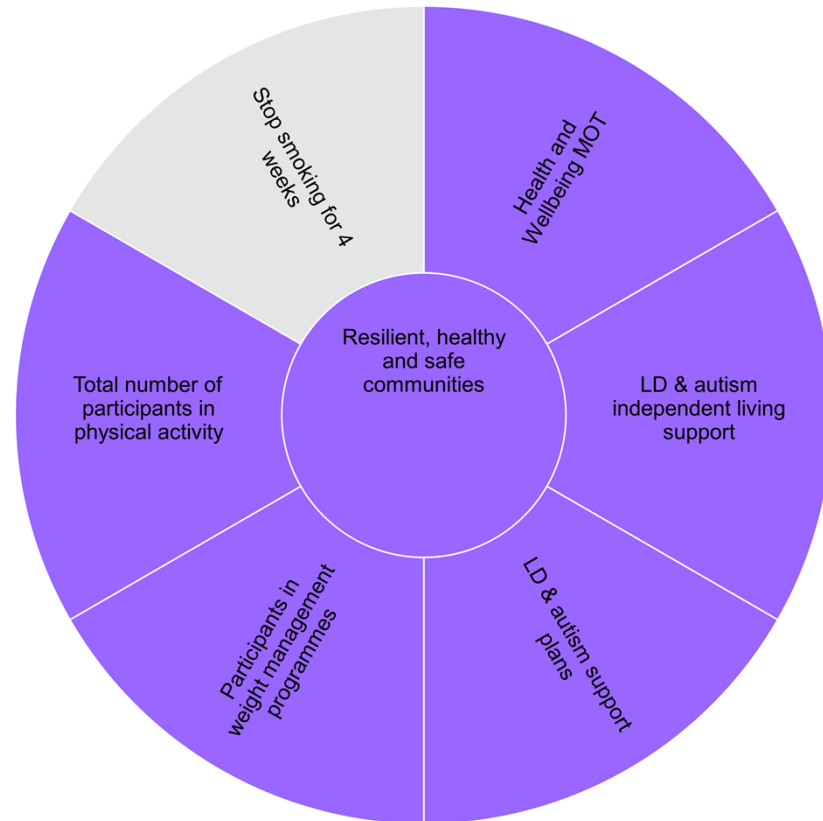
Overview

This priority shows overall “Good” progress for Council Plan deliverables, with 1 deliverable rated as “Strong”, 7 deliverables rated as “Good” and 3 deliverables rated as “Requiring Review”. These are shown graphically in the left-hand wheel below. Overall, the measures for this priority are rated as “Strong” based on 5 rated measures. These are shown graphically in the right hand wheel below and listed in the following table.






Deliverable Progress



Key Measures



Key Measure Summary

Key Measure	Date	Actual	Target	Performance
Number of people with a learning disability and/or who are autistic with an outcome focused support plan	Jun-2023	709	520	 Strong
Number of people with a learning disability and/or who are autistic supported to move from 24-hour residential care to more independent supported living setting	Jun-2023	11	9	 Strong
Number of participants in Council delivered stop smoking programmes who stop smoking	Mar-2023	1,483	1,200	No data for 2023-24
Total number of participants in weight management programmes	Jun-2023	868	425	 Strong
Total number of participants in physical activity	Jun-2023	657	325	 Strong
Health and Wellbeing MOT	Jun-2023	2,707	1,875	 Strong

Progress on our deliverables and key measures

Implement key actions to reduce discrimination and tackle inequalities as set out in the Council's Equality, Diversity and Inclusion Strategy 2022-25

Rating: Good Expected completion date: 31 Mar 2024

Good progress has been made in relation to the Equalities, Diversity and Inclusion (EDI) deliverables within the strategy. Work is nearing completion on end of year performance reports to support the publication of information on progress against the Council's equality objectives as required under the public sector equality duty. A review of the strategy is now underway, as it was originally developed before the war in Ukraine and the rise in the cost of living, with plans for the new strategy to be in place from 1 April 2024. This review will also consider whether further improvements are needed to EDI governance arrangements and the current workstream approach.

Measures to indicate the impact and progress of the strategy are currently being identified and will be included in future reporting. [Return to summary.](#)

Refresh and implement our Library Strategy to ensure a modern, efficient and improved service

Rating: Review Expected completion date: 31 Mar 2026

The library continues to work with Tideswell community group to secure a Library transfer; this would make two Community Managed Libraries (CML) in total (alongside Woodville). Further to the relaunch of the original Library Strategy in 2021, and the subsequent limited response from community groups, it's likely no further transfers will occur in the near future. Therefore, the implementation focus of the Library Strategy is shifting from CML (although proposals will still continue to be considered as and when they come forward) to sustaining the service through co-location/ relocation (via programmes such as town deals), digitisation/ self service, and a root and branch review of the mobile and home library service. A discussion with Cabinet members on progress to date is planned for early autumn 2023. [Return to summary.](#)

Review how the Council delivers home to school transport for children with special educational needs ensuring the most effective use of resources

Rating: Review Expected completion date: 31 Mar 2025

The transport project has highlighted a 12 month plan to be able to assess accurately the ability of the Council to meet statutory requirements for home to school transport for children with special educational needs (SEND) in an efficient manner. This length of time is required due to several significant risks identified last year which require focus. These include the commissioning process and tracking / monitoring of data, finance monitoring of transport commissioning and the merging of child level and finance data to map the correlation over a 12 month period.

A number of actions have already taken place to support this work. The transport panel, in place for 4 months, has continued to monitor decision making throughout this quarter. Children's Services have recruited a project lead to support the Strategic Lead for schools & learning and have recruited two SEND officers to focus on transport communication and decision making.

A number of future actions have been agreed. These include:

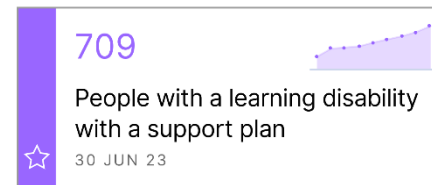
- the development of an online transport form;
- a full policy review;
- work to support a decision on commissioning / brokering of transport;
- tracking of child level data and finance data;
- an assessment of the social care transport process.

[Return to summary.](#)

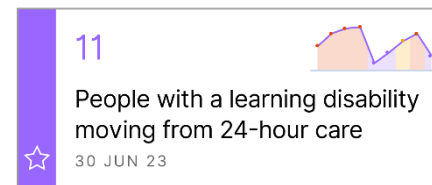
Work alongside people with a learning disability, those recovering from mental ill health and/ or who are autistic to develop Council services to ensure they are tailored to meet individuals needs and help people achieve their personal goals

Rating: Good Expected completion date: 31 Mar 2025

We have continued to work alongside people with a learning disability and/or who are autistic. The redesign of our offer of day opportunities is now being implemented. Progress has continued to be made to support people with a learning disability and/or who are autistic in 2023-24. In Quarter 1 outcome focused support plans were put in place for 98 people against a quarterly target of 30. In total 709 people have been provided with an outcome focused support plan since April 2021 against the overall target of 520. During Quarter 1 we have successfully supported an additional 11 people with a learning disability and/or who are autistic to find suitable accommodation against a target of 9.



2021-2022	373
2022-2023	611
2023-2024	709
Target	520
Performance	★ Strong



2021-2022	33
2022-2023	28
2023-2024	11
Target	9
Performance	★ Strong

 **Ensure the Council’s strategic approach to community safety responds effectively to existing and emerging challenges such as Serious Violence and Violence Against Women and Girls**

Rating: Good Expected completion date: 31 Mar 2024

The Council has worked with partners to ensure there is a comprehensive approach in place to respond to the existing and emerging challenges. Governance is in place through the Derbyshire Safer Communities Board, and senior officers from across the partnership are chairing Thematic Boards to drive this work forward; three of these are chaired by the Council. Examples of activity over the last quarter include the establishment of a Violence Reduction Unit, hosted by the Police and mobilisation of a new service supporting victims of modern slavery and the development of a countywide Neighbourhood Crime and Anti-Social Behaviour Strategy.

 **Work with partners to welcome refugee families into Derbyshire and developed a countywide response to the implementation of asylum dispersal**

Rating: Review Expected completion date: 31 Mar 2024

The Council is supporting the resettlement of refugees under a number of schemes, including the UK Resettlement, Afghan Resettlement and the Homes for Ukraine. Through these schemes we have welcomed over 1500 refugees. Whilst these each have different delivery models, a range of support is being provided to enable people to make Derbyshire their home.

The provision of accommodation and support for those seeking asylum is becoming a significant issue. There is a small amount of national funding being made available to Local Authorities for asylum dispersal, but this is not ringfenced and is going directly to District and Borough Councils. A new burdens assessment was expected to be completed by early 2023-24, but this has been delayed. As there is currently no national funding available to upper tier authorities, the Council currently has no resource to develop a countywide response and therefore this action has been delayed. [Return to summary.](#)

 **Develop the Council’s Thriving Communities Strategy to support the embedding of the refreshed approach across the Council**

Rating: Good Expected completion date: 31 Mar 2024

Work to progress the new Thriving Communities Strategy and refreshed approach, with a focus on identifying shared strategic objectives, is underway. The new strategy would aim to showcase what the Council already does to support people, families and communities as well as providing a clear blueprint for how we will work collaboratively to help Derbyshire communities to thrive.

During this period, activity in local communities has continued to flourish, with action-learning from local areas informing the content of the emerging strategy and approach. Proposed strategic objectives have been drafted, which will enable the Council to:

- better understand our diverse communities to shape long-term planning and ensure we respond to the changing needs of our people and places;
- develop the Council's approach to place-based working, including our role in supporting volunteering and community-led activity;
- strengthen the Council's strategic relationship with the voluntary and community sector;
- work alongside people and communities to embed consistent co-design and co-production across the Council;

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- develop a Council-wide approach to early intervention and prevention;
- continue to work innovatively within our communities to address specific complex challenges.

Provide support to people and communities in need, including financial help from our Discretionary Fund and other activities that promote financial inclusion and tackle cost of living pressures

Rating: Good **Expected completion date: 31 Mar 2024**

Throughout Quarter 1 the Council has continued to provide support to people and communities in need, including financial wellbeing via the Derbyshire Discretionary Fund. Demand for these services continues to be high due to the rise in the cost of living. Demand for Emergency Cash Payments continues to be very high with 6,709 Emergency Cash Payment awards in Quarter 1 totalling £794,721. These include applications for the Household Support Fund, 31,135 awards from the Household Support Fund which is made up from 1,086 awards via the Children's Service Professionals route and 30,049 for Grocery Vouchers to eligible families. The high demand for Emergency Cash Payments has caused delays in processing time for Exceptional Pressure Grant applications but this has reduced in this quarter.

The Welfare Rights Service contact with clients to maximise their benefit income continues to remain at high volume. The Advice line, Adult Care referrals, and Macmillan referrals all continue the high demand trend from last year. During Quarter 1 the Welfare Rights Service has supported 7,160 people regarding benefit maximisation and supported 2,810 benefit claims and appeals.

Demand for the Public Health Advisory Service continues to be high in both GP surgeries and community settings. Individual cases remain complex with multilayer problems, thus require more follow up appointments and ongoing case work. The high number of clients seeking financial assistance in topping up prepayment meters continues. High level of clients seeking foodbank, fuel and data vouchers. There continues to be an incremental rise on the amount of debt managed by Citizens Advice. This spike is not resulting from individuals being in higher levels of debt but a combination of working with more people and individuals presenting having small priority debt which carries large consequences (fuel, council tax, rent). [Return to summary.](#)

Deliver £1.5 million of grant awards to promote positive behaviours for young people and residents, improve local networks, help people to feel safer, and encourage sustainable and green activity

Rating: Strong **Expected completion date: 31 Mar 2024**

The Council has successfully delivered the Council's new, outcomes-based funding programme for the sector and this will continue through the implementation of the Funding Framework and Prospectus over the 2023-24 period. This includes investing in local people and communities to create opportunities for them to adapt, develop and grow.

Application packs are being sent to groups on a regular basis and at 20 June 2023, 545 applications had been received across all of the priority funding areas.

Since the implementation of the programme in February 2022 219 grants to the value of £1,183,421 had been approved.

Of these:

- 77 grants met criteria relating to feeling safe and included in their local community, to the value of £659,464;
- 57 grants met criteria relating to promoting positive behaviours amongst young people, to the value of £537,607;

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- 29 grants met criteria relating to being green and sustainable, to the value of £347,023;
- 61 grants met criteria relating to increasing civic participation and delivering community identified priorities, to the value of £369,880;
- 72 grants met the criteria relating to being physically active and making positive lifestyle choices, to the value of £603,161.

76 grants met criteria relating to more than one outcome and are included twice in the above numbers.

The total benefit of grants made across all outcomes was £2,517,135 clearly demonstrating the added value of a outcomes based, corporate approach.

[Return to summary.](#)

Further develop the Council's approach to supporting the voluntary and community sector to ensure it can grow and thrive

Rating: Good **Expected completion date: 31 Mar 2024**

Work will take place in the coming months to explore how the Council can further develop its approach to the voluntary and community sector (VCS) sector support and how this priority will be taken forward. Many areas of the Council are working with, and through, the VCS and consideration is needed on the scope of this Council objective in the context of the wider strategic VCS agenda, alongside the development of a business strategy for Thriving Communities in which the VCS is a key stakeholder.

The Grants Board continues to meet frequently, and the Chair of the Grants Board has proposed that the Grants Board requires refreshing in light of the closure to the VCS Review, whilst recognising the important role that both grant funding and supporting the VCS continues to play for the Council. It is suggested that the scope and ambition of this updated Council Plan objective is undertaken alongside.

Through the Councils new funding framework, the Council has approved 153 grants totalling over £1.1m to the sector since January 2022. Annual payments to VCS organisations have also been agreed over the 2023-24 period totalling over £480,000.

The Council has continued to work closely with the VCS infrastructure support organisations and the Integrated Care Board (ICB) and has maintained its grant funding commitment to all providers until March 2024. The current combined investment between the Council and ICB is significant and currently totals just over £1m across 14 organisations. The Council alongside the ICB has drafted a series of options to support the future allocation of infrastructure provision towards previously agreed objectives. This can inform how the Council and partners should work with providers moving forward and support the continuous development of the allocation model. The Council and ICB have also worked together to produce a combined infrastructure monitoring form to be implemented from April 2023.

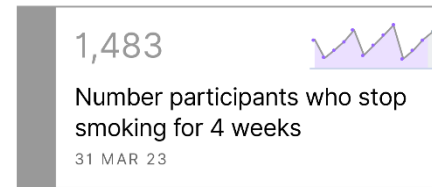
✔ Work with partners to enable people to lead healthier lives by supporting people to take part in physical activity, to stop smoking and manage their weight

Rating: Good Expected completion date: 31 Mar 2024

In Quarter 1 all Live Life Better Derbyshire (LLBD) services are above target and there is an overall high demand for LLBD services. 2,707 Health and Wellbeing MOTs were completed in Quarter 1 compared to the target of 1,875; Physical Activity had 657 participants against the target of 325. Stop Smoking had 925 participants and Weight Management 868 against the target of 425. Stop smoking four week quits will be reported retrospectively in Quarter 2. The procurement process is underway to purchase vapes as part of the smoking cessation standard treatment programme. The Move 4 Wellbeing pathway has increased access to the LLBD physical activity programme through providing access for people with low to moderate emotional wellbeing. Additional induction slots will be added to meet the increasing demand for physical activity. To improve client retention and increase access to the LLBD weight management programme there is a plan to expand the face-to-face clinics to meet demand and to complete a client survey to ascertain service improvement areas.

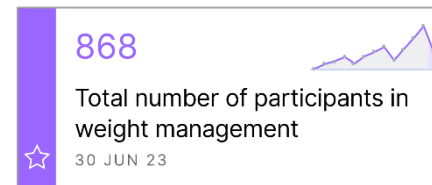
The development of the physical activity partnership approach to commissioning is progressing in conjunction with Active Derbyshire and other partners. Active Derbyshire have appointed a strategic lead officer to develop and progress this work, and to ensure that all partnership documents are in place to be signed off. A stakeholder event has taken place in May 2023 with all relevant partners and stakeholders. This event reviewed progress and started to develop the new model of delivery based on identified need in each locality area. The work is now focusing on finalising the relevant legal documents between the Council and Active Derbyshire and ensuring that all required monitoring and financial frameworks are in place for the start of the partnership in April 2024.

Walk Derbyshire work is progressing and the four neighbourhood pilots have been developed with consortiums in each district. All plans have been received and community engagement work is being conducted in each pilot area. A workforce development lead has been appointed to lead the workforce development element of the programme. A number of walk leader training courses have been delivered across the county in the last year and a walk champion network is being set up. The Walk Derbyshire website has been launched and marketing campaigns have been delivered to promote everyday walking, linking with a wide range of other events. An evaluation partner is working on the programme. The county wide Walk Derbyshire coordinators group is continued to be supported through this work. [Return to summary.](#)

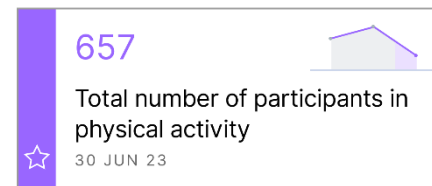


2020-2021	1,554
2021-2022	1,757
2022-2023	1,483
Target	1,200
Number of Participants	925

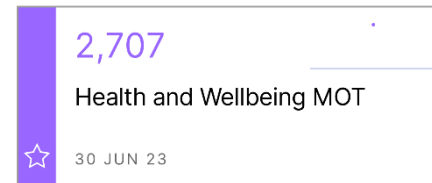
Data for this measure is reported with a 3 month lag. The target is for the full year.



2020-2021	577
2021-2022	1,089
2022-2023	2,144
2023-2024	868
Target	425
Performance	★ Strong



2022-2023	2,081
2023-2024	657
Target	325
Performance	★ Strong



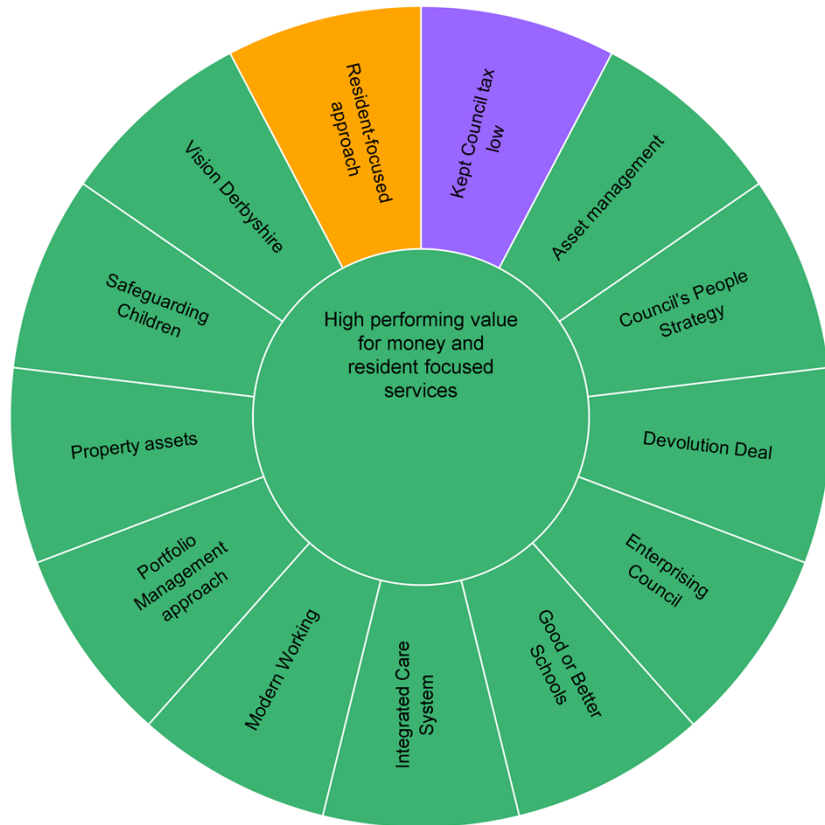
2023-2024	2,707
Target	1,875
Performance	★ Strong

High performing, value for money and resident focused services

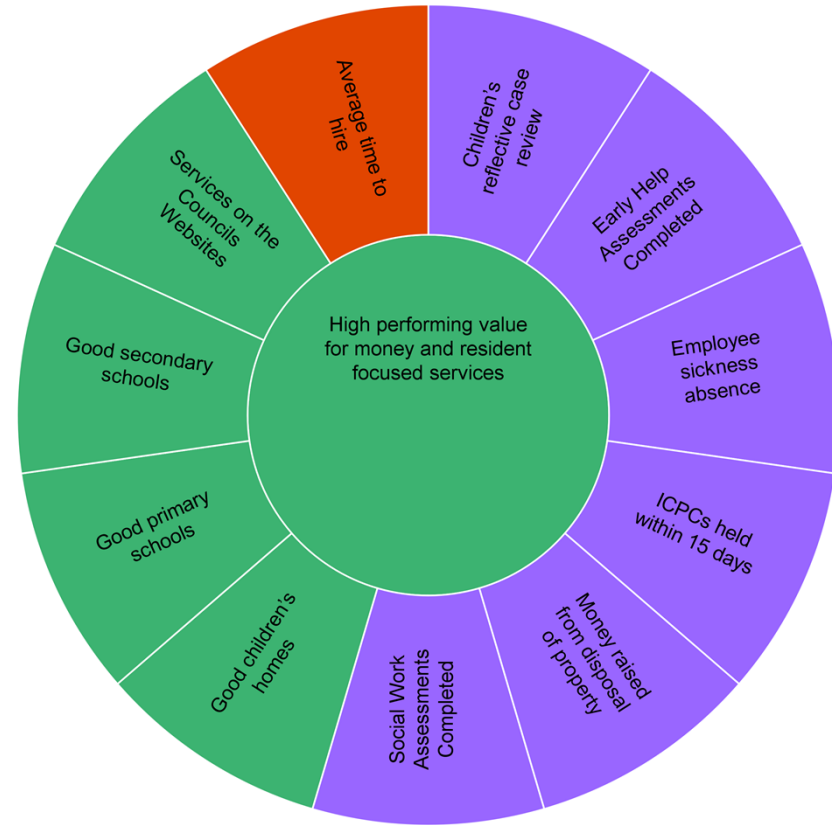
Overview

This priority shows overall “Good” progress for Council Plan deliverables, with 1 deliverable rated as “Strong”, 11 deliverables rated as “Good” and 1 deliverable rated as “Requiring Review”. These are shown graphically in the left-hand wheel below. Overall, the measures for this priority are rated as “Good” based on 11 rated measures. These are shown graphically in the right hand wheel below and listed in the following table.












Deliverable Progress



Key Measures



Key Measure Summary

Key Measure	Date	Actual	Target	Performance
Employee sickness absence (Council, not including schools)	Jun-2023	4.6%	5.1%	 Strong
Average days between a job vacancy shortlisting and contract offer (Council, not including schools)	Jun-2023	62.5	50.0	 Action
Proportion of practice areas with reflective case reviews judged to be good or better	Jun-2023	75.3%	70.0%	 Strong
Early help assessments completed within 45 days	May-2023	95.0%	90.0%	 Strong
Social work assessments completed within 45 days	May-2023	89.4%	85.0%	 Strong
Initial child protection conferences within 15 days	May-2023	89.6%	83.0%	 Strong
Percentage of Council run children's homes rated as 'Good' or 'Outstanding' by Ofsted	Jun-2023	91.0%	91.0%	 Good
Number of services accessed via e-forms on the Council websites	Jun-2023	153	152	 Good
Amount of money raised from the disposal of land and buildings	Jun-2023	£1.916m	£1.700m	 Strong
Rate of improvement in the proportion of pupils in 'Good' or better primary schools	Jun-2023	1.0	0.7	 Good
Rate of improvement in the proportion of pupils in 'Good' or better secondary schools	Jun-2023	2.4	0.5	 Good

Progress on our deliverables and key measures

✔ Embed the Council’s approved People Strategy to deliver the Council’s people ambition and the people priorities

Rating: Good Expected completion date: 31 Mar 2024

Policy development has now concluded with the review of the Disciplinary Procedure and Employee Code of Conduct progressing to Appointments and Conditions of Service Committee (ACOS) on 27 June 2023.

Forward planning for policy development is in place for Quarter 2 with plans for a further ACOS meeting in October 2023 focus on the induction policy, Redundancy, Redeployment and Protection of Earnings, Holiday Pay Framework / payment days for 38 week workers, Performance Capability Procedures and Pay Principles Framework for non-Single Status roles.

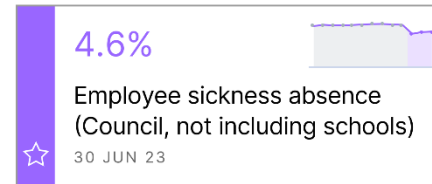
All departmental people plans have been reviewed aligned to service planning for 2023-24 and the HR deliverable plan for 2023-24 has been finalised around 7 core priorities.

Focus continues on the core workforce metrics of reducing time to hire, agency spend, employee engagement, sickness absence and incident/accident rates

The April figure of 4.3% of available hours lost to sickness was the lowest figure for 2 years and whilst it has increased to 4.7% in both May and June the year to date figure of 4.6% is below the target of 5.1% and the 2022-23 Quarter 1 figure of 5.3%.

The Time to Hire measure reflects days between a vacancy being shortlisted and the contract being prepared. Quarter 1 has seen a slight increase from the year end position of 58.9 days to 62.5 days as a result of Disclosure and Barring Service (DBS) check delays within a number of campaigns in Children's Services. The target is 50 days. Changes to onboarding processes and an anticipated reduction in DBS delays should see the average time to hire figure reduce during the next quarter.

[Return to summary.](#)

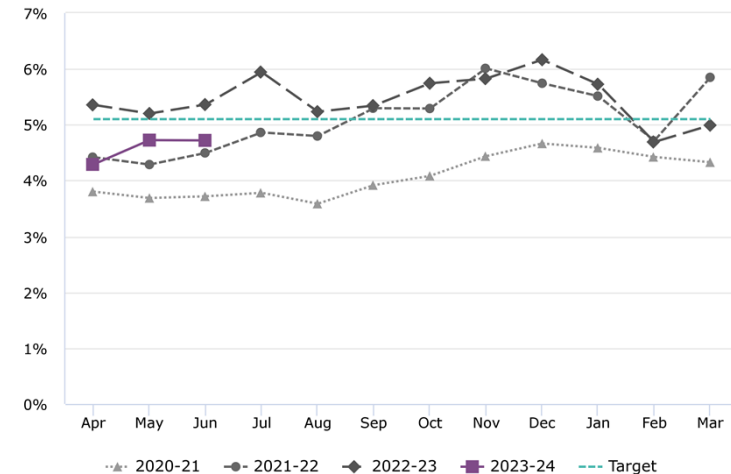


2021-2022	5.1%
2022-2023	5.5%
2023-2024	4.6%
Target	5.1%
Performance	★ Strong



2022-2023	58.9
2023-2024	62.5
Target	50.0
Performance	🟡 Action

Employee sickness absence



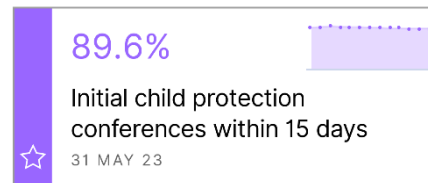
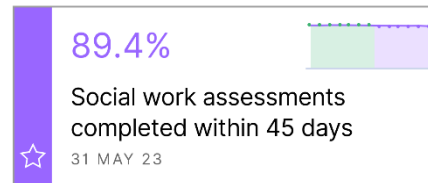
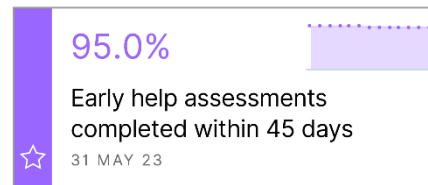
✔ Provide consistent, high quality early help and safeguarding services for children and families across Derbyshire

Rating: Good Expected completion date: 31 Mar 2024

A stable, motivated and high performing workforce is essential to providing consistently good services for our children and young people. As highlighted by the 'Care Review', the recruitment of experienced qualified social workers is a national challenge and more recently the Council has seen recruitment of children's social workers dip below the expected trajectory for the first time in four years, though vacancy rates remain below national averages. In this context we have continued to strengthen our recruitment and retention activity, including increased engagement with Frontline, Apprentice Social Work training and providing student social work placements. We have extended the Market Supplement payment for frontline social workers for a further 2 year period and introduced a Welcome Payment which will be paid to new recruits to our children's social work teams for a 6 month trial period from June 2023. This will be reviewed to determine impact at the year end. We continue to progress work to consider how alternatively qualified workers can support frontline social work teams which could also support a reduction in overall caseloads.

The Ofsted focused visit in late 2022 stated: 'Children in need or subject to a protection plan in Derbyshire now benefit from a stronger and more consistent service response. Children and their families are well supported by committed social workers and managers who know them well, have a sound understanding of their needs and what should happen to improve their lives. They work tirelessly with families alongside partner agencies to ensure that the right support and services are made available for children in their families and network. As a result, many families have been empowered to make positive changes and adjustments, enabling their children to make good progress'.

Since the focused visit our quality assurance framework continues to provide an understanding about the strength of practice. We are now consistently seeing practice outcomes across a range of areas reviewed with grading judged as good or better (75% for the rolling 6 months to the end of June 2023). This is a huge achievement and evidences consistency of approach and practice standards across the social care and early help workforce. Similarly Practice Learning Days undertaken over the year have provided evidence of good practice. All but one of Derbyshire's 12 children's homes are judged good or better at the end of June 2023 with another of our 12 homes currently unregistered for renovation. Performance focused on the timeliness of key processes that keep children safe continues to be solid with 89.4% (12 months to May 2023) of social work assessments and 95.0% (12 months to May 2023) of early help assessments completed within timescales and 89.6% (12 months to May 2023) of initial child protection conferences held within timescales. This strong performance is in the context of increasing demand and activity throughout the social care system.



2021-2022	77.4%
2022-2023	79.7%
2023-2024	75.3%
Target	70.0%
Performance	★ Strong

2021-2022	97.0%
2022-2023	95.1%
2023-2024	95.0%
Target	90.0%
Performance	★ Strong

2021-2022	90.5%
2022-2023	89.8%
2023-2024	89.4%
Target	85.0%
Performance	★ Strong
National Benchmark	84.5%

2021-2022	88.5%
2022-2023	89.1%
2023-2024	89.6%
Target	83.0%
Performance	★ Strong
National Benchmark	79.2%

2021-2022	100.0%
2022-2023	90.9%
2023-2024	91.0%
Target	91.0%
Performance	✔ Good

Appendix 3

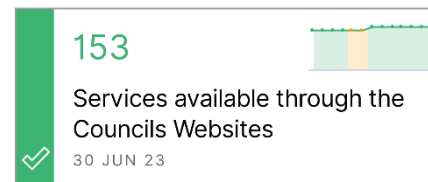
Referrals to social care have increased by 11% compared to the same 12 month period last year with the number of children on a child protection plan increasing by 10%, children in care by 8% and children with a child in need plan increasing by 15%. We continue to use the Quality Assurance framework and performance management processes to tackle 'thorny' issues as they arise and this work feeds through to the Quality Assurance Board chaired by the Executive Director. [Return to summary.](#)

Support a resident-focused approach through a range of mechanisms to improve access to online services and customer service performance including implementing a complaints and feedback system

Rating: Review Expected completion date: 31 Mar 2025

We are presently reviewing the overall timescales. In order to move forward we require a piece of work to be undertaken by ICT to enable the reporting functions to be engaged and functioning. The team are also reviewing priorities with each service area in terms of resource available to continue with the agreed roadmaps.

The number of services available on line remains at 153 with timescales being considered to meet the year end target of 160 planned for later in the year. Resident accounts opened have further increased during Quarter 1 with a total of 8,665 now active and in use. [Return to summary.](#)



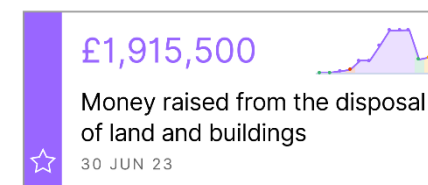
2021-2022	140
2022-2023	153
2023-2024	153
Target	152
Performance	✔ Good

Implement the Asset Management Strategy and Property 2025 programme, reviewing and rationalising our land and building assets and ensuring an effective plan is in place for the management of those we retain

Rating: Good Expected completion date: 31 Mar 2025

Corporate Property 2025 is a five year programme to challenge and review every land and property asset, ensure that we understand why we are holding it, how it contributes to the Council's strategic goals and put a robust and evidence based plan in place for its management, development or disposal. Progress in support of this so far includes:

- The Estates Strategy, Disposals Protocol, Facilities Management Strategy, Repairs and Maintenance Strategy are being submitted for cabinet approval;
- 394 Asset Plans completed - on target;
- Benchmarking criteria established around running cost, carbon use, fitness for purpose etc.;
- Key Performance Indicators and leading and lagging indicators drafted for all governance groups;
- Automated Asset Plans being trialled;
- On target to deliver £4m Capital receipt target end of year 2023/24 with £1.915m delivered to date;
- Proposal for delivery of a hub in Chesterfield, approved by Cabinet June 2023;
- Tracker for managing Asset Plan outcomes developed and programme of rationalisation projects developed;



2021-2022	£2.783m
2022-2023	£3.936m
2023-2024	£1.916m
Target	£1.700m
Performance	★ Strong

Appendix 3

- Accelerated Asset Rationalisation methodology developed to generate greater savings and income in a shorter time;
- Report and presentation being developed to reinforce stakeholder engagement points within the asset plan and rationalisation programmes.

[Return to summary.](#)

Centralise all land and property assets, to ensure a consistent strategic approach to property decisions and building management and a single point of accountability for budgets and costs

Rating: Good **Expected completion date: 31 Mar 2025**

Progress has been made across a range of areas required in the centralising of property assets to ensure consistent and accountable performance across the entire portfolio, including:

- New cost centre devised for all property coding, to give real time asset specific cost monitoring;
- Resourcing pressures in Facilities Management being addressed and additional resource allocated to the project;
- Procedures being updated;
- Tracing of invoices and purchase orders associated with property management;
- Resource required identified to manage outputs;
- Established the the correct resources and distribution within the departments for a transitional period;
- Establish roles and responsibilities required to implement data changes that will allow automated data flow;
- Establishing Service Level Agreements to ensure appropriate levels of property resources and services to meet customer requirements are met.

[Return to summary.](#)

Work in partnership with the NHS to implement the Integrated Care Strategy to benefit the health and wellbeing of the people of Derbyshire, tackle health inequalities and demonstrate a move towards more preventative interventions and investment

Rating: Good **Expected completion date: 31 Mar 2024**

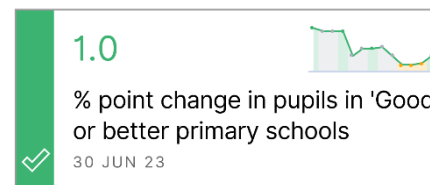
In Quarter 1, an interim Joint Strategic Needs Assessment (JSNA) has been published to fulfil our statutory function whilst the transformation of our JSNA approach is underway. Phase 2 for 2023-24 of the JSNA transformation is on track for delivery. The Integrated Care Strategy work is in the development stage, working groups have been established for the different elements of the strategy and Public Health representatives are part of the working groups. The Council is continuing to work alongside partners to develop the County Place Partnership Board which is a key element of the place based approach to integrated care and support. In Quarter 1 a development workshop was held to further clarify the scope and purpose of the Board and identify key priorities for this group to drive forward. In addition, work to review and develop a new joint local health and wellbeing strategy for Derbyshire has commenced. This strategy will reflect the Integrated Care Strategy which sits at a system level for Derby and Derbyshire and reflect locally how partners can support local delivery and wider health and wellbeing challenges. A number of workshops have taken place with elected members and Health and Wellbeing Board members to consider the priorities which need to sit within the strategy document. [Return to summary.](#)

✓ Work with schools so that the percentage of children and young people attending good or better schools improves at a faster rate than nationally

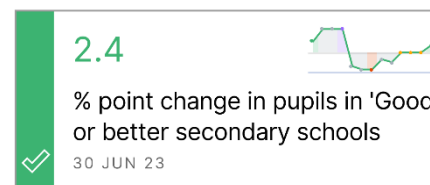
Rating: Good Expected completion date: 31 Mar 2025

The target set for the 2022-23 academic year is for Derbyshire to improve the proportion of pupils attending good or better schools at a faster rate than that seen nationally. This has been achieved so far up until the end of June 2023.

The proportion of pupils in Derbyshire attending good or better primary schools has improved by 1 percentage point from 84.3% at the end of August 2022 to 85.3% at the end of June 2023. The national rate of improvement during the same period was 0.7 percentage points, therefore Derbyshire achieved the target of exceeding the rate of improvement seen nationally. The percentage of Derbyshire pupils attending good or better primary schools (85.3%) however, remains below the national (90.8%) and statistical neighbour (90.2%) averages.



2021-2022	2.7
2022-2023	1.0
Performance	✓ Good
National Benchmark	0.7



2021-2022	8.0
2022-2023	2.4
Performance	✓ Good
National Benchmark	0.5

These measures are reported for academic years to align with Ofsted reporting.

The proportion of Derbyshire pupils attending good or better secondary schools improved by 2.4 percentage points between August 2022 (63.0%) and June 2023 (65.4%) which was higher than the 0.5 percentage point rate of improvement seen nationally during the same period therefore achieving the target. 1 secondary school had an inspection outcome published during Quarter 1 - Brookfield Community School - which improved from requiring improvement to good. The percentage of Derbyshire pupils in good or better secondary schools (65.4%) was almost 18 percentage points below the national average (83.3%) in June 2023, however this gap has narrowed from a high of 26 percentage points below the national average in December 2022.

The number of school inspections taking place has increased as Ofsted intends to inspect all schools by 2025. The majority of primary schools are maintained by the local authority and are invited to 'Getting ready for inspection' courses. It is clear that safeguarding and recording of actions and impact of these to keep children safe is still a key issue that schools find challenging. Colleagues in the Education Improvement Service (EIS) and Audit Services are currently developing an audit which will be undertaken in person and will complement the S175 Audit that schools have to complete. The new audit tool being developed by the EIS will include discussions with pupils and staff. [Return to summary.](#)

✓ Work with partners and central government to deliver an East Midlands Combined County Authority (EMCCA) and devolution deal to create jobs opportunities for training, improve the local economy, transport, and housing, and accelerate our route to reduce emissions to net zero

Rating: Good Expected completion date: 30 Jun 2024

The Government signed a devolution deal with Derbyshire, Derby, Nottinghamshire and Nottingham Councils on 30 August 2022, following negotiations in the Summer, which will see the East Midlands receiving £1.14 billion over 30 years to invest in the region and the establishment of an East Midlands Mayoral County Combined Authority.

Appendix 3

Consultation on these proposals commenced on 14 November 2022 and following a series of successful consultation events, it closed on 9 January 2023. Work has been completed on the revision of the proposal, considering the outcomes of the consultation, and a Council Report to progress with the deal was approved by Council on 22 March 2023. All four upper tier Councils have now approved proposals for submission to Government during meetings taking place weeks commencing 20 and 27 March 2023.

Whilst councils now anticipate the passage of the Levelling Up and Regeneration Bill through Parliament, which is expected to be delayed until the autumn, work continues on the new combined county authority's operating model, future transition planning and EMCCA investment priorities. Work is underway to ensure future phases are supported by dedicated staffing resource which will be vital in ensuring that agreed implementation plans can be delivered on time. The Council has also continued to maintain ongoing dialogue with key stakeholders, especially district and borough council partners. Work is underway on planned stakeholder engagement sessions across the region to ensure the representatives from the business, voluntary and community sector, Higher Education and further education sectors are aware of the latest position and opportunities to be further involved in shaping and developing proposals as they emerge. [Return to summary.](#)

Further develop the Vision Derbyshire governance arrangements and align the programme to the emerging East Midlands Combined County Authority to deliver agreed priorities and take forward opportunities for broader public sector reform

Rating: Good **Expected completion date: 31 Mar 2024**

Vision Derbyshire has continued to drive the Council's approach to working in collaboration with partners. Since local elections in May 2023 work has been taking place to engage with Derbyshire Councils on the approach and ensure progress can be accelerated over the 2023-24 period. One to one meetings have been held with Leaders and Chief Executives to discuss a wide range of issues including Vision Derbyshire and the emerging East Midlands County Combined Authority.

The light touch review of Vision Derbyshire approach was completed by East Midlands Councils, with the report, containing recommendations, which have provided a framework for the review process. The Council has considered the findings and developed options to deliver the recommendations of the review and, alongside partners, plan for work over the rest of the 2023-24 period. These options cover a number of key areas for agreement, which will look to modify the underlying principles of the approach, the thematic areas of work, the financial arrangements, the programme team and decision-making structures.

Work has also taken place to align the governance arrangements currently in development for the East Midlands Combined County Authority alongside the recent review of the Derby and Derbyshire Economic Prosperity Committee and Vision Derbyshire Joint Committee. Vision Derbyshire Joint Committee meetings have also been scheduled for the 2023-24 period, with the next meeting taking place on the 20 July 2023.

Establish and implement a new programme to deliver the updated Enterprising Council Business Strategy, continuing our focus on transforming and modernising the Council

Rating: Good **Expected completion date: 31 Dec 2023**

Plans to review the Enterprising Council approach commenced in Quarter 4 as part of a wider initial review of the Council's three pillar strategic approach (Enterprising Council, Vision Derbyshire & Thriving Communities), primarily to ensure that the approach continues to be fit for purpose in the

Appendix 3

changing environment. The review, which is still underway, will result in the development of new business strategies for the three pillars which will need to align with work on the development of the Council's new strategic planning framework which will also take place during the 2023-24 financial year.

Implement actions from the review of Modern Ways of Working with a focus on the workstream exploring the future development of County Hall

Rating: Good **Expected completion date: 31 Mar 2024**

Modern Ways of Working Phase 2 is scheduled to close in Quarter 2. Key achievements are, a significant improvement in collaborative working across the Council, improved working across Departments, joined up thinking and staff morale. Eighteen buildings have now gone through a clearance process, with John Hadfield House and Chatsworth Hall now decommissioned. Through this clearance over 600 items of furniture have been repurposed across the Council, Schools and Community Groups, with an additional 650 items sold and 72 pedestals distributed to staff for home use, there have also been 3 bags of children's clothes donated to charity. Alongside furniture, ICT equipment was collected and repurposed to support the development of 250 work space stations throughout the Council.

As part of our County Hall options project, we've asked a team of advisors to seek expressions of interest from developers, hotel operators and others for their ideas for the future of the historic complex of buildings.

Our vision for County Hall involves transforming the current buildings, and the fabulous landscaped setting into a world class hotel and venue with spaces for local businesses, new homes for local people, a revitalised Winter Garden, and opportunities for the community to hold events, while maintaining office space for colleagues on the site.

We are in the very early stages of the exploring the possibilities and before any decisions are made on the future of County Hall, a full consultation will be held and any potential changes will also need planning approval.

Embed the new Portfolio Management approach and framework across the Council to ensure that programmes and projects are coordinated and deliver improved outcomes and value for money

Rating: Good **Expected completion date: 31 Mar 2024**

As the Portfolio Management Implementation Programme moves into its final stage the Portfolio Management Function is on schedule to reach Full Operating Capacity by the end of the programme. The programme and project management resource will transfer to the corporate function in July 2023 as well as the key roles that were recruited to in May 2023 commencing.

Quarter 1 has seen the consolidation and development of the new tools and templates that were launched in Quarter 4. Specifically, the introduction of standardised project and programme reporting at the Portfolio Direction Group that escalates risks and issues of priority initiatives. A Programme, Project Mandate has also been launched providing the vehicle which enables transparent and informed decision-making regarding change investment to take place at Board level.

The implementation of the Learning and Development Strategy continues, with the commencement of roles and responsibilities training, with the initial focus being on the role of Sponsor. The initial tranche of training will be completed within Quarter 2.

Appendix 3

In alignment with the wider strategic development work the Programme Management Office is piloting the use of a business led prioritisation matrix that will be rolled out to support the continued evolution of the Authority's portfolio and is on track to be completed by the end of Quarter 2.

Kept Council Tax within the lowest 25% of County Council areas and lobbied government to secure a better funding settlement

Rating: Strong Expected completion date: 31 Mar 2024

The Council set its 2023-24 Band D Council Tax at £1,477.98, this being one of the lowest Band D amounts compared to other similar county authorities. The 2023-24 Council Tax increase of 3.75% was amongst the lowest increases compared to other similar authorities.

The Council continues to support County Council Network (CCN) and Local Government Association with lobbying government and will respond to the recent CCN survey in respect of the fair funding review [Return to summary](#).

Effective early help for individuals and communities

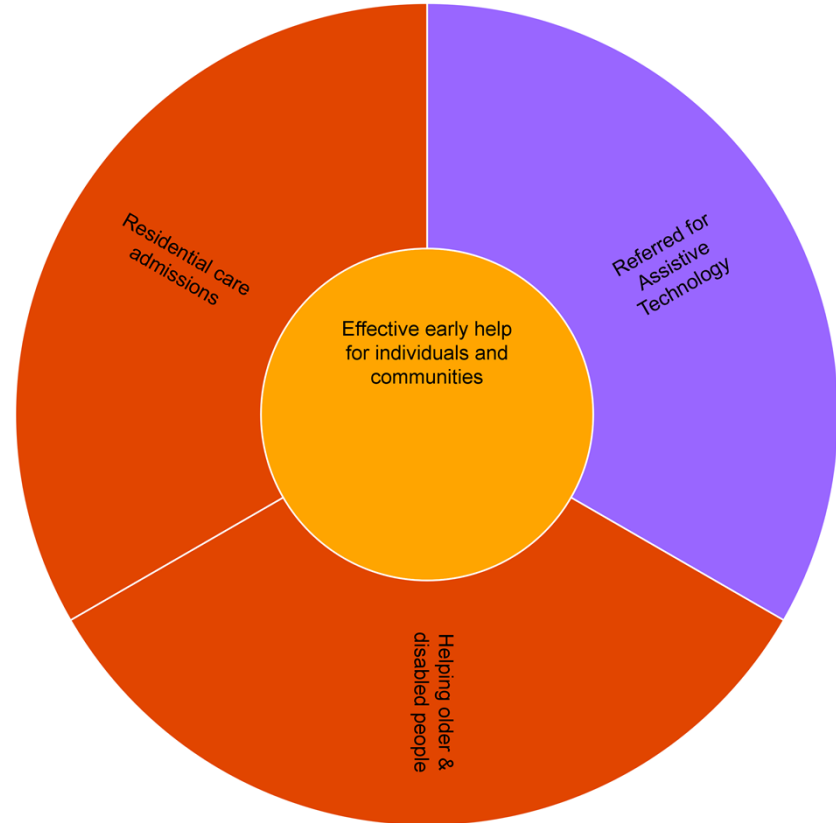
Overview

This priority shows overall “Good” progress for Council Plan deliverables, with 4 deliverables rated as “Good” and 2 deliverables rated as “Requiring Review”. These are shown graphically in the left-hand wheel below. Overall, the measures for this priority are rated as “Review” based on 3 rated measures. These are shown graphically in the right hand wheel below and listed in the following table.




Deliverable Progress



Key Measures



Key Measure Summary


Key Measure	Date	Actual	Target	Performance
Number of older people and disabled people able to access short term assistance to regain or increase independence	Jun-2023	801	897	 Action
Number of permanent admissions to residential and nursing homes	Jun-2023	269	233	 Action
Number of people with social care needs referred for Assistive Technology	Jun-2023	300	150	 Strong

Progress on our deliverables and key measures

-  **Improve outcomes for victims of domestic abuse and their families by focusing on prevention, early intervention, work with perpetrators and commissioning specialist support**

Rating: Good Expected completion date: 31 Mar 2024

The Domestic and Sexual Abuse Partnership Board is well established, and work is being delivered against all priorities. The specialist services relating to accommodation, children's services and outreach support is being re-commissioned for mobilisation from April 2024 and consultation is underway with key stakeholders to ensure the new specification, builds on the learning from the current contract. This includes the work delivered with Children's Services as part of the Achieving Great Futures programme. A report will be submitted to Cabinet on 27 July 2023 to seek approval for additional spend to meet the increasing demand and new statutory expectations.

-  **Work with partners to promote positive mental wellbeing and improve support for local people, with a particular focus on children and young people and suicide prevention**

Rating: Good Expected completion date: 30 Sep 2023

As part of Mental Health Awareness week which took place between 15-21 May 2023 the mental health and suicide prevention team supported the Think Fest which was held on 20 May 2023 as Derbyshire's first ever festival to get people thinking and talking about mental health. The event was held in Chesterfield and saw thousands of people attend.

At the end of June the Baton of Hope UK Tour began designed to be the biggest suicide awareness and prevention initiative the UK has ever seen. A specially designed baton will tour UK towns and cities for two weeks. As part of this the Derbyshire mental health and suicide prevention teams attended the Sheffield part of the tour and have planned a local event in Glossop town square on 5 July 2023.

In April a stakeholder event took place at the Post Mill Centre to review the strategic approach to trauma informed practice, attendees included NHS, prison staff, Children's Services, community and voluntary organisations.

The mental health and suicide prevention training is a rolling programme and every course so far has been filled.

Appendix 3

The wellbeing support for the voluntary and community sector launches a redesigned approach during Quarter 1 moving towards a more strategic approach.

During Quarter 1 the Derby and Derbyshire Emotional Health and Wellbeing website launched a new section for deaf, deafblind and hard of hearing people to find the most appropriate support options. [Return to summary.](#)

Deliver health and wellbeing advice and coaching to prevent, reduce and delay the need for adult social care services

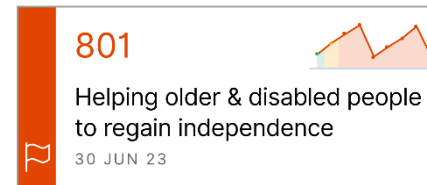
Rating: Review Expected completion date: 31 Mar 2024


The team are currently actively supporting a total of 218 people and have received 52 new introductions in Quarter 1. Of these 52, 14 have a shared agreement which equates to 27%. A new outcomes form has been introduced from 01 April 2023 and this will provide wider data collection to help evidence the impact of the team and outcomes for people being supported. Data before 1 April 2023 does not include the 'number of shared agreements', therefore, this KPI is not currently available. Work is underway with the Performance Management Team to address this, and this should be available later in the year. A new digital initial contact form has been developed which will be available soon on a new webpage. This form will be available to anyone who wants to refer into the service. 10 staff members are currently working towards a diploma in Health and Wellbeing Coaching. This is due to end December 2023. Incoming introductions are therefore being reviewed weekly so that demand can be managed effectively. A new promotional leaflet has also been created and further work is planned to help promote the service further by way of a poster. The team are collaborating with Nottingham University and completing a thematic analysis, which includes interviewing people who have been supported to obtain their views on the quality of the service and any areas for improvement. A new development plan has been created which will help guide the co-produced process for continuous improvement with the team. [Return to summary.](#)

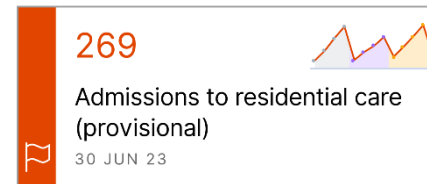
Finalise the new ways of working with older people and people with a disability to increase their independence so that they remain part of their local communities

Rating: Review Expected completion date: 31 Mar 2025

Whilst there is an improving position, the lack of available home care continues to impact on the Adult Social Care offer for older people. The Homecare Short Term Service is undergoing a redesign to improve capacity and efficiency. Due to the above, the short term service, this quarter have supported 801 people against a target of 897. People admitted to long term permanent residential care is 269 against a target of 233. [Return to summary.](#)



2021-2022	2,911
2022-2023	2,820
2023-2024	801
Target	897
Performance	 Action

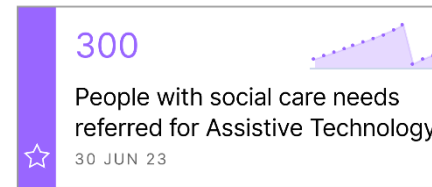


2021-2022	711
2022-2023	990
2023-2024	269
Target	233
Performance	 Action

✔ Provide local people with access to a wider choice of digital aids and technologies, to enable them to feel safe and independent in their own home

Rating: Good Expected completion date: 31 Mar 2025

During Quarter 1, the focus has been on preparation for procurement. This has involved some scoping work to determine the extent of the activity that will need to be undertaken to move clients from the current providers by 31 March 2024, including both the calls monitoring and the equipment. This work will result in a much more streamlined service across the county once completed. The tender went live on 23 June 2023 and closes on 7 August 2023. The tender focuses on improving the outcomes for the people of Derbyshire, offering equipment and platforms through one lead service provider that are interoperable and future proofed, from installation and calls monitoring through to decommissioning the service when it is no longer required. There is also an emphasis on being prepared for the digital switch. For new clients, we are now installing digital community alarm units only in many areas. The results of the consultation on proposed changes for community alarm only is due to be considered by Cabinet on 27 July 2023.



2021-2022	900
2022-2023	1,048
2023-2024	300
Target	150
Performance	Strong

The number of new referrals continues to be high, with Quarter 1 seeing 300 referrals for community alarms and/or telecare, contributing towards reducing the need for formal support and promoting safety and independence in their own homes. [Return to summary.](#)

✔ Work with District and Borough Council and other partners to identify an average of 3 new sites each year that will increase the amount of age-appropriate accommodation and support for older people

Rating: Good Expected completion date: 31 Mar 2035

The draft combined older people and working age adults accommodation strategy is nearing completion. We are still in conversation with our District and Borough colleagues to gain joint agreement on our data modelling for projecting need for housing across different tenure types.

We continue to identify any opportunities to meet our housing with care and support needs against assets that have been identified for disposal. We are still pursuing next steps for the proposals for older people's extra care provision at Bennerley Fields and Ada Belfield.

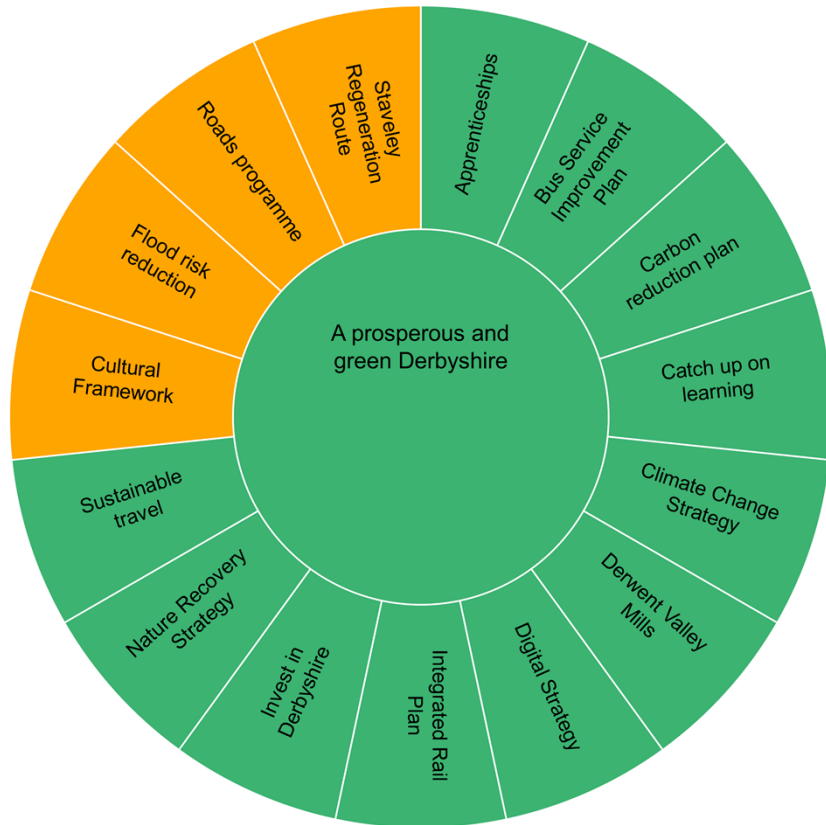
We continue to work on an Options Appraisal for the closed Homes for Older People and continue to have early discussions with an investor about the potential development of extra care facility in Chesterfield.

A prosperous and green Derbyshire

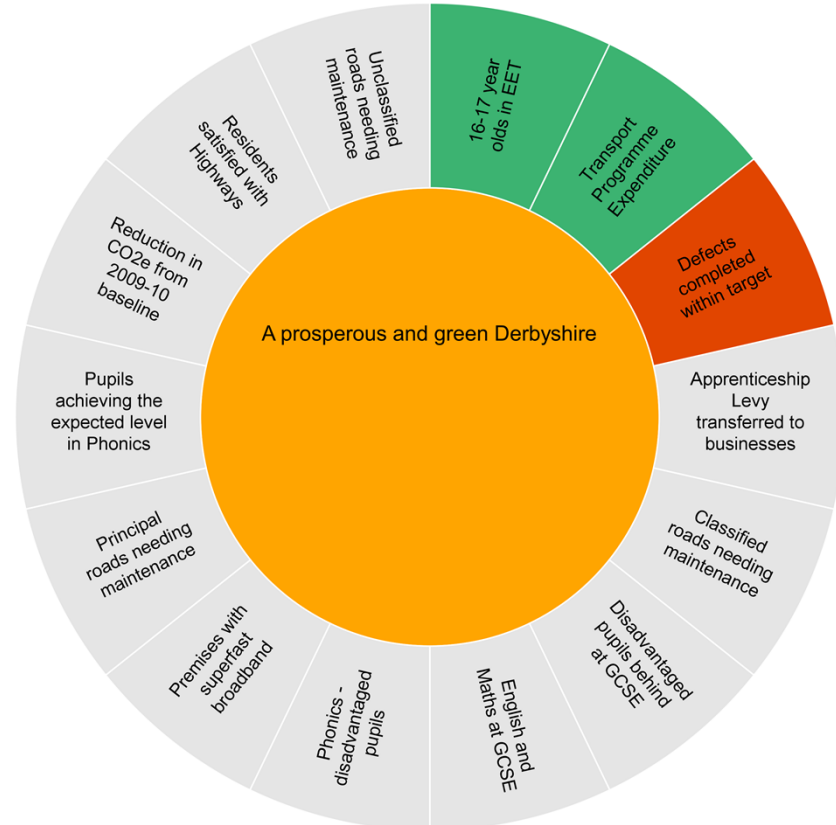
Overview

This priority shows overall “Good” progress for Council Plan deliverables, with 11 deliverables rated as “Good” and 4 deliverables rated as “Requiring Review”. These are shown graphically in the left-hand wheel below. Overall, the measures for this priority are rated as “Review” based on 3 rated measures. These are shown graphically in the right hand wheel below and listed in the following table.






Deliverable Progress



Key Measures



Key Measure Summary

Key Measure	Date	Actual	Target	Performance
Percentage reduction in CO2e from 2009-10 baseline	Mar-2022	64.2%	70.8%	No data for 2023-24
Total amount of expenditure on the delivery of the Local Transport Programme	Jun-2023	£9.900m	£10.000m	 Good
Percentage of defects completed within target timescales	Jun-2023	52.9%	90.0%	 Action
Percentage of Principal roads where maintenance should be considered	Dec-2022	15.4%	13.0%	No data for 2023-24
Percentage of Non-principal classified roads where maintenance should be considered	Dec-2022	22.1%	23.0%	No data for 2023-24
Percentage of Unclassified road network where maintenance should be considered	Dec-2022	30.2%	31.0%	No data for 2023-24
Percentage of residents satisfied overall with Highways and Transportation services	Dec-2022	51.0%	60.0%	No data for 2023-24
Percentage of 16 to 17 year olds in education, employment or training (3 month avg)	May-2023	95.2%	95.0%	 Good
Percentage of pupils achieving a standard pass or higher (grades 4-9) in English and Maths at GCSE	Aug-2022	67.8%	Not set	No data for 2023-24
Percentage point gap between disadvantaged pupils in Derbyshire and non-disadvantaged pupils achieving a standard pass or higher (grades 4 to 9) in English and Maths at GCSE	Aug-2022	31.6	Not set	No data for 2023-24
Percentage of pupils achieving the expected level in Phonics	Aug-2022	75.0%	Not set	No data for 2023-24
Percentage point gap between disadvantaged pupils in Derbyshire and non-disadvantaged pupils achieving the expected standard in Phonics	Aug-2022	18.7	Not set	No data for 2023-24
Percentage of premises across the county that have access to Superfast broadband (>30Mbps)	Jun-2023	97.4%	Not set	 No Target
Amount of Apprenticeship Levy transferred to businesses	Jun-2023	£110,404	Not set	 No Target

Progress on our deliverables and key measures

Continue to deliver the Climate Change Strategy and Action Plan which sets out priorities to reduce the county's greenhouse gas emissions

Rating: Good Expected completion date: 31 Mar 2025

The Derbyshire County Council Climate Change Strategy: Achieving Net Zero (2021-2025) was approved by Cabinet on 14 October 2021. The Strategy sets out the Council's role and priority areas of work on reducing the Council's and the county's emissions. The first annual review of progress was presented to Cabinet in January 2023. The review showed that delivery of the Strategy had a strong first year, with the majority of actions being on track to meet or exceed the desired outcomes, and action being taken to address any risks to delivery of any targets and actions currently not on track. At the end of 2022-23 all of the 32 priority actions were deemed likely to achieve their timetable and/or to deliver the required outcome. The next annual review of progress will commence in Quarter 3 of 2023-24.

The Council has a target for county-wide emissions to reach net zero by 2050. Data is provided by the UK Government, which reports annually on emissions arising within each Council's geographic area. This government data groups emissions by source, including industrial and business users, the public sector, homes, transport and agriculture, and around 99% of emissions are outside the Council's direct control.

The latest data relates to 2020 and shows there was a 9% reduction in Derbyshire's emissions between 2019 and 2020. Since the baseline year of 2005 Derbyshire's emissions have reduced by 34%. For comparison, a reduction in emissions of 47% is needed by 2025 (compared to the 2005 baseline) for the county to be on-track for the 2050 net zero target. Emissions data for 2021 is expected to be available in Autumn 2023.

The Vision Derbyshire Climate Change Strategy (2022-25) and accompanying Action Plan are being delivered through collaboration between the Council and all eight of Derbyshire's district and borough councils. These documents set out a series of collaborative priority projects and initiatives to help reduce the county's emissions. The first annual review of progress against delivery of the Vision Derbyshire Strategy and Action Plan will be developed in Quarter 2 of 2023-24. [Return to summary.](#)

✓ Reduce greenhouse gas emissions from Council property, vehicles and street lighting to 12,310 tonnes CO2e by 2024 and net zero by 2032

Rating: Good Expected completion date: 31 Mar 2032

The Council has a target to be a net zero organisation by 2032, or sooner. Emissions from four sources are currently included within the Council's net zero target: Corporate Property; streetlighting; core fleet; and grey fleet.

The most recent data for all four sources is for 2021-22 and indicates that:

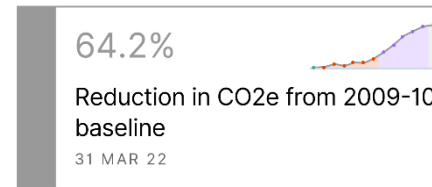
- Emissions from energy used in corporate property reduced by 3% between 2020-21 and 2021-22. There has been a 43% reduction in emissions from corporate property since the 2009-10 baseline year.
- Emissions from energy used in streetlighting reduced by 16% between 2020-21 and 2021-22. There has been an 83% reduction in emissions from streetlighting since the 2009-10 baseline year.
- Emissions from core fleet increased by 6% between 2020-21 and 2021-22, thought to be due to Covid recovery. There has been a 53% reduction in emissions from core fleet since the 2009-10 baseline year.
- Emissions from grey fleet increased by 32% between 2020-21 and 2021-22, thought to be due to Covid recovery. There has been a 71% reduction in emissions from grey fleet since the 2009-10 baseline year.

Emissions data for all four sources for 2022-23 will be available by Autumn 2023 and will be reported as part of the annual review of progress in Quarter 3 of 2023-24.

To date, the Council has made good progress towards its net zero target of 2032, or sooner, with a 64.2% reduction in Council emissions achieved between 2009-10 and 2021-22 (from 42,965 tonnes CO2e to 15,378 tonnes CO2e). However, the speed of reduction is now slowing, highlighting that further effort is required to reduce the Council's emissions. Supplemental work is now underway to explore how the further reductions necessary might be achieved, and to understand the resource implications of doing so.

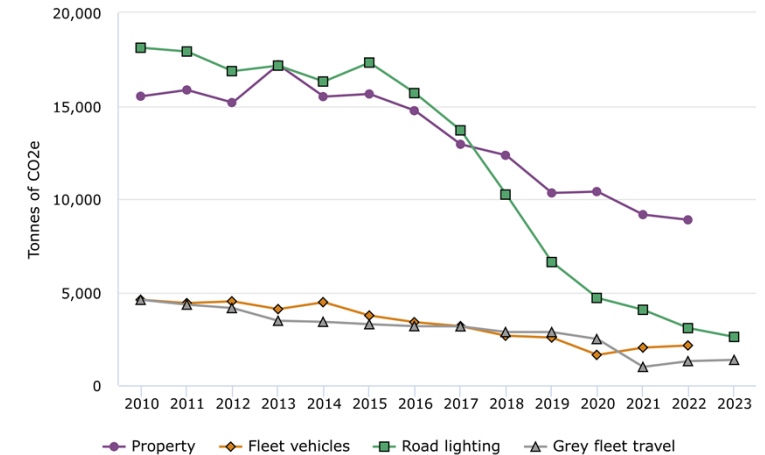
Council and departmental annual emission reduction targets to 2032 have been developed and agreed and are being embedded within Departmental Service Plans.

The Council is on track to baseline and set a net zero target for its Scope 3 emissions by the end of 2023, as set out as a target in the Climate Change Strategy. These emissions are indirect emissions outside of the Council's direct control, for example from purchased goods and services. The Sustainable Procurement Policy was approved by Cabinet in July 2022 and implementation begun during 2022-23 through a number of initial pilot contracts. Wider implementation of the Sustainable Procurement Policy, as well as staff communications and training, will be conducted during 2023-24.



2020-2021	62.2%
2021-2022	64.2%
Target	70.8%

Breakdown of CO2e emissions by main sources



 **Develop and deliver a strategic approach to sustainable travel and transport across the county, including the promotion of cycling and walking**

Rating: Good Expected completion date: 31 Mar 2024

Walking, Wheeling and Cycling

With recent Active Travel England Capability fund grant awards, the Council has now begun to develop a series of local active travel (walking and cycling) plans for market towns. This exciting workstream will be the primary focus of the next 12 months and will explore the opportunities, barriers and interventions required to ensure increases in walking, wheeling and cycling in daily movements of Derbyshire's residents and visitors.

Continued development of the Key Cycle Network

The Public/Stakeholder Engagement Report for the joint Derby, Derbyshire, Nottingham and Nottinghamshire Draft Local Cycling and Walking Infrastructure Plan (LCWIP) is being finalised for publication to inform the final Plan for Cabinet Member endorsement. The LCWIP provides the strategic direction for the continued development of the Key Cycle Network.

Recent highlights include:

- Little Eaton Branch Line - Forms part of Derby City to Ripley Active Travel Route. A successful funding bid to Active Travel England (Tranche 4) has secured £2.73m for construction of multi-user Greenway along the former railway branch line between Duffield Road, Little Eaton and Rawson Green. Detailed designs and further surveys are underway in advance of a planning application being submitted in the autumn. Negotiations have been initiated about the possibility of acquiring the onward section beyond Rawson Green to Street Lane at Denby Bottles.
- White Peak Loop (WPL) - A successful funding bid to Active Travel England (Tranche 4) has secured £275,000 for further development work, leading to submission of planning applications for preferred route options identified in recently completed studies for WPL from the end of the Monsal Trail at Topley Pike into and through Buxton to Harpur Hill.
- Pennine Bridleway National Trail - Grant offers have been received from Natural England through the Pennine National Trails Partnership for ongoing maintenance of the route, including funding for a Project Officer, as well as continued development of missing sections of the Trail around Glossop.
- Derwent Valley Trail - The Shardlow to Hathersage Feasibility Study is nearing completion, with all draft reports expected by end of July 2023.

Low Emission Vehicles Infrastructure (LEVI) Programme

The implementation of the LEVI Strategy is gaining pace with three key workstreams identified: On Street Residential, Destination Charging and Private Charging. Recent highlights include:

- On Street Residential Charging: the proposal to undertake a small procurement activity has been endorsed by Cabinet and a residential engagement exercise has been launched to help identify the most in demand and suitable sites. Tender specifications are being developed with a view to appointing a commercial partner by autumn 2023.
- Destination Charging: following soft market testing with commercial suppliers and engagement with district officers, a number of sites have been identified as suitable locations for electric vehicle (EV) charging infrastructure. The next phase of work is primarily focused on the development of procurement models that will accelerate the infrastructure deployment and create an environment to facilitate both public and private transition to electric vehicles where appropriate.

Appendix 3

A pilot project is underway for increasing the use of the Council owned electric fleet by providing suitable infrastructure (charge points) to facilitate pool EV vehicles. Suitable suppliers have been identified and several pilot sites have been prioritised. Electrical capacity assessments have been undertaken and quotes for enabling works sought. The next step will be to procure and install suitable infrastructure.

Rural Mobility Fund - Moving Together

The project is currently underway with Cenex appointed to deliver on behalf of the Council. A significant milestone has been achieved with the successful launch of the online platform, known as Moving Together, in July 2023. Following a series of community engagement events and activities throughout the summer, the next steps involve evaluating the impact of community engagement on both traffic to the Moving Together platform and the uptake of operator offers. This assessment will provide valuable insights into the effectiveness and utilisation of the platform, contributing to the project's overall objectives.

Rail Travel

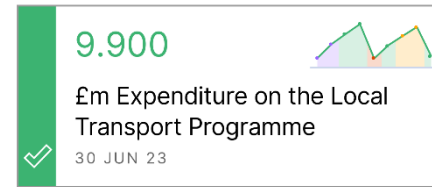
Despite the ongoing round of industrial action, which has seriously impacted services during 2022-23, work has continued to improve facilities at stations across Derbyshire. This includes new electronic travel planning and real time information signage at a number of stations along the Derwent Valley and Hope Valley lines. Following significant lobbying by the Council and other stakeholders, East Midlands Railway has reintroduced hourly direct rail services along the Derwent Valley line from Matlock to Nottingham.

Complete the delivery of a £120 million 3-year Local Transport Programme (LTP) to provide well managed roads and highways and address road safety concerns

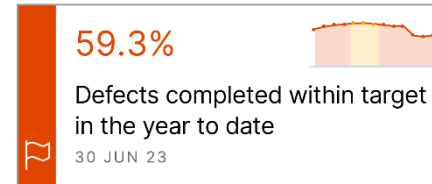
Rating: Review Expected completion date: 31 Mar 2024

Spend for Quarter 1 is £9.9m against a target of £10m. The biggest contributor to the £9.9m spend involves a large programme of road resurfacing carried out in spring and early summer. This has utilised both internal and external delivery and notable projects completed include roundabouts at junctions 29A and 30 of the M1 motorway and significant works on the major road network around Ashbourne.

Throughout Quarter 1 6,180 defects were completed, with 52.9% being completed within target timescales. The breakdown by target timescale is in the accompanying table. This compares to a total of 5,580 defects completed, 71.4% within target timescales, at the same point in 2022-23. It is acknowledged that the repair of road defects has declined recently which has been accelerated by the current adverse and unpredictable weather conditions. This has impacted on the rate of repair as the treatment required exceeds the budget available. In order to address this, a proactive resurfacing program is being sought to plan responsive action to be able to maintain the roads effectively.



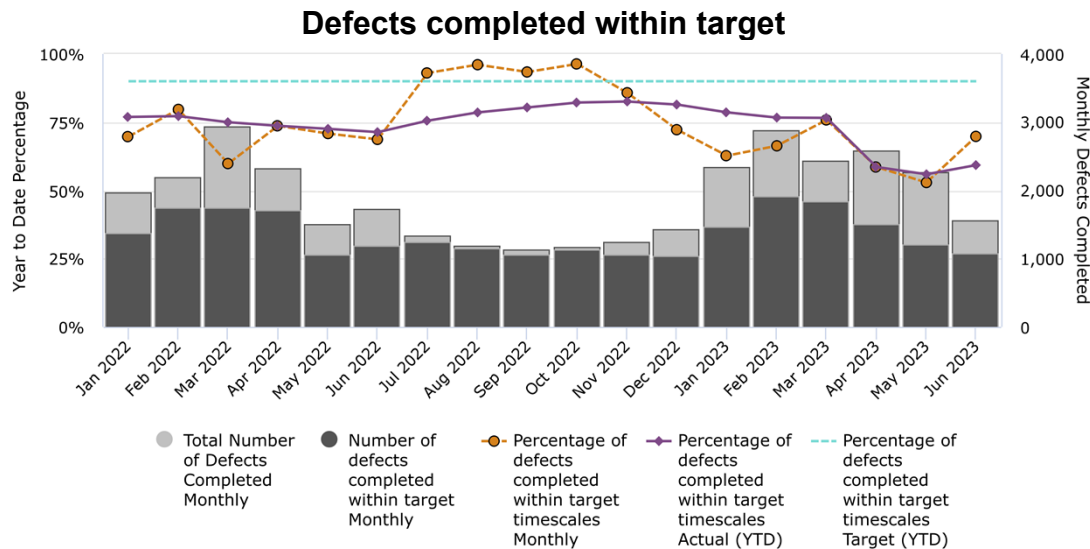
2021-2022	£39.674m
2022-2023	£37.000m
2023-2024	£9.900m
Target	£10.000m
Performance	✓ Good



2021-2022	75.0%
2022-2023	76.6%
2023-2024	52.9%
Target	90.0%
Performance	✗ Action

Percentage of defects responded to within target timescales during Quarter 1

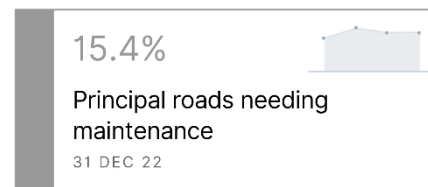
	Quarter 1	Target	Performance
Started within 2 hrs (Urgent)	100.0%	100.0%	✓ Good
Completed within 32 hrs	73.6%	90.0%	✗ Action
Completed within 9 days	38.6%	80.0%	✗ Action
Completed within 28 days	54.2%	80.0%	✗ Action



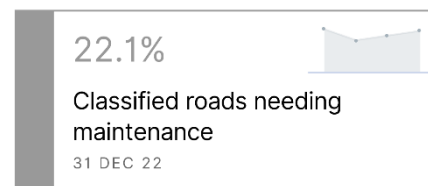
Appendix 3

The percentage of Principal, Classified and Unclassified roads where maintenance should be considered details the percentage of roads that fall in the Poor and Very Poor condition banding and is derived from the Annual Engineers Inspection survey. Areas of the network that fall below a condition level are calculated to form the percentage result. The Annual Engineers Inspection is then factored into the Value Management Process to enable development of Forward Programmes.

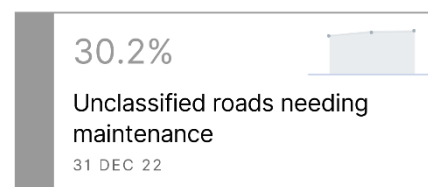
The annual survey is undertaken between April and June and the outcome of the survey will support the preparation of the following year's delivery programme and information regarding this which will be provided in Quarter 4. [Return to summary.](#)



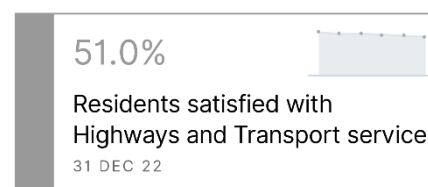
2020-2021	17.0%
2021-2022	15.2%
2022-2023	15.4%
2023-2024	Due in Q3
Target	13.0%



2020-2021	17.0%
2021-2022	19.6%
2022-2023	22.1%
2023-2024	Due in Q3
Target	23.0%



2020-2021	27.0%
2021-2022	29.9%
2022-2023	30.2%
2023-2024	Due in Q3
Target	31.0%



2020-2021	54.0%
2021-2022	52.0%
2022-2023	51.0%
2023-2024	Due in Q3
Target	60.0%

Reduce the level of Flood Risk to the residents and businesses of Derbyshire through our planning role, the delivery of flood mitigation schemes and working with communities to support and develop flood resilience measures

Rating: Review Expected completion date: 31 Mar 2024

The Local Flood Risk Management Strategy has now been approved by Cabinet (June 2023). The delivery of the Highway Drainage Capital programme 2023-24 is ongoing. The Retrofit of Sustainable Drainage Systems for highways document is now completed and incorporated into the Highways Asset Management Plan. The Environment Agency annual refresh of the current programme of flood mitigation schemes is now complete, and work is ongoing to deliver those programmed in 2023-24. The Flood Team provided support to the Flood Warden group exercise.

Appendix 3

A number of properties flooded internally in June 2023 due to summer storms, and investigations are ongoing in respect to this.

Recruitment within the Flood Team, continues to be challenging, albeit 1 of the current 2 vacancies has been potentially filled. Planning consultations are an ongoing challenge in respect of responding to them within the required period, even though we continue to have 2 agency engineers working on these full time. This has a further impact with respect to flood mitigation scheme delivery, which also remains challenging with the number of full time employees we have. [Return to summary.](#)

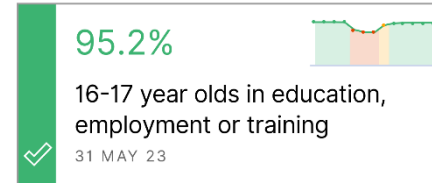
✔ Work with schools and other education providers to implement new strategies and support, to enable children and young people to achieve their educational potential and begin to catch up on learning they have missed due to COVID-19 restrictions

Rating: Good Expected completion date: 30 Jun 2023

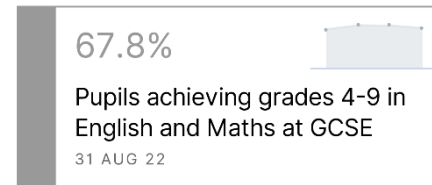
The Education Improvement Service (EIS) has continued to work robustly with schools and other partners throughout the quarter to improve outcomes for children and young people and support catch-up on learning. The work of the EIS with partners to enable pupils to catch up on learning has been acknowledged in the most recent report by the Education Endowment Foundation. Derbyshire's 'Learn to Read, Read to Learn' partnership explores evidence-informed approaches for improving pupils' reading skills at key transition points. Over 150 schools from key stage 1 to key stage 3 are involved in this partnership working with the Derby Research School as well as other partners such as the English and Maths Hubs.

Key stage attainment outcomes for 2023 will be available at various points throughout the year. Targets predominantly relate to comparator performance and therefore will not be confirmed until comparator outcomes are published.

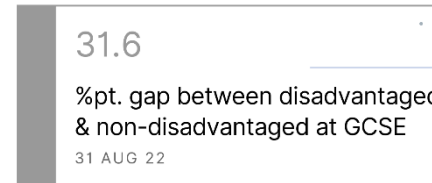
The percentage of 16 to 17 year olds in education, employment or training for the 3 months of March, April and May 2023 is 95.2%. This is below the same time last year (96.6%) but is higher than both the national figure (92.1%) and the outcome for East Midlands (94.0%). Current performance maintains Derbyshire within the top quartile nationally which is the target for this year. [Return to summary.](#)



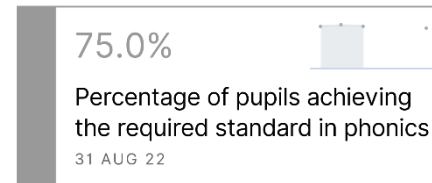
2022-2023	95.1%
2023-2024	95.2%
Target	95.0%
Performance	✔ Good
County-wide Benchmark	92.1%



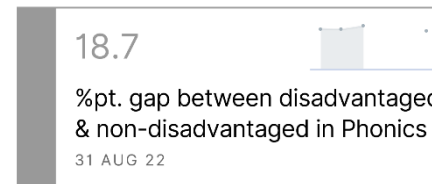
2022-2023	67.8%
2023-2024	Due in Q2
Target	Not set
National Benchmark	64.4%



2022-2023	31.6
2023-2024	Due in Q2
Target	Not set

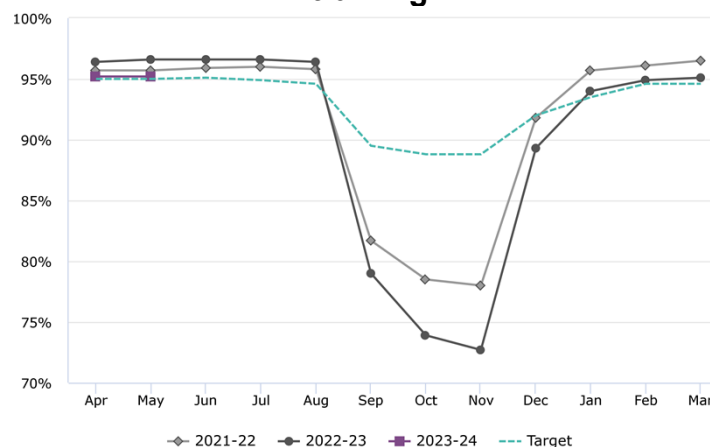


2022-2023	75.0%
2023-2024	Due in Q2
Target	Not set



2022-2023	18.7
2023-2024	Due in Q2
Target	Not set

16-17 year olds in education, employment or training



✓ Develop the Local Nature Recovery Strategy for Derbyshire in accordance with the Environment Act 2021, for the coordinated benefit of Derbyshire's natural environment

Rating: Good Expected completion date: 31 Dec 2023

The Council now has its funding settlement from Department for Environment, Food & Rural Affairs and a Local Nature Recovery Strategy Officer post has been confirmed and the position advertised, it is likely that this will not start until October 2023. Initial meetings have been organised with the bodies that will be on the Board and on the 'supporting authorities' group. The formal inaugural meetings of these groups will take place in September 2023. A launch event for the broadest set of stakeholders possible is to be organised for November 2023.

✓ Deliver a £47 million Bus Service Improvement Plan in partnership with Derbyshire bus operators and establish a 3-year programme to develop and improve bus frequency, connectivity, usage and affordability

Rating: Good Expected completion date: 31 Mar 2025

During Quarter 1 of 2023-24 a number of improvements to existing bus services and the operation of the network as a whole, have been progressed as part of the Bus Service Improvement Plan (BSIP) programme. These include enhancements to 17 bus services including extended days/hours of operation and/or increased frequency. Other measures include unlimited travel on all bus services within Derbyshire through the introduction of a new bus only Wayfarer smart card tickets for 1 day and 7 day travel for an adult or child and 1 day Group travel for 2 adults and up to three children. Installation of additional electronic Real Time Information displays at bus stops now take the number up to 230 in Derbyshire with more planned. A countywide social media spring campaign encouraging greater use of bus services has been undertaken with further marketing of new service

Appendix 3

enhancements and a larger series of campaigns to follow. Work has proceeded on 16 sites for Transport Hubs which aim to benefit Derbyshire residents and visitors in the longer term after the BSIP funding ends. These include enhanced bus stations, bus stops and information infrastructure for passengers and bus operators. Several technology systems and associated infrastructure to provide bus priority and communications to operators including disruptions to the highways network are being implemented alongside initiatives including bus lane/gate enforcement so that late running buses can be given priority automatically and all bus journey times in these areas can be reduced.

Refresh and implement our approach to increasing levels of inward investment into the county

Rating: Good **Expected completion date: 31 Mar 2024**

As part of strengthening our approach to increasing levels of inward investment, the team continues promoting Derbyshire's rich offer and investment opportunities through the Invest in Derbyshire website, social media platforms, marketing collateral, exhibiting and presence at the investment summits.

"Invest in D2N2" a European Regional Development Fund funded project for Derby, Derbyshire, Nottingham and Nottinghamshire which ended in May 2023, has seen a successful achievement of output targets. All Derby and Derbyshire partners have scored 'green' in the RAG rating scale, exceeding 85% performance level.

A number of significant projects are currently being supported in order to secure new investment and jobs for Derbyshire. The enquiries received in Quarter 1 showed demand for a range of locations and sizes within the manufacturing, engineering, green technology as well as in the residential and development sectors.

Submit the planning application and continue to progress proposals for the Chesterfield to Staveley Regeneration Route, which will create new homes and jobs for the area

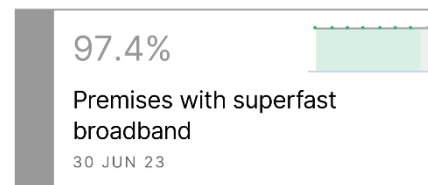
Rating: Review **Expected completion date: 31 Mar 2025**

The Outline Business Case (OBC) is currently being considered by the Government and has been subject to detailed analysis by the Department for Transport since April 2023 with additional information being provided by the Council. The Road Investment Committee is due to reconsider the OBC at the end of August 2023. In the meantime, public engagement has been paused pending Government approval of the OBC which will provide certainty to funding for the scheme going forward. Consultation is now expected to take place in the early autumn and potentially has implications for further achieving timescales on future gateways, including planning application submission. The approach to budget and risk management for the project was agreed by Cabinet in June 2023. [Return to summary.](#)

✓ Finalise and implement a new Digital Strategy for Derbyshire, including support for the roll out of gigabit technology

Rating: Good Expected completion date: 31 Mar 2024

The new Digital Strategy for Derbyshire is still being finalised following a recent run of stakeholder workshops. It is expected the Strategy will be finalised by the end of July 2023 and will be considered by Cabinet members in the autumn - with approval in November 2023. The Government has not yet confirmed its programme of gigabit support which will help ensure that the remaining 3% of properties have access to superfast broadband.



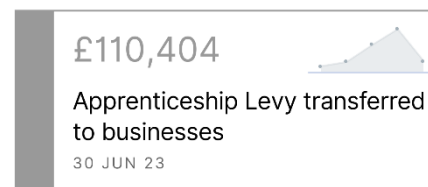
2021-2022	96.9%
2022-2023	97.3%
2023-2024	97.4%
Target	Not set

Targets will be set when the programme of gigabit support is confirmed.

✓ Continue to work with Derbyshire businesses to support the creation of apprenticeship opportunities in key economic sectors, connecting people to local job opportunities

Rating: Good Expected completion date: 31 Mar 2024

Performance in the quarter is on track in terms of number of apprenticeships and business supported. The apprenticeships supported this quarter have been in the retail, hospitality, engineering and child care sectors. To date this year £110,404 of the apprenticeship levy has been transferred to businesses. The cost of each apprenticeship differs in terms of type of course and the age of the apprentice and so no target has been provided for this under-pinning performance measure.



2022-2023	£428,630
2023-2024	£110,404
Target	Not set

✓ Work with partners to finalise the regional response to the Integrated Rail Plan, including a refreshed HS2 Growth Strategy, an action plan to prepare for Midland Mainline electrification and implementation of Restoring Your Railways programme

Rating: Good Expected completion date: 31 Mar 2025

The Barrow Hill Rail Line has now passed an important milestone with the Department for Transport Re-opening Your Railways Programme Board agreeing to develop the project to Outline Business Case Stage by April 2024.

A new study into how to improve rail connectivity and capacity, building on the Integrated Rail Plan (IRP) commitment for the HS2 East Regions has been agreed between regional mayors and council leaders from across the North and Midlands. The report identifies how their cities, towns and communities can be better connected by rail, and at a reduced cost compared to the original HS2 proposals for the east of the country. The report, commissioned by the HS2 East group, identifies a three-phase process to deliver better connections between the North East, Leeds, Sheffield, the East Midlands, Birmingham and London.

Regular meetings with the Network Rail team delivering Midlands Mainline Electrification have commenced during Quarter 1 which will lead into regular collaboration and engagement on preliminary design considerations for the whole of the Midland Mainline in Derbyshire from autumn 2023.

Appendix 3

Transport for the East Midlands has launched a prospectus Full Speed Ahead: Bringing high-speed rail to the East Midlands. The report explains the importance of HS2 reaching the East Midlands and Sheffield, as presented in the IRP.

Deliver the Derbyshire Cultural Framework to support the creative and cultural sectors to become more resilient, grow and capitalise on new opportunities

Rating: Review Expected completion date: 31 Mar 2024

Good progress has been made on key aspects of the delivery of the Framework but other aspects have been delayed, hence the Review rating.

A £780k bid has been made to Arts Council England to support Derbyshire Makes, which is a three year, £1.5 million programme celebrating Derbyshire's innovative heritage of making, from the kitchen table to the factory floor. Derbyshire Makes is the core intervention delivering across all 5 pillars of the Derbyshire Cultural Framework and enabling step change in Derbyshire's creative and cultural sector. If successful programme delivery will commence in September 2023.

Proposals for the grants team have been developed and will help provide wider support to the arts and culture sector; upon completion of the service restructure, this phase of the Cultural Framework will be implemented at pace. [Return to summary.](#)

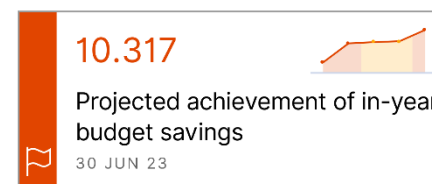
Work with partners towards the production of a Development Framework that provides a positive unified vision for the Derwent Valley Mills World Heritage Site (DVMWHS), that highlights development possibilities, and identifies the infrastructure that is needed to release the site's potential

Rating: Good Expected completion date: 31 Mar 2024

Forwarding the DVMWHS development framework can now take place following the local elections. Council leaders, DVMWHS board members from each authority and Chief Executive Officers will be invited to a presentation on the requirements for a framework. It is hoped that these will take place before September 2023. A conference investigating the content of the development framework is to be organised in the autumn 2023.

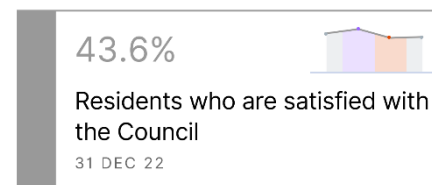
Overarching Measures

The combined departmental budget savings target for 2023-24 is £16.190m with a further £12.038m of unachieved savings brought forward from previous years. Of the in-year savings target, £10.137m is forecast to be achieved. The Council is reviewing all of its savings initiatives and developing a programme of savings proposals to address the estimated funding gap over the medium term. Where savings have not been achieved in previous years and brought forward into the current financial year, mitigations and alternative savings delivery are being considered. [Return to summary.](#)



2022-2023	£7.557m
2023-2024	£10.317m
Target	£16.190m
Performance	Action

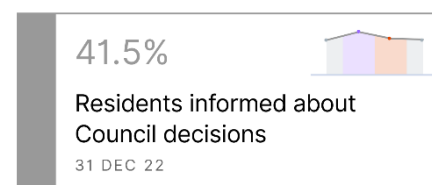
As part of the Your Council Your Voice (YCYV) Action Plan a YCYV short 'Pulse Survey' will be carried out in Summer 2023. The Pulse Survey will ask key questions from the main survey to enable comparison with the Local Government Association (LGA) Residents Survey due to be carried out during June 2023.



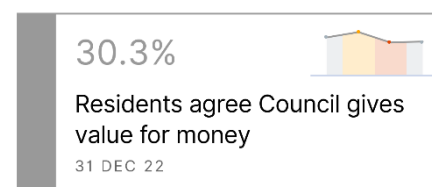
2020-2021	53.4%
2021-2022	42.3%
2022-2023	43.6%
2023-2024	Due in Q3
Target	58.0%
National Benchmark	62.0%

The results will allow us to track how the Council is progressing regarding its overarching measures in comparison to national trends as part of preparing for the main YCYV survey and associated activity due to be carried out over Autumn 2023.

The main Your Council Your Voice consultation during Quarter 3 will then include a full-scale survey, short survey, focus groups and a telephone survey in order to gain more insight regarding the Council progress with the Council Plan's overarching measures benchmarked to the LGA Resident Survey.



2020-2021	50.5%
2021-2022	42.7%
2022-2023	41.5%
2023-2024	Due in Q3
Target	52.0%



2020-2021	38.9%
2021-2022	29.3%
2022-2023	30.3%
2023-2024	Due in Q3
Target	43.0%
National Benchmark	46.0%






Notes

This report set out progress on deliverables and key measures as outlined in the Council Plan 2023-25. The following table lists the deliverables and measures not included in this report, or where changes have been made:

Measures	Reporting
Measures indicating the effectiveness of the Council's new Equality, Diversity and Inclusion Strategy	Measures to indicate the impact and progress of the strategy are currently being identified and will be included in future reporting.

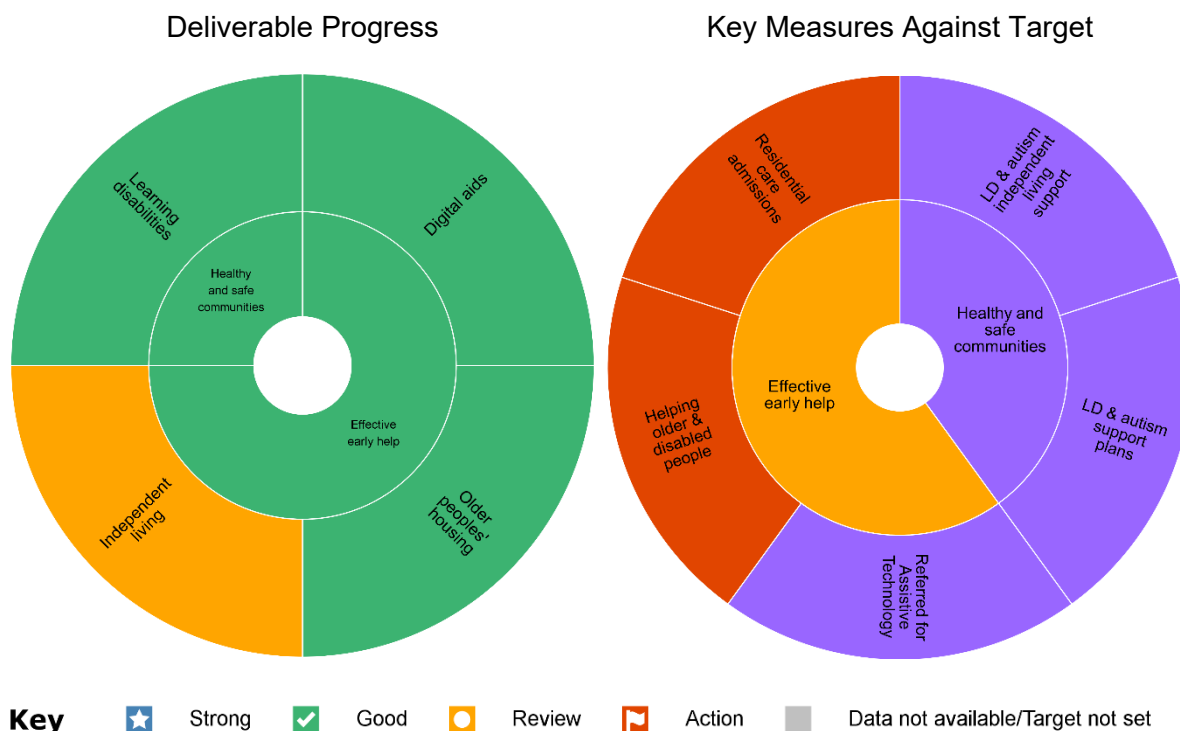
Occasionally key measures data reported in a previous quarterly report may be updated. Data may be updated for a variety of reasons, for instance updates to provisional data, where additional data is submitted after the report has been produced, or identification and resolution of data issues. Significant changes to data will be highlighted in the commentary.

Key

	Deliverables	Measures
	Strong – performing strongly	Strong – more than 5% better than target (2% better than target if the target is greater than 95%).
	Good – performing well	Good
	Review – will be kept under review to ensure performance is brought back on track	Review – more than 2% worse than target.
	Action – additional action will be/is being taken to bring performance back on track	Action – more than 10% worse than target.
	No commentary has been received	Data not available/Target not set.

Appendix 4

Adult Care - Portfolio Summary



Progress is "good" for the majority of the Council Plan deliverables led by the portfolio.

Key areas of success are:

- ✓ **Provide local people with access to a wider choice of digital aids and technologies, to enable them to feel safe and independent in their own home (rated Good)**

The service has successfully supported 300 people to access assistive technology to live safely in their home. This is substantially above the original target of 150 people.

Key areas for consideration are:

- ◯ **Finalise the new ways of working with older people and people with a disability to increase their independence so that they remain part of their local communities (requires Review)**

Issue: Progress is being delayed by a shortage of homecare to support people to be independent in their own homes. This is a national issue and not unique to Derbyshire. **Response:** Formal consultation for the redesign of the Homecare Short Term Service has now concluded and the Council is in the process of finalising the outcome report.

Appendix 4

There is a forecast overspend of £7.226m on the portfolio after the use of £3.901m of departmental reserves and £22.830m from the Corporate Contingency budget for inflationary pressures. The main variances are:

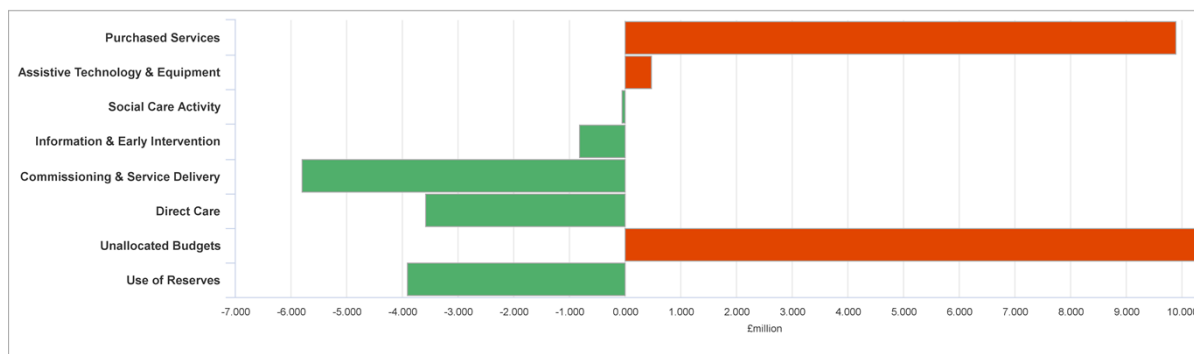
- Purchased Services, £9.882m overspend - There has been an increase in hospital discharges and because there is an insufficient supply of home care and reablement services, this has driven increased placements into residential homes rather than into care at home. As a result, expenditure on independent sector placements has increased.
- ✓ Social Care Activity, £0.056m underspend - Underspend on staff pay and travel due to vacancies in the social work team.
- ✓ Information and Early Intervention, £0.812m underspend - Reduced activity and costs for alarm monitoring, housing related support and for some voluntary sector contracts.
- ✓ Direct Care, £3.589m underspend – £3.7m underspend on the Direct Care home care service due to recruitment difficulties, £1.1m underspend on Direct Care day centres due to reduced usage and re-provision, £1.9m overspend on care homes for older people and Community Care Centres stemming from the increased care needs of residents and £0.9m underspend across other Direct Care units.
- ✓ Commissioning and Service Delivery, £5.808m underspend - £0.6m underspend in respect of vacancies in the Business Services team and £0.5m underspend in respect of vacancies in the Commissioning, Contracts Team and Transformation Teams. Also, £4.5m of grant income received funding for Market Sustainability, which is offsetting increased fees paid out through Purchased Services.
- Unallocated budgets, £11.037m overspend - Includes £8m of budget savings targets which have not yet been allocated to service lines and £5m of estimated additional demand driven costs expected to arise based on current trends. These are offset by £2m of budget allocated to the portfolio for service pressures which is not anticipated to be required.
- Assistive Technology, £0.473m overspend - Projected overspend on disability equipment and telecare.

Forecast Outturn against Target Budget



Appendix 4

Forecast Under (-)/Over Spend by Service Line



The budget savings target for 2023-24 is £12.139m, with a further £3.009m target brought forward from previous years. £8.420m of the in-year savings target of £12.139 will be achieved. Action is being taken to ensure that the savings brought forward from previous years will be achieved before the end of the financial year.

Additional funding has been provided in the 2023-24 budget for the main growth items:

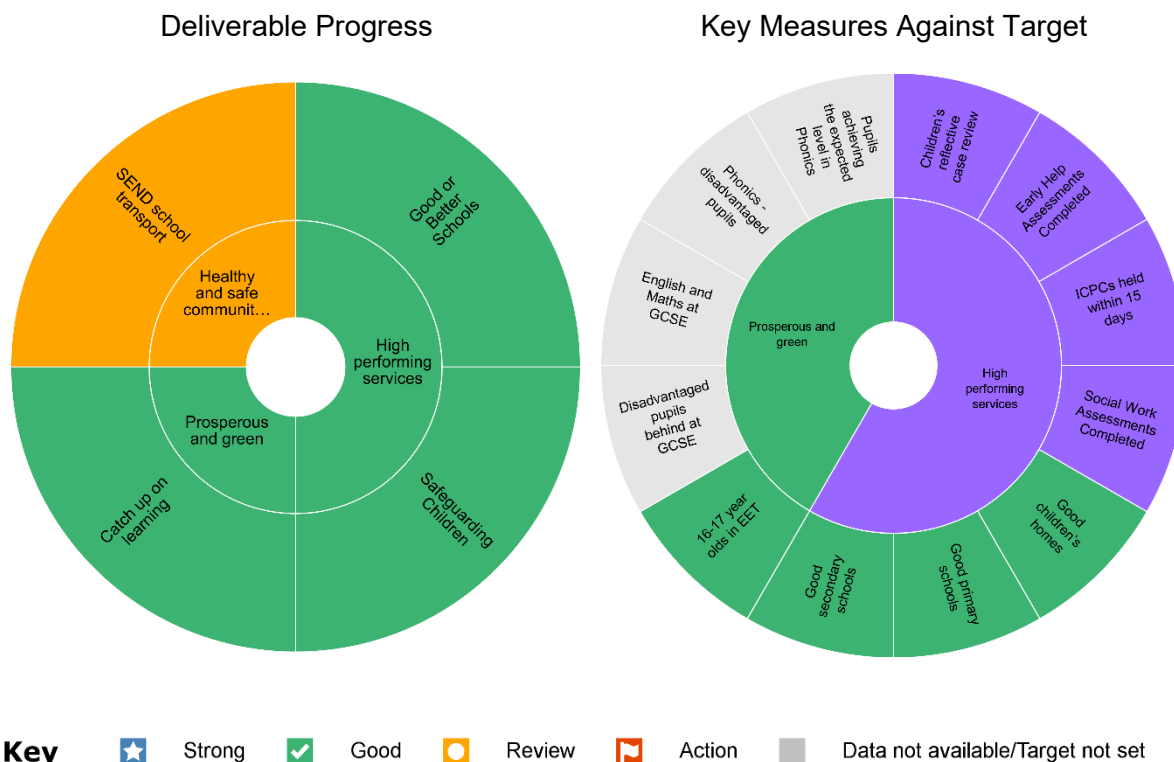
- Demographic Growth - £5.711m ongoing - Reflects expected increases in customer numbers and impact on package spend and social work team time. Also included is base budget to replace the LD and Autism Grant.
- Hospital Discharge pressure - £5.000m ongoing - Additional out of hospital spend, new hospital discharge protocol.
- Former Independent Living Fund (ILF) Grant - £2.534m ongoing - Grant now included in base budget.
- Invest to Save - £1.175m ongoing - Reducing pressure to provide resources to support transformation projects and efficiencies.
- Mosaic hosting costs - £0.125m ongoing - Cost of external hosting of Mosaic system.
- Social Care Reform - £0.300m one-off - Funding to support preparation for external inspection.
- Derbyshire Discretionary Fund - £2.006m one-off – Financial assistance scheme for residents of Derbyshire who meet eligibility criteria. The extension of the Household Support Fund into 2023-24 means this pressure is no longer required and is intended to be returned to the Risk Management budget.

Appendix 4

- Inflation on PVI Contract Fees - £22.830m ongoing - held in the inflation contingency for price rises reflecting the April 2023 National Living Wage uplift and CPI.
- Inflation on transport and catering supplies - £0.673m one-off – held in the inflation contingency for transport and catering contracts in directly provided care settings.

Appendix 5

Children's Services and Safeguarding and Education - Portfolio Summary



Progress is "good" for the majority of the Council Plan deliverables led by the portfolio.

Key areas of success are:

- ✓ **Provide consistent, high quality early help and safeguarding services for children and families across Derbyshire (rated Good)**

A range of evidence from the Council's quality assurance and performance framework shows consistency of approach and strong practice across the children's social care and early help workforce.

- ✓ **Work with schools so that the percentage of children and young people attending good or better schools improves at a faster rate than nationally (rated Good)**

Whilst the proportion of Derbyshire pupils attending good or better schools remains lower than national figures, particularly at secondary level, the Council has seen improvement at a faster rate in Derbyshire than seen nationally so far this academic year.

- ✓ **Work with schools and other education providers to implement new strategies and support, to enable children and young people to**

Appendix 5

achieve their educational potential and begin to catch up on learning they have missed due to COVID-19 restrictions (rated Good)

The work of the Education Improvement Service with partners to enable pupils to catch up on learning has been acknowledged in the most recent report by the Education Endowment Foundation. Over 150 schools from key stage 1 to key stage 3 are involved in this partnership working with the Derby Research School as well as other partners such as the English and Maths Hubs.

The percentage of 16 to 17 year olds in education, employment or training maintains Derbyshire within the top quartile nationally.


Key areas for consideration are:

Review how the Council delivers home to school transport for children with special educational needs ensuring the most effective use of resources (requires Review)

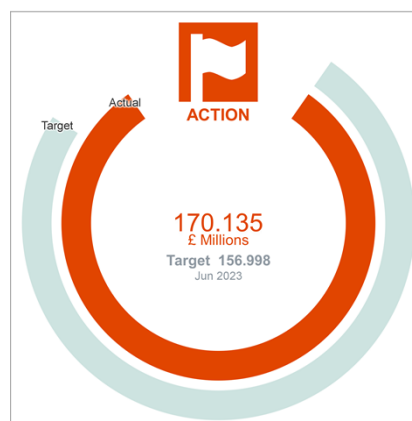
Issue: This is a complex area with some significant risks particularly in terms of the required data and intelligence currently available to assess our statutory responsibilities and to support decisions to be able to deliver these in an efficient manner. **Response:** A 12 month plan is in place. A number of actions have already been completed and future actions have been agreed.

There is a forecast overspend of £13.137m on the portfolio after the allocation of £7.803m from the Corporate Contingency budget for inflationary pressures.







The main variances are:

-  Placements for Children in Care/unable to remain at home, £9.658m overspend - Expenditure on placements for children in care or alternatives to care is continuing to rise due to an increase in the number and cost of placements. The number of children requiring support is growing because the rate at which children enter care is greater than the rate at which children exit care and because alternatives to care often require long-term financial support leading to a growing number of arrangements to fund. Average cost increases are due to inflation and the need to make more higher cost placements with independent providers, exacerbated by a shortage of foster care places. A draw down of £5.542m from the inflation contingency is assumed.

Forecast Outturn against Target Budget

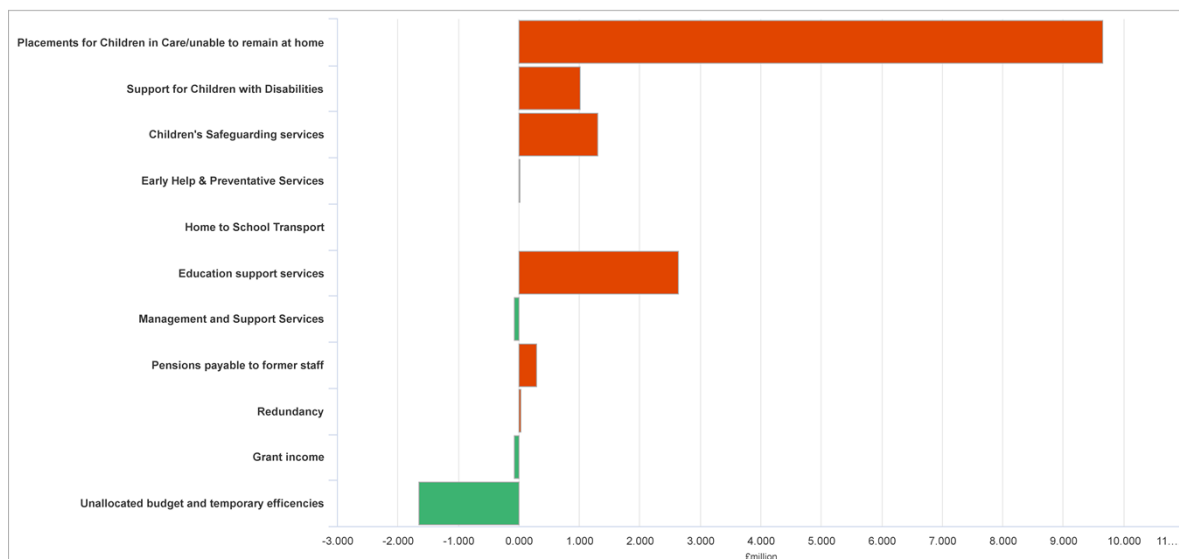


Appendix 5

-  Support for Children with Disabilities, £1.012m overspend - Primarily due to the need to provide high cost packages to support children with complex needs to remain with their families or maintain their current placement. A draw down of £0.200m from the inflation contingency is assumed.
-  Children's Safeguarding services, £1.305m overspend - Increasing expenditure on children in care support and the Quality Assurance and Child Protection teams due to demand pressures from greater numbers of children in care and children in need. A draw down of £0.250m from the inflation contingency is assumed.
-  Home to School Transport, £0.000m breakeven - Projected spend exceeds current allocated budget due to an increase in the number of children eligible for Council funded transport and an increase in average costs. The increase in cost is due to both economic factors affecting contractors and an increased need for more specialised vehicles to transport individual children. Further cost increases are anticipated once the new academic year commences in September. A draw down of £1.811m from the inflation contingency is assumed to meet the existing overspend and expected cost increase.
-  Education support services, £2.631m overspend - The estimated impact of pay awards and inflation on traded and grant funded services and the costs of meeting the increased demand for Education, Health and Care plans (EHCPs).
-  Pensions payable to former staff, £0.287m overspend - Enhanced pension obligations payable to teachers and other staff previously employed by the Council. The majority of the costs relates to staff who left under efficiency programmes during the early 1990s.
-  Unallocated budget, £1.655m underspend - Amounts which have not yet been allocated to services. This includes in-year grant funding of which the largest item is the allocation of £0.771m from the Dedicated Schools Grant contribution towards funding Early Help & Safeguarding, this reduces by 20% each year in line with school funding regulations. These may not be available on an ongoing basis so are used to mitigate against current levels of spend.

Appendix 5

Forecast Under (-)/Over Spend by Service Line



The budget savings target for 2023-24 is £0.500m, which is expected to be achieved.

Additional funding has been provided in the 2023-24 budget for the main growth items:

- Home to School Transport - £1.084m one-off - The allocation recognises the greater numbers of children and young people with SEN and increased cost of journeys.
- Elective Home Education - £0.360m one-off - Over the last year nationally and locally there has been a large increase in the number of Electively Home Educated (EHE) children. Funding to extend the EHE team to meet statutory functions to manage applications, determine whether there are any safeguarding risks and assess whether their education is suitable.
- Social Workers - £0.400m one-off - To fully fund the frontline social work structure and the market supplement, without the need to hold a level of vacancies which would be counter-productive in meeting the statutory demands to help, protect and care for children in Derbyshire. The market supplement payment for social workers in frontline children's social work teams was introduced in July 2019 to support the Council's recruitment strategy.
- Inflation on Home to School Transport - £1.811m ongoing - held in the inflation contingency for further increases in transport costs. It is anticipated this will be needed to be drawn down in full.
- Inflation on Children's Social Care - £2.092m ongoing - held in the inflation contingency for uplifts on carers' allowances, placement fees

Appendix 5

and other support services. It is anticipated this will be needed to be drawn down in full as well as additional in-year one-off support.

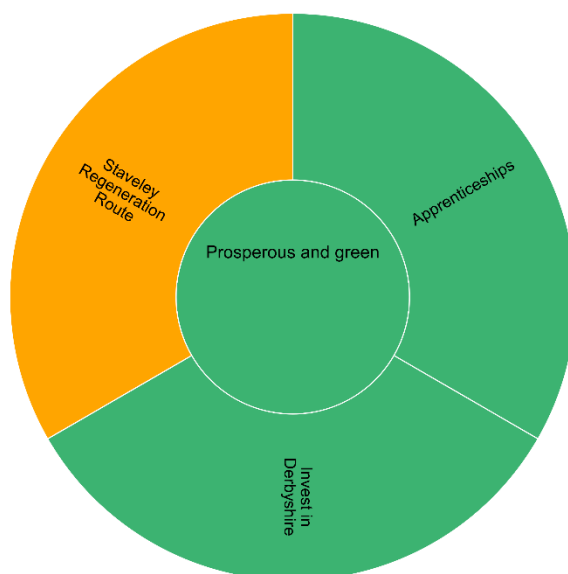
Other significant additional items of funding that the portfolio is expected to receive or has received since the budget was set are:

- Dedicated Schools Grant (DSG) contribution to costs - £0.711m one-off – support for Early Help services.
- Holiday Activities and Food Programme and Household Support - £2.900m one-off – grant to support families and vulnerable households.

Appendix 6

Clean Growth and Regeneration - Portfolio Summary

Deliverable Progress



Key ★ Strong ✓ Good ◯ Review 📌 Action ■ Data not available/Target not set

Progress is "good" for the majority of the Council Plan deliverables led by the portfolio.

Key areas of success are:

- ✓ **Continue to work with Derbyshire businesses to support the creation of apprenticeship opportunities in key economic sectors, connecting people to local job opportunities.**

Performance in the quarter is on track in terms of number of apprenticeships and business supported. The apprenticeships supported this quarter have been in the retail, hospitality, engineering and childcare sectors. To date this year £0.110m of the apprenticeship levy has been transferred to businesses. The cost of each apprenticeship differs in terms of type of course and the age of the apprentice and so no target has been provided for this under-pinning performance measure.

- ✓ **Refresh and implement our approach to increasing levels of inward investment into the county.**

As part of strengthening the Council's approach to increasing levels of inward investment, the team continues promoting Derbyshire's rich offer and investment opportunities through the Invest in Derbyshire website, social media platforms, marketing collateral, exhibiting and presence at the investment summits.

Appendix 6

"Invest in D2N2" a European Regional Development Fund funded project for Derby, Derbyshire, Nottingham and Nottinghamshire which ended in May 2023, has seen a successful achievement of output targets. All Derby and Derbyshire partners have scored 'green' in the RAG rating scale, exceeding 85% performance level.

A number of significant projects are currently being supported in order to secure new investment and jobs for Derbyshire. The enquiries received in Quarter 1 showed demand for a range of locations and sizes within the manufacturing, engineering, green technology as well as in the residential and development sectors.

Key areas for consideration are:

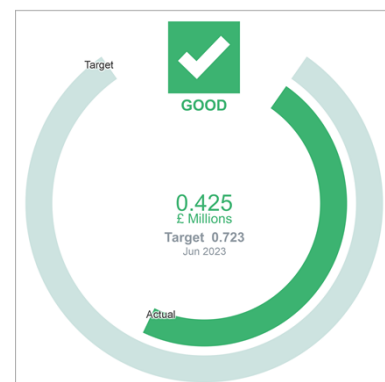
- **Submit the planning application and continue to progress proposals for the Chesterfield to Staveley Regeneration Route, which will create new homes and jobs for the area (requires Review)**

Issue: Proposed public engagement is currently paused pending Government approval of the Outline Business Case. **Response:** Active engagement with Government over the Outline Business Case is ongoing, with a full response to clarification questions submitted on 14 July 2023. Response to the submission on 14 July 2023 is awaited.

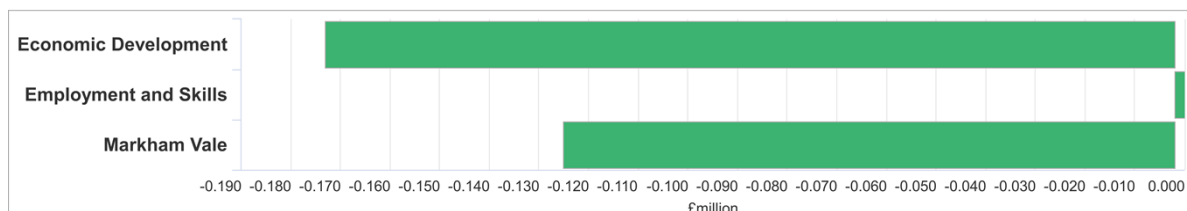
There is a forecast underspend of £0.298m on the portfolio. The main variances are:

- ✓ Economic Development, £0.173m underspend - Due to staff vacancies, held to meet a restructure planned for 2023-24.
- ✓ Markham Vale, £0.125m underspend - Due to vacancies to assist with the achievement of savings targets.

Forecast Outturn against Target Budget

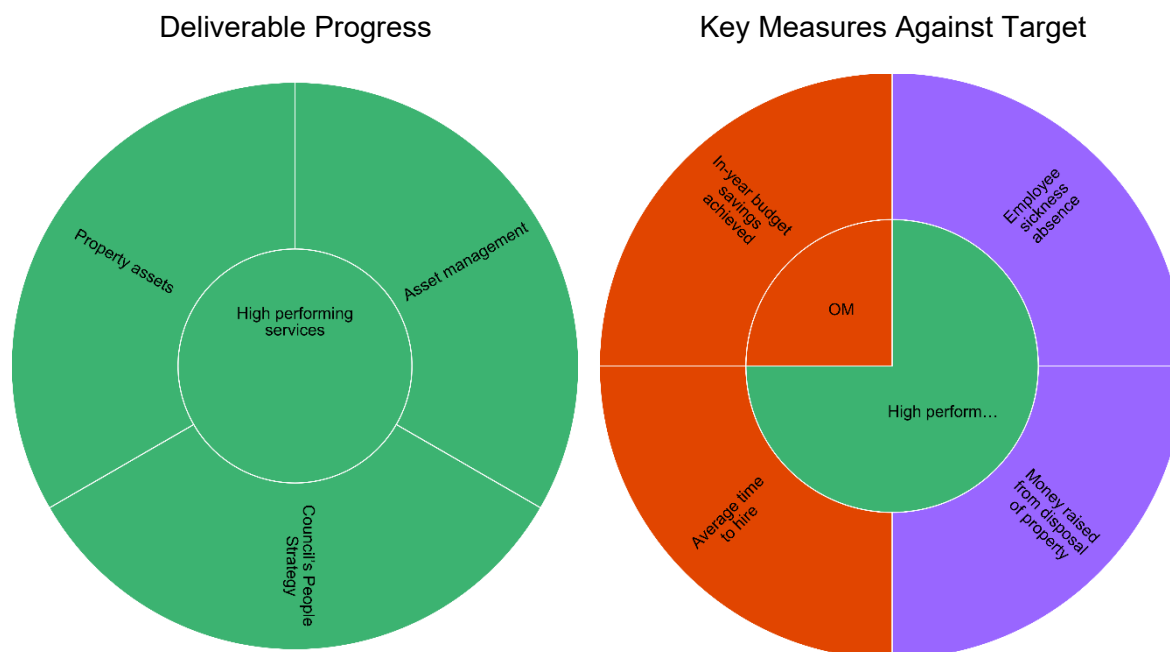


Forecast Under (-)/Over Spend by Service Line



Appendix 7

Corporate Services and Budget - Portfolio Summary



Key ★ Strong ✓ Good ● Review 📌 Action ■ Data not available/Target not set

Progress is "good" for all of the Council Plan deliverables led by the portfolio.

Key areas of success are:

✓ **Embed the Council's approved People Strategy to deliver the Council's people ambition and the people priorities (rated Good)**

Departmental deliverable plans are in place for each of the five people priorities within the strategy. New workforce policies have been developed and introduced with existing policies reviewed and updated. Quarter 1 figures for sickness absence are showing improvements against the previous year.

✓ **Implement the Asset Management Strategy and Property 2025 programme, reviewing and rationalising our land and building assets and ensuring an effective plan is in place for the management of those we retain (rated Good)**

Good progress has been made in support of the strategy with the Estates Strategy, Disposals Protocol, Facilities Management Strategy, Repairs and Maintenance Strategy ready for presenting to cabinet for approval, a total of 394 asset plans have now been completed and £1.915m of capital receipts were achieved in Quarter 1 against the target for the year of £4m.

✓ **Centralise all land and property assets, to ensure a consistent strategic approach to property decisions and building management**

Appendix 7

and a single point of accountability for budgets and costs (rated Good)

The preparations to ensure successful implementation of centralised assets and the automated flow of data has progressed including key actions of defining roles and responsibilities, identifying the resources required and establishing appropriate levels of service to meet customer requirements.

Key areas for consideration are:




Average days between a job vacancy shortlisting and contract offer (Council, not including schools) (requires Action)

Issue: The year to date average Time to Hire figure of 62 days is above the target for the year end of 50 days. **Action:** Adjustments to the Recruit system will be taking effect over the next 2 months which should reduce some onboarding processes. Additionally, work on the variation to contract process improvement project will be implemented from November 2023.

Projected achievement of in-year budget savings (requires Action)

Issue: Of the in-year savings target of £16.190m, £10.317m is forecast to be achieved. **Action:** The Council is reviewing all of its savings initiatives and developing a programme of savings proposals to address the estimated funding gap over the medium term. Where savings have not been achieved in previous years and brought forward into the current financial year, mitigations and alternative savings delivery is being considered.

There is a forecast overspend of £4.237m on the portfolio. The main variances are:

-  Corporate, £0.347m overspend – A brought forward savings target for Channel Shift held centrally.
-  Finance & ICT, £0.444m overspend – Due to a £0.779m overspend relating to the SAP system arising from an unachievable savings target of £0.670m that was originally proposed the new SAP Hana system would achieve through process savings throughout the authority. Partially offset by an underspend in the ICT section of £0.348m due to the number of vacancies. This underspend allows for the current costs of consultants and agency staff working in the section.
-  Legal services, £0.228m underspend - Mainly due to vacancies in Members and Management Services and the Business Centre and the reallocation of resources at different grades. Also, due to increased

Forecast Outturn against Target Budget



Appendix 7

recharge income arising from a sustained increase in usage volumes, especially use of postal services. The new Multi-Functional Device contract went live in July and charges for printing usage will be monitored closely in order to recover all relevant costs.

- ✔ Human Resources, £0.690m underspend - Vacancies of £0.300m and increased income generated by HR Operations for schools of £0.219m.
- ✔ Transformation & Strategy, £0.449m underspend - Underspends in Project and Programme Management of £0.358m due to vacancies and Strategy and Policy of £0.526 primarily due to vacancies which are proving difficult to recruit to. These are offset by overspends on Modern Ways of Working and County Hall budgets of £0.147m due to insufficient funding and Channel Shift of £0.263m due to funding being withdrawn but commitments continuing to March 2024.
- ✘ Corporate Property, £4.376m overspend - Delays in achieving historic savings targets in the Corporate Property Division (£1.252m overspend). The inflationary impact is forecast to be £0.323m.

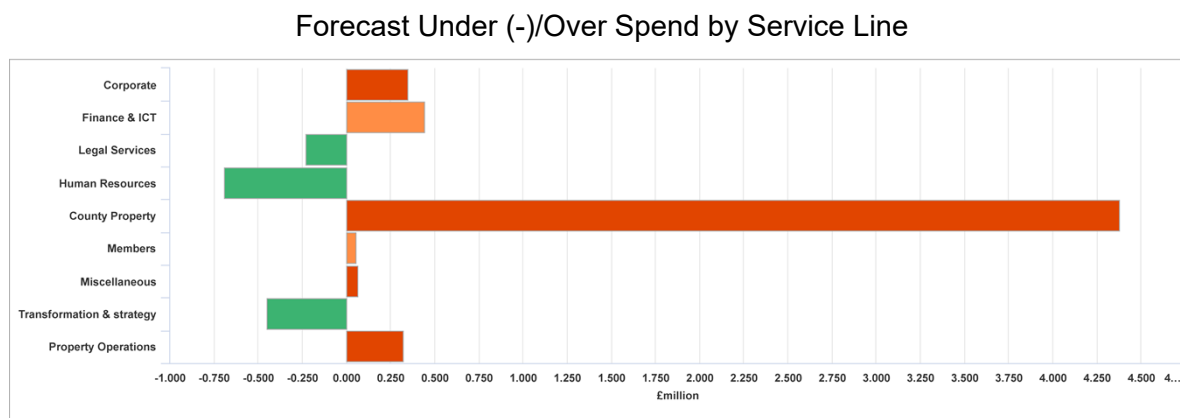
An overspend on Facilities Management of £0.692m relating to Cleaning and Caretaking due to relinquishing budget in 2022-23 for savings anticipated from site rationalisation and a 9% price increase in the contract with Vertas due to rises in the National Living Wage and Consumer Price Index (CPI). The Inflationary impact is forecast to be £0.281m.

The cost of carrying properties awaiting disposal or repurpose and high inflation affecting utilities, security, rates and maintenance costs is exacerbating this pressure. The inflationary impact forecast to be £1.481m.

Additional impacts of delays in meeting in-year budget savings and pressures from inflation total £1.682m.

- ✘ Property Operations, £0.321m overspend - A deficit on the DSO due to externalisation of work to Vertas without a corresponding decrease in fixed costs which has led to a sustained overhead under-recovery. Contract income from Staffordshire Moorlands and High Peak with a value of around £0.800m has ceased. Also, more vacancies are being held due to the Construction and Maintenance review resulting in fewer productive hours and therefore lower overhead recovery. The earmarked reserve available to the DSO has now been fully depleted and consequently there is no funding for training, depot repairs and maintenance, early retirement costs or equipment replacement.

Appendix 7



The budget savings target for 2023-24 is £0.625m, with a further £2.078m target brought forward from previous years. £0.125m of the in-year savings target of £0.625 will be achieved. Action is being taken to ensure that the savings brought forward from previous years will be achieved before the end of the financial year.

Additional funding has been provided in the 2023-24 budget for the main growth items:

- Leadership Development Programme - £0.300m one-off - To enable the second year of the Council's leadership development programme.
- Corporate Property - Disposal Professional Fees - £0.446m one-off - To instruct property agents and solicitors required to deliver capital receipts for the forecasted five-year Disposals Programme.
- Corporate Property - Demolition Budget - £0.550m one-off - To replenish the Corporate Revenue Demolition Budget which is already fully committed for this financial year.
- Corporate Property - Asset Valuations and Fees - £0.324m one-off - Additional fees required to meet the statutory requirement to value the Council's Property Asset base including the newly introduced IFRS 16 valuations.
- Corporate Property - Commercial Appraisal Officers - £0.229m one-off - Development Appraisal Team required to accelerate asset appraisals.
- Corporate Property - Carbon reduction for Corporate Buildings - £0.400m one-off - To support the carbon reduction programme for corporate buildings.
- Corporate Property - CCTV Installations / Rationalisation - £0.179m one-off - To implement outcomes of CCTV Governance investigations in

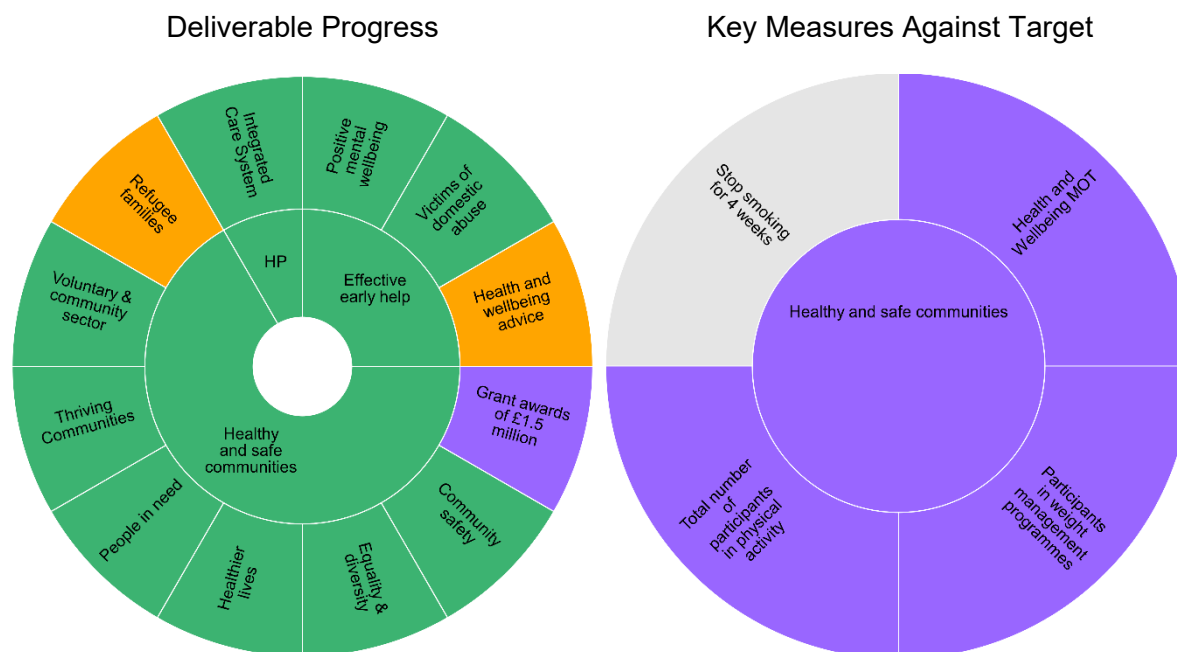
Appendix 7

order to bring the Council into a position of compliance with the Information Governors Code of Practice.

- Corporate property-Decommissioning, Dilapidations and Staff Relocations - £0.501m one-off - To decommission buildings that are closing and being disposed of.
- Corporate Property - Project Co-ordination Pool - £0.143m one-off - To add additional resource for internal projects to achieve the asset rationalisation programme.
- Corporate Property Running Costs-Inflation/Contingency - £5.663m one-off - To cover increased property running costs including utility costs.
- Legal Services-Staffing budget deficit - £0.952m ongoing - To ensure the Legal Services salaries budget meets the costs of the current structure.
- Legal Services-Child Protection - £0.850m ongoing - Jointly endorsed pressure by Legal Services and Children's Services to secure funding to cover the budget deficit for children in care proceedings.

Appendix 8

Health and Communities - Portfolio Summary



Key ★ Strong ✓ Good ◯ Review 📌 Action □ Data not available/Target not set

Progress is "good" or "strong" for the majority of the Council Plan deliverables led by the portfolio.

Key areas of success are:

- ★ **Deliver £1.5 million of grant awards to promote positive behaviours for young people and residents, improve local networks, help people to feel safer, and encourage sustainable and green activity (rated Strong)**

The Council has successfully delivered the Council's new, outcomes-based funding programme for the sector and this will continue through the Funding Framework and Prospectus over the 2023-24 period. This includes investing in local people and communities to create opportunities for them to adapt, develop and grow.

- ✓ **Implement key actions to reduce discrimination and tackle inequalities as set out in the Council's Equality, Diversity and Inclusion Strategy 2022-25 (rated Good)**

Work is nearing completion on end of year performance reports to support the publication of information on progress against the Council's equality objectives as required under the public sector equality duty.

- ✓ **Provide support to people and communities in need, including financial help from our Discretionary Fund and other activities that**

Appendix 8

promote financial inclusion and tackle cost of living pressures (rated Good)

The Council continues to respond to very high demand for Emergency Cash Payments. These include applications for the Household Support Fund.

Contact with clients to maximise their benefit income via the Welfare Rights Service continues to remain at high volumes. The Advice line, Adult Care referrals, and Macmillan referrals all continue the high demand trend from last year.

✔ Work with partners to enable people to lead healthier lives by supporting people to take part in physical activity, to stop smoking and manage their weight (rated Good)

In Quarter 1 all Live Life Better Derbyshire (LLBD) services are above target and there is a high demand for LLBD services. The procurement process is underway to procure vapes as part of the smoking cessation standard treatment programme. The Move 4 Wellbeing pathway has increased access to the LLBD physical activity programme through providing access for people with low to moderate emotional wellbeing.

✔ Work in partnership with the NHS to implement the Integrated Care Strategy to benefit the health and wellbeing of the people of Derbyshire, tackle health inequalities and demonstrate a move towards more preventative interventions and investment (rated Good)

In Quarter 1, an interim Joint Strategic Needs Assessment (JSNA) has been published to fulfil our statutory function whilst the transformation of our JSNA approach is underway. Phase 2 for 2023-24 of the JSNA transformation is on track for delivery. Work has begun on the Integrated Care Strategy, County Place Partnership Board and the Health and Wellbeing strategy for Derbyshire.

✔ Work with partners to promote positive mental wellbeing and improve support for local people, with a particular focus on children and young people and suicide prevention (rated Good)

Mental Health Awareness week took place between 15 - 21 May 2023. The mental health and suicide prevention team supported the Think Fest which was held on 20 May 2023 as Derbyshire's first ever festival to get people thinking and talking about mental health. The event was held in Chesterfield and saw thousands of people attend.

Appendix 8

Key areas for consideration are:

🟡 Work with partners to welcome refugee families into Derbyshire and developed a countywide response to the implementation of asylum dispersal (requires Review)

Issue: The provision of accommodation and support for those seeking asylum is becoming a significant issue, the funding available for central government support is being passported to Districts and Borough Councils. **Response:** A new burdens assessment was expected to be completed by early 2023-24, but this has been delayed. As there is currently no national funding available to upper tier authorities, the Council currently has no resource to develop a countywide response and therefore this action has been delayed.

🟡 Deliver health and wellbeing advice and coaching to prevent, reduce and delay the need for adult social care services (requires Review)

Issue: Due to recent changes in data collection the total number of shared agreements being supported cannot currently be reported on. **Response:** Working with the Departmental Management Information Team to create a new data capture report.

There is a forecast underspend of £0.613m on the portfolio.

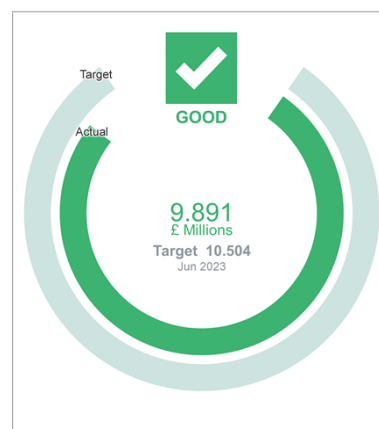
The main variances are:

- ✅ Registrars, £0.074m underspend - Increased income from weddings following the easing of the Covid restrictions is still being received and a price increase of 10% for 2023-24 has been applied.

One ceremony room, that was previously closed due to health and safety, has been decorated and reopened for business so could generate additional income. Staffing levels have been adjusted to meet the manning needed for the new opening hours. The Bakewell registry office is due to have some free publicity which may increase bookings and therefore overall income levels.

- ✅ Trading Standards, £0.195m underspend - Vacancies.
- ✅ Public Health - Prevention, £0.239m underspend - Contributions from the Public Health Contain Outbreak Management Fund grant and some expenditure has been recharged to the Household Support Fund.

Forecast Outturn against Target Budget

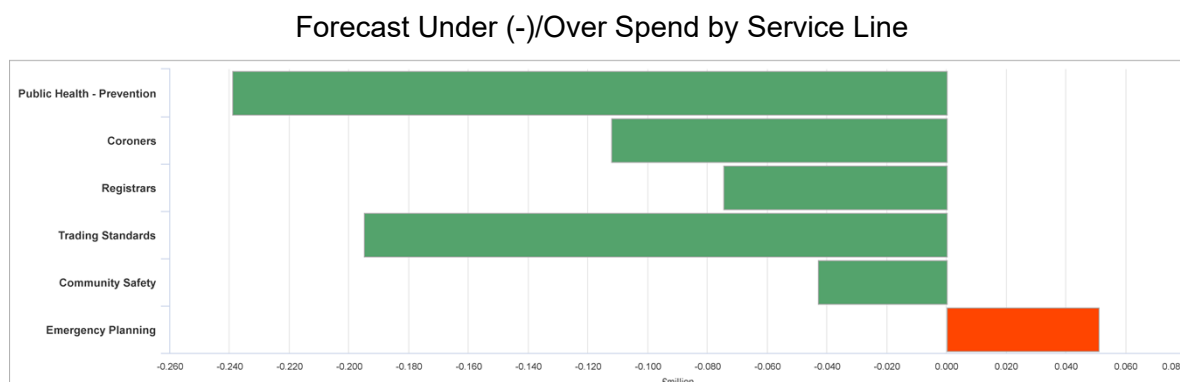


Appendix 8

- ✓ Coroners, £0.112m underspend - Vacancies which are being recruited to. The Senior Coroner has retired, with the Area Coroner acting up until an appointment is made; this results in less overall salary costs.

Further on-going costs relating to a complex prosecution case have been forecast, although these are anticipated to be less than the previous year.

- ✓ Community Safety, £0.043m underspend - Mainly staffing vacancies and a small underspend on the one-off projects budget.



Additional funding has been provided in the 2023-24 budget for the main growth items:

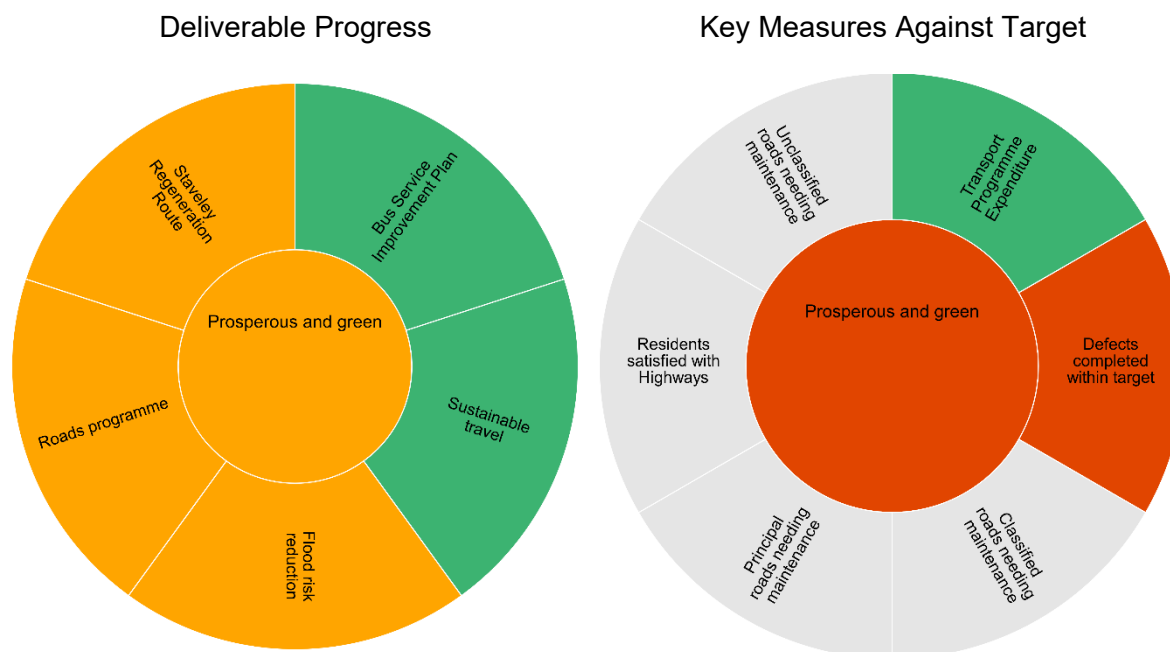
- Trading Standards - £0.046m one-off - New APP/Flare Database due to current system coming to the end of its contract.

Other significant additional items of funding that the portfolio is expected to receive or has received since the budget was set are:

- Public Health - £11.137m one-off – Public Health Contain Outbreak Management Fund (COMF) Grant income with an end date of 30th September 2024.
- Prevention Household Support Fund - £2.006m one-off - Household Support Fund now extended to 31st March 2024.

Appendix 9

Highways Assets and Transport - Portfolio Summary



Key ★ Strong ✓ Good ◯ Review 📌 Action □ Data not available/Target not set

Progress is "good" for 2 out of the 5 Council Plan deliverables led by the portfolio.

Key areas of success are:

- ✓ **Develop and deliver a strategic approach to sustainable travel and transport across the county, including the promotion of cycling and walking.**

Walking, Wheeling and Cycling

The Council has now begun to develop a series of local active travel (walking and cycling) plans for market towns which will be the primary focus of the next 12 months, this will look at opportunities required to ensure increases in walking, wheeling and cycling of Derbyshire's residents and visitors.

Continued development of the Key Cycle Network

The Public/Stakeholder Engagement Report for the joint Derby, Derbyshire, Nottingham and Nottinghamshire draft Local Cycling and Walking Infrastructure Plan (LCWIP) is currently being finalised.

Low Emission Vehicles Infrastructure (LEVI) Programme

The implementation of the LEVI Strategy is gaining pace with three key workstreams identified: On Street Residential, Destination Charging and Private Charging.

Appendix 9

A pilot project is underway for increasing the use of the Council owned electric fleet by providing suitable infrastructure (charge points) to facilitate pool EV vehicles.

Rural Mobility Fund - Moving Together

The project is underway with Cenex, appointed to deliver on behalf of the Council. A significant milestone has been achieved with the successful launch of the online platform, known as Moving Together, in July 2023. The next steps involve evaluating the impact of community engagement on both traffic to the Moving Together platform and the uptake of operator offers. This assessment will provide insights into the effectiveness and utilisation of the platform, contributing to the project's overall objectives.

Rail Travel

Despite the ongoing round of industrial action, which has seriously impacted services during 2022-23, work has continued to improve facilities at stations across Derbyshire. This includes new electronic travel planning and real time information signage at a number of stations along the Derwent Valley and Hope Valley lines. Following significant lobbying by the Council and other stakeholders, East Midlands Railway has reintroduced hourly direct rail services along the Derwent Valley line from Matlock to Nottingham.

✔ Deliver a £47 million Bus Service Improvement Plan in Partnership with Derbyshire bus operators and establish a 3-year programme to develop and improve bus frequency, connectivity, usage and affordability.

During Quarter 1 enhancements have been made to 17 bus services including extended days/hours of operation and/or increased frequency. Unlimited travel on all bus services within Derbyshire has been facilitated through the introduction of a new bus only Wayfarer smart card tickets for 1 day and 7 day travel for an adult or child and 1 day Group travel for 2 adults and up to three children. Additional electronic Real Time Information displays at bus stops have been installed which now take the number in Derbyshire up to 230 with more planned.

Key areas for consideration are:

🔴 Complete the delivery of a £120 million 3-year Local Transport Programme (LTP) to provide well managed roads and highways and address road safety concerns (requires Review)

Issue: While the overall LTP is on track, it is acknowledged that the repair of road defects has declined recently, with 52.9% of defects being repaired within target timescales against a target of 90%. This has been accelerated by the current adverse and unpredictable weather conditions which has impacted on the rate of repair as the treatment required exceeds the budget available.

Appendix 9

Response: In order to address this, a proactive resurfacing program is being sought to plan responsive action to be able to maintain the roads effectively.

Reduce the level of Flood Risk to the residents and businesses of Derbyshire through our planning role, the delivery of flood mitigation schemes and working with communities to support and develop flood resilience measures (requires Review)

Issue: Planning consultations are an ongoing challenge in respect of responding to them within the required period despite support from two agency engineers, this has a further impact with respect to flood mitigation scheme delivery, which also remains challenging with the current number of full time employees. **Response:** One vacancy has been potentially recruited to, there is another vacancy that will be advertised. Two agency engineers continue to support the team.

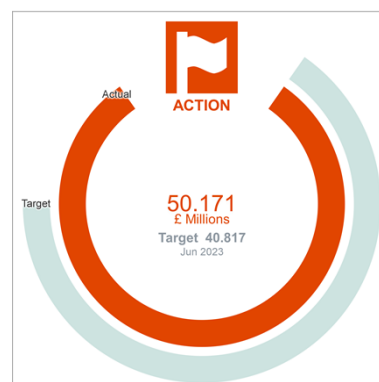
Submit the planning application and continue to progress proposals for the Chesterfield to Staveley Regeneration Route, which will create new homes and jobs for the area (requires Review)

Issue: Proposed public engagement is currently paused pending Government approval of the Outline Business Case. **Response:** Active engagement with Government over the Outline Business Case is ongoing, with a full response to clarification questions submitted on 14 July 2023. Response to the submission on 14 July 2023 is awaited.

There is a forecast overspend of £9.354m on the portfolio after the use of £2.091m of departmental earmarked reserves, including the Winter Maintenance reserve and £2.725m from the Corporate Contingency budget for inflationary pressures. The main variances are:









- Public and Community Transport, £0.597m underspend - Due to additional Local Transport Funding (LTF) being received in year and some staffing costs being funded from the Bus Service Improvement Programme (BSIP) Funding.
- Highways Administration/Hub, £0.289m overspend - Increased staff costs to cover backlogs in Traffic Regulation Orders (TROs).
- Highways Design and Land Reclamation, £0.992m overspend - Under recovery on capital salary and an increase in agency costs.
- Construction Services, £1.512m overspend - Staff costs anticipated to be chargeable to capital budgets are lower than budgeted and more general

Forecast Outturn against Target Budget



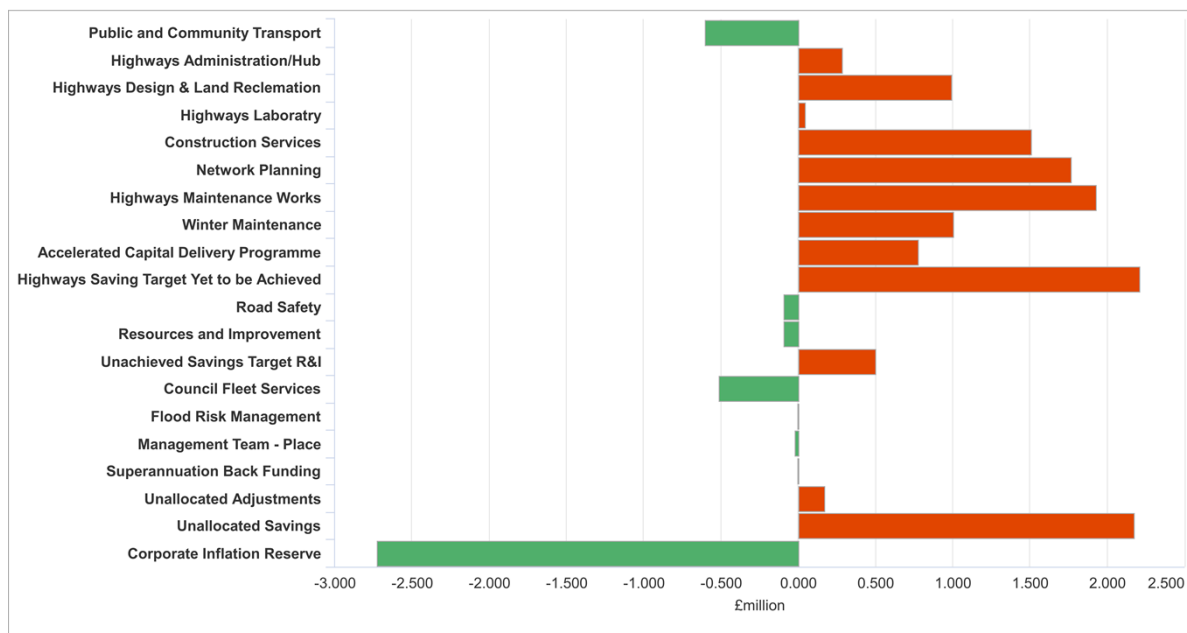
Appendix 9

under-recovery from highways works. £0.230m of utility related inflation costs are included in this forecast.

-  Network Planning, £1.771m overspend – Unfunded implementation of the new Alloy and Kaarbontech systems that are being introduced this year.
-  Highways Maintenance Works, £1.933m overspend - Increased reactive maintenance works being carried out.
-  Winter Maintenance, £1.005m overspend - The budget for is only sufficient to cover a mild winter season, the current prediction is based on the average costs for the last five years. The balance of £0.280m available in the Winter Maintenance Reserve will be fully drawn to offset some of this overspend.
-  Accelerated Capital Delivery, £0.776m overspend - Unfunded staffing costs associated with the delivery of the Manifesto Pledge of a £120m capital delivery programme.
-  Highways Savings Yet to be Achieved, £2.212m overspend – Savings targets relating to initiatives previously identified but not yet achieved.
-  Unachieved Resources and Improvement Saving, £0.503m overspend - A historic staff savings target which due to recent restructuring cannot now be fully achieved due to a reduction in the size of the departmental establishment.
-  Council Fleet Services, £0.513m underspend - Income received in relation to the Police Contract is higher than budgeted.
-  Unallocated Savings, £2.175m overspend - Savings allocated to the departmental budget for which there are no identified initiatives to enable them to be achieved.

Appendix 9

Forecast Under (-)/Over Spend by Service Line



The budget savings target for 2023-24 is £0.500m, with a further £3.671m target brought forward from previous years. None of the in-year savings target is forecast to be achieved. Action is being taken to ensure that the savings brought forward from previous years will be achieved before the end of the financial year.

Additional funding has been provided in the 2023-24 budget for the main growth items:

- Highways Reactive Maintenance - £2.500m one-off - As the highways authority the Council has a statutory duty to maintain highways. Reactive maintenance is necessary whereby the Council is required to attend to defects on the highways and in response to emergency situations such as flooding. The Highway Service operates an out-of-hours service and is developing procedures to allow quicker response times. Neglecting this duty can lead to claims against the Council for damages. The current delivery model is being reviewed under the ongoing work in the Derbyshire Highways Programme.
- Highways - £2.000m ongoing - Current budgets within the Highways Service were set on an historic organisational structure with an income target that is not achievable with the current level of staff resource, this will allow the service to set a realistic capital recharge recovery rate.
- Bus Companion Service - £0.150m ongoing - Introducing a Companion Service will allow a discretionary service to provide free travel to a family member or carer when they accompany Gold Card holders.

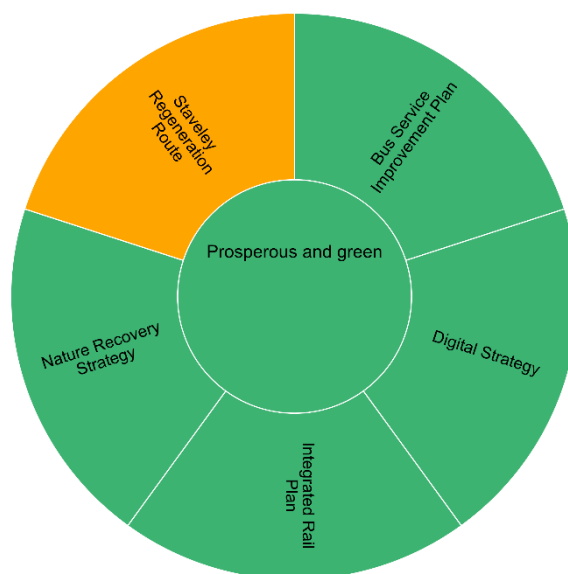
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- Commercial Services - £1.000m ongoing - Most of the local bus services in Derbyshire are run commercially. Providers have withdrawn from certain routes as they are no longer commercially viable. Where there isn't a commercial case to operate specific local bus routes across Derbyshire, then the Council – in its role as Local Transport Authority (LTA) – can consider funding a service to maintain services where there is a social, economic, and environmental need for them to operate key routes in the county.
- Restructure of Intergrated Transport Unit - £0.200m ongoing - A service restructure is required to ensure adequate resources are in place to meet current and future demands and challenges, improve service delivery and efficiency, meet the Council's statutory duties, and administer the Bus Services Improvement Plan (BSIP) grant.
- Management Team Restructure - £0.325m ongoing, £0.325m one-off - The new departmental strategy for Place outlines a new approach and the need for additional investment in senior management. This will fund the restructure that took place in 2022 and help the department in the delivery of Council Plan Objectives.
- Inflation on Reactive Maintenance - £1.025m one-off - held in the inflation contingency for price increases of construction materials needed to maintain the highway.
- Inflation on Tendered Network - £1.700m one-off - held in the inflation contingency for increases to contract prices associated with the supporting the local bus network.

Appendix 10

Infrastructure and Environment - Portfolio Summary

Deliverable Progress



Key ★ Strong ✓ Good ◯ Review 📌 Action ■ Data not available/Target not set

Progress is "good" for the majority of the Council Plan deliverables led by the portfolio.

Key areas of success are:

- ✓ **Deliver a £47 million Bus Service Improvement Plan in Partnership with Derbyshire bus operators and establish a 3-year programme to develop and improve bus frequency, connectivity, usage and affordability.**

During Quarter 1 enhancements have been made to 17 bus services including extended days/hours of operation and/or increased frequency. Unlimited travel on all bus services within Derbyshire has been facilitated through the introduction of a new bus only Wayfarer smart card tickets for 1 day and 7 day travel for an adult or child and 1 day Group travel for 2 adults and up to three children. Additional electronic Real Time Information displays at bus stops have been installed which now take the number in Derbyshire up to 230 with more planned.

- ✓ **Develop the Local Nature Recovery Strategy for Derbyshire in accordance with the Environment Act 2021, for the coordinated benefit of Derbyshire's natural environment**

The Council now has its funding settlement from the Department for Environment, Food & Rural Affairs. Initial meetings have been organised with the bodies that will be on the Board and on the 'supporting authorities' group.

Appendix 10

The formal inaugural meetings of these groups will take place in September 2023. A launch event for the broadest set of stakeholders possible is to be organised for November 2023.

✔ **Finalise and implement a new Digital Strategy for Derbyshire, including support for the roll out of gigabit technology**

The new Digital Strategy for Derbyshire is still being finalised following a recent run of stakeholder workshops. The Strategy is expected to be finalised by the end of July 2023 and will be considered by Cabinet Members in the autumn. The Government is yet to confirm its programme of gigabit support; once received the decision will help ensure that the remaining 3% of properties have access to superfast broadband.

✔ **Work with partners to finalise the regional response to the Integrated Rail Plan, including a refreshed HS2 Growth Strategy, an action plan to prepare for Midland Mainline electrification and implementation of Restoring Your Railways programme**

A new study into how to improve rail connectivity and capacity, building on the Integrated Rail Plan (IRP) commitment for the HS2 East Regions has been agreed between regional mayors and council leaders from across the North and Midlands. The report identifies how their cities, towns and communities can be better connected by rail, at a reduced cost compared to the original HS2 proposals for the east of the country. The report, identifies a three-phase process to deliver better connections between the North East, Leeds, Sheffield, the East Midlands, Birmingham and London.

During Quarter 1, regular meetings have been held with the Network Rail team delivering Midlands Mainline Electrification and will lead into regular collaboration and engagement on preliminary design considerations for the Midland Mainline in Derbyshire from autumn 2023.

Transport for the East Midlands has launched a prospectus - Full Speed Ahead: Bringing high-speed rail to the East Midlands. It explains the importance of HS2 reaching the East Midlands and Sheffield, as presented in the IRP.

Key areas for consideration are:

🟡 **Submit the planning application and continue to progress proposals for the Chesterfield to Staveley Regeneration Route, which will create new homes and jobs for the area (requires Review)**

Issue: Proposed public engagement is currently paused pending Government approval of the Outline Business Case. **Response:** Active engagement with Government over the Outline Business Case is ongoing, with a full response

Appendix 10

to clarification questions submitted on 14 July 2023. Response to the submission on 14 July 2023 is awaited.

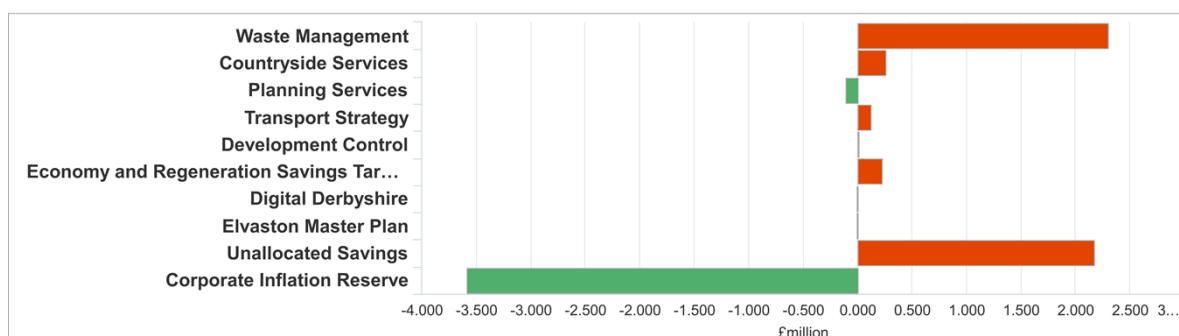
There is a forecast overspend of £1.424m on the portfolio after the use of £3.583m from the Corporate Contingency budget for inflationary pressures. The main variances are:

- Waste Management, £2.303m overspend - Due to inflation, offset by an estimated 6% annual decrease in tonnages. The contracts that are in place for waste disposal and treatment contain binding indexation mechanisms uplift costs by general inflation. £3.583m of Corporate Contingency budget will be used to mitigate the inflationary pressures.
- Countryside Services, £0.264m overspend – Historic savings target allocated for car parking income, but not yet fully achieved. Also, a staffing overspend.
- Economy and Regeneration Savings Target, £0.231m overspend - A staffing restructure is currently out for consultation. If progressed, savings of around £0.232m are expected to be made in 2023-24 with additional savings being achieved in 2024-25 when the full year impact can be realised.
- Unallocated Savings, £2.175m overspend - Savings allocated to the portfolio but not yet allocated to specific areas.

Forecast Outturn against Target Budget



Forecast Under (-)/Over Spend by Service Line



The budget savings target for 2023-24 is £0.700m, with a further £2.767m target brought forward from previous years. £0.100m of the in-year savings target of £0.700 will be achieved. Action is being taken to ensure that the savings brought forward from previous years will be achieved before the end of the financial year.

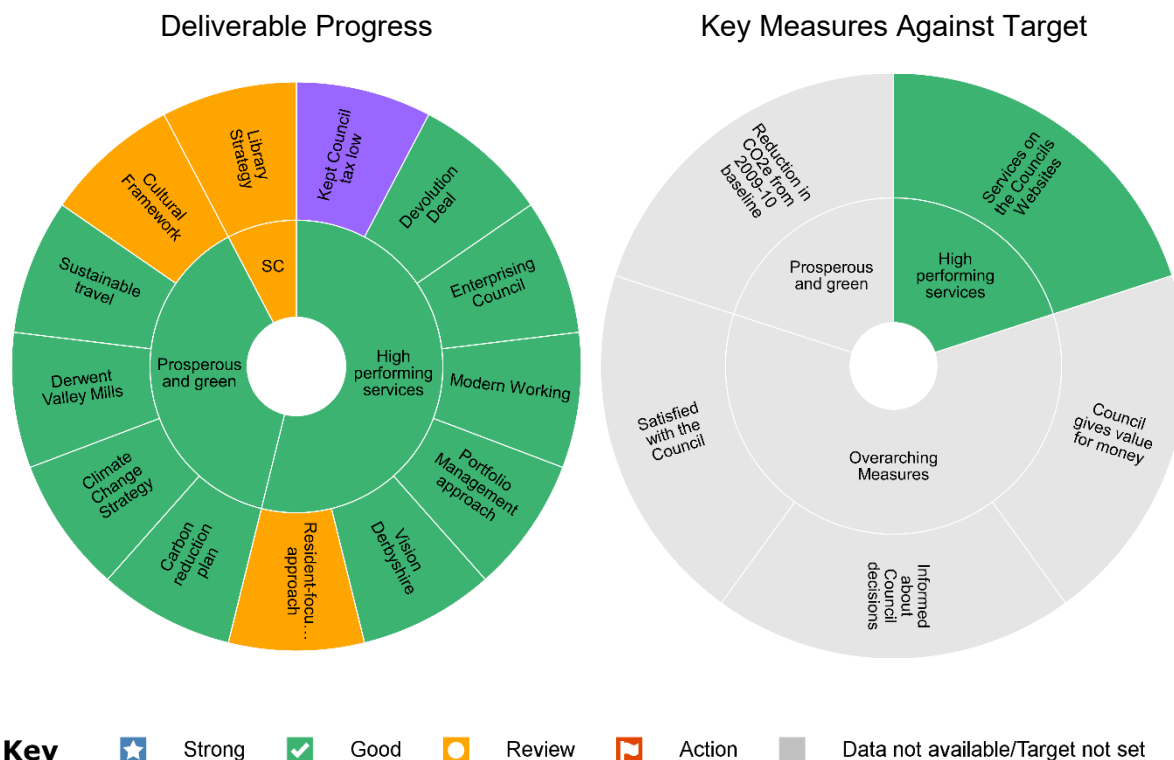
Appendix 10

Additional funding has been provided in the 2023-24 budget for the main growth items:

- Elvaston Master Plan - £0.050m ongoing, £0.340m one-off - The Elvaston Masterplan requires targeted activity to develop and test the business case for the Masterplan. This will help ensure sustainable and commercially viable solutions are secured for the estate.
- Grounds Maintenance - £0.365m ongoing - The Countryside Service has developed a business plan which establishes the service's strategy and operational priorities over the medium term. Funding is required to enable a bespoke grounds maintenance schedule of work and appropriate allocation of resources across the Council's 123 countryside sites.
- Ash Die Back - £0.450m one-off - The Council is undertaking a step change in tree-planting across the county driven by its Climate Change Strategy, Nature Recovery Motion, and its anticipated role as responsible authority for the Derbyshire Local Nature Recovery Strategy. The target is to facilitate the planting of up to one million trees by 2030, and to ensure delivery of the Council's Ash Die Back Action Plan.
- Inflation on Waste Management - £3.583m one-off - held in the inflation contingency for increases to contract prices associated with the disposal and treatment of waste.

Appendix 11

Strategic Leadership, Culture, Tourism and Climate Change - Portfolio Summary



Progress is "good" or "strong" for the majority of the Council Plan deliverables led by the portfolio.

Key areas of success are:

- ✓ **Work with partners and central government to deliver an East Midlands Combined County Authority (EMCCA) and devolution deal to create jobs opportunities for training, improve the local economy, transport, and housing, and accelerate our route to reduce emissions to net zero (rated Good)**

Following on from consultation on devolution deal proposals, all four councils have approved proposals that are now with Government. Preparations and engagement with stakeholders continues ready for the anticipated passage of the Levelling Up and Regeneration Bill through Parliament, which is expected to be delayed until the autumn.

- ★ **Kept Council Tax within the lowest 25% of County Council areas and lobbied government to secure a better funding settlement (rated Strong)**

The 2023-24 Council Tax increase of 3.75% was amongst the lowest increases compared to other similar authorities.

Appendix 11

✔ Continue to deliver the Climate Change Strategy and Action Plan which sets out priorities to reduce the county's greenhouse gas emissions (rated Good)

The first annual review of progress showed that the delivery of the Strategy had a strong first year, with the majority of actions being on track to meet or exceed the desired outcomes, and action being taken to address any risks to delivery of any targets and actions currently not on track.

Key areas for consideration are:

🟡 Refresh and implement our Library Strategy to ensure a modern, efficient and improved service (requires Review)

Issue: Further to the relaunch of the former library strategy in September 2021 there has been a no further response from community groups. Discussions will be held with Cabinet in Autumn 2023 therefore this action is rated review until the outcome of the discussions is known. **Response:** A new approach is being developed to refresh the Library Strategy. Discussions will include proposals on optimum approach for addressing issues for the mobile library service.

🟡 Support a resident-focused approach through a range of mechanisms to improve access to online services and customer service performance including implementing a complaints and feedback system (requires Review)

Issue: Progress is delayed whilst timescales for development are currently being reviewed. **Response:** Priorities are being reviewed with departments in terms of resources available for the agreed roadmap.

🟡 Deliver the Derbyshire Cultural Framework to support the creative and cultural sectors to become more resilient, grow and capitalise on new opportunities (requires Review)

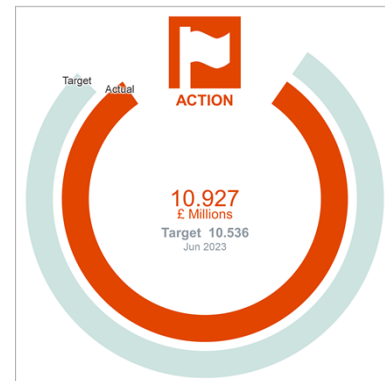
Issue: Good progress has been made on some aspects of the delivery of the Framework but other aspects have been delayed. **Response:** Proposals for the grants team have been developed and upon completion of the restructure will be implemented at pace. An offer of £0.780m from Arts Council England towards delivery of Derbyshire Makes/Derbyshire Festival of Making has been made and the Council is seeking approval for up to eight direct grant awards to support the delivery of Derbyshire Makes. This will be delivered by the existing Economic development officers whilst the proposals for the new restructure are finalised and agreed.

Appendix 11

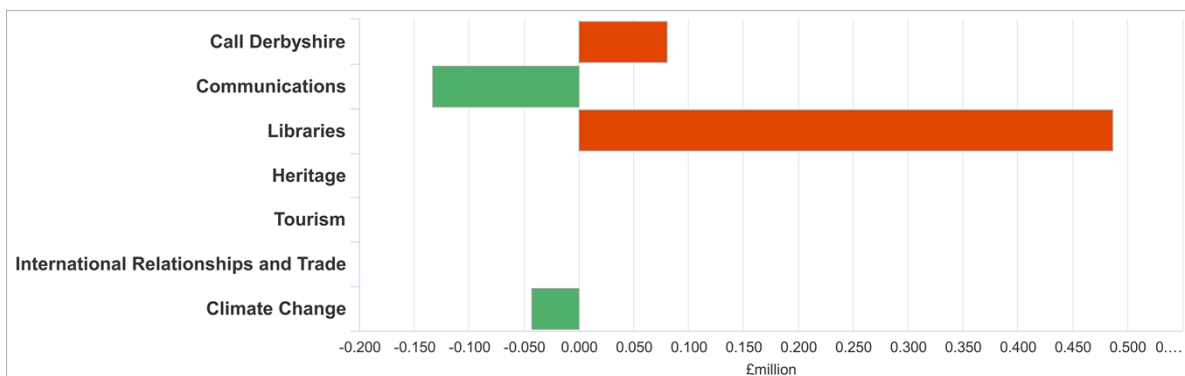
There is a forecast overspend of £0.391m on the portfolio. The main variances are:

- ✓ Communications, £0.132m underspend - A reduction in publicity expenditure.
- Call Derbyshire, £0.079m overspend – The Granicus licence fee is unfunded.
- Libraries, £0.487m overspend - £0.218m related to property inflation. The balance is due to unachieved savings targets.

Forecast Outturn against Target Budget



Forecast Under (-)/Over Spend by Service Line



There is no budget savings target for 2023-24. A £0.521m target has been brought forward from previous years.

Additional funding has been provided in the 2023-24 budget for the main growth items:

- Business Change - £0.180m one-off - Aligned to the creation of the new Transformation and Strategy Division, this funding will enable the training for employees in Prince2, MSP and MoP to equip them with the right skills to ensure the Council delivers projects efficiently and successfully.

Vision Derbyshire - £0.087m ongoing - The funding is to support the ongoing implementation of the Vision Derbyshire approach in particular the funding of the programme team.

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Appendix 12

Traded Services

Fully Traded

'Fully traded' trading areas are separately identifiable and have a net controllable budget of £0, i.e. there is an expectation that on average all the controllable expenditure within this area will be funded from external income.










Portfolio	Service Area	Trading Area	Projected Gross Controllable Expenditure* £m	Projected Gross Controllable Income £m	Forecast Contribution/ Deficit(-) to General Overheads £m	Performance	Is Contribution/ Deficit transferred to Earmarked Reserves?
CSB	Finance & ICT	IT Support Services	0.656	0.690	0.034	✓	No
CSB	HR	Schools Advisory Service	0.453	0.517	0.064	✓	No
CSB	HR	Work Experience	0.000	0.000	0.000	✓	No
CSB	Corporate Property	Direct Service Organisation Operations (Turnover at period 6)	20.784	20.463	(0.321)	✗	Yes
CSB	Finance & ICT	Finance School Support Team	0.380	0.388	0.008	✓	No
CSSGE	School Catering	School Catering + FSM checking	26.496	27.017	0.521	✓	No
CSSGE	SORE	Swimming	1.292	1.445	0.153	✓	No
Total			50.061	50.520	0.459	✓	

*This is the expenditure remaining after any costs have been recharged to other service areas internal to the Council.

















Appendix 12

Partially Traded
















'Partially traded' trading areas do not have a net controllable budget of £0, but they do receive income from external entities which contributes to funding some of the discretionary services they provide.

Portfolio	Service Area	Trading Area	Budgeted Income Target	Projected Actual Income	Forecast Excess/ Shortfall(-) compared to Target	Performance
			£m	£m	£m	
CSB	Legal and Democratic	Legal Services	0.549	0.548	(0.001)	
CSB	Legal and Democratic	Registrars	1.524	1.997	0.473	
CSB	Corporate Property	Disability Design Team (DFG agency fees)	0.087	0.087	0.000	
CSB	Corporate Property	Estates	0.070	0.116	0.046	
CSB	Corporate Property	Energy Management: Commissioning Fees	0.062	0.062	0.000	
CSB	Corporate Property	Energy Management: Display Energy Certificates	0.016	0.010	(0.006)	
CSB	Corporate Property	Energy Management: Fire & Rescue Svc Database Mgt	0.006	0.006	0.000	
CSB	Corporate Property	Asbestos Surveys	0.049	0.049	0.000	
CSB	Corporate Property	SMHP Repairs & Maintenance Contract Mgt Fee	0.000	0.000	0.000	

Appendix 12

Portfolio	Service Area	Trading Area	Budgeted Income Target	Projected Actual Income	Forecast Excess/ Shortfall(-) compared to Target	Performance
			£m	£m	£m	
CSB	Corporate Property	Fire Risk Assessment Surveys	0.005	0.005	0.000	
CSB	Corporate Property	County Buildings	0.503	0.449	(0.054)	
CSB	Corporate Property	Industrial Development	1.528	1.795	0.267	
CSB	HR	Occupational Health Services	0.072	0.100	0.028	
CSB	HR	Learning & Development	0.133	0.129	(0.004)	
CSB	HR	H&S	0.106	0.080	(0.026)	
CSB	HR	Payroll Services	1.274	1.219	(0.055)	
CSB	Organisational Development & Policy	Crisis Communications	0.043	0.046	0.003	
CSB	Finance & ICT	Exchequer	0.329	0.237	(0.092)	
CSSGE	Education & Improvement	Various	0.816	0.431	(0.385)	
CSSGE	SORE	Outdoor Education & Sport	2.129	2.051	(0.078)	
CSSGE	SEMH Services	Behavioural Support	0.360	0.139	(0.221)	
CSSGE	Adult Education	Adult Education	0.267	0.267	0.000	
CSSGE	Education Psychology	Education Psychology	0.597	0.750	0.153	
CSSGE	Music	Music	0.036	0.036	0.000	
CSSGE	Children Missing Education	Out of School Tuition	0.174	0.174	0.000	

Appendix 12

Portfolio	Service Area	Trading Area	Budgeted Income Target	Projected Actual Income	Forecast Excess/ Shortfall(-) compared to Target	Performance
			£m	£m	£m	
CSSGE	SEMH Services	Positive Play	0.041	0.041	0.000	
CSSGE	Early Years	Early Years SEN	0.015	0.015	0.000	
CSSGE	Information & ICT	Various	1.250	1.080	(0.170)	
HC	Public Health	Mental Health course delivery	0.000	0.000	0.000	
HC	Public Health	School Crossing Patrol SLA sites	0.012	0.012	0.000	
HC	CST	Registrars	1.524	1.997	0.473	
HAT	Highways Laboratory	Highways Laboratory	0.100	0.016	(0.084)	
HAT	Fleet Services	Fleet Services	1.300	1.836	0.536	
IE	Countryside	Shops	0.269	0.341	0.072	
IE	Countryside	Cycle Hire	0.019	0.019	0.000	
IE	Countryside	Car Parking	0.501	0.363	(0.138)	
SLCTCC	Organisational Development & Policy	Crisis Communications	0.043	0.046	0.003	
SLCTCC	Place	Derbyshire Environmental Studies Service	0.113	0.005	(0.108)	
CSB	Legal and Democratic	Legal Services	0.549	0.548	(0.001)	
			16.471	17.102	0.631	

Earmarked Reserves**Earmarked Reserves as at 30 June 2023**

		Approved Adj in 2022-23 Outturn Report	Adjusted Balance
	£m	£m	£m
Adult Care			
Older People's Housing Strategy	12.766		12.766
Prior Year Underspends	3.476	0.507	3.983
Other reserves	0.028		0.028
Total Adult Care	16.270	0.507	16.777
Clean Growth and Regeneration			
Regeneration Kick-Start Feasibility Fund	2.535		2.535
Skills Training	0.855		0.855
Markham Environment Centre	0.114		0.114
Other reserves	0.308		0.308
Total Clean Growth and Regeneration	3.812	0.000	3.812
Corporate Services and Budget			
Revenue Contributions to Capital	51.433		51.433
Loan Modification Gains	23.114		23.114
Insurance and Risk Management	15.543		15.543

Appendix 13

Public

Business Rates Risks	6.568		6.568
Budget Management	(11.423)	15.939	4.516
Cyber Security	4.000		4.000
Prior Year Underspends	2.781	0.566	3.347
Planned Building Maintenance	3.261		3.261
Business Development and Economic Recovery Fund	6.785	(3.750)	3.035
Investment Losses Contingency	2.500		2.500
Property Insurance Maintenance Pool	2.465		2.465
PFI Reserves	2.063		2.063
Computer Purchasing	1.819		1.819
Demolition of Buildings	1.643		1.643
Exchequer Traded Services Risks	1.059		1.059
Business Rates Strategic Investment Fund	0.932		0.932
Change Management	0.240		0.240
Feasibility Assessment	0.166		0.166
Covid Emergency and SFC Losses Grants	6.422	(6.422)	0.000
Inflation Risks	1.227	(1.227)	0.000
Business Rates Pool	1.000	(1.000)	0.000
Other reserves	2.120		2.120
Total Corporate Services and Budget	125.718	4.106	129.824

Childrens Services and Safeguarding and Education

Tackling Troubled Families	4.743		4.743
Prior Year Underspends	1.112	0.025	1.137
Education Levelling Up	0.897		0.897
Primary Teacher Pooled Premiums	0.316		0.316
Childrens Services IT Systems	0.190		0.190

Appendix 13

Public

High Needs Strategic Funding	0.000		0.000
Other reserves	0.565		0.565
Total Childrens Services and Safeguarding and Education	7.823	0.025	7.848

Health and Communities

Homes for Ukraine Grant	10.415		10.415
Domestic Abuse	1.376		1.376
Community Safety	1.261		1.261
Grant Funding Prospectus	1.009		1.009
Other reserves	0.750		0.750
Total Health and Communities	14.811	0.000	14.811

Highways and Transport

Bus Services Improvement Plan Grant	6.357		6.357
Prior Year Underspends	4.059	0.042	4.101
Highway Development Control Interface	1.500		1.500
Derby and Derbyshire Road Safety Partnership Reserve	0.611		0.611
Winter Maintenance	0.280		0.280
Other reserves	1.045		1.045
Total Highways and Transport	13.852	0.042	13.894

Infrastructure and Environment

Digital Growth	2.440		2.440
Waste Recycling Initiatives	0.573		0.573
Elvaston Maintenance	0.158		0.158
Bidding and Funding Team	0.100		0.100

Appendix 13

Public

Other reserves	0.367		0.367
Total Infrastructure and Environment	3.638	0.000	3.638

Strategic Leadership, Culture, Tourism and Climate Change

Climate Change	4.171		4.171
Green Entrepreneurs	1.602		1.602
Community Managed Libraries	0.912		0.912
Vision Derbyshire Economic Development Pilot	0.511		0.511
Library Restructure	0.429		0.429
Policy and Research	0.331		0.331
Other reserves	0.825		0.825
Total Strategic Leadership, Culture, Tourism and Climate Change	8.781	0.000	8.781

Total Portfolio Earmarked Reserves	194.705	4.680	199.385
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Schools

Schools Balances	33.300	0.000	33.300
Dedicated Schools Grant (DSG)	0.275	0.000	0.275

Total balances held for and on behalf of schools	33.575	0.000	33.575
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Public Health Grant	7.751	0.000	7.751
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Budget Savings Monitoring 2023-24**In-Year Savings Monitoring:**

	Target 2023-24 £m	Deliverable in 2023-24		Total Deliverable in 2022-23 £m	Deferred to future years for delivery £m	Alternative Savings to be delivered £m
		Ongoing £m	One-Off £m			
Adult Care	12.139	8.420	0.000	8.420	0.000	3.719
Childrens Services	0.500	0.500	0.000	0.500	0.000	0.000
Clean Growth and Regeneration	0.000	0.000	0.000	0.000	0.000	0.000
Corporate Services and Budget	0.625	0.125	0.000	0.125	0.000	0.500
Health and Communities	0.000	0.000	0.000	0.000	0.000	0.000
Highways Assets and Transport	0.500	0.000	0.000	0.000	0.000	0.500
Infrastructure and Environment	0.700	0.100	0.000	0.100	0.000	0.600
Strategic Leadership, Culture, Tourism and Climate Change	0.000	0.000	0.000	0.000	0.000	0.000
Other	1.726	1.172	0.000	1.172	0.000	0.554
Total	16.190	10.317	0.000	10.317	0.000	5.873

Aggregated In-Year and Previous-Years Savings Monitoring:

Budget Savings Monitoring 2023-24

Portfolio	Budget Savings Targets			Ongoing Savings Initiatives			Actual Savings Forecast	
	Not yet achieved Brought Forward Prior Year £m	Current Year £m	Total Target £m	Total Identified £m	(Shortfall)/ Additional Identified Savings £m	Forecast to be achieved by Financial Year End £m	Actual (Shortfall)/ Additional Achievement of Savings Target £m	
AC	3.009	12.139	15.148	14.833	(0.315) 	11.114	(4.034) 	
CSSGE	0.000	0.500	0.500	0.500	0.000 	0.500	0.000 	
CGR	0.000	0.000	0.000	0.000	0.000 	0.000	0.000 	
CSB	2.078	0.625	2.703	1.043	(1.660) 	0.543	(2.160) 	
HC	(0.008)	0.000	(0.008)	0.000	0.008 	0.000	0.008 	
HAT	3.671	0.500	4.171	0.500	(3.671) 	0.000	(4.171) 	
IE	2.767	0.700	3.467	0.800	(2.667) 	0.200	(3.267) 	
SLCTCC	0.521	0.000	0.521	0.601	0.080 	0.601	0.080 	
Other	0.000	1.726	1.726	1.172	(0.554) 	1.172	(0.554) 	
Total	12.038	16.190	28.228	19.449	(8.779) 	14.130	(14.098) 	

AC = Adult Care ; CSSGE = Childrens Services and Safeguarding and Education; CGR = Clean Growth and Regeneration ;

CSB = Corporate Services and Budget ; HC = Health and Communities ; HAT = Highways Assets and Transport ;

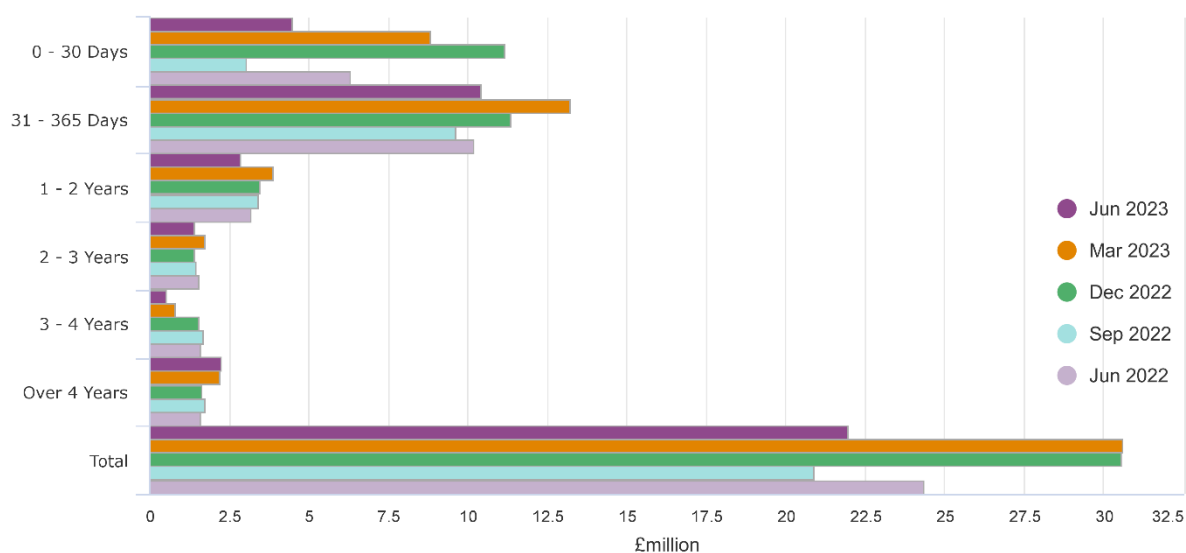
IE = Infrastructure and Environment ; SLCTCC = Strategic Leadership, Culture, Tourism and Climate Change ; Other = Other Cross Portfolio

Aged Debt

Age profile of debt, relating to income receivable, at 30 June 2023

	0 - 30 Days £m	31 - 365 Days £m	1 - 2 Years £m	2 - 3 Years £m	3 - 4 Years £m	Over 4 Years £m	Total £m
Adult Social Care and Health	0.598	6.563	2.302	1.244	0.433	1.257	12.397
	4.8%	52.9%	18.6%	10.0%	3.5%	10.1%	100.0%
Children's Services	1.315	1.475	0.139	0.009	0.007	0.008	2.953
	44.5%	49.9%	4.7%	0.3%	0.2%	0.3%	100.0%
Place	1.074	1.496	0.210	0.102	0.058	0.904	3.844
	27.9%	38.9%	5.5%	2.7%	1.5%	23.5%	100.0%
Corporate Services and Transformation	1.511	0.877	0.199	0.043	0.037	0.093	2.760
	54.7%	31.8%	7.2%	1.6%	1.3%	3.4%	100.0%
All Departments	4.498	10.411	2.850	1.398	0.535	2.262	21.954
	20.5%	47.4%	13.0%	6.4%	2.4%	10.3%	100.0%

Aged Debt over Time



The value of debt written off in the 12 months up to 30 June 2023

Department	£m	
Adult Social Care and Health	0.306	↑
Children's Services	0.013	↓
Place	0.093	↓
Corporate Services and Transformation	0.004	↓
All Departments	0.416	↑

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FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

CABINET

21 September 2023

Report of the Director of Finance & ICT

Capital budget monitoring and forecast as at Quarter 1 2023-24
(Corporate Services and Budget)

1. Divisions Affected

1.1 County-wide

2. Key Decision

2.1 This is a Key Decision because it is likely to result in the Council incurring expenditure which is, or savings which are, significant, having regard to the budget for the service or function concerned (this is currently defined as £0.500m).

3. Purpose

3.1 To inform Cabinet of the latest Capital budget monitoring position as at 30 June 2023.

4. Information and Analysis

4.1 The report includes Cabinet approved schemes that have been active during this financial year, including schemes closed in year. All schemes have a nominated budget holder who is responsible for ensuring the scheme stays within budget, and who provides the projected spend figures. The schemes have been approved over several previous years in addition to the current year.

4.2 The 2023-24 capital programme is £313.436m, approved adjustments to this figure reduced this to £299.688m. The budget for schemes being monitored this year total £664.905m of these, £648.195m are currently open schemes. There is a forecast underspend of £3.543m over the life of these projects (see Appendix 2).

4.3 **Adult Social Care & Health - projected underspend of £1.638m**

Adult Care has a budget of £91.854m comprised of 22 schemes. Five schemes account for 78.08% of the budget. These are summarised in the table and narrative below. The main underspend is on Disabled Adaptations with more detail being included below.

Major Schemes	£m
Disabled Adaptations 2020 - 2023	20.833
Belper Integrated Specialist Facilities Centre	15.613
Bennerley Avenue – Care Home	15.000
Darley Dale Specialist Community Care Centre	10.520
Heanor Specialist Community Care Centre	9.750

Disabled Adaptations

The Disabled Adaptations schemes are the currently open programmes which relate to aids and adaptations installed in resident’s own homes so they may remain as independent as possible. They will be fully financed from borrowing together with contributions from clients and district councils. Currently the spend for 2023-24 is in line with the budget. In 2020-21 and 2021-22 there was an underspend of budget of £1.390m due to reduced activity caused mainly by Covid 19 and staffing issues within Adult Social Care. The intention is to use this underspend to fund the replacement of existing Telecare equipment in 2023-24. A report will be submitted on this in Autumn 2023. This will help reduce the need for new borrowing to fund this.

The Belper Integrated Specialist Facilities Centre

This major care home scheme (operational since 2020) is almost finalised and retention to the main contractor has been released.

Bennerley Avenue - Care Home

This major care home scheme (operational since 2022) is almost finalised with the defects period ending in August 2023.

The business case specification is being prepared for phase 2 of the development and potential third-party investors will be invited to submit expressions of interest on the site.

Darley Dale Specialist Care Centre

This care centre scheme is substantially complete (operational since 2016) with some minor works and retention fees outstanding. The final certificate has not yet been issued. Despite numerous attempts to repair satisfactorily, the roof still continues to leak. Specialist testing was carried out in November 2022 with the results issued to a Laboratory in Germany for interpretation. The Contractor has completed the schedule of repairs and is currently procuring a roofing contractor to carry out the works on site. The original roofing contractor has gone into liquidation. The specialist nature of the turf roof means that there are limited numbers of contractors available to carry out the works- all of whom are fully committed over the summer. Works are anticipated to commence Autumn 2023.

Heanor Specialist Care Centre

This care centre (operational since 2015) is now substantially complete with the final certificate issued. There is a potential for an underspend.

4.4 Children's Services - projected underspend of £3.169m.

This is across multiple projects with no individual significant item.

Children's Services has a budget of £177.645m comprised of 736 schemes. Five schemes account for 24.83% of the budget. These are summarised in the table and narrative below.

Major Schemes	£m
Alfreton Park School Replacement	13.947
Cloverleys Academy new school	9.470
Bramley Vale Primary Replacement	7.426
Tibshelf New Primary School	7.013
Highfield Farm School	6.253

Alfreton Park School

Phase 1 achieved practical completion and hand-over of the new school took place on 4 March 2022. Phase 2 works including demolition of the old school building, landscaping and installation of an adventure playground completed in November 2022. However, the adventure playground has not yet opened to the public as it has not formally been handed over to Amber Valley BC. The defects period for Phase 1 ends September 2023 and in 2024 for Phase 2. The project is running to its revised budget of £13.947m with £0.424m remaining. There have been some issues identified with manhole covers which are in addition to the original contract. Further investigations are being made as to the extent of works which may be required.

Clover leys Academy New School

This school was previously reported as Boulton Moor before the name was finalised. It is being funded by S106 contributions. Delays due to legal issues relating to site access have been resolved and access land has been purchased. The temporary school at Chellaston Fields is on track for return to school in September. Work is now proceeding onsite for the main scheme. Currently £1.115m has been spent from the £9.470m budget.

Bramley Vale

The project at Bramley Vale Primary School is for the replacement of all the school, except for the Foundation Unit and a single block. Morgan Sindall have been engaged via the SCAPE framework. The project was redesigned to reduce costs but a further £0.891m of funding was still required and approved by Cabinet on 8 December 2022 as part of the Childrens Services Capital Budget Allocation report. Further allocations of £0.110m have been transferred from a budget to rewire the existing buildings which is now not required. The temporary school accommodation will be ready for September. Demolition works and statutory service diversions are underway. The contracts for the main build should be signed shortly. The project is expected to be completed by 31 March 2025.

Tibshelf New Primary School

The scheme for the new 'Federated' school at Tibshelf suffered substantial inflation to the cost estimates partly due to a delay to the anticipated scheme start date. The cost is now anticipated to be £12.500m. Additionally, it is expected that the capital receipt will be reduced by £1.390m. Therefore, an additional £6.760m of borrowing was required and a capital bid for this was prepared for the 2023-24 Capital Programme. This was rejected, and a bid for the 2024-25 Capital Programme has been submitted. Meanwhile in preparation tender documents will be submitted to contractors during Autumn 2023.

Highfield Farm School

The new build at Highfield Farm School was completed in August 2020. However, there are some minor defects outstanding. Of the remaining budget of £0.723m, £0.381m relates to furniture and IT which will be recharged by the Spencer Academy Trust in due course and the balance relates to outstanding fee invoices.

4.5 Corporate Services and Transformation - projected overspend of £1.279m

Corporate Services and Transformation has a budget of £43.316m comprised of 323 schemes. Six schemes account for 32.22% of the budget. These are summarised in the table and narrative below.

Major Schemes	£m
Williamthorpe Solar Farm	3.750
Green Deal and Fuel Poverty grant	2.521
Glossop 3G Pitch and Changing Room	2.233
SAP S/4 Upgrade	2.000
Replacement ICT Network	1.750
County Hall - Winter Gardens Refurbishment	1.700

Williamthorpe Solar Farm

This solar farm is being developed to generate 3.2m kwh of renewable energy which will offset residual energy use elsewhere - including energy use associated with corporate buildings. This will help achieve the Councils carbon reduction strategy and commitments to achieve net zero. It is anticipated to obtain planning permission by December 2023. The date when this will become operational is expected to be April 2025.

Green Deal and Fuel Poverty Grant

This scheme assists fuel poor Derbyshire residents as part of the Derbyshire Healthy Home Programme. The project comprises of replacement or first-time central heating systems which in some cases will assist with hospital discharges. These schemes, follow referrals by Adult Social Care and Health Services and are the ones not fully funded by other grants. The project has a budget of £2.521m of which £2.437m has already been spent. This has helped around a thousand households over the last ten years. Six households will be helped this year and it is anticipated that there will be a further fifteen next year.

SAP S/4 upgrade

This project which is for a major computer system has currently a capital £2.000m budget. It has been delayed from initial forecasts due to ongoing issues with the ICT infrastructure and staff availability. The completion date is now planned to be Spring 2024. This delay will cause additional costs and it is now anticipated that there will be an overspend. A decision will need to be taken on how this overspend is managed.

Replacement ICT Network 2023 and 2024

This project is for the replacement of computer hardware which is over 5 years old. This expenditure is phased over 2 years and supports the ICT Strategy. The scheme is currently expected to spend to budget.

Glossop 3G Pitch and Changing Room

This development is in partnership with Glossop North End football club. Derbyshire County Council has now awarded a £0.070m grant to the project from its Grants Prospectus scheme. There is also significant additional funding coming from other parties including The Football Foundation and High Peak Borough Council. The project was delayed, and costs increased by £0.519mm, due to inflation and identifying necessary upgrades to the site's electricity infrastructure. Despite the increase in costs, the project remains fully funded. Work on the Changing Room commenced in February 2023 and is ongoing. Works on the 3G pitch commenced in July 2023.

County Hall - Winter Gardens Refurbishment

This scheme was commissioned to Concertus Derbyshire Ltd (CDL) for design to upgrade the space to be suitable for functions by bringing up to modern standards. Surveys identified that the costs could be more substantial than budgeted for. The project is currently on hold having spent £0.184m to date. Derbyshire County Council has commissioned HLM Architects, as business case advisors to seek expressions of interest from developers, hotel operators, investors, and others for their ideas on options for the future of the historic estate. The review is anticipated to be completed by December 2023.

4.6 Place - projected underspend of £0.015m.

Place has a budget of £352.091m comprised of 119 schemes. This is approximately 52.95% of the total Capital budget. Five schemes account for 70.388% of the Place budget. These are summarised in the table and narrative below.

There are projected under and overspends within this net figure, the most significant being a projected underspend of £0.475m on LED Invest to Save project (see below) and an overspend of £0.376m on the South Derbyshire Growth Zone.

Major Schemes	£m
Local Transport Plan & Potholes 2019-2023	126.350
Markham Vale Employment Zone	41.583
Waste Project, Derby	35.000
LED Street Lighting	32.100
Woodville Swadlincote Regeneration Route	12.797

Local Transport Plan including Potholes

These schemes are managed within the Council's Local Transport Plans and funded from grants provided by the Department for Transport (DfT). All grants are fully utilised, and subject to approval, reallocated to other infrastructure projects. The separate yearly schemes that make up the budget total are from between 2019-2023. These schemes totalling £126.350m are forecast to be completed by the end of 2025-26. Progress on these schemes has been satisfactory despite continuing inflationary pressures.

Capital expenditure and progress is currently being monitored. Governance has been improved by the implementation and embedding of the Highways Capital Programme Board. Longer term this will be improved by further utilising the Project Delivery Office to enable informed decisions to be made in a timely manner.

Markham Vale

An amount of £1.761m remains to be spent from the main approved capital budget. This is currently sufficient to complete the existing schedule of works packages but will be kept under review because of high construction inflationary pressures currently being experienced.

Planning permissions have been secured on two previously prepared plots which are currently under offer. Subject to completing all necessary legal documentation with investors, then capital receipts of approximately £1.283m will be secured over the coming 6 to 18 months. Terms have been agreed on two other lots of surplus land which will enable third parties to bring forward development. This gives a potential of further capital receipts of £0.100m in the current financial year plus £0.930m over the next 2 to 5 five years. Two additional parcels of surplus land are the subject of negotiations, but no terms have yet been agreed.

The Staveley Waterside project comprises a phased mixed-use development. The Council are in the process of preparing detailed designs and specifications to invite tenders to construct a Phase 1 development within the budgeted estimate of £3.064m. £2.664m of which has been provisionally secured from the Staveley Town Deal fund with the remaining funding comprising in-kind land value, £0.150m of DCC Reclamation capital already secured, the remainder to be funded by anticipated capital receipts generated at Markham Vale. Pre-grant contract conditions have now been satisfied, a planning application has been submitted, and subject to securing approval and receipt of a satisfactory tender then construction is expected to commence during Q3/Q4 2023 and should be completed within nine months.

An additional project for Markham Vale Cycling & Walking infrastructure has been set up. It will be fully funded by a grant of £0.750m secured as part of the East Midlands Devolution deal, which was targeted at low carbon initiatives. It has been designed as a new walking/cycling route to work. Construction on the 2.2km cycleway commenced in June 2023 and is expected to be completed by the end of November 2023. Grant funding will be claimed by the end of 2023.

LED Street Lighting

The LED Invest to Save Project is over 99% complete with only a few major projects where full asset replacement including underground cables is necessary.

Global supply chain issues continue to impact the delivery programme this year, and the remaining projects will be completed next year. Delays have also been caused by issues with contractor performance which has delayed procurement. Despite this the scheme continues to demonstrate its success. To date energy liability has reduced by 16.3m kwh (the equivalent of boiling 5.4 million kettles for an hour), furthermore carbon emissions have reduced by 10,800 tonnes. With the widely reported energy price increases the importance of this project is paramount. The street lighting service experienced an energy price increase of 51% in April 2023. At current energy prices the project has saved £6m.

The previously reported underspend of £1.814m for this project has been eroded by tenders for work far exceeding the initial estimates, this has been experienced across the lighting industry and the Highway Electrical Association are forecasting this trend to continue going forward. There is an underspend currently forecast of £0.475m.

Waste Project

In 2009, RRS - a partnership between infrastructure firm Interserve and waste management company Renewi - was awarded a contract by Derby City Council and Derbyshire County Council to manage the Councils' residual waste and design, build, commission, and operate a waste treatment facility in Sinfin, Derby. The contract was terminated on 2 August 2019 following the failure of RRS to pass acceptance tests. In May 2022 RRS commenced formal court proceedings against the Councils.

The position in the appendices is as at 30 June, however, in July 2023, Derby City Council and Derbyshire County Council paid a joint total of £93.5million to Resource Recovery Solutions (Derbyshire) Ltd's (RRS) administrators. It comes after several months of negotiations between

the councils and RRS's administrators, who were claiming £187million was owed - a figure which the councils disputed. The total sum of £93.5m has been split by the councils in accordance with an agreed split; 50:50 up to £50m, and all sums thereafter split proportionately; 73.4% by the County Council and 26.6% by the City Council. £56.93m paid by the County Council and £36.57m paid by the City Council. With this settlement, litigation ends, and RRS has no further involvement.

Following completion of a Full Business Case on 2 February 2023 both Councils' Cabinets approved a recommendation to repair the DDWTC and bring it into operation, as the more cost-effective option when compared with closing the facility and disposing of the councils' waste using a third party.

Work has commenced to procure specialist contractors to carry out the rectification work and operate the facility. A further report will be brought back to both Councils' Cabinets consider the award of contract(s) for this work.

Woodville-Swadlincote Regeneration Route

The Woodville-Swadlincote Regeneration Route has been developed as a key enabler of regeneration set out in the South Derbyshire Local Plan, bringing former industrial land back into use for both housing and commercial development. It leads directly to the provision of 300 homes and an estimated 580 jobs, with significant additional employment anticipated across a wider area stimulated by this core investment.

The route is approximately 1.1km in length and is a combination of new construction and the upgrading of what was a cul-de-sac through an industrial estate. The scheme became operational in 2021.

The scheme is expected to remain within its budget of £12.797m, with £0.383m being the final expenditure during 2023.

Elvaston Castle Masterplan

Work continues on The Masterplan. The principal element of work has been the exercise carried out by KPMG, working with DCC and the Elvaston Castle and Gardens Trust, to evaluate which would be the best business model to adopt going forward and which activities to develop on site.

This exercise is now nearing completion following which a detailed project update will be circulated to Members and Officers.

The listed building consent application to South Derbyshire District Council planning committee for the Masterplan was refused. The Project Officers are considering whether to appeal or re-apply in due course. The action to be taken is in part dependent on the Masterplan

Planning Application which also remains in progress following a further public consultation round in April. Further feedback is anticipated from the Planning Officer in due course which will help inform next steps on this application and also the listed building consent application.

A full report is due to be considered by Cabinet in October 2023.

4.7 Top Ten Capital schemes by value

Set out in Appendix 3 is a summary of the ten largest current capital schemes, representing approximately 48.69% of the current budget. These schemes are currently projected to underspend by £1.867m. This is attributable to underspends on both the LED Invest to Save project and Disabled Facilities Major Adaptations, previously mentioned.

5. Consultation

5.1 Not directly arising out of this report.

6. Alternative Options Considered

6.1 Do Nothing - The Council's Financial Regulations require the preparation and submission of reports to Cabinet on the projected expenditure and resources compared with approved estimates, on a regular basis.

7. Implications

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

8. Background Papers

8.1 None Included.

9. Appendices

9.1 Appendix 1- Implications.
Appendix 2- Summary of Projected Capital spend by Department
Appendix 3-Top Ten Capital Projects According to Budget Value

10. Recommendation(s)

10.1 That Cabinet notes the current position on the monitoring of Capital schemes.

11. Reasons for Recommendation(s)

11.1 To ensure that the Council is complying with best practice in providing regular capital reports to all key stakeholders regarding capital estimates and expenditure.

12. Is it necessary to waive the call in period?

12.1 No

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Implications

Financial

1.1 The current Capital Programme forecast indicates an overall underspend of £3.543m against a total programme of £664.905m as set out in Section 4 of the report.

Legal

2.1.1 The Director of Legal and Democratic Services has advised in relation to individual projects referred to in the report.

Human Resources

3.1 None directly arising out of this report.

Information Technology

4.1 None directly arising out of this report.

Equalities Impact

5.1 Not directly arising out of this report.

Corporate objectives and priorities for change

6.1 None directly arising out of this report.

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

7.1 None directly arising out of this report.

Summary of Projected Capital Spend by Department					Appendix 2					
Department	Current budget	Total spend to date inc commit's	Estimated spend remaining 2023-24	Total projected spend to 31 March 2024	Planned spend 2024-25	Planned spend 2025-26	Planned spend 2026-27	Planned spend 2027+	TOTAL revised planned spend	(Under)/Over
	£m	£m	£m	£m	£m	£m	£m	£m	£m	£m
Adult Social Care & Health	91.854	79.979	10.237	90.216	0.000	0.000	0.000	0.000	90.216	(1.638)
Children's Services	177.645	98.031	52.696	150.727	23.349	0.400	0.000	0.000	174.476	(3.169)
Corporate Services and Transformation	43.316	16.463	20.079	36.542	7.983	0.070	0.000	0.000	44.595	1.279
Place	352.090	254.700	85.430	340.130	10.668	0.747	0.163	0.367	352.075	(0.015)
Grand Total	664.905	449.173	168.442	617.615	42.000	1.217	0.163	0.367	661.362	(3.543)

Top Ten Capital Projects According to Budget Value										Appendix 3
	Approval Year	Current Budget	Total spend to date inc commit's	Estimated spend remaining 2023-24	Total projected spend to 31 March 2024	Planned spend 2024-25	Planned spend 2025-26	Planned spend 2026+	TOTAL Revised planned spend	(Under) / Over
		£m	£m	£m	£m	£m	£m	£m	£m	£m
Local Transport Plan including Potholes 2018-2023	2018 - 2023	126.350	76.645	49.420	126.065	0.230	0.055	0.000	126.350	0.000
Markham Employment Growth Zone	1989	41.583	39.822	0.511	40.333	0.750	0.500	0.000	41.583	0.000
New Waste Treatment Facility Derby	2019	35.000	30.231	4.769	35.000	0.000	0.000	0.000	35.000	0.000
LED Street Lighting	2015	32.100	28.983	2.642	31.625	0.000	0.000	0.000	31.625	(0.475)
Disabled Facilities Major adaptations	2019 – 2023	20.833	16.300	3.143	19.443	0.000	0.000	0.000	19.443	(1.390)
Belper Integrated Specialist Facilities	2012	15.613	14.840	0.773	15.613	0.000	0.000	0.000	15.613	0.000
Bennerley Avenue Care Home	2020	15.000	13.671	1.329	15.000	0.000	0.000	0.000	15.000	0.000
Alfreton Park Special School	2017	13.947	13.523	0.424	13.947	0.000	0.000	0.000	13.947	0.000
Woodville Swadlincote Regeneration Route	2019	12.797	12.414	0.383	12.797	0.000	0.000	0.000	12.797	0.000
Darley Dale – Specialist Care Centre	2012	10.520	10.423	0.095	10.518	0.000	0.000	0.000	10.518	(0.002)
TOTAL		323.743	256.852	63.489	320.341	0.980	0.555	0.000	321.876	(1.867)



FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

CABINET

21 September 2023

Report of the Director of Finance & ICT

Preparation of Budget 2024-25
(Corporate Services and Budget)

1. Divisions Affected

1.1 County-wide.

2. Key Decision

2.1 This is not a Key Decision.

3. Purpose

3.1 To seek Cabinet approval for the proposed timetable for the Council's 2024-25 budget preparation and procedures and the associated consultation arrangements.

4. Information and Analysis

Preparation of Budget 2024-25

4.1 The production of the Council's budget is undertaken in accordance with the requirements of the Council's Constitution. The Constitution requires that a timetable is publicised by Cabinet for making proposals to the full Council in relation to the annual Revenue Budget, along with arrangements for consultation with stakeholders, which should be for a

period of not less than six weeks. The proposed timetable is attached at Appendix 2.

4.2 A key element of the Council's budget setting process is consultation with stakeholders.

4.3 It is proposed to undertake the following consultation activities:

- The annual “Your Council, Your Voice Survey” will be run as follows:
 - Online Pulse Survey ran for three weeks on the Council's website, from 27 July to 16 August 2023. Paper copies of the survey were also available on request.
 - Online Satisfaction Survey will run for six weeks during October and November 2023 to enable the findings to better align with the budget setting, Council Plan and service planning timetables. The survey will build on previous surveys which have been undertaken over the last three years, but will separate out the budget and residents' consultations. Residents' perception on a range of key issues will be tracked compared to previous surveys.
 - In addition, a telephone survey will take place, to run concurrently with the online survey. The Local Government Association (LGA) conducts national polling of residents' satisfaction with local government, during February, June and October of each year by telephone. In contrast, the Your Council Your Voice Survey is an online survey conducted in October of each year. The difference in methodology means that results are not directly comparable. Replicating the methodology of the LGA poll locally will enable the Council to directly compare results.
- The budget consultation survey will run separately to the “Your Council, Your Voice Survey”, for six weeks, also during October and November 2023. For the first time, the budget consultation will ask for views on the Council's savings proposals being considered. Paper copies of the survey will also be available on request.
- Surveys are only open to residents who live within the administrative county of Derbyshire.
- The consultation will be publicised as follows:
 - Direct survey e-mail to residents who have previously expressed an interest in being involved in further consultation with the Council.

- Articles in the following e-newsletters/briefings/publications, should scheduling of the consultation allow: 'Members' News' Councillors' briefing, 'Our Derbyshire' employee newsletter and 'Derbyshire Now' Council's residents' magazine.
 - Facebook paid-for advertising campaign.
 - E-newsletter 'Community eNews'.
 - E-newsletter 'Derbyshire Now eNews'.
 - Nextdoor community free social media channel.
 - Media releases and blog/vlog.
 - Organic social media campaign on X (formerly Twitter) and Facebook.
- Whilst carrying out the survey provides useful public budget consultation information and enables tracking of changes over time, information gathered is limited to direct responses to the questions posed and therefore provides an overview, rather than a detailed understanding of the reasons behind respondents' choices. It is therefore intended to again undertake additional activity, to explore a number of issues in greater detail. A series of virtual and face to face conversations and focus groups with residents, which will take place between September and November 2023.
 - Work will be undertaken to widen the involvement of residents in focus groups. Headline findings will be gathered and these will support the conversations and discussions with residents through focus group activity.
 - As a result of this combined approach, the Council will have a blend of both quantitative and qualitative information available, to not only support this year's budget setting, Council Plan development and service planning but to also form the basis for further work, to build a better insight into residents' views about the Council, their local area and services.
 - Statutory consultation with business ratepayers, corresponding with representatives of the East Midlands Chamber of Commerce, the Confederation of British Industry (CBI) East Midlands and the Nottinghamshire and Derbyshire Federation of Small Businesses (FSB) on the Council's budget proposals.
 - Consultation with the trade unions at a Corporate Joint Committee.
 - Consultation with the Council's Resources Improvement and Scrutiny Committee.

- 4.4 Cabinet will take account of the consultation when drawing up firm proposals to the Council. Results will be communicated after the consultation has ended.
- 4.5 As in previous years, an initial Equality Impact Assessment (EIA) will be undertaken at a corporate level. It is anticipated that this corporate assessment will help identify areas where there is a significant risk of adverse impact which would then be subject to a full equality impact assessment process. Alongside the budget consultation, the budget saving proposals in the updated Five Year Financial Plan will be considered to assess which proposals will need a separate targeted consultation with staff, the public and/or with current/potential service users. The outcomes of these processes will be reported to Council/Cabinet as part of the budget process and specific assessments/consultation outcomes reported to Cabinet before decisions are made on individual services.

Alignment with Strategic Objectives

- 4.5 Work is taking place over the Summer and Autumn 2023 to ensure that budget proposals align with Council Plan Strategic Objectives.

Five Year Financial Plan

- 4.6 The Council's Five Year Financial Plan 2023-24 to 2025-26 (FYFP) is being updated during 2023-24.
- 4.7 The FYFP will be updated again as part of the budget setting process, to reflect the Government's Autumn Statement and the Provisional Local Government Finance Settlement. Although the quantum of grant allocations for 2024-25 was confirmed as part of the Autumn Statement 2022 announcements, detailed allocations were not confirmed. Announcements are expected in December 2023.

Reserves

- 4.8 The Council has in place a Reserves Policy, which sets out the framework within which decisions will be made regarding the level of reserves. In line with this framework, the balance and level of reserves over the medium term are regularly monitored, to ensure they are adequate to manage the risk of the Council. This covers both the General and Earmarked Reserves.
- 4.9 A review of the Earmarked Reserves Position is being undertaken and the results will be included in a report to Cabinet in February 2024.

5. Consultation

5.1 Budget consultation proposals are included in Section 4 of the report.

6. Alternative Options Considered

6.1 Do nothing – the Council is required to outline its budget preparation timetable each year. Not doing this would be contra to Appendix 7 of the Council’s Constitution – Budget and Policy Framework Procedure Rules, which requires that Cabinet will publicise a timetable for making proposals to the Council for the adoption of any plan, strategy or budget that forms part of the budget and policy framework, and its arrangements for consultation after publication of those initial proposals. The consultation period shall in each instance be not less than six weeks.

7. Implications

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

8. Background Papers

8.1 None identified.

9. Appendices

9.1 Appendix 1 – Implications

9.2 Appendix 2 – Budget Preparation Timetable

10. Recommendations

That Cabinet:

10.1 Approves the timetable for completion of the 2024-25 budget, including arrangements for consultation with stakeholders and the carrying out of an assessment of the need for a full equality impact assessment on budget saving proposals.

10.2 Notes the proposals for reviewing and updating the Five Year Financial Plan.

10.3 Notes the arrangements for reviewing Earmarked Reserves and updating the General Reserve projections.

11. Reasons for Recommendations

- 11.1 The Council's Constitution contains Budget and Policy Framework Procedure Rules, which must be followed when the Council sets its budget. These require that Cabinet will publicise a timetable for making proposals to the Council for the adoption of any plan, strategy or budget that forms part of the budget and policy framework, and its arrangements for consultation after publication of those initial proposals. Cabinet must propose a budget by early February to allow the Council, should it so wish, to raise objections and refer the budget proposals back to Cabinet for further consideration, allowing time to finalise the precepts before 1 March.
- 11.2 When setting the budget, the Council must be mindful of the potential impact on service users. The consultation activities which are proposed in the preparation of the 2024-25 budget are relevant in this respect.
- 11.3 Section 149 of the Equality Act 2010 imposes an obligation on Members to have due regard to protecting and promoting the welfare and interests of persons who share a relevant protected characteristic (age; disability; gender re-assignment; marriage and civil partnership; pregnancy and maternity; race; religion or belief; sex and sexual orientation). The high-level initial Equality Impact Assessment (EIA) which will be undertaken at a corporate level will help identify areas where there is a significant risk of adverse impact which would then be subject to a full equality impact assessment process.
- 11.4 The Council is responsible for approving the Five Year Financial Plan proposed by Cabinet.
- 11.5 Section 43 of the Local Government Finance Act 1992 requires precepting authorities in England and Wales to assess the level of reserves needed for meeting estimated future expenditure when calculating the budget requirement.

12. Is it necessary to waive the call in period?

- 12.1 No

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Implications

Financial

- 1.1 The report sets out the timetable for Budget Preparation 2024-25.

Legal

- 2.1 Under section 65 of the Local Government Finance Act 1992, as a major precepting authority, the Council has a statutory duty to consult ratepayer representatives on its annual expenditure proposals, ahead of setting its budget. Certain prescribed information must be sent to the persons the Council proposes to consult as soon as practicable and, in any event, not later than 15 February by virtue of the Non-Domestic Ratepayer (Consultation) Regulations 1992.
- 2.2 The Council also has a statutory duty under the Local Government Act 1999 to secure continuous improvement in the way in which its functions are exercised, having regard to a combination of economy, efficiency and effectiveness and when determining how to discharge this duty has to consult representatives of a wide range of local persons.
- 2.3 In performing these statutory duties the Council must have regard to statutory guidance issued by the Secretary of State.
- 2.4 The obligations set out in the Budget and Policy Framework included in the Constitution are as outlined in the body of the report.
- 2.5 Case law has established minimum requirements of consultation, which are:
- Consultation must be at a time when proposals are at a formative stage.
 - Sufficient information must be given to permit a person to “give an intelligent consideration and response”.
 - Adequate time must be given for consideration and response.
 - The results of the consultation must be conscientiously taken into account in finalising any proposal and provided to the decision maker to inform their decision.

- 2.6 The type and extent of consultation must be proportionate to the potential impact of the proposals. The consultation exercise will be conducted in a timely fashion to enable sufficient time for the budget to be approved by Cabinet and Council in accordance with the timescales set out in the report.
- 2.7 The proposals set out in the report meets the necessary legislative and Constitutional requirements.
- 2.8 By law the Council must set and deliver a balanced budget, which is a financial plan based on sound assumptions which shows how income will equal spend over the short- and medium-term. This can take into account deliverable cost savings and/or local income growth strategies as well as useable reserves. However, a budget will not be balanced where it reduces reserves to unacceptably low levels and regard must be had to any report of the Chief Finance Officer on the required level of reserves under section 25 of the Local Government Act 2003, which sets obligations of adequacy on controlled reserves.
- 2.9 By virtue of section 114(3) of the Local Government Finance Act 1988, the Chief Finance Officer is required to issue a report where he considers that the expenditure to be incurred by the Council during a financial year is likely to exceed the available resources. The issue of a section 114(3) report would trigger a short term statutory prohibition on entering into 'any new agreement which may involve the incurring of expenditure' without the permission of the Chief Finance Officer.

Human Resources

- 3.1 None.

Information Technology

- 4.1 None.

Equalities Impact

- 5.1 An initial Equality Analysis will be carried out in relation to the Council's proposed Revenue Budget Report 2024-25. This outlines the overall likely impacts upon the different protected characteristic groups and is based on those areas which have been identified for savings. It also reflects upon the ongoing work to develop cumulative impact analysis and to consider the linkages between the Council's budget savings and those being made elsewhere in Government and by public sector partners.

- 5.2 Increasingly budget savings are resulting in reductions or changes to frontline services, which directly affect the people of Derbyshire. In particular, they are likely to pose a potential adverse impact for some older people, disabled people, children and younger people and families. In part this is because many of the Council's services are targeted at these groups and these services command the largest parts of the Council's budget. At the same time, other national and local changes are also likely to continue to affect these groups in particular. As indicated above, an initial budget Equality Analysis will be carried out. As explained above, this assessment helps identify areas where there is a significant risk of adverse impact which would then be subject to a full equality impact assessment process prior to Cabinet decisions on individual services.
- 5.3 Also as outlined in the body of the report.

Corporate objectives and priorities for change

- 6.1 The Council Plan values commit to spending money wisely, making the best use of the resources that the Council has.
- 6.2 The Council is committed to ensuring that it sets a balanced budget over the medium-term, therefore ensuring good financial management and use of reserve balances to meet the costs of any unforeseeable events arising from the pandemic.

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

- 7.1 None.

Budget Preparation Timetable

September 2023	<p>Consideration of: priorities for 2024-25 Revenue and Capital spending defined by Strategic Objectives; budget savings options; budget pressures and risks facing the Council:</p> <p>Receipt of all 2024-25 departmental Revenue and Capital budget pressure bids and savings proposals and review by Director of Finance & ICT and Managing Director, further consideration by CMT and consultation with Cabinet.</p> <p>Finance revisit assumptions and growth items already included in the 2024-25 Revenue Budget.</p> <p>Reporting of an assessment of how costs associated with the budget pressures approved as part of the setting of the 2023-24 Revenue Budget compare to forecast/actual will be included in the first quarter budget monitoring reports.</p> <p>Earmarked Reserves review work begins with Executive Directors and Finance.</p>
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<p>September - November 2023</p>	<p>Public budget consultation.</p> <p>Public residents' satisfaction survey "Your Council, Your Voice Survey 2023".</p> <p>Residents' satisfaction and budget consultation surveys will run separately. Budget consultation to include seeking views on savings proposals.</p> <p>Virtual and face to face conversations and focus groups with residents.</p> <p>Telephone survey.</p>
<p>October 2023</p>	<p>Review of Earmarked Reserves meetings with Council Leader, Cabinet Members, Managing Director, Executive Directors and Director of Finance & ICT.</p>
<p>November 2023</p>	<p>Analysis of the Government's Autumn Statement (date to be confirmed).</p>
<p>December 2023</p>	<p>Improvement and Scrutiny Committee consultation.</p> <p>Government announces details of Provisional Local Government Finance Settlement (date to be confirmed).</p>
<p>January 2024</p>	<p>Trade Unions consultation.</p> <p>Business Ratepayers consultation.</p> <p>Public consultation closes. Consider outcomes of budget consultation – if required amend budget proposals.</p> <p>Final budget proposals drafted.</p> <p>Budget briefings for political groups and members, as required.</p>
<p>15 January 2024</p>	<p>Deadline for Council Tax collection fund submissions to the Council by district/borough councils.</p>

31 January 2024	Deadline for Council Tax taxbase and Business Rates submissions to the Council by district/borough councils.
January 2024	Council Tax taxbase to be approved by the S151 Officer.
1 February 2024	Recommendation of the final budget by Cabinet - Cabinet considers report on final revenue/capital settlements, results of consultation/budget priorities, budget savings options, budget pressures, reserves position and Five Year Financial Plan and determines budgets and Council Tax recommendations to Full Council.
February 2024	Government announces details of Final Local Government Finance Settlement (date to be confirmed).
14 February 2024	Council set the final budget envelope (statutory determinations) and Council Tax - Council debates Cabinet recommendations/ results of consultation and determines Revenue/Capital Budgets, including savings options and budget pressures and Council Tax level for 2024-25.
1 March 2024	Notification of precepts to district/borough councils.

* Dates in bold are statutory deadlines.



FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

CABINET

21 September 2023

Report of the Executive Director - Corporate Services & Transformation

Modern Ways of Working (MWOW) Phase 2 - Progress update

1. Divisions Affected

1.1 County Wide

2. Key Decision

2.1 This is not a Key Decision

3. Purpose

3.1 The purpose of this report is to provide Cabinet with an update on the Modern Ways of Working (MWOw) Phase 2 Programme of work. The report outlines key achievements, and change in scope from the original approved Outline Business Case (OBC) on 5 May 2022.

3.2 Cabinet are asked to note progress made under the MWOw Phase 2 Programme, the key achievements and the closure of the programme.

4. Information and Analysis

4.1 Background

In September 2020, the Council commenced work on its Modern Ways of Working (MWOw) Programme. A key workstream identified during the development of the Council's Enterprising Council Strategy, the Programme looked to maximise the opportunities available through changes to working practices following the pandemic.

- 4.2 Phase 1 evolved from undertaking a collaborative approach to co-ordinate a number of different workstreams to respond to a changing working landscape following the pandemic. A Business Continuity Group (BCG) was developed to consider the immediate, and longer term, impact on employees, the support required and key messages.
- 4.3 Phase 1 of the Programme engaged with a Group of over 170 employees to help to start to shape the Council's approach. A series of workshops were held with this cohort of employees to share their views on what Modern Ways of Working meant for them, both in the immediate short term, and in the future. A more flexible and hybrid approach to working arrangements was a primary finding. To support the flexible and hybrid approach, consideration was given to the introduction of an asset rationalisation approach and utilising a smaller working footprint.
- 4.4 The principal aspiration for MWow Phase 1, was to reintroduce employees back into County Hall at speed and, aligned with the cessation of Covid-19 measures at that time, take advantage of using office spaces in a different way. The programme of activity for MWow Phase 1 was approved at Cabinet on 17 June 2021 and included the allocation of a budget of £0.401m to support implementation.
- 4.5 The Phase 1 Programme comprised of five workstreams as follows:
- People
 - Communications & Engagement
 - Information Communication Technology (ICT)
 - Property
 - Information Governance
- 4.6 The Programme was initially focused on County Hall and was widened out to include John Hadfield House and Chatsworth Hall. This involved carrying out departmental surveys to understand what future spaces were required by teams, de-cluttering offices, securing analogue records for movement and re-locating staff. This work saw the development and installation of more flexible spaces including hot desking, informal break-out areas and additional meetings rooms. Installation of a large number of workstations and pilot meetings rooms equipped with ICT also took place, to facilitate agile working and hybrid meetings.
- 4.7 The MWow approach today has been built on the significant shift in working practices, including the rapid implementation and use of new technology across the organisation, with the Council seeking to base work, and relationship with the people of Derbyshire, on quality of

service and process, rather than the desks being used or the buildings which staff sit in.

4.8 Work undertaken across the organisation and with staff involved during Phase 1 revealed that there was the potential to realise huge benefits for the organisation and the services it delivered to the public as follows:

- The creation of a more flexible customer experience by working in a range of locations that best suit the needs of our communities, our employees and our residents.
- Enabling more collaborative working and breaking down silos, leading to reduced duplication and more joined up thinking.
- An improvement in employee productivity, engagement and retention by enabling employees to work in a hybrid/flexible way leading to improved employee wellbeing and work life balance.
- Creating resilience in service delivery and minimising any future impacts of Covid-19 on the workforce

4.9 Following the success of Phase 1, the Council subsequently developed proposals for Phase 2. Comprising the following workstreams; Culture Change, Digitally Enabled and Property.

4.10 MWow Phase 2 was approved by Cabinet on 5 May 2022. As the plan for MWow developed, it became apparent that a scaling back of the original scope of the Programme for MWow would be required. A report was submitted to, and approved, by the MWow Programme Board in June 2022 to confirm the change in scope. The Programme Board considered that both the People Strategy and Digital Strategy were fundamental in formulating and providing the strategic direction of travel for the organisation, and therefore broader than the remit of the MWow Programme. The scope of Phase 2 was amended to focus on the following key areas of activity:

- Phase 2 site clearance undertaken by Facilities Management, to roll out a scheduled of work to take spaces back to a blank canvas, to enable more flexible use of, or repurpose space, alongside creating activity zones, with decisions delegated to managers around how to implement flexible ways to use their space according to business need – completed June 2023
- In line with the Phase 2 site clearance – clearance, disposal and repurposing of IT equipment and hybrid room set up undertaken by ICT – completed June 2023
- Renewing of the contract for and replacement of MFD's across the Council – completed August 2023

- Preparing the Strategic Outline Business Case for the future options for County Hall – report due in Autumn 2023
- 4.11 The reduction in scope of the MWOw Phase 2 programme led to an underspend, primarily due to a number of posts not being required and subsequently not recruited to. The projected underspend in November 2022 was £0.363m. The MWOw Programme Board agreed to repurpose these funds to support the development of the OBC for County Hall Options, this programme of work would be led by Corporate Property and sit outside the scope of MWOw Phase 2.
- 4.12 In December 2022, the Programme Sponsor requested an additional piece of work be undertaken within the MwoW programme, to consider reducing the working footprint within County Hall, to better understand the working space requirements for employees who were contracted to work within County Hall. It was agreed that these findings would inform the development of the County Hall Options Outline Business Case (OBC). Due to a lack of funding within MWOw the implementation of the proposal to reduce the working footprint at County Hall did not move forward under MWOw Phase 2, but will continue to be considered by the Property Division as the plans for the future of County Hall emerge, further details of which can be found in Appendix 3.
- 4.13 Benefits
A number of benefits were identified within the OBC approved by Cabinet on 5 May 2022, outlined in Appendix 2. Although the benefits outlined in Appendix 2 are not measurable through KPI's, key achievements have been captured, further details of which are outlined in paragraph 4.17 below.
- 4.14 It was recognised at the OBC stage that the benefits and savings outlined within Property 2025 and One Public Estate, and included in the MWOw OBC, were illustrative, and although MWOw Phase 2 would support this work, the targets set would not be delivered by MWOW Phase 2. The work to deliver the benefits and savings which flow from the OBC would be delivered by Property as part of BAU.
- 4.15 Due to the reduction in scope, only the following benefits would form part of the MWOw Phase 2 programme to support the key deliverables. As follows:
- MFD – re-contracting –
 - over 5 years assuming that usage remains the same, there will be a saving of £24,000
 - Property clearance and utilisation –

- site clearances and buildings closure,
- Improved data protection compliance
- Improved working environment to support hybrid working

4.16 Current Funding Stream Position

Due to an overspend by the IT department on the development of the hybrid meeting rooms, for the Committee Rooms and Room 124, an additional charge of £0.048 has been placed against the MWoW funding stream for Phase 2.

4.17 It is anticipated that the £0.360m allocation for the County Hall OBC will be spent in the 2023/24 financial year. The table below also outlines the projected spend on the remaining deliverables for MWoW phase 2 (planned DCC buildings review and MFD contract renewal) and the projected salary costs up to the end of all contracts.

4.18 Taking into consideration the allocation for the County Hall OBC of £0.360m, projected spend on salary costs to end of contracts, projected spend to complete the planned work to complete Phase 2 of MWoW and the £0.048 IT charge, outlined above, there is currently a projected overspend on the funding stream for MWoW Phase 2 of £0.059m. This amount also includes income, from the sale of furniture of £0.003m. The projected overspend will be funded from general reserves. Details outlined in the table below.

	2022/23		2023/24/25	Over/under spend
	Allocation	Spend	Projected spend	
	£m	£m	£m	£m
Culture Change	0.114	0.003	0	-0.111
Digitally Enabled (inc £48K IT overspend)	0.374	0.140	0.072	-0.162
Property	0.515	0.369	0.059	-0.087
MWoW Programme Management	0.137	0.102	0.094	0.059
Funding for County Hall OBC	0.000	0.000	0.360	0.360
Sub totals	1.140	0.613	0.585	
Overspend Total				0.059

4.19 Summary of Key Achievements MWoW Phase 2

MWoW Phase 2 key achievements are as follows, with further details outlined at Appendix 2:

- More collaborative working and breaking down silos, leading to reduced duplication of effort and more joined up thinking.
- Resilient service delivery across the Council that is able to minimise future impacts of Covid-19 and supporting business continuity planning.
- Implementation of the new ways of using space at County Hall, with team zones; consolidation of teams from other assets into County Hall, including from John Hadfield House and Chatsworth.
- Sign in system implemented and occupation statistics used to continually review space use.
- Rationalisation of considerable amounts of paper records and improvements to the DPIA records and processes.
- Improved data protection processes and procedures – through the clearance of buildings the Council has streamlined the information that is held. Therefore, the Council is better placed to ensure that it complies with its data protection requirements now and in the future.
- 18 sites have gone through the clearance process, with John Hadfield House now decommissioned. Chatsworth Hall is decommissioned and being marketed for sale, current use is furniture store and occupation by CDL. Over almost 600 items of furniture have been repurposed across the Council, Schools and Community Groups, with 650 items sold and 72 pedestals distributed to staff for home use, there have also been 3 bags of children's clothes donated to charity.
- 11 hybrid meeting rooms created within the County Hall complex, 2 in North block and 9 in South Block, with a 2 further scheduled in South block.
- Collected and repurposed monitors, keyboards and associated cabling to support 250 workspace stations.
- Any laptops collected over 5 years old were repurposed and used to support the Thriving Communities program, in the form of a refurbished laptop.

4.20 MWow Phase 2 programme has also supported activity associated with the development of the working arrangements policy, which was implemented in April 2023, and led to improved employee productivity through effective hybrid/flexible working, leading to better employee wellbeing and work/life balance. The use of MS Teams has also assisted and enhanced the move to a more hybrid approach. Workshops have also been undertaken outlining benefits of the new ways of working and how teams should approach the use of their space and information packs provided to managers.

4.21 Embedded Processes

A key lesson from MWow Phase 1, outlined the gap in capacity to undertake identified clearance activity, at accelerated pace, alongside business-as-usual asset management and facilities management activity and rationalisation. Therefore, additional resources were added to support the work required for MWow Phase 2.

- 4.22 The scope of buildings for clearance and repurposing within MWow Phase 2, were primarily considered due to providing a significant back-office function, with considerable front line service provision. This has led to a complex and challenging programme of activity. The work scheduled for these buildings concluded in June 2023.
- 4.23 To ensure the principles of MWow are embedded across the Council, it is proposed to consider the same approach across the remaining buildings within the Council's portfolio. This work will fall into the asset rationalisation five year asset review process, with an ambitious target to reduce assets by 50%. Undertaking this work now will also lead to a reduction in the current space used and support the reduction in the Council's assets to deliver savings earlier.

5. Consultation

- 5.1 No consultation was undertaken for the purposes of compiling this report.

6. Alternative Options Considered

- 6.1 The purpose of this report is to update cabinet on progress therefore alternative options were not considered.

7. Implications

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

8. Background Papers

- 8.1 MWow Phase 2 – OBC and cabinet report – 5th May 2022.



MWow OBC v2.0
cab rep cover.pdf

- 8.2 MWow Phase 2 – change in scope paper – 27th June 2022.



Item 2 MWow Scope
v0.1.docx

9. Appendices

- 9.1 Appendix 1 – Implications.
- 9.2 Appendix 2 – Key successes and progress against benefits.
- 9.3 Appendix 3 – County Hall Complex - Interim Space options details.

10. Recommendation(s)

10.1 That Cabinet:

- Notes the progress and key achievements, of the MWOW Phase 2 Programme.

11. Reasons for Recommendation(s)

11.1 To ensure Cabinet is aware of progress against the MWOW Phase 2 OBC, agreed by cabinet on 5th May 2022 and subsequent spend.

11.2 To ensure cabinet are aware of the potential to embed the ways of working developed during the building's clearance and rationalisation work across the wider Derbyshire Estate.

12. Is it necessary to waive the call-in period?

12.1 No

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Implications

a) Financial

As highlighted in paragraph 4.13 the only financial implication is the overspend of £0.059mm on the MWow Phase 2 funding stream. The costs will be funded from the General Reserve.

b) Legal

A data protection impact assessment was prepared in connection with Phase 1 of Modern Ways of Working. This specifically addressed the necessary actions and mitigations which were needed in order to ensure the safety and lawful processing of the Council's data. This data protection impact assessment was updated as part of the Phase 2 process, again focussing on ensuring lawful processing and retention of data.

c) Human Resources

Four employees were recruited to through MWOW funding, all on fixed term contracts, the end dates vary, there is funding available to cover the salary costs for these contracts through to the end of the relevant fixed term period.

d) Equalities Impact

An Equality Impact Assessment was completed in order to support Phase 1 of the programme and was revisited ahead of Phase 2 of the programme. An equality impact assessment (EIA) is an evidence-based approach designed to help organisations ensure that their policies, practices, events and decision-making processes are fair and do not present barriers to participation or disadvantage any protected groups from participation. The EIA which was undertaken therefore provided information as to how the process could be best managed taking into consideration the public sector equality duty.

e) Corporate objectives and priorities for change

The MWow Programme addresses directly a number of objectives and priorities set out in the Council Plan and sits within the Enterprising Council strategic objective.

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

f) Property and Asset Management

MWoW Phase 2 has focused on the clearance and utilisation of buildings – this work will continue within the Asset Rationalisation plan within Business as usual.

g) Environmental Sustainability

The reduction in use of buildings will have a positive impact on the Council Climate Change targets.

Key Successes & Progress against Benefits

Phase 1 - were as follows:-

- Employees from Chatsworth Hall and John Hadfield House relocated to County Hall
- Allocated Team Zones are efficient and fit for purpose on return to office spaces
- Electronic Signing-in process working effectively
- Hybrid Meeting Rooms fully functional
- Meeting Room booking system working effectively
- Central Stationery Hubs rather than individual purchases
- New Fire Evacuation Systems tested and working
- Adequate provision of First Aid and new process working effectively
- Defibs suitably located around County Hall for all occupants to access

Phase 2

Original benefits outlined within the OBC, approved in May 2022 – please note the benefits changed to match the reduced scope agreed by the programme Board on June 2022.

People Strategy

- More collaborative working and breaking down silos, leading to reduced duplication of effort and more joined up thinking
- Improved employee productivity through effective hybrid/flexible working leading to better employee wellbeing and work/life balance
- Resilient service delivery able to minimise future impacts of Covid-19 and supporting business continuity planning

Digital Strategy

- Capitalise on technology to develop a better, flexible approach to service delivery which also reduce running costs

Property 2025 & One Public Estate

- Support the Council's ambition to achieve net-zero carbon emissions from DCC's estate and property by 2032
- Realising projected £6m savings from property rationalisation over the next 5 years by reducing the number of Council buildings (It is anticipated that over 5 years, Phase 2 will deliver a minimum saving of £8.5m (£5m revenue savings, £3m Capital receipts, £0.5m in printing and stationery and interest savings)).
- Opportunities for income generation by using our spaces differently.

CCHQ Options

- Agile delivery of our services to residents and communities, enhancing the customer/resident experience

MFD – Re-contracting

- Saving of £0.368m over a 5 year period on printing, stationery and photocopiers – please note the amount changed following the reduction of scope for MWow Phase 2 agreed in June 2022.

Progress update against identified benefits as outlined within the MWow Phase 2 OBC.

People Strategy

The following benefits could be aligned to those identified within the MWow Phase 2 OBC as a result of the wider People Strategy deployment.

More collaborative working and breaking down silos, leading to reduced duplication of effort and more joined up thinking.

Overall, the organisation has seen improved cross organisational collaboration as result of more modern, working practices and learning from the pandemic. Key workforce initiatives outlined below continue to encourage and support this approach to further breakdown silos and enable more joined up thinking.

- Departmental People Plans have been reviewed for 2023/24 and continue to be in place as result of the People Strategy. This a corporate approach which considers departmental priorities and enables us to share good practice across teams (sickness dashboard / people metrics)
- Collaborative working across enabling functions allows us to target local issues within a corporate framework (responding to ill health and capability issues with both legal and finance teams). This approach also allows us to more easily spot trends / learn lessons / identify and share good practice
- Regular engagement and development forums for directors and assistant directors, creating opportunities for them to collaborate to shape and influence the organisation vision and strategic direction every 3 months.
- The 'Inspiring Leaders' leadership development programme was launched in early 2023. This is a mandatory programme for all leaders who manage a team of one or more, with c.1,800 leaders completing this over the next 3 years. Leaders will progress through the programme

within a cross-department cohort of leaders of the same grade and the cohort will remain together as an action-learning set at the end of the programme, to ensure the benefits of sharing learning from peers across departments

- Continued engagement with the employee network groups to consider any equality considerations of the Working Arrangements Policy and policy development through the recently established Policy Forum
- A connected resultant benefit from the ability to work flexibly and embrace modern technology has been invaluable in helping to develop relationships with our partners within the Joined-Up Care Derbyshire system. This has led to the ability for employees from a variety of organisations spread geographically across the county to work collaboratively without the need to meet in person. This resulted in the deployment of an Employee Assistance Programme to support colleagues through the Pandemic with work now underway on a system wide menopause policy

Improved employee productivity through effective hybrid/flexible working leading to better employee wellbeing and work/life balance

- Within the People Strategy, the recently refreshed Wellbeing Strategy, approved by Cabinet, the following is being delivered:
 - Targeted interventions through policy development to support better employee wellbeing / work-life balance. Putting in place good practice guides to support our line managers and employees to better interpret policy. The HR Advice & Support team provide coaching sessions for managers, guiding new / existing managers through many of our key employment policies. Through regular team meetings they share lessons learnt with the wider Business Partner community
 - A strategic approach to the managing attendance and the wellbeing of our employees. The sickness absence data dashboard is available for Departmental Management Teams to enable them to identify trends and target appropriate interventions
 - Better, more effective use of Management Information being able to report on both primary and secondary sickness categories to enable a more targeted approach to supporting wellbeing interventions. This information can also be drilled down to department, division and team to identify and target support through sickness absence performance clinics. In addition, to enable better organisational oversight quarterly sickness absence performance reports are provided to CMT

- The Council has seen an increasing take up of the free wellbeing activities mentioned in the above programme over time and in April became the largest user of these activities across the JUCD system
- The 2023 Employee Survey was launched on 5th June 2023 which will enable us to further test and evidence how employees are feeling since our last survey in February 2022.

The focus remains on improving our employee offer, including employee benefits as follows:

- The Working Arrangements Policy and the Travel Policy implemented on 1 April 2023 following an extended period of consultation with departments and the Joint Trade Unions. This outlines the Council as a hybrid organisation, recognising the importance of both in person and remote working to enable the four principles of the Working Arrangements Policy to be met. It establishes four employee profiles with the Travel terms and conditions being outlined within the Travel Policy aligned to each of the employee profiles. The policy continues to recognise the importance of flexibility for employees, supporting their work/life balance and caring responsibilities whilst balancing this against service delivery and business need
- Our Derbyshire Rewards implemented in February 2023 provides access to discounts and benefits alongside a new provider of our employee assistance programme which provides a vast range of wellbeing activities, support for employees including counselling sessions

Aligned to the People Strategy delivery plans regular information is shared with the Corporate Management Team, Departmental Management Teams and Leaders through the Managers HR Bulletin. This ensures plans align to delivery of the Council plan and Departmental service plans, our senior leaders support and champion approaches and leaders understand their role in implementing new initiatives and supporting employees.

Resilient service delivery able to minimise future impacts of Covid-19 and supporting business continuity planning

- Aligned to the creation of the Organisation Resilience, People and Communications division, work will commence to review the organisation's business continuity approach aligned to the local resilience forum (LRF). BCG was central to the organisation's response to Covid-19 and learning has been adopted across all departments with regard to minimising any future impacts

- In addition, the Council's People Strategy has and continues to ensure that the organisation is supported from a workforce perspective with activity in place such as workforce planning, support for transformation programmes and wellbeing interventions to improve workforce resilience
- Departmental People Plans are developed locally to support departments to meet service needs, being regularly refreshed and updated to support changing demand when considering the required workforce interventions
- Work with the Joined-Up Care Derbyshire system is supporting planning and developing our support network across the NHS and wider care community. This also allows us to tap into a wider range of expertise

Digital Strategy Progress

Although a decision was made not to include the development of the Digital Strategy within the MWow programme as a workstream, the following has taken place and been supported via MWow funding stream and monitored through MWow Governance.

- Hybrid meeting rooms have enabled the successful collaboration with staff working from home and partner organisations. They also provide the facility for hybrid working which supports the MWow programme
- Surplus ICT equipment has been utilised, reducing the need to purchase new equipment and to further extend the equipment's useful life cycle

More than 3000 items have been recovered, of which approximately 600 devices consisted of monitors and laptops. Where possible these devices continue to be reutilised, as 2nd user stock, avoiding the need to purchase new devices. Over 250 workstations have been supported through this redistribution of equipment.

Other devices have been disposed of, however under the Council's ICT Hardware Disposal Contract, the Council receives 75% of any resale revenue, should the device be in a suitable condition. Additionally, some of the laptops, which were over 5 years old, have been used to support the Thriving Communities program, in the form of a refurbished laptop. The Council distributes 40 laptops every 6 weeks from disposals and collected redundant across the Voluntary and Community sector, a proportion of those laptops were collected through MWow.

Property 2025, One Public Estate and County Hall Options

Although a decision was made not to include the Property 2023, One Public Estate and County Hall Options as specific workstreams within the MWOW programme. The following has taken place within the Phase 2 site clearances strategy and plan.

Please see below an update on progress to date relating to the clearance of buildings, this is one of the agreed and in scope deliverables within MWoW Phase 2:-

Activity/site	Financial Savings	Update
Sale of furniture	£5,020 Income £7,000 savings	Sale of surplus furniture to Martins Furniture Also savings of over £7k as we do not need to dispose of this furniture
Furniture gifted to Schools and community groups	£5,000 savings	Surplus items provided to School/community groups resulted in 8 Schools/Community Groups using 69 items of furniture, Saving approx. £5K in disposal costs. 3 bags of children's clothes donated to the Red Cross.
John Hadfield House clearance & mothballing	TBC	Mothballing completed December 2022 – running costs reduced to a minimum, business rates relief being claimed, cleaning removed, ICT infrastructure removed and repurposed Reduced running costs in relation to cleaning, ground maintenance, building maintenance & energy usage
Chatsworth Hall running costs 'D block' only	TBC	A Block: still a WIP – with BAU FM B Block: CDL C Block: Mothballed D Block: Police & Trade Unions occupying – Police covering running costs Reduced running costs in relation to cleaning, ground maintenance, building maintenance & energy usage Decommissioned and being marketed for sale, with a small number of meanwhile uses, including furniture store, occupation by CDL
Closed Central Buildings and Rutland Street	TBC	Both buildings handed to Asset Management Feb 22 and mothballed. Reduced running costs in relation to cleaning, ground maintenance, building maintenance & energy usage

Signing in System Data	Future savings through asset rationalisation	<ul style="list-style-type: none"> • Link to Asset Rationalisation Plans and tie in with County Hall Options. • Data used to inform County Hall interim space options.
Wider Estate Clearance	TBC	<ul style="list-style-type: none"> • Clearance work allows servers/boilers to function more efficiently through removal of clutter = reduced energy costs • Identifying non-compliance with fire regs/COSHH/PAT testing etc improves building efficiency • Excess furniture can be used elsewhere – reducing costs for other sites • Improves data protection – effective paper data management • Ability to create additional space – meeting rooms, breakout areas etc = Better working environment for staff and potential to improve service delivery • Creation of additional space for shared meeting rooms / shared touchdown space and create different types of working spaces.
Excess furniture kept in store for future use elsewhere	TBC	<ul style="list-style-type: none"> • Removes the need to purchase additional furniture • To date 79 surplus items were distributed across DCC sites (outside of MWow) to replace damaged or broken existing equipment. • Over 1200 items of furniture have been repurposed across the MWow sites to replace damaged or broken furniture and to install new furniture where required • Creating standardised offices with the removal of pedestals & curved/wave desks • 72 surplus pedestals distributed to staff for personal use
Increased wastepaper going to Shred Station	TBC	<ul style="list-style-type: none"> • Reduction in paper data being stored on site improves data protection and increases available space • Increased compliance with Council retention schedules.

The following updates are within scope of the agreed deliverables for MWow Phase 2.

Data Management

The clearance work undertaken as part of the MWow project has required offices to identify and review all hard copy documentation to ensure that records are held in accordance with the Council's Retention Schedules. Where documents are no longer required, they have then been securely disposed of. This has not only reduced the volume of hard copy documents held but has also allowed the Council to better understand the information that we have and to ensure that this is held securely.

By streamlining the information that we hold, the Council is better placed to ensure that it complies with its data protection requirements now and in the future. Throughout the clearance process, staff have been reminded of the importance of data security and compliance with the Retention Schedules, this should ensure that not only is existing data suitably cleansed and secured but also that future documentation is administered appropriately.

MFD re-contracting

This work is now complete, the benefits for this work has been revisited, the following outline the current benefits that will be realised:

- Over 5 years assuming that usage remains the same, there will be a saving of £24,000, although it is anticipated that the new technologies will change behaviour when it comes to printing. Part of this will be to increase and encourage more printing to the business centre which is more cost effective
- Achieve operational excellence – Driving cost reductions and efficiency.
- Ensure the Council is digitally fit and future ready – Ensuring compliance and increasing capability
- Provide an easy to use managed print solution incorporating print, copy and scan
- Reduce the Council environmental impact
- Enable shared services with other partnering agencies
- Reduce costs, via controlling printing materials such as colour printing.
- Provide device management with toner alerts, accurate meter readings of usage of each device
- Provide a solution to enable the workforce to work in an agile/flexible way
- Enable partnership working with the supplier and collaboration with other partnering agencies, to understand our / national business pressures, requirements and user needs
- Reduce internal IT involvement for support
- Enhance collaboration and productivity across the organisation

- Maximise security – Through Pull Printing, which also minimises waste.
- Provide contactless authentication

Appendix 3

Interim Space options – County Hall Complex

Following a presentation to CMT on 17 January 2023 regarding options to consider reducing the working space available across the County Hall Complex, a decision was made to engage with colleagues to agree the preferred approach, engagement sessions and discussions took place, with proposals discussed by all DMT's.

The proposal to close the Co-op Building and audit block and partially close North Block was considered by CMT. With this reduction in space there will be, approximately 800 workstations available, which is 54% against the current figure of 1471.

In total over 1,200 members of staff engaged with workshops, and survey during February and March 2023. With all DMT's receiving a presentation outlining the proposal. The proposal to reduce the working space available was supported, although a number of concerns were raised, regarding equipment and the suitability/accessibility of chairs, desks and monitors. Other concerns related to the acoustics, office layout and availability of alternative spaces to be used.

There are costs associated with undertaking the work to implement the movement of employees and equipment, totalling £0.259m. Alongside this cost there is the potential for projected income from the lease of Derbyshire Dales Area Office (DDAO) and projected Energy Savings, totaling up to £0.215m.

There are currently 2608 employees contracted to work in County Hall, with 1471 workstations available. The usage of County Hall is updated daily on a 4 week rolling cycle. In June the average daily work station usage across the County Hall complex is 28.1%, with daily room usage at 54%. Finance & ICT are the highest users of their allocated team zones and usage of work stations at 37.7%, followed by Corporate Property, and Adult Social Care & Health. The Business Centre has the highest usage of workstations in a building at 37.1%. Wednesdays are still the days that see the highest usage with Fridays the lowest.

A proposal to close Audit block, Co-op Building and partially close North block has been considered by CMT, this proposal would incur the following approximate costings. As mentioned in the report, although this approach is

supported, funding has not yet been identified and therefore on hold. These costings are indicative and for information only.

Proposed indicative costs outlined in the table below.

	Identified savings/income £	Cost £
X400 lockers (100 banks of 4 lockers)		17,000
Relocation of two Hybrid meeting rooms		7,160
Specialist removals – 4 weeks		40,000
Staff resource (x1 G12, X2 G11 – 12 months)		126,000
ICT – Relocation of Trading Standards Secure Line		500
Room/Desk Booking App		60,000
Securing North/South bridges		8,000
Income from lease of DDAO: Rent*	52,310 – 73,234	
Income from lease of DDAO: Service Charge**	31,386 – 41,848	
Energy Savings	99,771	
Indicative totals	183,467***	258,660

* Based on a rent of £10-£14 per ft²

** Based on a service charge of £6-£7 per ft²

*** based on the lowest highlighted income from leasing DDAO

This work is in addition to business as usual and there are no current resources within the structure to undertake this work, therefore a small team would need to be developed within Corporate Property, x1 Project Manager (G12) and x2 Senior FM Officer (G11) on 12 month contracts.

Due to the issues and concerns raised through the consultation additional costs have been compiled to replace office chairs and ICT equipment along with the purchase of some height adjustable desks. Details are available on request, although indicative costs would be in the region of £0.164m for Office equipment (x800 chairs and x100 height adjustable desks) are between £0.116m and £0.234m dependent on the option taken to replace all ICT monitors to a more accessible landscape option.

The total cost of undertaking this work would be in the region of £0.259m, by taking into consideration the potential savings and income the initial cost would be £0.075m.

Therefore, if the projected savings, income and costings for the purchase of office furniture and lower priced ICT equipment, are considered, the total funding required to undertake this work would be £0.324 m. If the projected savings and income were not taken into consideration the required funding would be between £0.259 and £0.539m, dependent on which ICT and furniture options were chosen.

	Potential Savings/income £m	Cost £m	£m
Indicative cost to undertake work		0.259	
Office Furniture		0.164	
ICT equipment		0.116	
Potential Savings/income	-0.215		
Sub totals	-0.215	0.539	
Total			0.324

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FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

CABINET

Thursday, 21 September 2023

Report of the Interim Director of Organisation Resilience, People and Communications

Diverse Council Declaration
(Cabinet Member for Health and Communities)

1. Divisions Affected

1.1 County-wide

2. Key Decision

2.1 This is not a Key Decision

3. Purpose

3.1 To outline and to seek approval to create a cross-party working group to consider the wide-ranging matters outlined in the Diverse Council Declaration Motion presented at Full Council on 12 July 2023 providing recommendations back to Cabinet as appropriate.

4. Information and Analysis

4.1 On 12 July 2023, Full Council heard a Motion entitled Diverse Councillor Declaration and it was requested that the Motion is referred to Cabinet to establish a cross-party working group to discuss and debate the wide-ranging matters covered in the Motion.

4.2 The Motion proposed that the Council commits to being a Diverse Council and it agrees to:

1. Provide a clear public commitment to improving diversity in democracy and benchmark our current position in line with established good practice
2. Demonstrate an open and welcoming culture to all, promoting the highest standards of behaviour and conduct.
3. Set out a local Diverse Council Action Plan ahead of the next local elections. Including:
 - Appoint Diversity Ambassadors for each political group on the council to work with each other and local party associations to encourage recruitment of candidates from under-represented groups.
 - Encourage and enable people from under-represented groups to stand for office through the provision of activities such as mentoring and shadowing programmes and information and learning events for people interested in standing as official candidates.
 - Proactive engagement and involvement with local community groups and partner organisations supporting and representing under-represented groups
 - Ensure that all members and candidates complete a candidates' and Councillors' survey distributed at election time.
 - Set ambitious targets for candidates from under-represented groups at the next local elections.
4. Work towards the standards for member support and development as set out in the LGA Councillor Development Charter and/or Charter Plus.
5. Demonstrate a commitment to a duty of care for Councillors by:
 - providing access to counselling services for all Councillors having regard for the safety and wellbeing of Councillors whenever they are performing their role as Councillors.
 - taking a zero-tolerance approach to bullying and harassment of members including through social networks.
6. Provide flexibility in council business by:
 - regularly reviewing and staggering meeting times
 - encouraging and supporting remote attendance at meetings
 - agreeing recess periods to support Councillors with caring or work commitments.
7. Ensure that all members take up the allowances and salaries to which they are entitled, particularly any reimbursement for costs of care, so that all members receive fair remuneration for their work and that the role of member is not limited to those who can afford it.
8. Ensure that the council adopts a parental leave policy setting out members' entitlement to maternity, paternity, shared parental and adoption leave and relevant allowances.

9. Ensure that Councillors from under-represented groups are represented whenever possible in high profile, high influence roles.
- 4.3 Ensuring the involvement of, and supporting Elected Members across the Council to be representative of their communities is an important aspect of the expectations of the Public Sector Equality Duty and helps build confidence within communities across Derbyshire. In line with the Public Sector Equality Duty, the Equality Framework for Local Government also places requirements upon Councils in relation to the role and leadership in respect of equality, diversity and inclusion by Elected Members. As such the motion should also be considered in the context of the Council's Equality, Diversity and Inclusion (EDI) Strategy, which is currently being reviewed and refreshed.

5 Proposed approach

- 5.1 In taking forward the current refresh of the Equality, Diversity and Inclusion Strategy, the creation of a cross-party working group will enable further Member engagement and involvement in the development of the approach to discuss and debate the wide-ranging matters covered in the Motion.
- 5.2 It is recommended that a politically balanced working group is established comprising of Elected Members and the appropriate officers. This should ideally include a diverse range of Members which will enable a range of different perspectives and levels of experience to be considered.
- 5.3 Should the proposal to create a cross-party working group be agreed, a terms of reference will be defined including the composition of the working group. Consideration will also be given to the interdependencies with the existing EDI Board and the Member Development Group.
- 5.4 A proposed timetable for the formation of the cross-party working group and to provide recommendations to Cabinet is outlined below.

Action	Timescale
Cabinet consideration of the 'Diverse Council Declaration' report	21 September 2023
Cross-Party Working Group Established	29 September 2023
Cross-Party Working Group meetings	Regularly throughout October and November 2023

6 Consultation

- 6.1 The recommendations of the proposed cross-party working group will inform the refresh of the Equality Diversity and Inclusion Strategy. Having a cross-party working group will enable this work to link in with the various programmes operated by UK political parties, for example, to address the diversity of candidates.

7 Alternative Options Considered

- 7.1 The alternatives would include taking no action, however it is appropriate to ensure and support diversity and equality of opportunity amongst Elected Members. Ensuring that Elected Members are representative of the different communities of Derbyshire helps build confidence and the reputation of the Council and is reflective of the public sector equality duty.

8 Implications

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

9 Background Papers

- 9.1 None identified.

10 Appendices

- 10.1 Appendix 1 – Implications

11 Recommendation(s)

That Cabinet:

1. Note the content of the report and the proposals to respond to the Diverse Council Declaration Motion following Full Council on 12 July 2023.
2. Agree to establish a cross-party working group to consider the wide-ranging matters contained in the Diverse Council Declaration Motion.
3. Receive a further report to outline recommendations from the cross-party working group aligned to the review of the Equality, Diversity and Inclusions Strategy.

12 Reasons for Recommendation

12.1 This report provides a method for considering the wide-ranging matters within the Motion. Providing the opportunity for involvement of Elected Members across all parties will maximise the experience, skills, knowledge and diversity to help inform any future recommendations and the refresh of the Equality, Diversity and Inclusion Strategy.

13 Is it necessary to waive the call in period?

13.1 No

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Implications

Financial

1.1 None.

Legal

2.1 The proposed actions are supportive of the Public Sector Equality Duty created by the Equality Act 2010. The Public Sector Equality Duty was developed in order to harmonise the equality duties and to extend it across the protected characteristics. It consists of a general equality duty, supported by specific duties which are imposed by secondary legislation. In summary, those subject to the equality duty must, in the exercise of their functions, have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic and those who do not.

These are sometimes referred to as the three aims or arms of the general equality duty. The Act explains that having due regard for advancing equality involves:

- Removing or minimising disadvantages suffered by people due to their protected characteristics.
- Taking steps to meet the needs of people from protected groups where these are different from the needs of other people.
- Encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low.

The actions detailed in the report support the aims detailed above.

Human Resources

3.1 None

Information Technology

4.1 None

Equalities Impact

- 5.1 This action will have a positive equality, diversity and inclusion impact, supporting Elected Members and developing further their role as champions for equalities within their communities, within Council business, and within decision-making.

Corporate objectives and priorities for change

- 6.1 Strong links are already made between the EDI Strategy and the Council Plan and Department based Service Plans. The refresh of the EDI Strategy offers a real opportunity of translating corporate improvement and addressing inequalities within these key corporate plans. It can also ensure that action taken by the Council to deliver its strategic priorities on Enterprising Council, Thriving Communities and the revised Vision Derbyshire approach reflect upon likely equalities impact and ensure fairness and inclusion within resulting programmes and projects.

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

- 7.1 None

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FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

CABINET

21 September 2023

Report of the Executive Director - Place

**Changes to Trading Standards Compliance Policy in relation to Weight
Restriction Enforcement**

(Cabinet Member for Health and Communities)

1. Divisions Affected

1.1 County-wide.

2. Key Decision

2.1 This is a key decision because it is a decision made in the exercise of a Cabinet function which is likely to: be significant in terms of its effects on communities living or working in an area comprising two or more electoral divisions in the county area.

3. Purpose

3.1 To seek Cabinet's approval to change the Council's current Trading Standards Compliance Policy by removing specific references to the prosecution of weight restriction cases, including Appendix 1 which outlines the general approach to decision making in respect of these cases and contains additional criteria to be considered when determining how such cases should be progressed.

3.2 The amendments sought are necessary following a decision by the police to no longer provide driver details to the Council and the introduction of new inter-agency collaborative processes which accord with this decision.

4. Information and Analysis

- 4.1 This report sets out the proposals to alter the current arrangements with the Police to pursue breaches of weight and environmental restriction enforcement. Over the last 18 months, Derbyshire Police and Trading Standards Services (TSS) have been in extended dialogue to consider alternative processes that would acknowledge the ongoing issues of weight restrictions in certain parts of the County. A resulting proposal has been agreed by both partners to continue an achievable level of monitoring in the affected areas. The proposed working arrangement with the Police would require, as set out in the recommendation, changes to the Council's current Trading Standards Policy (including Appendix 1).
- 4.2 The proposed new arrangements have been driven by Derbyshire Police confirming that they are now no longer able to process the vehicle owner checks that have previously supported the weight restrictions investigative process undertaken by TSS.
- 4.3 This change would have significant implications for TSS enforcement activity, since it effectively prevents the Service from undertaking further retrospective investigation in cases where vehicle owners choose not to co-operate.
- 4.4 There are a significant number of structural and environmental Heavy Goods Vehicle (HGV) weight restrictions on Derbyshire's road network. These restrictions were introduced by Derbyshire County Council (DCC), as the local highway authority, to help protect bridges and environmentally sensitive areas from the passage of large HGVs.
- 4.5 Structural weight restrictions are intended to help protect bridges or other highway features that could be damaged by the weight or size of continuous HGV traffic. The restriction usually applies over a short length (such as a bridge), and there are generally no exemptions for access because of the safety related requirement for the restriction.
- 4.6 HGV weight restrictions are imposed by the Highway Authority by means of a Traffic Regulation Order (TRO) under the RTRA. This process must also consider the alternative routes for vehicles that will be affected. Exemptions can be made in the TRO to allow loading and deliveries within the restricted area as local circumstances require. HGV traffic above the weight limit prescribed by the Order must use alternative (and more appropriate) routes to their destination.

- 4.7 Environmental restrictions are introduced to help protect rural or urban areas that are unsuitable for HGVs because their layout or the surrounding environment cannot safely accommodate or is unsuitable for HGV traffic. An example might be an historic town centre with narrow streets and pavements or a country lane that could be used as a short cut between two main roads/towns. Environmental HGV restrictions can also be applied over large areas, forming a zone. Generally, these environmental restrictions are targeted at heavy goods vehicles over 7.5 tonnes, which would typically include vehicles with three or more axles (and some with two axles). Road Traffic legislation, specifically the Road Traffic Regulation Act 1984 (RTRA), makes it an offence to breach an HGV weight restriction.
- 4.8 Across most authorities in the UK, the enforcement of these restrictions is routinely a Police responsibility because they have powers under the RTRA that allow them to stop and inspect vehicles and enforce regulations as appropriate. In such circumstances, a Fixed Penalty Notice (FPN) can be issued by the Police to the driver of a vehicle for contravening a TRO, such as an HGV weight restriction.
- 4.9 Given the potential impact on communities, the Council has historically undertaken enforcement of the restrictions, including prosecutions. Within the Council, the task of enforcement and investigation was given to TSS. Unlike almost all other legislation enforced by TSS, there is no statutory duty placed on the Council to enforce this legislation. Most of the matters investigated arise because of sightings reported by concerned residents.
- 4.10 TSS received 575 complaints about breaches of weight restrictions during 2021 – 22, mainly submitted via an online form. Investigations were pursued where complainants agreed to submit witness statement were agreed with a view to potential formal action.
- 4.11 A total of 210 breaches in relation to TROs were subject to further enquiries/investigations during the year 2021-22, resulting in warnings, caution, or prosecutions. Twenty-eight prosecutions concluded in 2021-22.
- 4.12 Investigations by TSS present more procedural obstacles than investigations undertaken by Police counterparts. Critically, Council officers do not have the same legal powers to stop vehicles at the roadside, or require the provision of information as to the identity of the driver so enforcement relies on other evidence gathering. A summons to court may take many months to materialise due to the process involved. The issuing of a summons has often been reliant on Police support to

TSS, whereby the Police have utilised their statutory powers to require a vehicle owner to provide details of the driver. Failure to provide driver details following receipt of a notice from the police to supply driver details is in itself a separate offence.

- 4.13 Enquires are complicated by the exceptions often in place to allow limited access to HGVs within restricted areas. Although HGVs can be a problem, they are often essential in supporting local businesses and communities. TROs cannot prevent all HGV use in a given area. In some cases, HGVs must use unsuitable roads as access is required for local deliveries to certain businesses. HGVs can legally enter a weight restricted area to access premises or to load/unload and, once they have entered a zone, they can legally exit that zone by any route.

The Proposal

- 4.14 The new proposal would involve TSS continuing to collate information on reports from the public, through the existing webpage. This would explain the process and ensure anyone reporting is aware of the change to enforcement.
- 4.15 The information would be shared with Derbyshire Police Roads Policing Unit (RPU). Analysis would be undertaken to identify particular areas generating the most reports, from a range of affected residents.
- 4.16 The proposed approach would also involve organised joint enforcement operations at key locations – using local intelligence and evidence and where logistics and resources allow. Given that the Police retain full powers for moving traffic work, these joint operations would be led by the RPU but may include other agencies such as Vehicles and Operator Services Agency (VOSA) as well as TSS. The operations would focus on the Police priorities of “Engagement, Partnership, Awareness, Prevention and Enforcement”.
- 4.17 Information, regarding the joint operations would be fed back to the local communities’ post operation via a joint communication and engagement approach between the Council and the Police. Where appropriate, specific investigations and formal action may follow from enforcement activity. This action could be taken either by RPU or TSS.
- 4.18 This proposed approach would enable TSS to continue to work with and assist Derbyshire Police in undertaking planned exercises in-situ, where HGV’s will be subject to roadside stops, where practical, and resources allow.

- 4.19 TSS follows a Compliance Policy, the cornerstone of which is that the actions of Trading Standards in enforcing the law are undertaken in a fair and consistent manner, using guidelines which are unambiguous and transparent. Appendix 1 of the Compliance Policy sets out additional criteria when determining whether to prosecute following an allegation that a heavy goods vehicle has breached a weight restriction under the Road Traffic Regulation Act 1984. It refers to all reports regarding alleged breaches being considered for potential prosecution following a warning in the first instance unless there are aggravating circumstances.
- 4.20 Through a proposed amendment to the TSS Compliance Policy, the Council would be considering potential weight restriction enquiries in the same context as all other investigative work, rather than having specific content for this area of legislation.

5. Consultation

- 5.1 Not specifically required in relation to the content/proposals set out in this report.

6. Alternative Options Considered

- 6.1 Option 1: To retain the current Compliance Policy together with Appendix 1 (unamended). Retaining the Compliance policy including Appendix 1 would be implying a continuing level of TSS intervention which is no longer viable in the absence of support from the police to assist in driver identification.
- 6.2 Option 2: Amendment of the current Compliance Policy in a manner which requires TSS to continue with the initial investigatory work but only processing this to the point of an advice or warning letter. This approach would be inconsistent with the proposed new working arrangements. This would also not in itself act as a deterrent to those breaching orders and could be considered an inefficient use of resources.
- 6.3 Option 3: Amend the current Compliance Policy to refer to TSS withdrawing from all weight restriction activity. This would risk the Council taking an isolated approach, failing to work in partnership with Derbyshire Police at a point where they have taken a lead on weight restriction issues.

7. Implications

7.1 Appendix 1 to this report sets out the relevant implications considered in the preparation of the report.

8. Background Papers

8.1 Derbyshire County Council Trading Standards Service Compliance Policy.

9. Appendices

9.1 Appendix 1 – Implications.

10. Recommendations

That Cabinet resolves to authorise the Trading Standards Service Compliance Policy to be amended by the deletion of:

- a) the paragraph entitled “Weight restriction Cases”.
- b) Appendix 1.

11. Reasons for Recommendations

11.1 The Council does not have a statutory duty to enforce weight restrictions and unlike the police has no legal power to compel the registered keeper of a vehicle to provide details of a driver. In view of the changes to police practices as outlined above it is therefore no longer appropriate to have within the TSS compliance policy a separate paragraph and appendix specifically tailored to weight restriction cases.

11.2 The Compliance Policy should therefore be simplified as recommended to reflect that future reports of offences of this nature would be referred to Derbyshire Police as the primary agency responsible for enforcement under the new inter-agency arrangements.

12 Is it necessary to waive the call-in period?

12.2 No.

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Implications

Financial

- 1.1 There are no financial implications. No savings will accrue as the resources undertaking this work will be diverted to support compliance with other statutory functions.
- 1.2 Implementing any of the dismissed options outlined in paragraphs 6.1 to 6.3 would incur additional financial costs due to the impact on staff resources and level of activity.

Legal

- 2.1 Historically, the Council has used its general powers set out in Section 222 of the Local Government Act 1972 to prosecute breaches of weight restriction regulations. Section 222 gives Councils a wide power to prosecute where it is considered “expedient for the promotion of protection of the interests of the inhabitants of their area”. Unlike other consumer protection legislation, such as the General Product Safety Regulations 2005, there is no legal duty upon the Council to enforce weight restriction Regulations within its area.
- 2.2 Section 172 of the Road Traffic Act 1988 places a specific legal duty to give information as to the identity of a driver in certain circumstances. However, this duty only arises when a request is made by or on behalf of a chief officer of police or the Chief Constable of the British Transport Police Force. If an individual refuses to provide information following a request from the Police, they commit a separate offence for which they may be prosecuted. However, the Council has no equivalent legal power to obtain the provision of driver information. Considering the Police position that they will no longer carry out checks on behalf of the Council, the Council is unable to effectively carry out enforcement activity in this area following its previous processes.
- 2.3 The TSS attempting this enforcement work following the withdrawal of Police support in their investigations would be likely to present evidential difficulties in the event suspected offenders chose not to co-operate with trading standards officers investigating these matters. In such cases a driver’s refusal to co-operate would be likely to result in there being insufficient evidence to enable a successful prosecution. Pursuing only those cases where drivers had made admissions would be contrary to the principles of the Legislative and Regulatory Reform Act 2006 which requires decisions to be made in a transparent,

accountable, proportionate and consistent manner, targeted only at cases in which action is needed. This would also be contrary to the spirit of the Regulators' Code laid before Parliament in accordance with section 23 of the Legislative and Regulatory Reform Act 2006 which the Compliance policy has been designed to demonstrate a commitment to as only those accepting that they had driven the vehicle would face prosecution whereas those who were evasive or refused to co-operate with TSS would face no further action.

Human Resources

3.1 None directly as a result of this report.

Information Technology

4.1 None directly as a result of this report.

Equalities Impact

5.1 The author of this report has been mindful of the Council's equality duty, set out in Section 149 Equality Act 2010 which requires public authorities to have due regard to the need to:

- a. eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act
- b. advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- c. foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

5.2 In order to mitigate any possible impact of the decision on any particular group with protected characteristics and the wider public, from the recommended change to the Policy, it is proposed to provide information to the public on the Council website explaining the change in approach. The opportunity would also be taken to review how the data received by the Council will be handled to ensure continued compliance with data protection legislation.

Corporate objectives and priorities for change

6.1 None of specific relevance.

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

- 7.1 **Environmental** – The restrictions in place on the County’s roads protect local communities from the disruption and damage caused by large goods vehicles travelling unnecessarily along unsuitable routes.
- 7.2 **Risk Management** – Those reporting alleged breaches and residents in affected areas, now have a significant expectation of a level of enforcement activity by the Council. Changes to the work will require an appropriate explanation to detail the change in use of data provided by the public, the nature of any surveillance/enforcement in future and also that the work will be effectively led by Derbyshire Police.

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FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

CABINET

21 September 2023

Report of the Executive Director - Place

Ashbourne Relief Road – Route Alignment and Public Consultation
(Cabinet Member for Infrastructure and Environment)

1. Divisions Affected

1.1 Dovedale and Ashbourne.

2. Key Decision

2.1 This is a key decision because it is likely to be significant in terms of its effect on communities living or working in an area comprising two or more electoral areas in the County.

3. Purpose

3.1 To advise Cabinet of the outcome of pre-application and sequential testing of the proposed Ashbourne Relief Road; to outline a proposed approach to submission of the planning application; and to seek approval in principle to assess alterations to scheme alignment and authorisation of targeted public engagement around these alterations.

4. Information and Analysis

Overview of Previous Decisions and Commissioned Studies

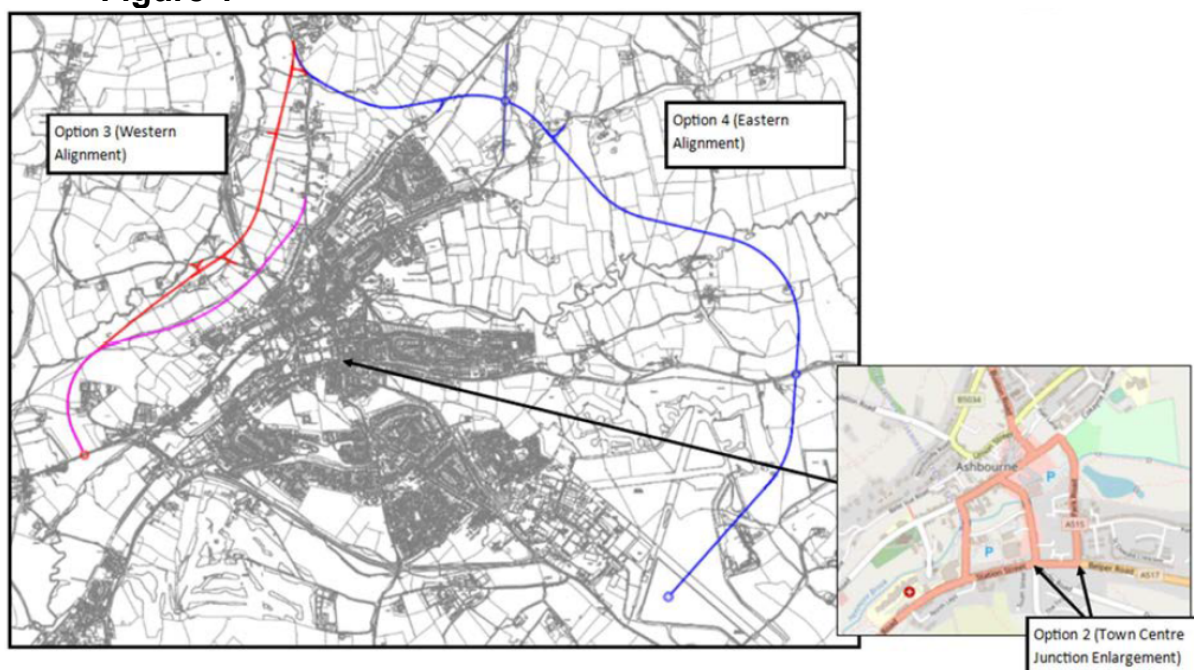
4.1 At its meeting of 29 June 2017, Cabinet agreed for detailed investigations, surveys and preparatory work to be undertaken to explore strategic solutions to the traffic issues being experienced within the unique historic core of Ashbourne (Minute No.195/17 refers). This

particularly related to north-south movements along the A515 which connects the Peak District National Park to the national strategic road network (via the A50 trunk road) and passes through Ashbourne town centre. This work culminated in public consultation, carried out in late 2020, and reported to Cabinet at its meeting of 11 February 2021 (Minute No. 28/21 refers). The options under consideration were:

- Option 1 – Small-scale schemes
- Option 2 – Junction improvements
- Option 3 – Western bypass options
 - 'A' – following an alignment coloured red on Figure 1 below
 - 'B' – Following an alignment coloured pink on Figure 1
- Option 4 – Eastern bypass option

4.2 Cabinet agreed that 'Western Bypass Option A' be confirmed as the 'preferred route' and that Western Bypass Option B and the Eastern Bypass be dismissed from further assessment.

Figure 1



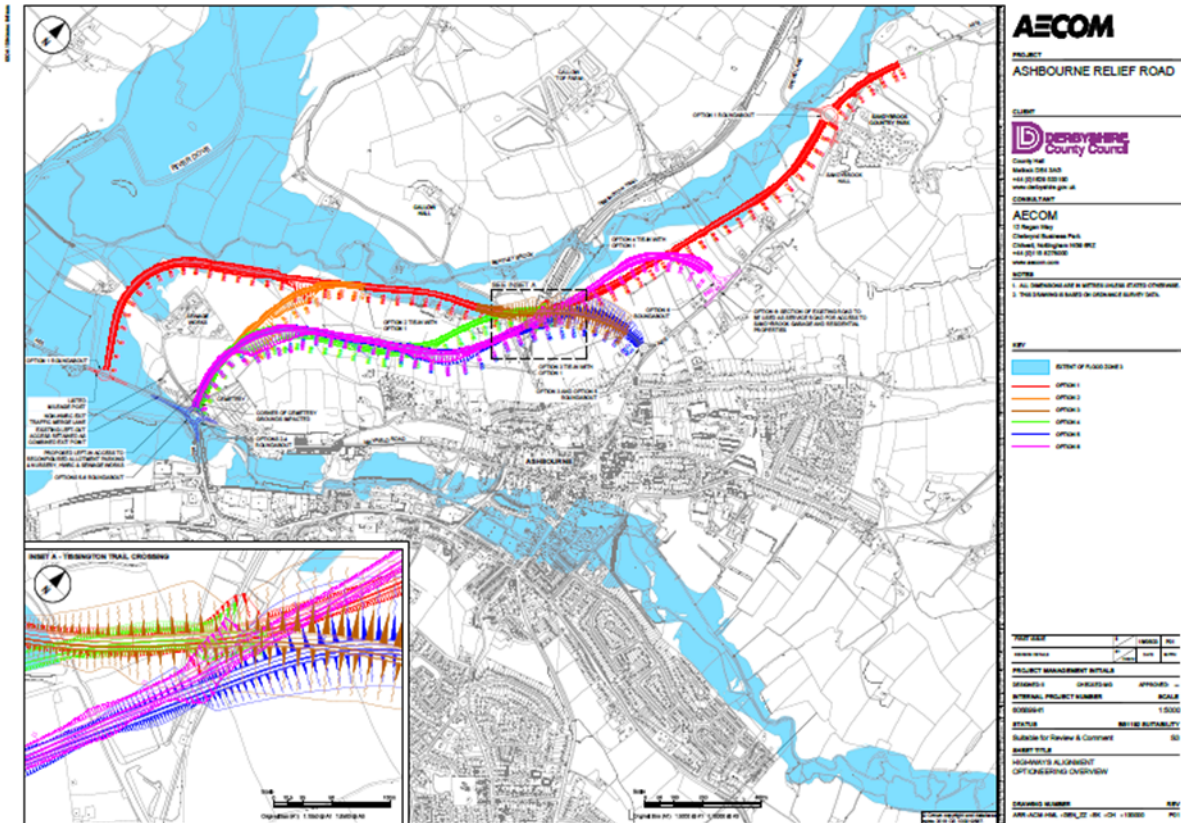
4.3 In the February 2021 report, a detailed description of Western Bypass Option A was given, specifying its exact length (2,817 metres) and the precise locations of its junctions with the A52 and A515, together with details of the alignment between these points. Cabinet's authorisation is therefore required to pursue any design which varies from these, and this is sought through this report on the basis of further analysis below:

Scheme Preparation and Implications

- 4.4 Progress towards producing the Environmental Statement for the preferred option has been underway for some time, with a substantial amount of work carried out on ecological surveys and analysis alongside preliminary design of the scheme. This reached the point in March 2023 of the commencement of pre-application liaison with the County Council's Regulatory Services (as the Council will be the determining planning authority, as well as the applicant). By far the most significant consideration arising from this is with regard to flood risk and the implications this could have both on the delivery programme and on the outcome.
- 4.5 Where a proposed development impacts upon Defined Flood Zones 2 or 3, as is the case for the preferred route, the applicant must supply the outcome of a 'sequential test'. This forms part of the planning application so is considered by the planning authority at the point of submission rather than being resolved in advance. Guidance relating to this sets out that the applicant must assess potential alternative 'sites' and identify any which could be suitable for the proposed development. For alternative sites, the assessment should cover any issues that would prevent development on the site and whether these issues could be overcome. In this regard, the relief road should be regarded as the 'site'.
- 4.6 With regard to the scope of considering alternative sites which would reduce or eliminate flood risk, there would be no advantage in extending beyond western route options. In the comments supplied by the Environment Agency during the 2020 consultation were the following relating to flood risk:
- "All the bypass options include sections within the floodplain of the River Dove/Bentley Brook or the Henmore Brook and the Agency stresses that any of these will need to be designed in accordance with the National Planning Policy Framework to prevent any increase in flood risk and, where possible, reduce flood risk overall. The Eastern option also crosses the Henmore Brook and, in addition, would need to be designed as a clear spanning structure, with abutments set outside of the flood plain, and set back from the top of the bank of the watercourse."*
- 4.7 Whilst this does leave open the possibility of an eastern option with no flood zone impact, this would have significant cost and other environmental impacts when, as set out below, western route options can be developed which do minimise or possibly reduce flood risk so should be capable of receiving consent.

4.8 An assessment has now been carried out of western relief road options, and whilst inevitably each of these presents its own challenges this concludes that there are deliverable options which can reduce impact on the flood zone to a minimal level. None of these has been the subject of a full Environmental Assessment but all options have been assessed against engineering and environmental criteria as set out in Appendix 2. The options are shown on Figure 2 below:

Figure 2



4.9 The options coloured blue and pink on Figure 2 impact on flood zone only at their southern junctions with the A52, tying into an existing roundabout which sits only partly within the defined flood zone. It would, therefore, be difficult to supply to the local planning authority a sequential test justifying the submission of any of those options (such as the red route) which do have significant impacts; it would be demonstrable that less intrusive options are available.

Programme Implications

4.10 It has emerged from pre-application liaison that the Environment Agency has no existing hydrological model of the River Dove catchment is available, and this will be required in order to assess any options with impacts upon the Bentley Brook. The Environment Agency is currently building such a model which will enable this assessment. Any option

which has a significant impact on the flood zone would, once the model becomes available, have to be tested for its impact and the degree to which any mitigation measures, such as the provision of additional flood storage, would counterbalance its impact.

- 4.11 Irrespective of the sequential test requirement, an advantage of the 'blue' or 'pink' options is that a preliminary model for the Henmore Brook is already available and can support early work to assess the impacts of some options and also, potentially, to demonstrate that mitigation is possible (through provision of additional flood storage) which can counterbalance the impacts of the scheme or even reduce the existing level of risk. An assessment of the suitability of this model is taking place at present.
- 4.12 The 'worst case' scenario for completion of flood modelling for the blue or pink scheme and the completion of other planning application documents is late 2024. This does, though, include a significant allowance for flood modelling which can potentially be reduced if the existing Henmore Brook model and design of mitigation measures can be utilised to demonstrate that flood risk can be eliminated.

Proposed Approach

- 4.13 Based upon pre-application liaison with the local planning authority and the Environment Agency and further option assessment informed by this it must be concluded that it will be difficult, if not impossible, to submit a successful planning application adhering to the detailed alignment approved by Cabinet in 2021. Two options, coloured blue and pink on Figure 2 above, are assessed as being deliverable without bringing about significant flood zone impacts.
- 4.14 It is proposed that Cabinet grants its approval to the preparation, at this stage, of both blue and pink options with a refined assessment of their impacts, not least their interface with the Tissington Trail. A further report will be brought to Cabinet in due course regarding the selection of one option to be submitted for planning consent.
- 4.15 Although this further consideration by Cabinet will take place ahead of public engagement prior to submission of the planning application, there could be benefit in informal engagement around the two options as assessment of these is progressed, with landowners and occupiers in particular, and Cabinet's authorisation is sought to carry out this informal engagement alongside design and planning preparation.

5. Consultation

- 5.1 In due course, formal consultation on a proposed relief road will be undertaken by the Council as local planning authority once a validated application is in place. As set out above, ahead of submitting an application, Cabinet will receive a further report dealing with selecting a preferred option and pre-application engagement on this. In the shorter term, this report seeks Cabinet's authorisation to carry out informal engagement on the two options outlined above.
- 5.2 Cabinet will wish to note that the relief road continues to be raised by local stakeholders and the general public in the context of other local initiatives such as the action plan for the town's Air Quality Management Area and the Ashbourne Reborn (Levelling Up) project. These indicate that the relief road retains the broad support of the community.

6. Alternative Options Considered

- 6.1 The Council could proceed with the submission of a planning application for the preferred alignment for the Ashbourne Relief Road approved by Cabinet in 2021. As set out in the report, though, it is now considered that a sequential test with regard to flood risk shows that there are viable options with lower levels of impact, and as a result it will be difficult to obtain consent for this alignment.
- 6.2 Work towards the relief road could be paused until such time as a validated flood model for the River Dove catchment becomes available. This would, though, introduce a delay of approximately a year and it would remain the case that a sequential test would still identify that options exist which can avoid impact on the catchment.
- 6.3 It would be valid to broaden consideration of relief road options beyond the two recommended in this report. However, of those considered to be viable for western alignments only these two appear capable of 'passing' the sequential test. Eastern options could only avoid flood zone impact only through the provision of substantial structures across the Henmore Brook and were discounted through the assessment approved by Cabinet in 2021.
- 6.4 Work towards a relief road could be halted. It does, though, remain both a County Council aspiration and one widely supported by the local community.

7. Implications

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

8. Background Papers

- 8.1 Cabinet Report, A515 Ashbourne Bypass, dated 29 June 2017 (Minute No.195/17 refers.)
- 8.2 Cabinet Report, A515 Ashbourne Transport Study – Preferred Option Selection, dated 11 February 2021 (Minute No. 28/21 refers).

9. Appendices

- 9.1 Appendix 1 – Implications.
- 9.2 Appendix 2 – Option Assessment.

10. Recommendations

That Cabinet:

- a) Notes the implications of flood risk for the process to be followed in submitting a planning application for the Ashbourne Relief Road and in obtaining a successful outcome.
- b) Approves the approach recommended in this report that two options, coloured blue and pink on Figure 2, be the subject of further assessment ahead of a further report to Cabinet to identify one of these as 'preferred'.
- c) Approves the carrying out of informal targeted engagement with landowners and occupiers over the blue and pink options.

11. Reasons for Recommendations

- 11.1 In order to ensure that Cabinet has understood and acknowledged the risks of continuing to develop proposals for the preferred relief road alignment
- 11.2 In order to focus work on options most likely to be able to obtain planning consent in due course
- 11.3 In order to ensure an appropriate level of engagement in the development of options.

12. Is it necessary to waive the call in period?

12.1 No.

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Implications

Financial

- 1.1 There is currently no Capital Funding in place for this scheme.
- 1.2 Whilst £0.250m has already been spent and a further £0.143m has been earmarked from the Kick Start Reserve, if capital funding does not become available or the project was to fail then this funding would be a sunk revenue cost. Therefore, consideration needs to be given as to whether the project remain financially sustainable.

Legal

- 2.1 The Gunning principles set out the common law principles to be observed when undertaking consultation. R v London Borough of Brent ex parte Gunning [1985] 84 LGR 168 established these principles, which set out that a consultation is only lawful when these four principles are met:
 - a) Proposals are still at a formative stage - a final decision has not yet been made, or predetermined, by the decision makers.
 - b) There is sufficient information to give 'intelligent consideration' - the information provided must relate to the consultation and must be available, accessible, and easily interpretable for consultees to provide an informed response.
 - c) There is adequate time for consideration and response - there must be sufficient opportunity for consultees to participate in the consultation. In the absence of a prescribed statutory period, there is no set timeframe for consultation, though it is considered that an eight week consultation period is sufficient in this case. The adequacy of the length of time given for consultees to respond can vary depending on the subject and extent of impact of the consultation.
 - d) 'Conscientious consideration' must be given to the consultation responses before a decision is made. Decision-makers should be able to provide evidence that they took consultation responses into account.
- 2.2 In coming to a decision, the Council should also have regard to the Public Sector Equality Duty (PSED) under the Equality Act 2010. The PSED requires public authorities to have "due regard" to:

- The need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010 (section 149(1a)).
- The need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it (section 149(1b)). This involves having due regard to the need to:
 - remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic (section 149(3)(a));
 - or take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it (section 149(3)(b)); and
 - or encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low (section 149(3)(c)).

Human Resources

- 3.1 Work on the Ashbourne Relief Road is supported by staff within the Economy and Regeneration Service, supported by commissioned consultancy resources.

Information Technology

- 4.1 None.

Equalities Impact

- 5.1 An Equality Impact Assessment will be carried out on the two options recommended in this report ahead of the submission of a planning application.

Corporate objectives and priorities for change

- 6.1 The recommendations of the report support the Council Plan priority of supporting Resilient, Healthy and Safe Communities.

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

Property

- 7.1 The selection of a preferred option, as recommended in this report, will allow more detailed work to be carried out on the extent of land

requirements and informal negotiation with landowners. Cabinet will note that authorisation of the use of compulsory purchase powers will need to follow the granting of planning consent.

Social Value

- 7.2 Further development of relief road proposals for Ashbourne is likely to provide significant opportunities for engagement with local schools, community groups and colleges.

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Ashbourne Optioneering Comparison

To be read in conjunction with Highways Alignment Optioneering Overview drawing ABR-ACM-HML-GEN_Z2-SK-CH-10000_P01.2

Table with 14 columns: Option, Summary, Features, Design Speed, Route Length, Within Flood Zone, Land Constraints and Planning Restrictions, Tislington Trail, Preliminary Surface-Surface Cut/Fill Balance, Opportunity for Overtaking, Departures/relaxations due to Horizontal Profile, Departures/relaxations due to Vertical Profile, Departures/relaxations due to Roundabout Geometry, Landscape Concerns / Issues, Heritage Concerns/Issues. Rows include Option 1 (RED), Option 2 (ORANGE), Option 3 (ORANGE), Option 4 (GREEN), Option 5 (BLUE), Option 6 (MAGENTA).

Notes: 1. Further consideration of Value For Money (VFM) required to incorporate impacts of options on route length, junction form and traffic speeds. 2. Consideration of land restriction covenants required including likelihood of Compulsory Purchase (CPO). 3. More detailed feasibility options required to assess impact on Tislington trail and options for over/under bridges - to be based on topographical survey once available. 4. Consideration of geotechnical constraints required. 5. Landscape Concerns / Issues impacts will arise from all options to Tislington Trail / southern access; and landscape/visual impact of northern fringe of Ashbourne, where development is largely hidden by intervening landform. 6. Heritage Concerns/Issues (Options are all fairly similar in terms of number of assets, just differences in distances and a couple of listed buildings close to the ends of options. In terms of the conservation area, I think all of the options would introduce a modern element into the rural landscape, and may be increased noise/light to the north-west. However, there may also be reduced traffic through the Ashbourne CA due to the new road though, which may have a positive effect on the setting.) 7. Ecology: we don't have any known major species constraints at this point, or any designations likely to be affected; there aren't expected to be any showstoppers at this point. Differentiation between the options would likely come from limiting hedgerow loss and the footprint of the project, plus limiting impacts of the riparian habitat alongside the watercourses.

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FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

CABINET

21 September 2023

Report of the Executive Director - Place

A Tree and Woodland Strategy for Derbyshire
(Cabinet Member for Infrastructure and Environment)

1. Divisions Affected

1.1 County-wide.

2. Key Decision

2.1 This is a Key Decision because it is likely to be significant in terms of its effect on communities living or working in an area comprising two or more electoral areas in the county.

3. Purpose

3.1 The purpose of this report is to seek the approval of Cabinet to a Tree and Woodland Strategy for Derbyshire.

4. Information and Analysis

4.1 The Council is committed to enabling nature recovery and tackling the causes and impacts of climate change. This is a long-term endeavour that is very much founded in the Council's net zero and nature positive organisational values, its partnership working ethos, and priority to stimulate commercial enterprise.

4.2 The Tree and Woodland Strategy (provided as Appendix 2) initially focuses on the three-year period of 2023/24 to 2025/26. During this

time, the Council's intention is to accelerate appropriate action to improve the quantity and quality of, and public accessibility to, Derbyshire's varied treescapes. The Strategy will be reviewed and updated accordingly.

- 4.3 The Strategy has been prepared at a time of unprecedented global, national, regional, and local recognition of the necessity to protect the natural environment. This is due to a growing appreciation of the wide-ranging benefits that a nature connected society can secure, not least in the essential drive to net zero. Hence, the Strategy's actions are designed to benefit society and local wildlife now, whilst ensuring the famous attributes of Derbyshire's diverse and beautiful natural heritage is enhanced for the generations to come.
- 4.4 The Council's Natural Capital Strategy for Derbyshire (February 2023) is an important reference point for the Strategy as it provides a comprehensive understanding of the current condition of Derbyshire's natural environment; the type and value of the ecosystem services it provides, and where opportunities exist for improvement. Natural capital is the stock of renewable and non-renewable natural resources (e.g. plants, animals, air, water, soils, minerals) that combine to yield a wide range of benefits (ecosystem services) to people.
- 4.5 The Natural Capital Strategy's findings are of great relevance to ensuring a robust landscape-scale approach is applied to tree and woodland protection and enhancement in Derbyshire. It considers in detail the diverse network of Derbyshire's woodland, heathland, wetland, and grassland habitats. It identifies how trees and woodlands make a huge contribution to enhancing biodiversity, mitigating the impacts of climate change, improving public health, providing jobs, supplying markets, sequestering carbon, and in celebrating cultural heritage. However, the effects of climate change, increasing population pressure, and a decline in biodiversity are negatively impacting on the resilience of these woodland habitats and restricting their ability to provide many of the ecosystem services that much of society takes for granted and will increasingly need.
- 4.6 The proposed Tree and Woodland Strategy reflects these opportunities and challenges. It provides a blueprint for Council action to achieve a step-change in the quantity, quality and diversity of trees and woodlands in Derbyshire. The Strategy sets long-term objectives in this regard, whilst ensuring focused near-term action over the three years of 2023/24, 2024/25, and 2025/26 to build momentum to facilitate the planting of a million trees in Derbyshire by 2030.

- 4.7 It is acknowledged that this will require a significant collective effort. Hence, the Strategy represents a route map for the people of Derbyshire to apply their enthusiasm, enterprise, and civic pride to delivering the Council's call to action to plant a million trees across the county by 2030.
- 4.8 In so doing, the aim is to partner with the public, community groups, landowners, businesses, our local authority peers, and civil society organisations. Subject to the Strategy's approval good practice will be applied to the design, planting and aftercare of new tree planting and woodland creation; ensuring the right tree is planted in the right place and they are intrinsic to Derbyshire's public infrastructure. Furthermore, the Council will encourage the implementation of best practice management plans to the county's existing treescapes and ensure the Council leads by example in this regard.
- 4.9 New resources will need to be identified to ensure the Strategy's effective delivery. Hence, through the Strategy the Council will seek innovation in combining public, private and community sector vigour, experience, landholdings, and funding to identify solutions that demonstrate a viable return on investment from the high value ecosystem benefits of woodlands and trees.

The Tree and Woodland Strategy has been arranged as follows

4.10 Vision

The Vision sets out an overarching vision for trees and woodlands in Derbyshire, which is:

"To create a network of thriving woodlands and trees that complement Derbyshire's landscapes and contribute to the county's success as a Nature-Positive and Net Zero place to live, work & visit."

4.11 Strategic Objectives

The primary goals of the Strategy are detailed below.

By 2050:

- Trees and woodlands across Derbyshire are making their greatest contribution to protecting society from the impacts of climate change; through carbon sequestration, flood prevention, cooling and shading and nature conservation.

- Woodlands are sustaining and connecting wildlife-rich habitats that are valued by all the county's residents, businesses, and visitors; for the social, economic, and environmental benefits that nature provides.
- A collaborative and evidence-based approach will have increased the quantity, quality, and diversity of Derbyshire's treescape; that is effectively maintained and adapted to ensure its maturity and replenishment against the challenges of a changing climate.
- The Council and its partners have demonstrated their commitment and credentials for delivering sustainable tree and woodland stewardship; and have secured fitting levels of Government and investor funding to enable the delivery of this Strategy.

4.12 **Guiding Principles**

Six principles have been developed that the Council will follow to ensure the array of benefits provided by trees and woodlands in Derbyshire are maximised, these are:

- I. Collaborative leadership that demonstrates good practice and mobilises collective endeavours.
- II. Connecting those who live, visit, work and do business in Derbyshire with nature.
- III. The application of practices that maximise the value of trees across all ecosystem services (as explained in the Derbyshire Natural Capital Strategy).
- IV. The strategic alignment of tree and woodland management and renewal with the prescribed habitat types of Derbyshire's Landscape Character Areas.
- V. The sustainability of trees and woodlands by ensuring they are planted and maintained to the UK Forestry Standard (UKFS), and Woodland Carbon Code where planting is being undertaken for carbon sequestration.
- VI. Woodland should not be planted on existing ecologically valuable habitat including species rich grassland and heathland.

4.13 **Near, Medium/Long-term Targets**

The measurable improvements that the Strategy has been designed to secure are detailed below.

The Strategy's near-term target for the Council is:

- Facilitate the planting of up to 300,000 trees across Derbyshire by March 2025.

The Strategy's medium- and long-term targets for the Council are:

- Facilitate the planting of up to a further 700,000 trees across Derbyshire by 2030 (medium-term).
- In accordance with Government national targets (long-term):
 - Increase tree canopy cover by 14% across the total land area of Derbyshire by 2050 when compared to 2020.
 - Halt the decline in species abundance associated with woodlands and hedgerows by 2030, and then increase such abundance by at least 10% to exceed 2022 levels by 2042.

4.14 Five Delivery Themes and an Action Plan

A structured explanation as to why trees and woodlands are important now and, in the future is provided set against five themes (A-E). This informs the Strategy's Action Plan to be delivered in 2023-24, 2024-25 and 2025-26.

Theme A: Championing and realising the benefits of trees.

Theme B: Managing trees for safety and a changing climate.

Theme C: Directing the transformational growth, renewal, and protection of woodland.

Theme D: Financing tree planting and woodland creation.

Theme E: Nature connected tree and woodlands partnerships

4.15 Governance, monitoring and review

The Council's Climate Change and Environment Programme Board (the Board) will be responsible for providing strategic oversight and direction for the overall delivery of the Strategy. Accountable to the Place Programme Board and ultimately the Council's Portfolio Direction Group, the Board will oversee the successful delivery of the Strategy and make recommendations around the commissioning and resource implications of priority projects and initiatives. The Board will also provide assurance that the Strategy is delivering the required outcomes, manage any key risks, and provide direction and advice to ensure the

Strategy is delivered in a value for money, good-quality, and timely manner in accordance with the Council's strategic priorities.

The Strategy will be reviewed and updated in full in 2025 to form Phase 2 of the Strategy for the three-year period 2027-28 to 2030-31.

5. Consultation

- 5.1 The Vision Derbyshire partnership of local authorities has been consulted on the draft Strategy and officers have provided helpful feedback which has informed the final document. Furthermore, the Strategy has been shared with Derbyshire Wildlife Trust and the Woodland Trust, both of whom have confirmed their support of the Strategy's intent.

6. Alternative Options Considered

- 6.1 The do-nothing option has been considered and rejected as without a coherent and strategic approach to the stewardship of Derbyshire's treescape the Council's policy objectives for nature recovery, net zero and climate change resilience will not be effectively delivered.

7. Implications

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

8. Background Papers

- 8.1 The Council's Climate Change Strategy: Achieving Net Zero 2021-2025.
- 8.2 The Council's Natural Capital Strategy for Derbyshire.
- 8.3 Vision Derbyshire Climate Change Strategy: 2022-2025.
- 8.4 The Council's Nature Recovery Motion (2 February 2022).

9. Appendices

- 9.1 Appendix 1 – Implications.
- 9.2 Appendix 2 – A Tree and Woodland Strategy for Derbyshire.

10. Recommendation

That Cabinet:

- a) Approves the Tree and Woodland Strategy for Derbyshire

11. Reason for Recommendation

- 11.1 To ensure the Tree and Woodland Strategy forms part of the range of measures that the Council is progressing to meet its policy commitments and legislative obligations that support the delivery of the Thriving Plants and Wildlife objective of the Government's Environmental Improvement Plan 2023 (EIP 2023), the national route map to meet the 2030 Global Biodiversity Framework targets. These Council measures include a commitment to facilitate the planting of up to 1 million trees in Derbyshire by 2030 and a Responsible Authority role in the preparation and delivery of a Local Nature Recovery Strategy for the county.

12. Is it necessary to waive the call in period?

- 12.1 No.

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Implications

Financial

- 1.1 This report seeks to adopt the Tree and Woodland Strategy only. At this point there are no directly associated costs. These will be presented to Cabinet at future meetings for consideration as the associated Action Plan is developed.

Legal

- 2.1 The preparation of the Strategy is being undertaken to support compliance with the Council's policy commitments and obligations that support the delivery of the Thriving Plants and Wildlife objective of the Government's Environmental Improvement Plan 2023 (EIP 2023), the national route map to meet the 2030 Global Biodiversity Framework targets. The Government's long term environmental targets in relation to the natural environment stem from Part 1 of the Environment Act 2021.

Human Resources

- 3.1 None.

Information Technology

- 4.1 This report has Information Technology implications for the Council. These will be assessed as part of the delivery of the Strategy's Action Plan.

Equalities Impact

- 5.1 This report has Equalities Impact implications for the Council. These will be assessed as part of the delivery of the Strategy's Action Plan.

Corporate objectives and priorities for change

- 6.1 This proposal will help deliver the following Council Plan priorities:
- Resilient, healthy, and safe communities.
 - High performing, value for money and resident focused services.
 - Effective early help for individuals and communities.
 - A prosperous and green Derbyshire.

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

Environmental Sustainability

- 7.1 Delivery of the Strategy will improve the environmental sustainability of the county through tackling the causes and impacts of climate change and enhance biodiversity.
- 7.2 The Council's Executive Health and Safety Policy Statement in respect to protecting its employees and members of the public, so far as is reasonably practicable, from danger arising from trees on its premises, highways, and landholdings.

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A Tree and Woodland Strategy for Derbyshire

Phase 1 2023/24 to 2026/27



Facilitating the planting of up to 1 million trees across Derbyshire by 2030

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Foreword

Derbyshire County Council is committed to enabling nature recovery and tackling the causes and impacts of climate change. This is a long-term endeavour that is very much founded in the Council's net zero and nature positive organisational values, its partnership working ethos, and priority to stimulate commercial enterprise.

Our Tree and Woodland Strategy initially focuses on the three-year period of 2023/24 to 2025/26. During this time the Council is keen to accelerate appropriate action to improve the quantity and quality of, and public accessibility to, Derbyshire's varied treescapes. The Strategy will be reviewed and updated accordingly.

We have prepared this Strategy at a time of unprecedented global, national, regional, and local recognition of the necessity to protect the natural environment. This is due to a growing appreciation of the wide-ranging benefits that a nature connected society can secure, not least in the essential drive to net zero. Hence, the Strategy's actions are designed to benefit society and local wildlife now, whilst ensuring the famous attributes of Derbyshire's diverse and beautiful natural heritage is enhanced for the generations to come.

This will require a significant collective effort. Hence, the Strategy represents a route map for the people of Derbyshire to apply their enthusiasm, enterprise, and civic pride to delivering the Council's call to action to plant a million trees across the county by 2030.

In so doing the Council wishes to partner with the public, community groups, landowners, businesses, our local authority peers, and civil society organisations. We will apply best evidence to the design, planting, and aftercare of new tree planting and woodland creation; ensuring the right tree is planted in the right place and they are intrinsic to our public infrastructure. Furthermore, we will encourage the implementation of best practice management plans to the county's existing treescapes and ensure the Council leads by example in this regard.

We appreciate that new resources will need to be applied. Hence, we will seek innovation in combining public, private and community sector vigour, experience, landholdings, and funding to identify solutions that demonstrate a viable return on investment from the high value ecosystem benefits of woodlands and trees.

I am confident that the strategic intent set-out in this document can be translated into collaborative action from all sections of our society. Together we can protect, grow, and sustain our natural heritage for the enjoyment of everyone today and for the appreciation of our descendants.

Councillor Carolyn Renwick
Cabinet Member for Infrastructure and Environment
Derbyshire County Council

21 September 2023

References

The preparation of this Tree and Woodland Strategy has been informed by relevant policy, plans, research and good practice set by the public sector, businesses and civil society organisations. Hence, it is important to acknowledge that the following documents have been used as valuable sources of reference.

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[Tree planting schemes | Buckinghamshire Council](#)
- Camden Tree Planting Strategy 2020 – 2025 (London Borough of Camden)
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[Country-level factors in a failing relationship with nature: Nature connectedness as a key metric for a sustainable future | SpringerLink](#)
- England Woodland Creation Partnerships grants and advice table 2021 (Forestry Commission)
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[Environmental Improvement Plan 2023 - GOV.UK \(www.gov.uk\)](#)
- Greater Manchester Natural Capital Investment Plan 2019 (Greater Manchester County Combined Authority)
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- Greenspace Tree Planting Strategy 2021 – 2031 (Arun District Council)
[Arun District Councils Green Space Tree Planting Strategy 2021 - 2031 - Appendix 1.pdf](#)
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[mersey_forest_delivery_plan_final.pdf \(merseyforest.org.uk\)](#)
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[Derbyshire NCS Final Report \(1\).pdf](#)
- Surrey's New Tree Strategy 2020 (Surrey County Council)
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- The England Trees Action Plan 2021 – 2024 (UK Government)
[England Trees Action Plan 2021 to 2024 - GOV.UK \(www.gov.uk\)](#)
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[Landscape character - Derbyshire County Council](#)
- Tree map: where could we create woodland in England (Friends of the Earth)
[Trees map | Friends of the Earth](#)
- Trees and Woodland Strategy Toolkit 2022 (Defra, Forestry Commission, the Tree Council)
[Tree-Council-Trees-and-Woodland-Strategy-Toolkit-2022.pdf \(treecouncil.org.uk\)](#)
- Tree Planting and Resilience Strategy 2020 (Norfolk County Council)
[Tree Planting and Resilience Strategy \(norfolk.gov.uk\)](#)
- Tree, Hedgerow and Woodland Strategy 2020 – 2030 (Wirral Borough Council)
[Wirral Tree Strategy, May 2020 appendix 1](#)
- Tree Planting Guidance Pack 2022 (NHS Forest)
[Tree-Planting-Guidance-Pack.pdf](#)

1. Executive Summary

1.1 Trees, hedgerows, woodlands and forests are vital parts of Derbyshire's diverse and special rural landscapes and urban streetscenes. They characterise the rich heritage of the county, offer a wide range of wellbeing and prosperity benefits to society, and offer substantial long-term solutions to the combined global challenges of climate change and the decline in wildlife.

1.2 Derbyshire County Council (the Council) has assessed the value that such treescape habitats provide across Derbyshire and understands the current and future threats to their sustainability. Acting at pace and scale to ensure that Derbyshire realises the benefits of suitable investment in nature recovery is a primary policy of the Council. It is also a priority that reflects the Thriving Plants and Wildlife apex goal of the Government's Environmental Improvement Plan 2023. Trees and woodlands are integral to this agenda.

1.3 Such evidence, strategic policy and legislation has defined this Tree and Woodland Strategy's vision to:

Create a network of thriving woodlands and trees that complement Derbyshire's landscapes and contribute to the county's success as a nature positive and net zero place to live, work and visit

1.4 This Strategy provides the framework and action plan by which this vision will be secured.

1.5 The Strategy has been designed to:

- Direct the effective management and enhancement of existing trees and woodlands in Derbyshire to ensure their current value is maximised and liabilities mitigated
- Facilitate the planting of up to 1 million trees across the county by 2030 and thereby stimulate near-term action at scale to secure the benefit of trees for Derbyshire for the long-term
- Contribute to the preparation and delivery of the Derbyshire Local Nature Recovery Strategy
- Encourage an improved relationship between people and nature that benefits society's wellbeing and enhances wildlife

1.6 The Strategy sets out how these outcomes will be delivered by:

- Ensuring strategic alignment with relevant other Council strategies, policies and guidance
- Providing a strategic framework for enhancing trees and woodlands that robustly demonstrates to the Government how national objectives for nature recovery will be delivered in Derbyshire
- Establishing an action plan to accelerate the delivery of the strategic framework over the three-year period of 2023-24 to 2025-26

- Instigating new collaborative activity within the Council and with its partners that brings greater intelligence, resources, and efficiencies in the effective management of woodlands and new tree planting at scale and pace
- Identifying the most appropriate species of new trees for planting and strategically identifying where new trees should be planted in Derbyshire's landscapes
- Identify areas of land that can be planted and maintained to Woodland Carbon Code standards so that the carbon sequestered in woodlands can be counted for carbon offsetting. (Sites need to be registered with the Woodland Carbon Code before planting begins.)
- Empowering Derbyshire's communities, businesses, and land-owners to take collective tree planting action through promotion, education and guidance, funding, and the consistent application of planting and aftercare standards
- Offering a prospectus for investment in Derbyshire's Green Infrastructure (green and blue natural spaces) to the public and private sector, and the voluntary, community, faith, and social enterprise sector (including for carbon sequestration)

1.5 An overview of the Strategy's content and structure is provided in Table 1 below.

Table 1: An overview of the Tree and Woodland Strategy

Vision	
<i>To create a network of thriving woodlands and trees that complement Derbyshire's landscapes and contribute to the county's success as a nature positive and net zero place to live, work and visit</i>	
Strategic objectives, by 2050	
<ul style="list-style-type: none"> Trees and woodlands across Derbyshire are making their greatest contribution to protecting society from the impacts of climate change; through carbon sequestration, flood prevention, cooling and shading and nature conservation 	<ul style="list-style-type: none"> Woodlands are sustaining and connecting wildlife-rich habitats that are valued by the county's residents, businesses, and visitors; for the social, economic, and environmental benefits that nature provides
<ul style="list-style-type: none"> A collaborative and evidence-based approach will have increased the quantity, quality, and diversity of Derbyshire's treescape; that is effectively maintained and adapted to ensure its maturity and replenishment against the challenges of a changing climate 	<ul style="list-style-type: none"> The Council and its partners have demonstrated their commitment and credentials for delivering sustainable tree and woodland stewardship; and have secured fitting levels of Government and investor funding to enable the delivery of this Strategy
Targets	
Facilitate the planting of up to 300,000 trees across Derbyshire by March 2025	Facilitate the planting of up to 1 million trees across Derbyshire by 2030
In accordance with Government national targets <ul style="list-style-type: none"> ○ Increase tree canopy cover by 14% across the total land area of Derbyshire by 2050 when compared to 2020 ○ Halt the decline in species abundance associated with woodlands and hedgerows by 2030, and then increase such abundance by at least 10% to exceed 2022 levels by 2042 	
Five delivery themes and an action plan <ol style="list-style-type: none"> A. Championing and realising the benefits of trees B. Managing trees for safety and a changing climate C. Directing the transformational growth, renewal, and protection of woodland D. Financing tree planting and woodland creation E. Nature connected tree and woodlands partnerships 	Review and refresh <p>The strategy will be reviewed in 2025/26 and refreshed for the three-year period 2026/27 to 2029/30</p>

2. Introduction

- 2.1 The Intergovernmental Panel on Climate Change (IPCC) published its Synthesis Report for the Sixth Assessment Report on 19 March 2023. Based on eight years of work by the world's leading climate scientists, the report acts as a "final warning" on the climate crisis, as rising greenhouse gas emissions push the world to the brink of irrevocable damage that only swift and drastic action can avert. The IPCC is calling on every country and every sector and, on every timeframe, to massively fast-track climate efforts.
- 2.2 The United Nations Biodiversity Conference (COP 15) held in December 2022 adopted the "Kunming-Montreal Global Biodiversity Framework" (GBF) through which international action will be taken to address the dangerous loss of biodiversity and the need to restore natural ecosystems. COP15 identified that because of human activity the world is experiencing the largest loss of life since the dinosaurs became extinct 66 million years ago; with one million plant and animal species now threatened with extinction, many within decades.
- 2.3 The GBF reflects the importance of nature to limiting global warming to 1.5°C and to securing an equitable distribution of social and economic prosperity across the world. It has established global targets to be achieved by 2030 to halt the decline in biodiversity, these include:
- Ensuring the effective conservation and management of at least 30% of the world's lands, inland waters, coastal areas and oceans, with emphasis on areas of particular importance for biodiversity and ecosystem functioning and services
 - Having restoration completed or underway on at least 30% of degraded terrestrial, inland waters, and coastal and marine ecosystems
 - Reducing to near zero the loss of areas of high biodiversity importance, including ecosystems of high ecological integrity
- 2.4 The message from the IPCC, and the GBF for an international impetus to protect and enhance biodiversity, is very relevant to Derbyshire.
- 2.5 Derbyshire County Council (the Council) as the Responsible Authority for preparing and delivering a Local Nature Recovery Strategy for the county from 2023-24 has statutory, collaborative leadership, and practical nature conservation roles in contributing to delivering the GBF. Furthermore, through the Council's Climate Change Strategy: Achieving Net Zero it has a clear obligation to enable Derbyshire to adapt to, and mitigate, the impacts of climate change for the long-term. Hence, this Tree and Woodland Strategy has been prepared to ensure that Derbyshire's trees and woodlands are at the forefront of the Council activity to facilitate the regeneration and sustainable use of the county's natural capital of habitats, landscapes, and air.
- 2.6 The Council's objective is for Derbyshire to champion a network of well-planned, well-managed, and well-utilised trees, hedgerows, woodlands and forests; the county's treescape.
- 2.7 This Tree and Woodland Strategy is part of a range of measures that the Council is progressing to meet its policy commitments and legislative obligations that support the

delivery of the Thriving Plants and Wildlife objective of the Government's Environmental Improvement Plan 2023 (EIP 2023), the national route map to meet the 2030 Global Biodiversity Framework targets. An important part of the Environmental Improvement Plan 2023 requires a locally led transformation in the way in which trees and woodlands are protected, restored, and enhanced; with accelerated action over the next three-years. To achieve this a collaborative and co-ordinated approach is necessary that drives improvement in an evidence based, value for money, and sustainable manner; so that the benefits of this near-term action increase in value over the next 100 years or more. Hence, this Tree and Woodland Strategy sets plans against these long-term time horizons for woodland creation, management, and use. It will dovetail with the forthcoming Local Nature Recovery Strategy for Derbyshire, another important delivery action of the EIP 2023.

- 2.8 The Council's Natural Capital Strategy for Derbyshire (February 2023) is a further important reference point for the Strategy as it provides a comprehensive understanding of the current condition of Derbyshire's natural environment; the type and value of the ecosystem services it provides, and where opportunities exist for improvement. Natural capital is the stock of renewable and non-renewable natural resources (e.g. plants, animals, air, water, soils, minerals) that combine to yield a wide range of benefits (ecosystem services) to people.
- 2.9 The Natural Capital Strategy's findings are of great relevance to ensuring a robust landscape-scale approach is applied to tree and woodland protection and enhancement in Derbyshire. It considers in detail the diverse network of Derbyshire's woodland, heathland, wetland, and grassland habitats. It identifies how trees and woodlands make a huge contribution to enhancing biodiversity, mitigating the impacts of climate change, improving public health, providing jobs, supplying markets, sequestering carbon, and in celebrating cultural heritage. However, the effects of climate change, increasing population pressure, and a decline in biodiversity are negatively impacting on the resilience of these woodland habitats and restricting their ability to provide many of the ecosystem services that much of society takes for granted and will increasingly need.
- 2.10 This Tree and Woodland Strategy reflects these opportunities and challenges. It provides a blueprint for Council action to achieve a step-change in the quantity, quality and diversity of trees and woodlands in Derbyshire. The Strategy sets long-term objectives in this regard, whilst ensuring focused near-term action over the three years of 2023/24, 2024/25, and 2025/26 to build momentum to facilitate the planting of a million trees in Derbyshire by 2030.

3. Drivers for Change

3.1 The Council's policy to facilitate the planting of up to 1 million trees across Derbyshire by 2030 is set to stimulate near-term priority action to promote and secure the value of trees for Derbyshire over the long-term. Importantly the policy reflects the Council's recognition of the necessity for effective intervention at scale and pace to address the interlinked challenges of climate change and a decline in biodiversity across the UK. In so doing the policy's intent is to facilitate the achievement of a wide range of social, environmental, economic, and cultural benefits that trees, hedgerows, woodlands, and forestry provides to society.

3.2 This Strategy has been prepared in response to this range of drivers for change. They provide the impetus to take transformational action to protect and enhance Derbyshire's treescapes. The Strategy also reflects the necessity for effective planning for nature recovery to take place in a strategic, collaborative, and evidenced based manner.

3.4 Council policy

3.4.1 The Council has set policy to fulfil the stewardship roles it has for protecting landscapes and habitats from the impacts of climate change and biodiversity loss, and to facilitate appropriate use of the County's valuable ecosystem services to the benefit of everyone. This is demonstrated through the following Council Plan 2023-25 priority and action:

- Priority – A prosperous and green Derbyshire
- Action – Develop the Local Nature Recovery Strategy for Derbyshire in accordance with the Environment Act 2021 for the co-ordinated benefit of Derbyshire's natural environment

3.4.2 The following Council environmental policies are also of relevance:

- To help reverse the decline in biodiversity as part of the Climate Change Strategy: Achieving Net Zero 2021-2025
- To facilitate the planting of up to 1 million trees across Derbyshire by 2030
- To maximise opportunities for carbon capture using woodlands as agreed in the Vision Derbyshire Climate Change Strategy: 2022-2025
- To make decisions that protect and enhance nature wherever possible, in accordance with the Council's Nature Recovery Motion (2 February 2022)

3.4.3 Given the importance of trees to Derbyshire's streetscene the Council as a Highways Authority and Planning Authority set relevant policy. This includes:

- The Highways Network Management Plan (April 2019)
- The Highway Infrastructure Asset Management Plan for Trees (to be completed during 2023/24)
- Planning Streets and Places manual (to be completed during 2023/24)

3.4.4 Furthermore, the East Midlands Mayoral Combined County Authority (MCCA) Deal (August 2022) makes the following related commitments:

- Provisional agreement by Derbyshire County Council and Nottinghamshire County Council to act as the responsible authorities for the preparation of the Local Nature Recovery Strategies (LNRSs) for the Derby City and Derbyshire County, and Nottingham City and Nottinghamshire County LNRS respectively. Both county councils will work to ensure join-up of each LNRS where this is possible.
- Production of a MCCA Flood Alleviation Strategy to help build community and economic resilience. This will support a comprehensive approach to tackling local nature recovery with a focus on green and blue infrastructure and maximising benefits for people, wildlife, and the economy.

3.5 The Government's Environmental Improvement Plan 2023

3.5.1 On 31 January 2023 the Government published its Environmental Improvement Plan 2023. This is a detailed delivery plan designed to halt the decline in biodiversity and achieve the Government's apex goal of Thriving Plants and Wildlife. The Plan replaces the Government's 25 Year Environment Plan (2018).

3.5.2 Importantly the Plan is set against the legal framework of the Environment Act 2021 to ensure effective progress of its policies and actions. This includes enabling local government, businesses, the third sector, and the public to take collective nature positive action.

3.6 National Planning Policy Framework 2021

3.6.1 The National Planning Policy Framework provides the guiding principles against which the Government expects locally-prepared plans for housing and other developments in England to be produced. The Framework identifies the contribution that trees make to the character and quality of the urban environment, and their role in mitigating and adapting to climate change.

3.6.2 Of note is the Framework's requirement that planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), and that measures are in place to secure the long-term maintenance of new trees.

3.6.3 On 31 January 2023, the Government (via Natural England) launched its Green Infrastructure (GI) Framework. GI is defined as "a network of multi-functional green and blue spaces and other natural features, urban and rural, which can deliver a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities, and prosperity". (National Planning Policy Framework, 2021). GI provides the physical delivery of Biodiversity Net Gain, Local Nature Recovery Strategies, and the national Nature Recovery Network – for information on these matters see Appendix B.

8.2 The Green Infrastructure Framework is designed to help local authorities and developers meet requirements in the National Planning Policy Framework to consider GI in local plans and in new development. The Framework has also been developed to enable other organisations to plan for GI's creation or improvement e.g. in the preparation of Local Nature Recovery Strategies and in the application of Biodiversity Net Gain planning permission requirements.

8.3 The Green Infrastructure Framework is of relevance and value to the Council. However, its application is not mandatory. Therefore, there is a need to decide how the Framework is adopted in Derbyshire through new and consistent planning policy; highways infrastructure design and asset management; developer financial contributions; regeneration programmes; the Council's Countryside Service Business Plan; and consideration of how new investment in the Framework's delivery will be secured.

3.7 Important drivers for change

- a) National political support for tree planting and woodland creation demonstrated in the Government's England Trees Action Plan 2021-2024.
- b) An uplift in the public's connections with nature, and interest in its protection, through their visits to local natural environments during and since the Covid-19 pandemic.
- c) A strong body of researched evidence and practice that clearly demonstrates the value of trees and the return on investment they offer, as seen in the Council's Natural Capital Strategy for Derbyshire (2023).
- d) New public and private sector funding and delivery mechanisms for improving tree and woodland quality, quantity, and diversity. For example the Government's Nature for Climate Programme, Environmental Land Management (ELM) Scheme, and Biodiversity Net Gain.
- e) An increasing availability of funding from individual and organisations to plant trees and create woodlands linked to their ethical motivations and interest in social return on investment performance.
- f) The Government's expectation that local authorities will incorporate its new Green Infrastructure Framework into their Local Planning Authority policies and in the development of Local Nature Recovery Strategies.
- g) Commitments of Vision Derbyshire through its Climate Change Strategy 2022-2025 to maximise the potential for woodlands to absorb carbon dioxide and therefore make a significant contribution to the county being net zero by 2050.
- h) The East Midlands Devolution Deal's commitments to net zero, nature recovery, and climate change adaptation through new infrastructure, green jobs, and improving habitats.
- i) The highly collaborative relationship between the Council and the Derbyshire Lieutenancy in developing The Queen's Green Canopy in Derbyshire during 2022/23 and the legacy of further tree planting the Council is keen to secure from this unique national memorial to Her Majesty Queen Elizabeth II.

3.8 These drivers for change offer significant opportunities and challenges for Derbyshire. In accordance with the priorities of the Council Plan 2023-2025, and the partnerships, enterprise, and community engagement approaches the Council is applying to their achievement, it is incumbent on the Council to determine the appropriate means of securing

a step-change in the quantity, quality and diversity of Derbyshire trees and woodlands. This strategy sets out the Council's plans for achieving this.

4. The Strategy's Framework

4.1 This Tree and Woodland Strategy has been arranged as follows:

- **Vision**
Sets out the overarching vision for trees and woodlands in Derbyshire
- **Strategic objectives**
The primary goals of the Strategy
- **Guiding principles**
Six principles that the Council will follow to ensure the array of benefits provided by trees and woodlands in Derbyshire are maximised
- **Near-term and medium-term targets**
The measurable improvements that the Strategy has been designed to secure
- **Five delivery themes**
A structured explanation as to why trees and woodlands are important now and, in the future that informs the Strategy's Action Plan
- **Action Plan**
Identifies how the Strategy will be delivered in 2023-24, 2024-25 and 2025-26

4.2 Information relating to these items is provided below.

4.3 Vision

To create a network of thriving woodlands and trees that complement Derbyshire's landscapes and contribute to the county's success as a Nature-Positive and Net Zero place to live, work and visit.

4.4 Strategic objectives

By 2050:

- Trees and woodlands across Derbyshire are making their greatest contribution to protecting society from the impacts of climate change; through carbon sequestration, flood prevention, cooling and shading and nature conservation.
- Woodlands are sustaining and connecting wildlife-rich habitats that are valued by all the county's residents, businesses, and visitors; for the social, economic, and environmental benefits that nature provides.

- A collaborative and evidence-based approach will have increased the quantity, quality, and diversity of Derbyshire's treescape; that is effectively maintained and adapted to ensure its maturity and replenishment against the challenges of a changing climate.
- The Council and its partners have demonstrated their commitment and credentials for delivering sustainable tree and woodland stewardship; and have secured fitting levels of Government and investor funding to enable the delivery of this Strategy.

The 2050 date has been identified as it correlates with the Government's Environmental Improvement Plan 2023 target to:

- Increase tree canopy and woodland cover from 14.5% to 16.5% of total land area in England by 2050, with a new interim target to increase this by 0.26% (equivalent to 34,000 hectares) by 31 January 2028, in line with the trajectory required to achieve the long-term target.

The change in canopy and woodland cover from 14.5% to 16.5% by 2050 represents an increase of 13.8% (14%).

4.5 The Strategy's Guiding Principles

The Council has established guiding principles to shape the delivery of this vision and the strategic objectives. These guidelines will be used to inform the Council's decision making as it implements this strategy on the Council's land. They will also be advocated by the Council to encourage other land-owners to follow similar approaches, the six guiding principles are:

- Collaborative leadership that demonstrates good practice and mobilises collective endeavours.
- Connecting those who live, visit, work and do business in Derbyshire with nature.
- The application of practices that maximise the value of trees across all ecosystem services (as explained in the Derbyshire Natural Capital Strategy).
- The strategic alignment of tree and woodland management and renewal with the prescribed habitat types of Derbyshire's Landscape Character Areas.
- The sustainability of trees and woodlands by ensuring they are planted and maintained to the UK Forestry Standard (UKFS), and Woodland Carbon Code where planting is being undertaken for carbon sequestration.
- Woodland should not be planted on existing ecologically valuable habitat including species rich grassland and heathland.

4.6 **The Strategy's near-term target for the Council is as follows:**

- Facilitate the planting of up to 300,000 trees across Derbyshire by March 2025

As an example this could be secured by:

- Creating 17 km of hedgerow and in so doing plant 85,000 trees
- Planting 15,000 trees along 300 km of public highway
- Creating 80 hectares of woodland and in so doing plant 200,000 trees

4.7 **The Strategy's medium- and long-term targets for the Council are as follows:**

- Facilitate the planting of up to a further 700,000 trees across Derbyshire by 2030 (medium-term)

As an example this could be secured by:

- Creating 50 km of hedgerow and in so doing plant 250,000 trees
- Planting 50,000 trees along 1,000 km of public highway
- Creating 280 hectares of woodland and in so doing plant 700,000 trees

- In accordance with Government national targets (long-term):
 - Increase tree canopy cover by 14% across the total land area of Derbyshire by 2050 when compared to 2020
 - Halt the decline in species abundance associated with woodlands and hedgerows by 2030, and then increase such abundance by at least 10% to exceed 2022 levels by 2042

4.8 **The Strategy is framed against the following five delivery themes, selected as they describe the high-level activities that this Strategy seeks to instigate:**

Theme A:	Championing and realising the benefits of trees
Theme B:	Managing trees for safety and a changing climate
Theme C:	Directing the transformational growth, renewal, and protection of woodland
Theme D:	Financing tree planting and woodland creation
Theme E:	Nature connected tree and woodlands partnerships

These themes correspond to the following Sections 5 to 9 of this Strategy and inform the Action Plan shown in Section 11.

5. Theme A: Championing and realising the benefits of trees

- 5.1 Trees and woodlands are vital components of Derbyshire's green infrastructure and make significant contributions to making the county an attractive place to live, work, visits, do business, and invest in. Furthermore, they are key to negating the impacts of climate change, in helping society adapt to changing weather, and in providing the network of habitats to rejuvenate natural ecosystems.
- 5.2 The outcome that Theme A seeks to deliver, and the associated example benefits to be realised, is summarised below.

Theme A: Championing and realising the benefits of trees	
Outcome	Example benefits
<p>Derbyshire is a place where trees are treasured as valuable living community assets worthy of protection, care and investment</p>	<ul style="list-style-type: none"> • Carbon sequestration • Timber supply • Water regulation and flood risk management • Air pollution abatement • Noise pollution mitigation • Improving Physical and mental health • Providing opportunities for tourism, education, and volunteering • Employment, skills, and business • Biodiverse habitat • Natural Capital Accounting

- 5.3 A description of the primary benefits that trees and woodlands provide from social, economic, environmental & cultural perspectives is outlined below.

5.3.1 Social benefits

- Improved health and wellbeing
 - Research has shown that access to trees and nature can reduce stress, improve mental health and promote wellbeing; whilst tree lined streets have been shown to encourage walking.
- Reduce the urban heat island effect
 - The cooling effect of trees, as a result of evapotranspiration, reduces the urban heat island effect and enhances Derbyshire's resilience to an increasing number of hot days (>25°C), one of the projected impacts of climate change.
- Provide shade
 - Trees shading school grounds, playgrounds, public spaces, and cycling and walking routes provide relief from the sun and protect people from harmful ultraviolet (UV) radiation, in turn reducing a range of public health risks.

- Enhance visual amenity
 - Trees can visually enhance a street, the character of an area and foster civic pride. They add beauty to landscapes, soften harsh urban environments and screen unsightly views.

5.3.2 Environmental benefits

- Enhance biodiversity
 - A healthy treescape is important for biodiversity and provides opportunities for connected habitats that support wildlife.
- Improve water quality
 - Trees intercept rainwater and reduce the quantity of pollutants being washed from hard surfaces and agricultural fields into watercourses. This is particularly important in catchment sensitive areas.
 - Increasing canopy cover in urban, semi-urban and rural areas will also contribute towards fewer storm water overflows from the combined sewer / stormwater systems and therefore lower levels of water pollution entering watercourses.
- Carbon sequestration
 - Trees reduce carbon dioxide (CO₂) in the atmosphere through sequestering carbon in new growth. One tonne of carbon stored in wood is equivalent to removing 3.67 tonnes of CO₂ from the atmosphere. An increase in the rate of carbon sequestration across the county will be crucial to achieving the Council's goal of Derbyshire being net zero by 2050.
- Improve air quality
 - Trees improve air quality by removing air pollutants, such as particulate matter, and absorb gases harmful to human health.

5.3.3 Economic benefits

- Reduce healthcare costs
 - Improving air quality and enhancing health and wellbeing will contribute to preventative healthcare and associated costs.
- Reduce flood risk
 - Increasing appropriate tree planting enables water storage upstream in river catchments.
 - An increase in canopy cover would intercept an increased volume of rainwater reducing and slowing urban runoff, placing less pressure on stormwater systems and thereby reducing the risk and impact of flooding.
- Increase property values
 - Studies have shown that mature street trees increase residential property values and attract buyers and tenants.

- Reduce energy costs
 - Well-positioned trees provide shade and reduce cooling requirements and associated energy costs in buildings.

5.3.4 Cultural benefits

- Support education
 - Tree nurseries and planting projects, such as community orchards, promote environmental awareness and provide opportunities to encourage and facilitate learning.
- Cultural heritage
 - Trees create a cultural connection to place and history.
- Local food growing
 - Planting fruit trees and establishing community orchards provides people with access to fresh fruit. Maintaining and harvesting fruit trees can connect and strengthen communities.

5.4 Accounting for Derbyshire's natural capital

5.4.1 The Derbyshire Natural Capital Strategy includes a Natural Capital Account that places a monetary value on the physical benefits provided by county's ecosystem services. The Account offers a robust evidence base to inform decisions as to whether to prioritise maintaining or developing a natural capital asset; of which trees and woodlands are a primary example.

5.4.2 A natural capital balance sheet accounting method has been applied which identifies the natural capital benefit value (using a financial performance measure (£)) that Derbyshire's ecosystem services provide. This measure has been applied to the following benefits:

- | | |
|--------------------------|-------------------|
| • Agricultural output | • Recreation |
| • Timber | • Physical health |
| • Water supply | • Education |
| • Renewable energy | • Volunteering |
| • Minerals | • Amenity |
| • Carbon sequestration | • Soil |
| • Air quality regulation | • Water quality |

5.4.2 The Natural Capital Account identifies a wide and quantifiable range of benefits from the natural capital of Derbyshire as highlighted below.

- The total annual net value of ecosystem benefits and services produced within Derbyshire each year is £2.6 billion (2021 prices).
 - This total includes carbon sequestration by habitats of trees, woodlands, and grasslands (£2 billion, 77% of the total benefits)

- If these current annual benefits and quantified trends continue over 60 years, then Derbyshire's natural capital assets have an asset value over this period of £87 billion in present value terms.
 - Most of these benefits accrue to wider society through air quality regulation, carbon sequestration, water quality, recreation, and physical health, equating to around £73 billion in present value terms.
 - A further £14 billion accrues to businesses through agriculture, timber, water supply, renewable energy, and minerals.
 - The contribution of trees and woodlands to such outcomes is significant.

5.4.3 The Council has high to moderate confidence in the results of the Natural Capital Account. However, further analysis is needed to develop its accuracy and range of use. Examples are highlighted below.

a) The following benefits are considered as being important but have not yet been measured / valued in the Natural Capital Account.

- *Flood risk management*

Quantifying the benefit provision of natural capital to mitigating flood risk requires more detailed modelling i.e. identifying flood risk areas and natural capital assets that can provide flood risk benefits e.g. woodlands and trees.

- *Mental health benefits of peoples connections with nature*

The strong evidence of the benefits to mental well-being from increased nature connectedness has seen nature connectedness identified as a basic psychological need and as being a driver for pro-environmental behaviours. Hence, improving peoples connection with nature is an attractive target for improvement and this Strategy advocates that such benefits should be measured, invested in and monitored for Derbyshire. For example, Forest Research has identified the mental health benefits associated with the UK's woodlands and quantified these as being valued at £185m per annum in reduced costs to the NHS and employers.

b) Whilst the Natural Capital Account has financially valued benefits it has not financially assessed the liabilities of natural capital i.e. the spending (£) required to maintain or develop the natural capital / ecosystem services (what it costs to maintain the assets and how do these costs compare to benefits over time). Such appraisal is needed to understand the relationship between spending on assets and the benefits they provide. This appraisal is a complex undertaking and would require the involvement of key public and private land managers across Derbyshire who manage most of such spending.

5.5 Tree planting in Derbyshire since 2021/22

5.5.1 The Council has a strong track-record in advocating the benefits of trees and supporting the restoration of tree cover in Derbyshire across suitable locations, particularly the planting of street trees within the county's urban neighbourhoods. This Tree and Woodland Strategy builds on these commitments, partnerships, and good work to date.

- 5.5.2 A good example of work to date that the Council is exceptionally proud of is its involvement in the Queen's Green Canopy project to create a wonderful legacy to Her Majesty Queen Elizabeth II. Of note was the Council's highly collaborative relationship with the Derbyshire Lieutenancy in developing the Queen's Green Canopy planting projects, alongside the Council's district, borough, and city council partners. Working in partnership, the Queen's Green Canopy successfully brought together the county's diverse society to take part in and celebrate the Platinum Jubilee and in commemorating the passing of Her Majesty Queen Elizabeth II.
- 5.5.3 The Council is keen to collate an accurate record of the tree planting endeavours of all parties in Derbyshire since 2021-22. The latest and approximate information the Council holds in this regard is shown in Table 2 below. The Council will work with all stakeholders through the delivery of this Tree and Woodland Strategy to ensure such data demonstrates the quantity, type, canopy cover, and maintenance standards to which new trees are planted and woodlands created in Derbyshire.

	2021/22	2022/23
Local Authority Area		
Derbyshire County Council	2,776	21,051
Amber Valley Borough Council	21,500	325
Bolsover District Council	6,200	12,042
Chesterfield Borough Council	2,000	2,543
Derbyshire Dales District Council	10	60
Erewash Borough Council	*	336
High Peak Borough Council	*	2
North East Derbyshire District Council	32	4
South Derbyshire District Council	*	*
Derby City Council	*	*
Town and Parish Councils	*	*
Peak District National Park Authority	*	*
The National Forest	*	5,441
The Queen's Green Canopy (ShIPLEY Country Park)		6
The Queen's Green Canopy (Derbyshire wide)		33,777
Records on the Council's Million Trees website		3,949
Local Authority Treescapes Fund (LATF) partnership tree planting project ¹	2,760	

Local Authority Treescapes Fund (LATF) partnership & Million Trees tree planting project ²		1,408
The Woodland Trust – The Young Peoples Forest at Mead		194,699
Total	35,278	275,643
GRAND TOTAL FOR 2021/22 & 2022/23 (28 June 2023)	310,921	
¹ LATF partnership of Derbyshire County Council (lead), High Peak Borough Council, North East Derbyshire District Council, and Peak District National Park Authority		
² LATF partnership of Derbyshire County Council (lead), Amber Valley Borough Council, North East Derbyshire District Council, Peak District National Park Authority, Pilsley, Pinxton, Etwall parish councils.		
* No return		

6. Theme B: Managing trees for safety and a changing climate

- 6.1 It is essential that the existing treescapes of Derbyshire are cared for through effective stewardship and strategic planning to ensure long-term development and succession.
- 6.2 Key to success will be designing Derbyshire's treescape so it is future-proofed to thrive within a changing climate, able to sustain and network wider habitats, and be able to provide the ecosystem services that Derbyshire's society will need by the 2080s to help mitigate the impacts of much warmer weather and high intensity periods rainfall. Furthermore proactive biosecurity of the county's tree-stock against an increasing threat of pests and diseases that are migrating to the UK from mainland Europe and beyond is a key challenge. The necessity for the Council to ensure its compliance with health and safety legislation through the effective management of trees on, or adjacent to, public land is a further important part of this theme.
- 6.3 The outcome that Theme B seeks to deliver, and the associated example benefits to be realised, is summarised below.

Theme B: Managing trees for safety and a changing climate	
Outcome	Example benefits
<p>Derbyshire is a place where trees and woodlands flourish through good practice planning, management, and maintenance</p>	<ul style="list-style-type: none"> • Retention of important woodland habitats • Mitigating and adapting to the impacts of climate change • Mitigating the impact of Ash Dieback disease • Biodiversity Net Gain • Connecting people with nature • Employment and skills • Creating the future ancient woodlands • Risks to public health and safety mitigated • Increased survival rate of new plantings and nurturing of woodland on public land • Best practice standards for work on, and around trees, through inspection regimes and maintenance contracts • Demonstrating the Council's on-going compliance with the Health and Safety at Work Act 1974

6.4 Designing Derbyshire's future treescapes for the changing climate

- 6.4.1 Climate change is having visible effects on the world. The earth is warming, rainfall patterns are changing and sea levels are rising. These changes are increasing the risk of heatwaves, floods, droughts and fires. The severity of these impacts will be determined by the global challenge to achieve net zero greenhouse gas emissions within this current generation. Unless emissions are reduced rapidly, the world is likely to exceed 2°C warming and by the end of this century warming could reach 4°C or more. This will have catastrophic consequences for developing countries and poses significant issues for developed countries such as the UK.
- 6.4.2 The UK climate is predicted to be characterised by an increase in the frequency of warm / dry spells, the frequency of heavy rainfall events and storms, and a decrease in the frequency of cold spells. The Council's Natural Capital Strategy for Derbyshire identifies that climate change has the potential to significantly disrupt the natural capital of Derbyshire and the ecosystem services it provides. The predicted changes in temperature and rainfall patterns will alter growing conditions in the county, meaning that some places become less suitable for supporting some species and habitats, while other places become more suitable.
- 6.4.3 Against this climate scenario the Natural Capital Strategy identifies the long-term context that is relevant to planning the appropriate future treescape of the county. Key information relating to how Derbyshire's future treescape should be planned in a manner that reflects increasing temperature and changing rainfall patterns is illustrated below.

- **Maximum temperatures are predicted to increase by 8°C consistently throughout Derbyshire by 2080.**
 - Temperature increases, and an increase in heatwave events, are particularly significant for densely populated and deprived urban areas, where there is a greater risk of heat stroke and other impacts on health and well-being. To mitigate the effects of heat, green corridors, and cooling features such as trees and wetlands are expected to become increasingly valuable, particularly in urban environments.
 - There is spatial variation in the magnitude of these changes; lowland areas, which coincide with the most productive agricultural land, are predicted to experience greater fluctuations in temperature than the uplands; increasing risk to agricultural food production. This will impact on the areas of Derbyshire that are suitable for farming and strategically modelling such changes will be important to identifying the best places for new woodlands.
 - Temperature increases will also influence the distribution of many species. Derbyshire is currently at the northern limit of the distribution of many native 'southern' species and the southern limit of the distribution of many native 'northern' species. Temperature changes could alter the distribution of native species in Derbyshire, through the impact of changes in site suitability or competition from new species. It will be necessary to future-proof the resilience of the county's trees and woodlands to ensure they are adaptable to the changing climate and support the anticipated biodiversity changes.

- The implications of severe heat waves and fire risk will also be a fundamental component of planning for the management of trees and woodlands in Derbyshire.
- **Although the total amount of rainfall received in Derbyshire throughout the year in 2080 will be very similar to that of today, the seasonality will increase; the rainfall will fall in sharper, more intense bursts, with longer dry periods between them.**
 - The northern and upland parts of Derbyshire are predicted to be subjected to greater change in this seasonality than the lowlands.
 - This trend is very significant for trees and woodlands, as the required amount of rainfall may be less likely to fall at key times of year, for example to support germination and fruiting. Conversely, more intense bursts of rainfall are likely to increase surface water runoff increasing, flood risk, and causing soil erosion and water quality issues. This highlights the importance of taking early action in support of natural flood management through targeted woodland creation.
 - Some areas of Derbyshire will decrease in agricultural land quality by 2080 largely due to an increase in soil drought conditions. This includes significant areas of land that is currently good quality, Grade 2, and Grade 3 agricultural land, around the Chesterfield / South Yorkshire Nottinghamshire and Derbyshire Coalfield area, and in the Trent Valley. In these areas, particular consideration needs to be given to agroforestry whereby farm management practices use the planting of trees, shrubs, and hedges to improve the quality of soil and so generate higher yields.

6.4.4 Whilst this Strategy's intent is to instigate a near-term revival in tree and woodland care and creation for Derbyshire the outcomes of such activity will be realised over a long timeframe spanning more than 100-years. For example, by the 2080s, an oak tree planted now will only be half-way through a commercial rotation, while as a component of semi-natural woodland, it would still be at a juvenile stage. Hence, it is important that the decisions arising from this Strategy that are made now (i.e. tree or woodland type, location, and maintenance) are appropriate to both the current and future climate.

6.5 Ash Dieback Disease

6.5.1 Ash dieback is a fungal disease thought to have originated in eastern Asia and imported into mainland Europe in the 1990s. It has spread rapidly across the continent with the first recorded case in the UK in 2012. This is a vascular wilt fungus that blocks the water transport vessels within the tree, firstly causing the leaves to die then leading to dieback of twigs, branches and ultimately the whole tree. The disease is usually fatal for young ash trees and can kill saplings within one growing season. Larger mature ash with the infection are thought to be more tolerant or decline at a slower rate of several years.

6.5.2 In Derbyshire as a whole, ash is the second most common tree after oak, but in limestone areas of the County, they are the dominant species. Ash is the dominant tree in the woodlands of the limestone dales where it may comprise up to 99% of the tree cover. Estimates for the number of ash trees in Derbyshire have been made based on data from the Tree Council, Forestry Commission and Derbyshire Lowland Biodiversity Action Plan 2011 – 2020, suggesting there are around 9 million ash trees in Derbyshire.

6.5.3 The Council has implemented an Ash Dieback Action Plan (April 2022) to manage the impacts of the disease in the county. An outline assessment (January 2022) of the total cost of the outbreak to the Council over the next 20 years has estimated this to be between £22.5 million and £40.5 million for tree felling and replacement, depending on the lowest (50%) and highest (90%) mortality rate predictions. Hence, the successful delivery of the Plan will have significant financial implications for the Council. The effective delivery of the Plan is integral to this Strategy.

6.6 Other Tree Pests and Diseases

6.6.1 Although ash dieback is a major concern in Derbyshire the county's treescape is also under threat from other tree pests and diseases. Some are already present within the UK, whilst others are at risk of entering the UK in the future.

6.6.2 Tree pests and diseases already present in the UK include *Phytophthora ramorum* or commonly known as "water mould" (affecting over 150 species of plants, including trees and shrubs), *Dothistroma* or commonly known as "needle blight" (affecting pine species), and acute oak decline affecting native oak species. Many trees and woodlands are also adversely affected by the presence of grey squirrel and deer, where high population levels can lead to the destruction of many different native broadleaved species and negatively impact woodland ground flora. This reduces the long-term contribution of these trees and woodlands to the landscape and biodiversity.

6.6.3 The rapid increase in the globalised movements of goods and people has increased the risk of spreading pests and diseases around the world, and a changing climate is increasing the likelihood of these species surviving in the UK where previously they would have been unable. As a result, pests and diseases not yet present in the UK also pose a threat to Derbyshire's trees and woodlands. Such threats include emerald ash borer (which would put the county's native ash trees under even greater pressure alongside ash dieback) and *Xylella fastidiosa* or commonly known as "Xylella" (which can affect several species of broadleaved trees including oak and plane). Both are already present in continental Europe having spread from their native regions of Asia and the Americas.

6.6.4 Protecting the Derbyshire treescape from these threats alongside tackling ash dieback will require the following actions:

- Active management of existing tree pests and diseases through monitoring regimes, sanitation felling, appropriate wildlife management and the application of specific treatment measures where available.
- Robust biosecurity to prevent further accidental introductions of non-native invasive pests and disease. This will involve sourcing new trees for planting from responsible nurseries with biosecurity policies or 'Plant Healthy' accreditation, ensuring staff and contractors undertake personal biosecurity measures to prevent any potential spread between site and supporting proposals to improve biosecurity at a national level.
- Building resilience into the Derbyshire treescape against existing and future pest and disease threats and a changing local climate by increasing the species, genetic and structural diversity of trees and woodlands across the county.

6.7 The Council's Tree Safety Policy

- 6.7.1 The Council recognises its duty under the Health and Safety at Work Act 1974 in criminal and civil law to protect employees and members of the public, so far as is reasonably practicable, from danger arising from trees on its premises, highways, and landholdings. This duty is enacted through the Council's Executive Health and Safety Policy Statement and through the collective responsibilities of officers within the Council's Place Department and Corporate Services and Transformation Department.
- 6.7.2 Given the critical importance of the Council robustly managing the hazards to its employees and members of the public from dangerous trees it is important that the Council appraises its current arrangements in this regard to ensure they are fit for purpose / optimal.

7. Theme C: Directing the transformational growth, renewal, and protection of woodland

- 7.1 The Council has set an ambitious target to facilitate the planting of up to 1 million trees across Derbyshire by 2030 (from a start date of May 2021). This transformation reflects the Council's commitment to the delivery of a net zero society and enhancing the county's wildlife. In planning the delivery of this target, which is a key purpose of this Strategy, it is important to consider strategically the areas of Derbyshire where it is appropriate to plant this quantity of new trees and consider how the delivery of this policy could be financed.
- 7.2 The outcome that Theme C seeks to deliver, and the associated example benefits to be realised, is summarised below.

Theme C: Directing the transformational growth, renewal, and protection of woodland	
Outcome	Example benefits
Derbyshire is a place where tree and woodland growth accelerates in a manner that complements and reinforces the county's landscape characters and sustainably renews	<ul style="list-style-type: none"> • A thriving and varied network of resilient woodland and tree habitats appropriate to the landscape areas of Derbyshire • An increasing proportion of larger trees and resulting tree canopy cover that provide ecosystem services • Positive impact on the value of Derbyshire's natural capital • Climate change mitigation and resilience • Demonstrates the Council's Place leadership credentials • Carbon sequestration

7.3 The Landscape Character of Derbyshire

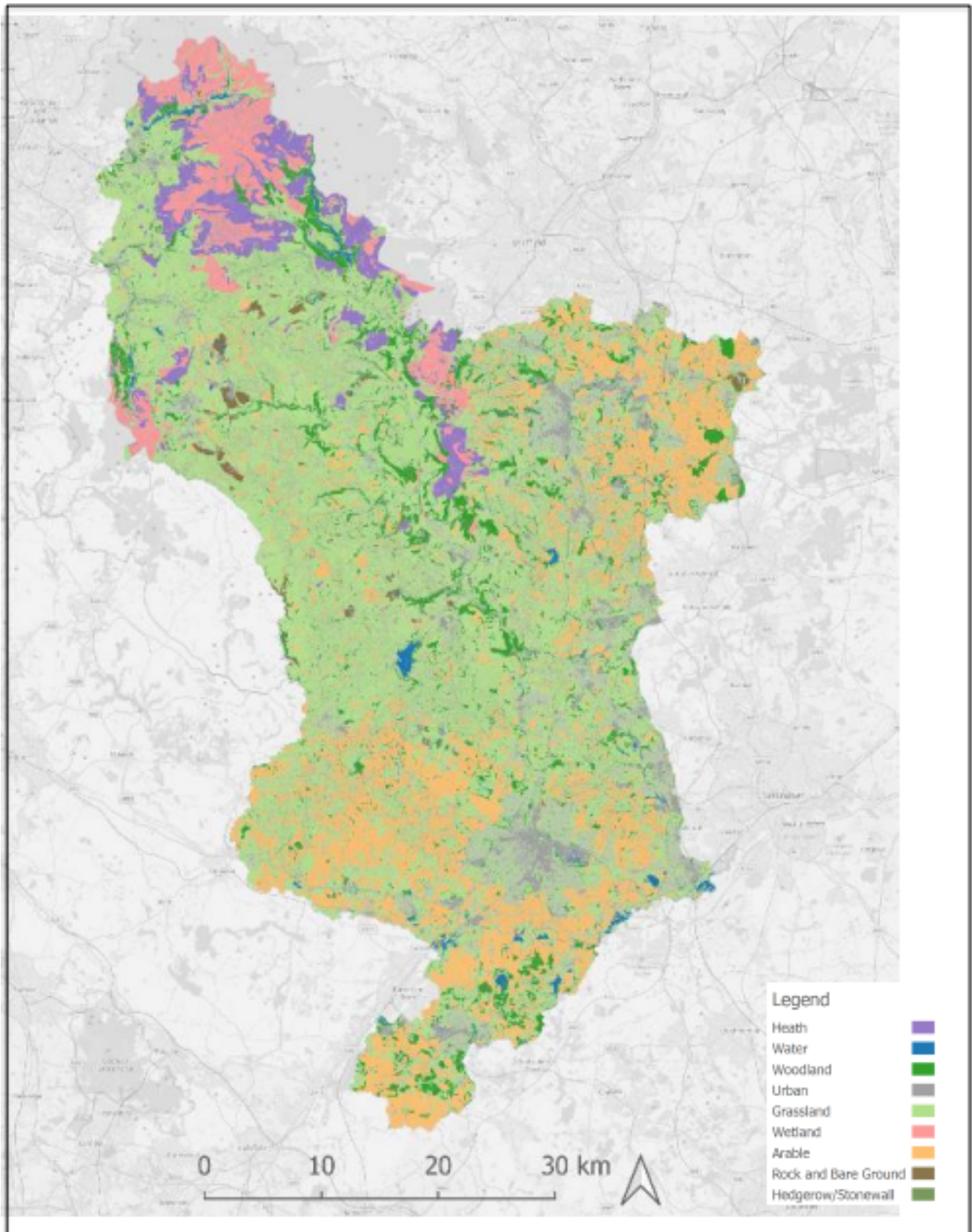
- 7.3.1 Derbyshire sits at the heart of England with a diverse range of landscapes from the upland moors of the Peak District to the expansive floodplain of the Trent Valley. It occupies a unique position encompassing England's upland-lowland divide between the north and south, and the dairy-arable transition from west to east. The quality of Derbyshire's landscape is recognised by the designation of the Peak District National Park but also the intrinsic qualities of the spectacular landscape of Derbyshire outside the National Park designation.
- 7.3.2 This is critically important context for this Strategy. The transformational growth, renewal, and protection of woodland must be delivered in a sensitive, informed and integrated manner across Derbyshire's varied and distinctive urban and rural landscapes.
- 7.3.3 Derbyshire's landscapes sustain varied, extensive, and valuable habitats. These are identified in Table 3 and Figure 1 below. Woodland and forest habitats make up 9%, or

23,300 hectares, of the total habitat area of 263,100 hectares. Of the woodland habitats, approximately 850 hectares are owned by the Council.

Table 3: Derbyshire's habitat types and area	
Habitat	Area (hectares)
Cropland (including intensive grassland)	104,000
Grassland	71,200
Woodland and forest	23,300
Heathland and scrub	22,800
Urban	21,200
Wetland	13,700
Rivers and lakes	5,200
Sparsely vegetated land	1,700
Total	263,100

- 7.3.4 Privately owned land comprises most of the land in Derbyshire. Hence, a major challenge in delivering this Strategy is Council's ability to encourage appropriate tree maintenance and woodland creation on such land. Therefore, the Strategy identifies the need to work collaboratively and in partnership with all stakeholders to retain and grow the tree population across the county (see Theme E: Nature Connected Partnerships for Trees and Woodlands).

Figure 1: The type and distribution of habitats across Derbyshire



7.3.5 The Council has invested in research that provides an evidence base to strategically plan and deliver tree and woodland planting in the locations of Derbyshire where they are most suited from landscape character and biodiversity perspectives and so provide greatest benefit to the provision of ecosystem services. This takes the form of two principle guiding reference points:

- The Landscape Character of Derbyshire document (2003)
- The Natural Capital Strategy for Derbyshire (2023)

7.4 The Landscape Character of Derbyshire document

7.4.1 The Landscape Character of Derbyshire document was prepared by the Council in 2003 and updated by the Council in 2014. It informs spatial planning and landscape policy for Derbyshire. It has been prepared to follow the Government's (Natural England) national mapping of 159 separate and distinctive National Character Areas (NCAs). There are ten NCAs which wholly, or in part, cover Derbyshire.

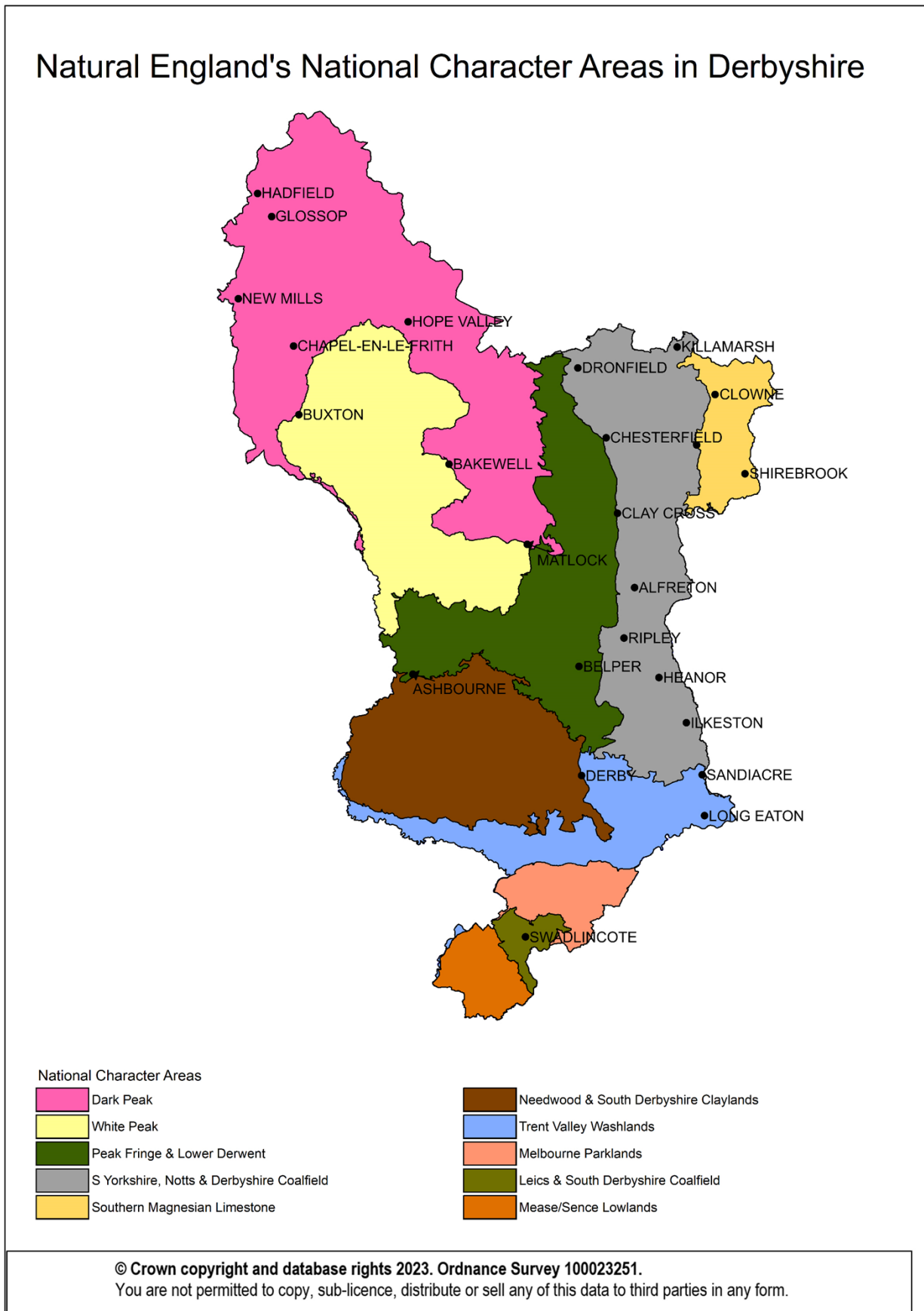
7.4.2 These ten National Character Areas have been sub-divided into 39 Landscape Character Types (LCTs) that represent landscapes within these NCAs of similar character. A description of the key features each Landscape Character Type has been prepared alongside planting and management guidelines identified to support its ecological woodland development. This analysis provides a robust evidence base against which new woodland creation can be strategically planned and delivered in a manner that complements Derbyshire's existing landscapes and generates new and long-term ecosystem service benefits.

7.4.3 The National Landscape Character Area descriptions for Derbyshire are identified below in Table 4 and on a map in Figure 2.

National Character Area	Landscape Character Type
1) Dark Peak	<ul style="list-style-type: none"> • Open Moors • Moorland Fridge • Enclosed Moorland • Settled Valley Pastures • Riverside Meadows
2) White Peak	<ul style="list-style-type: none"> • Plateau Pastures • Upland Limestone Pastures • Limestone Slopes • Limestone Dales
3) Derbyshire Peak Fringe and Lower Derwent	<ul style="list-style-type: none"> • Enclosed Moors and Heaths • Wooded Slopes and Valleys • Woodland Farmlands • Gritstone Heaths and Commons • Settled Farmlands • Riverside Meadows

4) Nottinghamshire, Derbyshire, and Yorkshire Coalfield	<ul style="list-style-type: none"> • Wooded Hills and Valleys • Estate Farmlands • Wooded Farmlands • Coalfield Village Farmlands • Coalfield Estatelands • Plateau Estate Farmlands • Riverside Meadows
5) Southern Magnesium Limestone	<ul style="list-style-type: none"> • Limestone Farmlands • Limestone Gorges
6) Needwood and South Derbyshire Claylands	<ul style="list-style-type: none"> • Settled Plateau Farmlands • Settled Farmlands • Sandstone Slopes and Heaths • Estate Farmlands • Riverside Meadows
7) Trent Valley Washlands	<ul style="list-style-type: none"> • Lowland Village Farmlands • Wet Pasture Meadows • Riverside Meadows
8) Melbourne Parklands	<ul style="list-style-type: none"> • Estate Farmlands • Wooded Estatelands • Sandstone Slopes and Heaths • Riverside Meadows
9) Leicestershire and South Derbyshire Coalfield	<ul style="list-style-type: none"> • Coalfield Village Farmlands
10) Mease / Sence Lowlands	<ul style="list-style-type: none"> • Village Estate Farmlands • Riverside Meadows

Figure 2: Natural England's National Character Areas in Derbyshire



7.4.4 Tree Planting and Management Guidelines for each Landscape Character Type

At the end of each Landscape Character Type description, the Landscape Character of Derbyshire document provides information on Tree Planting and Management Guidelines. The overarching appropriate character of trees and woodland within each Landscape Character Type is outlined, including the pattern, shape, and typical size of woodlands, and a vision for tree and woodland creation. Where trees are not a key characteristic of a landscape then these areas are described as unwooded and generally favour the maintenance of a more open landscape.

7.4.5 As an example the Tree Planting and Management Guidelines for the Nottinghamshire, Derbyshire and Yorkshire Coalfield / Wooded Farmlands is shown below.

- A well-wooded landscape of small, organic woodlands, some of ancient origin, with scattered hedgerow and dense watercourse trees.
- Primary woodland character: Thinly scattered small woodlands
- Primary tree character: Thinly scattered hedgerow trees and dense watercourse trees
- Woodland vision: Widespread small-medium woodlands
- Tree vision: Densely scattered hedgerow and dense watercourse trees
- Typical woodland size range: 0.5 - 20ha (small-medium)
- Opportunities for improvement:
 - Small-medium scale woodland planting.
 - Conserve and restore all ancient woodland sites and restock with locally occurring native species.
 - Promote linked extensions to ancient woodland by natural regeneration and planting.
 - Ensure the use of indigenous tree and shrub species, including a proportion of large, long-lived species.
 - Re-establish and enhance physical links between existing isolated woodland and hedgerows. Ensure the management and enhancement of hedgerow trees, through selection and natural regeneration, or by planting.
 - Encourage the management of scrub and secondary woodland to link with existing habitats and woodland.
 - Enhance the visual and ecological continuity of river corridors by management, natural regeneration and planting of riparian trees.
 - Ensure the conservation and management of mature/veteran trees within hedgerows.
- Woodland species mix defined, primarily including Silver Birch and Oak
- Hedgerow species mix defined, primarily including Hawthorn

7.4.6 Information on the landscape character for Derbyshire can be found at <https://www.derbyshire.gov.uk/environment/conservation/landscapecharacter/landscape-character.aspx>

7.5 The Natural Capital Strategy for Derbyshire

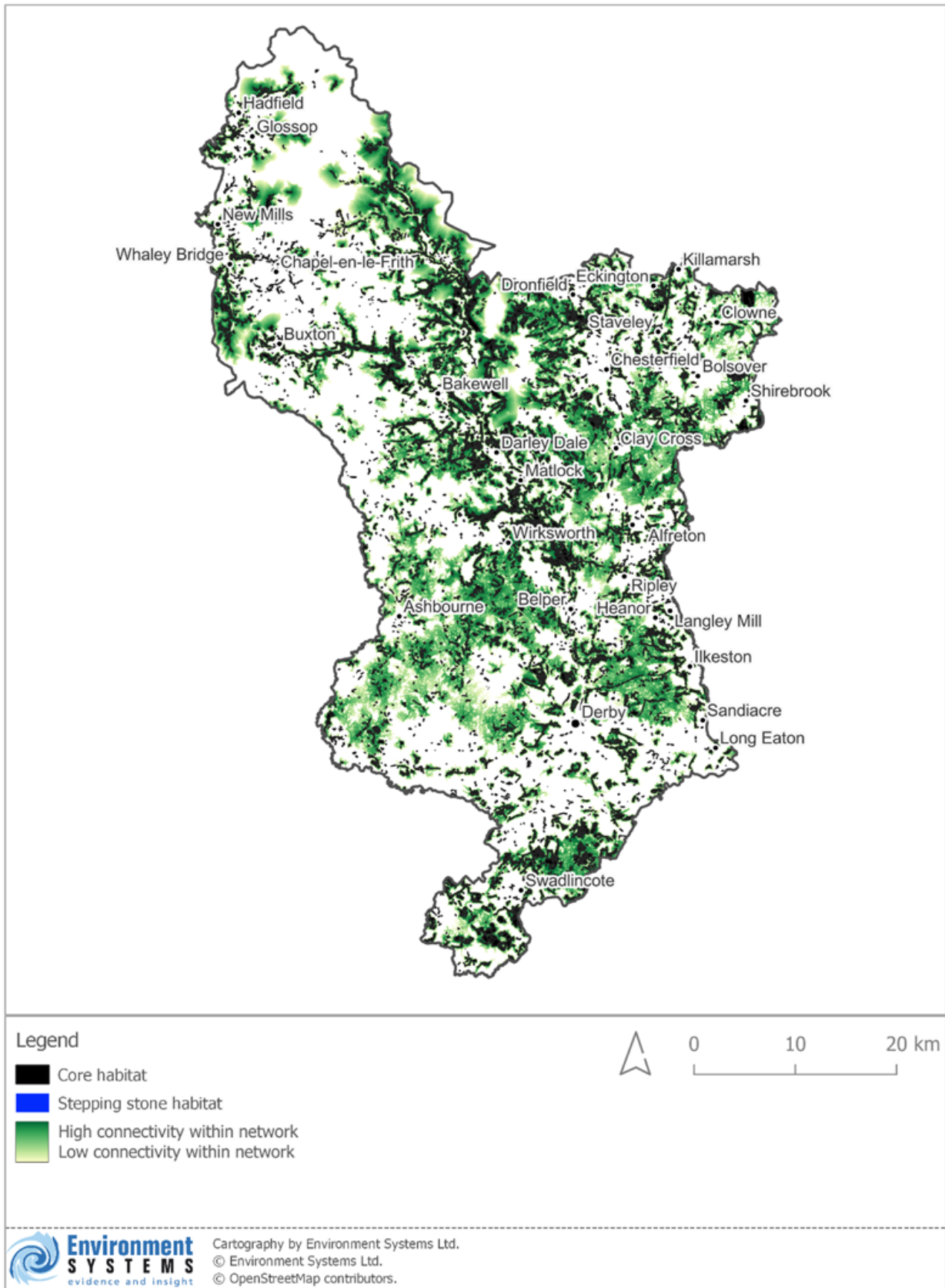
7.5.1 During 2022/23 the Council commissioned a study of Derbyshire's natural capital (completed in February 2023). This was an extensive research project and has provided a unique understanding of the county's ecosystems and, importantly for this Strategy, the trees, hedgerows, and woodlands it hosts. The Natural Capital Strategy provides the following information:

- A natural capital baseline assessment with:
 - Baseline habitat and ecological network maps
 - Landscape character and cultural heritage assessments
- Natural capital baseline accounts (as referenced in Theme A paragraph 5.4)
- A monitoring plan for updating the natural capital accounts and habitat map
- Analysis of the predicted impacts of climate change on natural capital of the county
- Proposed land management actions to maintain and enhance natural capital that align with landscape character
- Identification of funding mechanisms to attract investment for natural capital projects
- Conclusions, recommendations, and technical appendices

7.5.2 A key insight that the Natural Capital Strategy provides is the importance of physical connections of ecological networks across the county's landscape. The closer patches of habitats are together the better they can share resources such as pollinators and seeds. Where habitats are close enough to share these resources, an ecological network is formed. These networks are significant as they increase the resilience of the habitats within them. For example, a woodland that is damaged by a storm will have a better chance of regenerating to its former level of biodiversity if it lies within a network of other woodlands, as animals and seeds will be able to disperse from neighbouring habitats to recolonise the damaged area. Conversely, damaged woodland that is isolated will be less able to regenerate to the same habitat type, or level of diversity.

7.5.3 Derbyshire's woodland ecological network has been mapped in accordance with the UK Habitat Classification. This is shown in Figure 3 below. (The other networks mapped in the Natural Capital Strategy are wetland, heathland, and grassland.)

Figure 3: Derbyshire's woodland ecological network



7.5.4 The key features of Derbyshire's woodland network are as follows.

- Derbyshire currently has a very strong woodland network following the Derwent and Wye valleys, with large blocks of well-connected core habitats. Where hedgerows occur these greatly enhance woodland connectivity and are particularly important for linking the numerous smaller core habitat patches.
- Derbyshire's woodland network includes ancient woodlands, broadleaved woodlands, and mixed plantation woodlands.
- The core woodland habitat is located predominately in central and north-eastern areas of Derbyshire.
- There is generally high connectivity of woodlands throughout Derbyshire except in areas that are managed intensively for agriculture; a very strong woodland network follows the Derwent and Wye river valleys, from the upper catchments to the valley bottom.
- There is a high abundance of small, highly fragmented woodland patches in the Trent Valley Washlands National Character Area, and northern Melbourne Parklands National Character Area, where hedgerows are less common; in these areas the woodland network is not functioning well.
- There are large areas of core woodland habitat in the Mease / Sence Lowlands National Character Area, that are relatively poorly connected at present.
- There is widespread opportunity for creating woodland across Derbyshire along the river valleys and other lower lying areas of the county, particularly associated with an emerging new landscape in the Trent Valley.
- Hedgerows are important habitats that have a profound influence on ecosystem service delivery in Derbyshire. Hedgerows support biodiversity, help intercept water, contribute to carbon storage and abatement and, in the correct places, can have a significant effect on water quality and flood management.
- Hedgerows form a very important part of the woodland network in the Needwood and South Derbyshire Claylands National Character Area, and south of Chesterfield, and are particularly important for connecting the many smaller woodland core habitat patches.
- Hedgerow planting is not appropriate and woodland creation is more limited in the White Peak National Character Area where the policy vision developed by the Council is to maintain an open / unwooded landscape character or where existing boundaries are formed by dry stone walls.
- The National Forest provides an opportunity to improve connectivity of large blocks of core woodland habitat that are currently poorly-connected in the Mease/Sence Lowlands National Character Area, either through further woodland creation or improved hedgerow connectivity.

7.6 The land required to plant 1 million trees

- 7.6.1 The location, design, and aftercare of new trees needs to be strategically planned in accordance with descriptions and guidance in the Landscape Character of Derbyshire publication and the findings of the Natural Capital Strategy for Derbyshire. However, as a headline guide as to how 1 million trees could be delivered the following information is provided.
- 7.6.2 Good practice identifies that the number of trees planted per hectare varies from 1,600 to 4,400 trees. However, the number will vary hugely, depending on the species and the type of planting. Different types of tree planting require different spacings to reflect the character of the woodland being created. For example, hedging trees are planted compactly 30cm apart, or 40-45cm if planting a double hedging row, while mixed woodland planting allows 1.5–2m between trees that provides space for 1,600 trees per hectare to flourish in maturity. Furthermore, avenue trees or some orchards will have a bespoke planting design. If trees are being planted primarily for carbon sequestration the guidelines of the Woodland Carbon Code will need to be followed.
- 7.6.3 To illustrate the area of land that is needed to plant 1 million trees the following three scenarios are presented. Each reflects the land requirements to deliver this Strategy's short and medium-term targets i.e.:
- Short-term target
For the Council to facilitate the planting of up to 300,000 trees across Derbyshire by March 2025
 - Medium-term target
For the Council to facilitate the planting of a further 700,000 trees across Derbyshire by 2030

Scenario A – based on planting 1,600 trees per hectare for new woodland creation

Short-term target For the Council to facilitate the planting of up to 300,000 trees across Derbyshire by March 2025			
	Trees per km	Number of trees planted by March 2025	Outcomes
Hedgerows (five trees planted per metre)	5,000	85,000	17 km of new hedgerow
Highways (one tree planted per 20 metres)	50	15,000	300 km of street / highway trees
	Trees per hectare		

Woodlands (trees planted 2.5 metres apart)	1,600	200,000	125 hectares of new woodland
Total		300,000	

Medium-term target For the Council to facilitate the planting of up to 1,000,000 trees across Derbyshire by March 2030			
	Trees per km	Number of trees planted by March 2025	Outcomes
Hedgerows (five trees planted per metre)	5,000	250,000	50 km of new hedgerow
Highways (one tree planted per 20 metres)	50	50,000	1,000 km of street / highway trees
	Trees per hectare		
Woodlands (trees planted 2.5 metres apart)	1,600	700,000	438 hectares of new woodland
Total		300,000	

Scenario B – based on planting 2,500 trees per hectare for new woodland creation

Short-term target For the Council to facilitate the planting of up to 300,000 trees across Derbyshire by March 2025			
	Trees per km	Number of trees planted by March 2025	Outcomes
Hedgerows (five trees planted per metre)	5,000	85,000	17 km of new hedgerow
Highways (one tree planted per 20 metres)	50	15,000	300 km of street / highway trees
	Trees per hectare		
Woodlands	2,500	200,000	80 hectares of new woodland

(trees planted 2.5 metres apart)			
Total		300,000	

Medium-term target			
For the Council to facilitate the planting of up to 1,000,000 trees across Derbyshire by March 2030			
	Trees per km	Number of trees planted by March 2025	Outcomes
Hedgerows (five trees planted per metre)	5,000	250,000	50 km of new hedgerow
Highways (one tree planted per 20 metres)	50	50,000	1,000 km of street / highway trees
	Trees per hectare		
Woodlands (trees planted 2.5 metres apart)	2,500	700,000	280 hectares of new woodland
Total		1,000,000	

Scenario C – based on planting 4,400 trees per hectare for new woodland creation

Short-term target			
For the Council to facilitate the planting of up to 300,000 trees across Derbyshire by March 2025			
	Trees per km	Number of trees planted by March 2025	Outcomes
Hedgerows (five trees planted per metre)	5,000	85,000	17 km of new hedgerow
Highways (one tree planted per 20 metres)	50	15,000	300 km of street / highway trees
	Trees per hectare		
Woodlands	4,400	200,000	45 hectares of new woodland

(trees planted 2.5 metres apart)			
Total		300,000	

Medium-term target			
For the Council to facilitate the planting of up to 1,000,000 trees across Derbyshire by March 2030			
	Trees per km	Number of trees planted by March 2025	Outcomes
Hedgerows (five trees planted per metre)	5,000	250,000	50 km of new hedgerow
Highways (one tree planted per 20 metres)	50	50,000	1,000 km of street / highway trees
	Trees per hectare		
Woodlands (trees planted 2.5 metres apart)	4,400	700,000	159 hectares of new woodland
Total		1,000,000	

7.7 Tree canopy cover

7.7.1 Tree canopy cover is the area of leaves, branches, and stems of trees covering the ground when viewed from above. It is the measurement that the Government is using to assess the delivery of its Environmental Improvement Plan 2023 target to:

- Increase tree canopy and woodland cover from 14.5% to 16.5% of total land area in England by 2050, with a new interim target to increase this by 0.26% (equivalent to 34,000 hectares) by 31 January 2028, in line with the trajectory required to achieve the long-term target.

7.7.2 Therefore, it is important that the Council understands tree canopy cover for Derbyshire and uses this measurement in this strategy. To do so effectively the Council should consider investing in the Light Detection and Ranging Technology (LiDAR) method for measuring current and future trends in tree canopy cover. Friends of the Earth LiDAR data shows that Derbyshire has an average tree canopy cover of 12.4% (see link: [Trees and Woodland Opportunity \(mapst.ac.\)](https://www.mapst.ac.uk/).)

8. Theme D: Financing tree planting and woodland creation

8.1 This Strategy has been prepared at a time of increasing opportunities for public and private sector investment in the UK's natural environment. This is driven by Government's policy priorities to address climate change and enhance nature, as well as the commercial driver for carbon offsetting through verified carbon sequestration projects. It is important for the Council to ensure that Derbyshire is well placed to benefit from these funds as accessing them will be a very rigorous process. To be successful the Council needs to demonstrate it can enable a financial return on such investment and evidence that long-lasting benefits will be realised. Therefore, an important intent of this Strategy is to demonstrate to potential investors in Derbyshire's natural capital that the Council is mobilising its high ambitions for creating new thriving woodlands in the county and in so doing is keen to fully explore innovative means to finance these plans.

8.2 The outcome that this theme seeks to deliver, and the associated example benefits to be realised, is summarised below.

Theme D: Financing tree planting and woodland creation	
Outcome	Example benefits
Derbyshire is a place where financial investment in green infrastructure is attractive to a blend of public, private, and social investors	<ul style="list-style-type: none"> • New public infrastructure • Well maintained assets • Investment in Derbyshire that helps drive its green economy • Financial, social, and environmental benefits realised and quantified as returns on investment • Favourable commercial risk management • More effective use of public funds • Demonstration of corporate social responsibility • Social enterprise development • Portfolio or pipeline of good quality carbon offsetting opportunities

8.3 There is a range of funding solutions that the Council should seek to access to fund the delivery of this Tree and Woodland Strategy and these are identified below. They include grants, incentives, guidance and regulatory processes. The Council will need to create new woodland creation partnerships with the Government, other local authorities, local organisations, civil society groups, communities, businesses and private investors at local and regional levels to be effective in this regard.

8.4 The Government's Nature for Climate Fund

The Government's £640m fund to enable the delivery of its Environment Improvement Plan 2023. Of which £500m is intended to be spent on trees and woodlands in England

between 2020 and 2025 to increase planting rates to 30,000 hectares per year by 2025. This funding requires that woodland creation is compliant with the UK Forest Standard and is not planted in inappropriate locations. The Council can access this funding via the following means.

8.4.1 *Trees for Climate*

Trees for Climate is a £125m woodland creation programme being run by England's Community Forests on behalf of the Government (with The Mersey Forest being the accountable body). It is part of the wider Government Nature for Climate fund. Through Trees for Climate the Community Forests offer landowners free bespoke advice, finance, and delivery of tree planting projects (covering up to 100% of costs). They also provide 15-years of maintenance payments and other benefits.

Whilst Derbyshire does not fall within the geographic area of one of the 13 Community Forests it is adjacent to The Mersey Forest, City of Trees (Manchester), the White Rose Forest (Yorkshire), and Greenwood Community Forest (Nottinghamshire). Therefore, the areas of Derbyshire that fall within a ten-mile "halo" of these Community Forests can seek support from Trees for Climate.

8.4.2 *The National Lottery Community Fund – Nature and Climate*

This Fund is for projects that focus on using nature to encourage more community-led climate action. It is important that projects provide social and economic benefits, for example the creation of strong, resilient, and healthy communities or the development of 'green' skills and jobs. It is part of the Government's Nature for Climate fund.

This is an example of the type of community-led projects that this Strategy seeks to mobilise.

8.5 **Environmental Land Management Schemes (ELMS)**

The Government will pay landowners for providing environmental and climate goods and services through the following methods.

- a) The Sustainable Farming Incentive (SFI) will fund farmers if they evidence their adoption and maintenance of sustainable farming practices that can protect and enhance the natural environment alongside food production, and also support farm productivity (including by improving animal health and welfare, optimising the use of inputs and making better use of natural resources).
- b) Countryside Stewardship (CS) will fund landowners for delivering more targeted actions relating to specific locations, features and habitats. There will be an extra incentive through CS Plus for land managers to join up across local areas to deliver bigger and better results. The forthcoming Local Nature Recovery Strategy for Derbyshire will inform where such action is best targeted in the county, with trees and woodland expected to be a primary investment opportunity.
- c) Landscape Recovery will provide investment for bespoke, longer-term, larger scale projects to enhance the natural environment. Linked to point (b) the Local Nature

Recovery Strategy is expected to identify how Derbyshire best works at scale to deliver biodiversity improvements.

8.6 A New Biodiversity Offsetting Market for England

8.6.1 Biodiversity offsets are conservation activities that are designed to give biodiversity benefits to compensate for losses; ensuring that when a development damages nature (and this damage cannot be avoided or mitigated on the development itself) new nature sites will be created elsewhere. This is a requirement of the Environment Act 2021 whereby biodiversity offsets will be created by developers in their compliance with a new planning regime from November 2023 that requires a demonstrable $\geq 10\%$ Biodiversity Net Gain (BNG) from their development site compared to the pre-development value of onsite habitats. When such BNG cannot be provided on the development site then the developer must provide biodiversity offsets that fund the provision of their development site's BNG and an alternative appropriate location.

8.6.2 Biodiversity offsetting will become a new market mechanism that the Government is establishing to drive and fund nature recovery in England. The commencement of biodiversity markets is expected from November 2023 (when mandatory BNG planning permission starts) and is expected to lead to multiple local biodiversity offset markets being developed across England. The Government has estimated that this market will generate annual demand for around 6,200 off-site biodiversity units for England with a value of £135 million, other sources predict this value to be £274m.

8.6.3 Landowners or land managers (the supply-side) who can create or enhance habitat to the required standards on their land will be able to sell biodiversity units to developers (who cannot achieve BNG on their development site) and use this income to fund the habitat improvements on their land, and its maintenance for at least 30-years after the completion of the works. In return for purchasing the biodiversity units the developers (the demand-side) will be able to demonstrate their mandatory BNG compliance to LPAs. These arrangements will be legally binding to the land through new conservation covenants or planning obligations. Intermediaries such as brokers may facilitate these transactions.

8.6.4 The Government expects off-site biodiversity gains to be delivered locally to the development site. However, where the available local opportunities for off-site habitat creation or enhancement are insufficient for developers to meet their net gain requirements, off-site delivery outside of the local area will be allowed (but must be in England).

8.6.5 Any landowners or land managers will be able to create or enhance habitat for the purpose of selling biodiversity units to developments anywhere in England. This includes local authorities who can sell biodiversity units from their own land or act as a broker for third party units provided they manage the conflict of interest with their planning decision function.

8.7 Embedding tree planting in funded Council led regeneration projects

8.7.1 The Council, as a project sponsor and as a delivery partner, has a role in an extensive and ambitious regeneration programme encompassing projects under Town Deals, Levelling Up, large local major and active travel programmes. These include a number of infrastructure projects, such off-road walking and cycling routes plus highways, to facilitate land-use development which may lend themselves to the incorporation of tree planting.

They also involve close partnership working with district and borough councils and with private-sector developers, and all have a requirement to demonstrate Biodiversity Net Gain.

- 8.7.2 This Strategy proposes that the Council commits to establishing the scope for significantly increasing appropriate tree planting and subsequent maintenance within its existing and future programme of regeneration and infrastructure projects. This will include bespoke reporting and monitoring from each project on the degree to which such tree planting is contributing to the delivery of this Strategy's vision and objectives.

8.8 The UK Woodland Carbon Code

- 8.8.1 The Woodland Carbon Code (<https://woodlandcarboncode.org.uk/>) is the UK standard for verifiable carbon sequestration meaning that woodlands managed to this standard can be claimed as an offset in carbon reporting. Importantly this is the mechanism for selling carbon credits as income generation.
- 8.8.2 For woodland to meet Carbon Code standards it must conform to the UK Forestry Standard and be recorded on the UK Land Carbon Registry. Managing woodland to Carbon Code standards has additional responsibilities (and may determine the maximum number of trees per hectare in some cases) but means that carbon sequestration benefits can be accounted for.
- 8.8.3 This is an important opportunity for funding that the Council will explore and should be considered at the start of any new woodland creation to ascertain whether the woodland could meet the standard.

8.9 The preparation of a Green Infrastructure Investment Plan for Trees and Woodlands in Derbyshire

- 8.9.1 This Strategy identifies the need for the Council to establish a Natural Capital Investment Plan for Trees and Woodlands in Derbyshire to ensure an informed, collaborative, and efficient approach is adopted to funding the county's nature recovery ambitions. The plan would use the evidenced natural capital benefits that the county's ecosystem services provided and identify the different types of potential investors in these goods and services for Derbyshire (and the wider East Midlands) i.e. from the public, social, and private sectors plus the Government funding sources referenced above. It would establish a pipeline of investment propositions in natural capital; the revenue, social and environmental returns on such investment; and identify an expected blend of financing approaches for their delivery through public grants, regulatory incentives, social investment, and commercial funding solutions.
- 8.6.2 Such a Natural Capital Investment Plan is expected to be a key consideration for the delivery of the forthcoming Local Nature Recovery Strategy for Derbyshire and is an essential feature of this Tree and Woodland Strategy.
- 8.6.3 *Potential investment mechanisms in Derbyshire's natural capital*

There is a broad range of potential sources of investment in the county's natural capital. These will be explored further by the Council to establish which models offer the best outcomes in terms of the following criteria:

- Demonstrate alignment with the Council’s statutory powers and policy commitments.
- Can be advanced at pace as their business case demonstrates greater revenue generating potential and therefore near-term investment credentials.
- Are relevant to, and are therefore supported by, Derbyshire’s public, private and community stakeholders i.e. they align with the Derbyshire Local Nature Recovery Strategy.
- Offer best prospects to motivate significant value from non-public sector investment in the short term i.e. over the next two to five years.
- Demonstrate scale and longevity against which large portfolio investment in natural capital can be secured i.e. over 50 years.

8.6.4 The potential investors in Derbyshire’s natural capital are identified in Table 5 below.

Table 5: Potential investors in Derbyshire’s natural capital		
Type of investor	Investor	Form of investment
Public	<ul style="list-style-type: none"> • Government e.g. Nature for Climate Fund • Mayoral County Combined Authority e.g. Levelling Up • UK Infrastructure Bank • Shared Prosperity Fund (UKSPF) • Derbyshire County Council e.g. Climate Change and Environment Programme Reserve £4m / Public Health budget / Green Entrepreneurs Fund / capital investment in regeneration and infrastructure projects • Borough/District and Parish/Town Councils • Public Sector e.g. Schools and Natural England • Environment Agency • Forestry Commission • The UK Woodland Carbon Code • NHS • UK Research Councils (e.g. ESRC, NERC, AHRC) • Sport England “Active Environments” theme 	<ul style="list-style-type: none"> • Capacity building • Technical and business case preparation • Capital projects / revenue maintenance • Community engagement • De-risking other investors / match funding • Incorporation of tree planting in regeneration and infrastructure projects • Research and public engagement • In-kind use of land for planting

Philanthropic	<ul style="list-style-type: none"> • Grant making trusts and foundations e.g. Derbyshire Wildlife Trust and Foundation Derbyshire • Non-Government Organisations e.g. Peak District National Park Authority • The National Lottery e.g. Community Fund – Nature and Climate • Religious institutions/Places of worship/Community venues 	<ul style="list-style-type: none"> • Capacity building • Feasibility studies • Capital projects • Community engagement • Use of land for planting • Financial contribution towards tree planting on their own property
Impact investors	<ul style="list-style-type: none"> • Social investors • Charity bonds 	<ul style="list-style-type: none"> • Debt or equity investment
Corporates	<ul style="list-style-type: none"> • Utility companies e.g. United Utilities and National Grid • Insurance companies • Infrastructure developers e.g. mineral products industry • Commercial companies e.g. housing developers • Educational Academy Trusts 	<ul style="list-style-type: none"> • Corporate Social Responsibility • Debt or equity investment • Risk mitigation payments • Sponsorship • Biodiversity Net Gain offsetting credits • Carbon offsetting credits • Use of land for planting • Financial contribution towards tree planting on their own property
Institutional investors	<ul style="list-style-type: none"> • Pension funds • Financial sector e.g. Environment Bank 	<ul style="list-style-type: none"> • Debt or equity investment
Retail investors	<ul style="list-style-type: none"> • High Net Worth Individuals • Retail bonds • Crowdfunding 	<ul style="list-style-type: none"> • Debt or equity investment

9. Theme E: Nature Connected Partnerships for Trees and Woodlands

- 9.1 The delivery of the full ambitions of this strategy will require a keen interest and collective effort across Derbyshire's citizens and the county's public, private, and community sectors. Many partnerships that promote and sustain the value of nature are well established and successful and offer a wealth of good practice to continue and learn from. However, there is opportunity in Derbyshire for much more collaborative sharing of ideas, innovation, and enterprise to secure maximum benefit from a thriving and well connected county-wide tree and woodland resource. These are the outcomes that this Theme seeks to deliver.
- 9.2 The outcome that Theme E seeks to deliver, and the associated example benefits to be realised, is summarised below.

Theme E: Nature Connected Partnerships for Trees and Woodlands	
Outcome	Example benefits
Derbyshire is a place where society's collaboration is strong and generates shared resources to plant and care for trees	<ul style="list-style-type: none"> • Demonstrating the Council's Place Leadership role • Creating thriving communities e.g. new social enterprise and opportunities for conservation volunteering • Financial, and monetarised social and environmental, return on investment to public, private, and civil society investors • New Government funding invested in Derbyshire • Preparing for delivering important aspects of the Net Zero, Energy and Environment theme of the East Midlands Mayoral Combined County Authority (EMCCA) Deal

- 9.3 The delivery of this Strategy is an endeavour that the Council wishes everyone to be offered the opportunity to be involved in. For example: a local community tree planting initiative; an asset transfer of the management of a woodland to a social enterprise; corporate social responsibility sponsorship of new "Derbyshire Tree Champion" volunteers; upskilling young people in forest maintenance techniques; or securing commercial investment for the creation of new woodlands.
- 9.4 Hence the Council has identified the stakeholder partners it sees as being important to this strategy's successful delivery. In taking the strategy forward the Council will develop a stakeholder engagement plan to ensure it appropriately seeks to partner with these organisations to co-produce solutions that improve the quality, quantity, and accessibility to, Derbyshire's trees and woodlands.

9.5 This strategy defines a stakeholder as a person, group or organisation that has a vested or general interest in supporting the Council deliver this Strategy's vision and objectives. These stakeholders are identified in three groups as follows.

9.6 **High-involvement stakeholders**

High-involvement stakeholders are those who have a significant interest / accountability in the delivery of the strategy and will be directly and significantly impacted by its success or failure. These are the stakeholders who need to provide the most power or influence in the strategy's delivery; they are vital to the success of the strategy and include:

- Derbyshire County Council
 - Countryside Service
 - Conservation, Design and Heritage Service
 - Climate Change Programme
 - Local Planning Authority
 - Highways Authority
 - Corporate Property Services
- Other Derbyshire local authorities
 - Amber Valley Borough Council
 - Bolsover District Council
 - Chesterfield Borough Council
 - Derbyshire Dales District Council
 - Erewash Borough Council
 - High Peak Borough Council
 - North East Derbyshire District Council
 - South Derbyshire District Council
- Derby City Council
- Peak District National Park Authority
- East Midlands Mayoral Combined County Authority (from 2024)

9.7 **Medium-involvement stakeholders**

Medium-involvement stakeholders are those stakeholders with ambitions that are complementary to the strategy, but who are not as invested in its direct success as high-involvement stakeholders. They may have a national, regional, or local interest in the strategy's success as it complements the delivery of their more diverse, policy direction and management priorities, these include:

- Derbyshire Wildlife Trust
- University of Derby
- The Northern Forest
- The National Forest
- Greenwood Community Forest
- The Woodland Trust

- The Forestry Commission
- Environment Agency
- Natural England
- National Trust
- Severn Trent Water
- Yorkshire Water
- United Utilities
- Catchment Based Approach Partnerships
- Derbyshire's Town and Parish Councils
- Derbyshire's Community, Voluntary, Faith and Social Enterprise Sector
- Derbyshire's Schools and Young People
- The Tree Council
- DEFRA
- Highways England
- Nottinghamshire County Council

9.8 **Low-involvement stakeholders**

Low-involvement stakeholders are those stakeholders who have interest in the strategy but are not likely to be affected by its success or failure. However, there is opportunity to raise their interest and use their influence and resources to enable the success of the strategy, these include:

- East Midlands Chamber
- D2N2 - Local Enterprise Partnership for Derby, Derbyshire, Nottingham and Nottinghamshire
- Business Sector
- Private estates
- Mineral Products Industry
- Agricultural Sector
- Investors

10. Governance, monitoring, and review

- 10.1 Ensuring effective and timely delivery of the Strategy is central to the successful delivery of the Council's net zero and nature positive organisational values and ambitions.
- 10.2 The Council's Climate Change and Environment Programme Board (the Board) will be responsible for providing strategic oversight and direction for the overall delivery of the Strategy. Accountable to the Place Programme Board and ultimately the Council's Portfolio Direction Group, the Board will oversee the successful delivery of the Strategy and make recommendations around the commissioning and resource implications of priority projects and initiatives. The Board will also provide assurance that the Strategy is delivering the required outcomes, manage any key risks, and provide direction and advice to ensure the Strategy is delivered in a value for money, good-quality, and timely manner in accordance with the Council's strategic priorities.
- 10.3 The delivery of the Strategy has links and synergies with the work being carried out through the 'Living and Working Sustainably' workstream of Vision Derbyshire. As such, close engagement with the relevant Vision Derbyshire Boards, Working Groups and wider governance structures will be carried out to ensure delivery is aligned with the needs and priorities of wider Vision Derbyshire members.
- 10.4 The Strategy will be reviewed and updated in full in 2025 to form Phase 2 of the Strategy for the three-year period 2027/28 to 2030/31.

11. The Strategy's Action Plan

Theme A: Championing and realising the benefits of trees	Timescale			Lead Council Service(s)	Funding options
Action A1	2023/24	2024/25	2025/26		
<p>Use this Tree and Woodland Strategy to support the preparation of a Local Nature Recovery Strategy for Derbyshire during 2023/24 and 2024/25</p> <p>Key considerations:</p> <p>a) Ensure that appropriate tree and woodland protection and creation is incorporated within the county's Local Nature Recovery Strategy.</p> <p>b) Local Nature Recovery Strategies are a system of spatial strategies for nature and environmental improvement required by law under the Environment Act 2021.</p> <p>Each Local Nature Recovery Strategy must:</p> <ul style="list-style-type: none"> • Agree priorities for nature's recovery • Map the most valuable existing areas for nature • Map specific proposals for creating or improving habitat for nature and wider environmental goals <p>c) The Council is the Responsible Authority for preparing / delivering a Local Nature Recovery Strategy for Derbyshire and will undertake this duty in a collaborative manner with the county's many public, private and voluntary sector partners stakeholders e.g. via action A2.</p>	✓	✓		Conservation, Heritage & Design Service	<p>Government new burdens funding for Local Nature Recovery Strategy:</p> <ul style="list-style-type: none"> • £0.048m in 2022/23 for Council preparation for Local Nature Recovery Strategy (not used) • New funding for Local Nature Recovery Strategy preparation of £0.200m for 2023/24 and £0.175m for 2024/25 <p>The Council's Climate Change</p>

					Programme £4m reserve
Theme A: Championing and realising the benefits of trees	Timescale			Lead Council Service(s)	Funding options
Action A2	2023/24	2024/25	2025/26		
<p>Consult with the other Derbyshire local authorities and the Peak District National Park Authority to seek opportunities to align strategies, projects and resources in respect to trees and woodlands.</p> <p>Key considerations:</p> <p>a) This work is conducted as part of the Council's engagement with these organisations in their role as "supporting authorities" to the preparation of the Local Nature Recovery Strategy.</p> <p>b) Carbon sequestration and Woodland Carbon Code should be a key area of this work.</p> <p>c) Reviewing how the planning system can be better utilised to protect trees, hedgerows, woodlands will be explored.</p>	✓			<p>Conservation, Heritage & Design Service</p> <p>Climate Change Programme</p>	<p>Government new burdens funding for Local Nature Recovery Strategy (as per A1)</p>
Theme A: Championing and realising the benefits of trees	Timescale			Lead Council Service(s)	Funding options
Action A3	2023/24	2024/25	2025/26	Action	
<p>Promote the findings and recommendations of the Natural Capital Strategy for Derbyshire to explain to stakeholders the contribution that trees and woodlands make to ecosystem services, to encourage and inform their involvement in:</p> <ul style="list-style-type: none"> Good practice tree and woodland management Creating appropriate new woodlands 	✓			<p>Conservation, Heritage, & Design Service</p> <p>Countryside Service</p>	<p>Government new burdens funding for Local Nature Recovery Strategy (as per A1)</p> <p>The Council's Climate Change</p>

<ul style="list-style-type: none"> • Preparing and delivering a Local Nature Recovery Strategy for Derbyshire • Developing woodlands to Woodland Carbon Code standards <p>Key considerations:</p> <p>a) Establish a methodology for measuring the benefits of natural capital (including trees and woodlands) as the consistent approach used by Derbyshire’ stakeholders and is aligned to reporting performance against the Government’s national targets for nature recovery.</p> <p>b) Actively engage with those interested in increasing tree cover to ensure that new planting and woodland creation maximises benefits across all ecosystem services.</p> <p>c) Recognise and understand the differing motivations and barriers that will inform stakeholders decisions on whether to establish new trees and woodlands, and what form any new trees and woodlands should take considering these matters.</p> <p>d) Collaboration across stakeholders, utilising existing partnerships, are needed to facilitate projects at scale that deliver for the priorities of multiple organisations.</p> <p>e) Use of a Natural Capital “story board” to communicate key messages simply and quickly.</p> <p>f) Include explicit promotion of Woodland Carbon Code as an approach to follow where appropriate.</p>					<p>Programme £4m reserve</p> <p>Million trees annual revenue budget of £0.113m</p> <p>2023/24 one-off budget of £0.450m for Ash Dieback Disease and Woodland Creation</p>
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Theme A: Championing and realising the benefits of trees	Timescale			Lead Council Service(s) Action	Funding options
Action A4	2023/24	2023/24	2023/24		
<p>Establish a “Tree and Woodland Performance Monitoring and Verification Framework” for Derbyshire that:</p> <ul style="list-style-type: none"> • Identifies the number and area of woodlands in Derbyshire being managed to the UK Forestry Standard and the UK Woodland Carbon Code; and the outcomes they provide • Collates and verifies the type, location and number of new trees planted, their maintenance arrangements, and their ongoing health • Monitors tree canopy cover across Derbyshire (to accord with the Government’s tree and woodland creation target metrics) <p>From 2024/25 publish an annual report explaining outcomes of the Tree and Woodland Performance Monitoring Framework on the Council’s Million Trees website (in accordance with the Council’s duty to conserve and enhance biodiversity under the Environment Act 2021; the “general biodiversity objective”.</p> <p>Key considerations:</p> <ol style="list-style-type: none"> a) Agree a common approach to canopy measurement in Derbyshire and use this to inform monitoring of woodland creation and management. b) Consider current tree species, size and age, distribution, and dominance diversity for each of Derbyshire’s ten National Landscape Areas to guide species selection. 	✓	✓		<p>Countryside Service</p> <p>Conservation, Heritage, & Design Service</p>	<p>Million trees annual revenue budget of £0.113m</p>

<p>c) Secure a better understanding of Derbyshire's tree canopy cover and its impact on the county's Natural Capital Asset Account (as provided in the Natural Capital Strategy for Derbyshire).</p> <p>d) Use planning permission new landscape schemes to inform tree planting numbers and aftercare provision.</p>					
Theme A: Championing and realising the benefits of trees	Timescale			Lead Council Service(s) Action	Funding options
Action A5	2023/24	2023/24	2023/24		
<p>Optimise confidence in the Natural Capital Strategy for Derbyshire's Natural Capital Account to improve its effectiveness as a tool for quantifying the return on investment in the ecosystem services provided by trees and woodlands.</p> <p>Key considerations:</p> <p>a) Such appraisal is needed to understand the relationship between spending on natural capital and the benefits they provide.</p> <p>b) Incorporate the benefit of flood risk management and the mental health benefits of engagement with nature in the Account.</p> <p>c) Financially quantify the liabilities of maintaining and creating natural capital.</p>	✓	✓		Conservation, Heritage, & Design Service	<p>Government new burdens funding for Local Nature Recovery Strategy (as per A1)</p> <p>The Council's Climate Change Programme £4m reserve</p>

Theme A: Championing and realising the benefits of trees	Timescale			Lead Council Service(s)	Funding options
Action A6	2023/24	2023/24	2023/24	Action	
<p>Review the Council’s annual Woodland Festival to ensure it is commercially viable and champions the delivery of this Strategy’s vision and strategic objectives.</p> <p>Key considerations:</p> <p>a) Ensure the Council fully understands the cost / benefit implications of delivering the Festival.</p> <p>b) Conduct a baseline assessment of the current Woodland Festival offer, value, and cost to the Council.</p> <p>c) Review the purpose of the Woodland Festival and identify / appraise options for its future.</p>	✓	✓		Countryside Service	The Council’s Climate Change Programme £4m reserve
Theme B: Managing trees for safety and a changing climate	Timescale			Lead Council Service	Funding options
Action B1	2023/24	2024/25	2025/26		
<p>Provide assurance to the Council that its tree and woodland assets are being managed in compliance with the Council’s Executive Health and Safety Policy Statement (13 December 2022) by:</p> <ul style="list-style-type: none"> • Establishing a Council “Tree and Woodland Health, Safety, and Protection Policy” that identifies the Council’s approach to: <ul style="list-style-type: none"> ○ Applying a risk-based approach to ensuring the safety of users of the public highway from trees ○ Inspecting / monitoring the health of trees and rectifying identified defects and hazards 	✓			Countryside Service Highways Service Corporate Property Services	2023/24 one-off budget of £0.450m for Ash Dieback Disease and Woodland Creation Grounds maintenance annual revenue budget for Countryside Sites of

<ul style="list-style-type: none"> ○ Dealing with trees that are causing an actionable nuisance ○ Management of Tree Preservation Orders ○ Maintenance standards for tree and woodland assets ○ Regulation and enforcement <ul style="list-style-type: none"> ● Establishing a service level agreement between the Countryside Service and the Highways Division that ensures the effective monitoring and management of risk of trees on and adjacent to the highway. ● Establishing a service level agreement between the Countryside Service and the Corporate Property Service that ensures the effective monitoring and management of tree risk on the Council’s estate. <p>Key considerations:</p> <ol style="list-style-type: none"> a) Establish the current level of risk posed by dangerous trees and how such risk is being mitigated. b) Identify the functions and resources the Council is deploying to manage this risk. c) Appraise the requirements and performance of Derbyshire’s borough and district councils in highways / street tree inspections and maintenance against the highways maintenance Agency Agreements the Council has with each local authority. d) Ensure the Council’s asset management system is applied to all trees that are the responsibility of the Council so that a up to date record of inspections, maintenance, and risk appraisal can be evidenced. 					<p>£0.300m from 2023/24</p> <p>See Action D1: Prepare a “Green Infrastructure Investment Plan for Trees and Woodlands” to ensure an informed, collaborative, and efficient approach is adopted to funding this element of the Council’s nature recovery objectives for Derbyshire</p>
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e) Review options for improvement and recommend a preferred way forward.					
Theme B: Managing trees for safety and a changing climate	Timescale			Lead Council Service	Funding options
Action B2	2023/24	2024/25	2025/26		
Implementation of the Council's Ash Dieback Action Plan. Key considerations: a) Continued implementation of the Council's Ash Dieback Action Plan, including understanding and addressing health and safety risks and addressing the long-term decline of ash trees in the county through their appropriate replacement. b) Continue to forecast and monitor the financial implications of managing Ash Dieback for the Council and identify funding options for ash tree removal and replacement. c) Share expertise, knowledge, and resources with stakeholders to help manage the decline in ash trees and factor this loss into wider tree planting and natural woodland regeneration targets. d) Consider joint local authority working opportunities through Vision Derbyshire and at the East Midlands scale to derive economies of scale to improve performance, operational efficiency, and accelerate tree replacement.	✓	✓	✓	Countryside Service	Ash Dieback Action Plan annual revenue budget of £0.270m 2023/24 one-off budget of £0.450m for Ash Dieback Disease and Woodland Creation
Theme B: Managing trees for safety and a changing climate	Timescale			Lead Council Service	Funding options
Action B3	2023/24	2024/25	2025/26		

<p>Prepare a “Tree and Woodland Adaptation for a Changing Climate Guide in Derbyshire” that:</p> <ul style="list-style-type: none"> Identifies how Derbyshire’s future trees and woodlands should be selected, designed, located, and maintained so that they are resilient and thrive in the predicted changing climate conditions of the next 50 – 80 years and help to enhance resilience to climate change through flood protection and the provision of cooling and shading; and they replace those existing trees that are expected to be lost due to extreme weather. <p>Key considerations:</p> <ol style="list-style-type: none"> Commission a study to understand the impact of projected climate change on trees and woodlands in Derbyshire and to inform new tree species and planting design and location decisions. Monitor trends from the baseline (the Natural Capital Strategy for Derbyshire) to gain a greater understanding of how effectively natural capital assets are being managed. Apply natural woodland regeneration techniques, plant trees sourced and grown in the UK, and support local tree nurseries to ensure strict biosecurity and quality control practices. Create a list of tree species to put on the Council’s Million Trees website with advice on which tree is preferred based on species distribution, size, and location; this will help species selection by residents, businesses, and developers. Establishing robust biosecurity measures and accreditations. 		✓		Climate Change Programme Team	The Council’s Climate Change Programme £4m reserve
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Theme C: Directing the transformational growth, renewal, and protection of woodland	Timescale			Lead Council Service	Funding options
Action C1	2023/24	2024/25	2025/26		
<p>Accelerate the creation of a network of resilient woodland ecosystems that comprises of 300,000 trees by March 2025 in accordance with the findings and recommendations of its Natural Capital Strategy through:</p> <p>a) Appraise options for establishing a “Tree and Woodland Partnership” for each of Derbyshire ten National Landscape Character Areas (potentially linked to the preparation / delivery of a Local Nature Recovery Strategy for the county); and implement the preferred way forward (in 2024-25).</p> <p>b) The preparation of a “Tree and Woodland Development Prospectus” for each of Derbyshire ten National Landscape Character Areas that provides a bespoke guide to the siting, type, and design of new tree planting – potentially prepared by each “Tree and Woodland Partnership” and in accordance with the Government’s Green Infrastructure Prospectus (in 2023-24).</p> <p>Key considerations:</p> <p>c) The Council to achieve this through effective design, planning, implementation, and aftercare action and by encouraging the natural regeneration of woodlands where this can be achieved.</p> <p>d) Informed by Council and partner best evidence, experience, resources, and natural capital investment frameworks.</p>	✓	✓		<p>Conservation, Heritage, & Design Service</p> <p>Countryside Service</p>	<p>Government new burdens funding for Local Nature Recovery Strategy (as per A1)</p> <p>The Council’s Climate Change Programme £4m reserve</p> <p>See Action D1: Prepare a “Green Infrastructure Investment Plan for Trees and Woodlands” to ensure an informed, collaborative, and efficient approach is adopted to funding this element of the Council’s nature recovery objectives for Derbyshire</p>

<p>e) Liaison between the Council’s Countryside, Highways, Planning and Corporate Property services (and its Vertas / Concertas Joint Venture) to encourage more tree design and planting in infrastructure development projects e.g. the new Council Highways Design Guide to fulfil National Planning Policy Framework (2021) street tree planting requirements and the good practice guidance of the Government’s Green Infrastructure Prospectus.</p> <p>f) The following types of settings are expected to be utilised for these purposes and undertaken in accordance with relevant Local Character Type specifications:</p> <ul style="list-style-type: none"> • Urban settings e.g. street trees • Highways (where trees do not pose a risk to infrastructure or safety) • School grounds • Existing woodlands through extension and management • Agricultural land e.g. new hedgerows, boundary trees, and agroforestry • Community land e.g. countryside sites, parks and other green spaces • Residents gardens • Private land and country estates • Former industrial land e.g. derelict land and closed landfill sites <p>g) While ensuring no net deforestation, seek to restore priority habitats, views, and landscape character by removing trees where appropriate; and manage woodlands through thinning and felling where this would improve their value to wildlife and people.</p> <p>h) Where new woodland is being established, promote the adoption of Woodland Carbon Code before planting begins.</p>					
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<p>i) Demonstrate opportunities for smaller scale planting in urban areas which will showcase the benefits of trees in the residential, workplace, education and community setting.</p> <p>j) The following findings and recommendations of the Natural Capital Strategy for Derbyshire are of particular importance:</p> <ul style="list-style-type: none"> o Woodland creation is desirable across most Landscape Character Types in Derbyshire, but is preferred in the east, in the Derwent valley, and in the southern tip (National Forest area) of the county o The planting of native species is a priority as they will better support overall biodiversity net gain. However, expert advice and further research is required as to the suitability of incorporating non-indigenous tree species that will be better suited to the changes predicted in Derbyshire’s climate by 2080 (see Action B3) o The planting of riparian woodlands along Derbyshire’s rivers where there is no existing adjacent semi-natural vegetation. This flood management solution will be particularly beneficial in reducing flood risk in the Trent Valley Washlands, and the mid and lower section of the river Derwent. o The planting of new hedgerows or rows of trees across slopes or adjacent to watercourses, to reduce the sediment and pollutant load reaching watercourses. o The planting of new hedges or the restoration of older hedges and field margins. This will help slow the movement of water and mitigate flooding particularly when implemented in the mid-reaches of Derbyshire’s hydrological catchment zone. 					
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- The planting of hedgerows to bring carbon sequestration benefits to farms while also benefiting animal welfare and pollutant run-off.
- The establishment of new wetlands: particularly wet woodlands (which are some of the least common wooded habitats in the UK) and fens. This will enhance soil carbon capture, as well as providing other benefits for water management and biodiversity.
- Management and restoration of the county’s largely small and fragmented 7,700 hectares of ancient woodlands i.e. (any woodland (including plantations) that has been continuously wooded since 1600AD. The coppicing / pollarding of individual trees will maintain the ecosystem in a state of carbon sequestration rather than it reaching an equilibrium.
- Hedgerow planting and woodland creation should be resisted in those Landscape Character Types where the policy vision developed by the Council is to maintain an open / unwooded landscape character or where dry-stone walls are the traditional boundary detail.
- When considering commercial woodlands, trees should be destined for the timber rather than paper market. To make a positive impact on carbon sequestration, trees should be in place for at least 40 years prior to harvest. Willow coppice for biofuel can be a useful carbon market, to enhance the soil carbon while still preserving woodland habitats.

Theme C: Directing the transformational growth, renewal, and protection of woodland	Timescale			Lead Council Service	Funding options
Action C2	2023/24	2024/25	2025/26		
<p>Prepare a business case to appraise the value of the Council working with partners to establish a new “Community Forest” in Derbyshire in accordance with the Government’s interest to expand the existing Community Forest programme in England.</p> <p>Key considerations:</p> <p>a) A new Community Forest partnership to bring trees and people together to create healthy, inspiring resilient places for humans and nature to live, side by side.</p> <p>b) The Council’s participation in the England’s Community Forests management forum.</p> <p>c) Seek support from England’s 13 Community Forests and the National Forest i.e. advice, advocacy, and funding.</p> <p>d) Apply to the call for expressions of interest in accordance with the Government’s intention during 2023/24 to establish a further two England Community Forests.</p>	✓			<p>Conservation, Heritage, & Design Service</p> <p>Countryside Service</p>	<p>The Council’s Climate Change Programme £4m reserve</p> <p>The Government’s Trees for Climate Fund</p>

Theme C: Directing the transformational growth, renewal, and protection of woodland	Timescale			Lead Council Service	Funding options
Action C3	2023/24	2024/25	2025/26		
<p>Review and develop proposals for the Council adopting the Government’s Green (GI) Infrastructure Framework into its Local Planning Authority policy and its Countryside Service Business Plan delivery.</p> <p>Key considerations:</p> <p>a) The Green Infrastructure Framework is designed to help Local Planning Authorities and developers meet requirements in the National Planning Policy Framework to consider green infrastructure in local plans and in new development.</p> <p>b) The Framework has also been developed to enable other organisations to plan for green infrastructure creation or improvement e.g. in the preparation of the Local Nature Recovery Strategy for Derbyshire and in the application of Biodiversity Net Gain planning permission requirements.</p>		✓		<p>Conservation, Heritage, & Design Service</p> <p>Local Planning Authority</p>	<p>Government new burdens funding for Local Nature Recovery Strategy (as per A1)</p>

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Theme C: Directing the transformational growth, renewal, and protection of woodland	Timescale			Lead Council Service	Funding options
Action C4	2023/24	2024/25	2025/26		
<p>Ensure officer capacity and expertise is available within the Council to effectively deliver the Tree and Woodland Strategy.</p> <p>Key considerations:</p> <p>a) Review the Council’s officer capacity to effectively deliver the strategy.</p>	✓			Countryside Service Conservation, Heritage, and Design Service Climate Change Programme Team	Government new burdens funding for Local Nature Recovery Strategy (as per A1) Climate Change Programme Revenue budget of £0.253m for project development
Theme C: Directing the transformational growth, renewal, and protection of woodland	Timescale			Lead Council Service	Funding options
Action C5	2023/24	2024/25	2025/26		
<p>Prepare a “Communities for Trees Policy” to promote, guide and regulate public tree planting and aftercare action</p> <p>Key considerations:</p> <p>a) A technical specification that provides good practice guidance on community led tree and woodland planting and maintenance in Derbyshire.</p> <p>b) Communicate that trees, or certain trees, are not appropriate in all places of the county and the need to conserve sensitive landscapes</p>	✓			Countryside Service	Million trees annual revenue budget of £0.113m

<p>and ecology, as well as the ecological value of more open, unwooded landscapes i.e. Derbyshire’s Landscape Character Areas and Types.</p> <p>c) Developing a method to assess suitable sites for tree and hedgerow planting and woodland creation that does not adversely affect or conflict with Local Plans.</p> <p>d) Develop and deliver a public promotion campaign.</p> <p>e) Utilise public land to establish community orchards as a resource for both people and wildlife.</p> <p>f) Provide communications on tree and woodland maintenance to ensure the public are well informed.</p> <p>g) Preparation of a comprehensive and robust database that enables assessment of where tree planting is proposed and has been undertaken.</p>					
Theme C: Directing the transformational growth, renewal, and protection of woodland	Timescale			Lead Council Service	Funding options
Action C6	2023/24	2024/25	2025/26		
<p>C6 Establish woodland management plans in accordance with the UK Forestry Standard for the Council’s 53 “named” woodlands (850 hectares) by 31 March 2025.</p> <p>Key considerations:</p> <p>a) Address the current low levels of management within the Council’s 53 woodlands (850 hectares).</p>	✓	✓	✓	Countryside Service Corporate Property Services	Grounds maintenance annual revenue budget for Countryside Sites of £0.300m from 2023/24 2023/24 one-off budget of £0.450m

	<p>b) Utilise the Biodiversity Net Gain offset funds (which requires a commitment to 30 years of management), the Environmental Land Management (ELM) Scheme and other funding sources, to improve the Council's woodland management credentials.</p> <p>c) Seek the support of the commercial and community enterprise sectors in the future stewardship of these sites.</p>					<p>for Ash Dieback Disease and Woodland Creation</p> <p>The Council's Climate Change Programme £4m reserve</p> <p>Countryside Stewardship Woodland Management Plan Grants</p> <p>UK Woodland Carbon Code</p>
Theme C: Directing the transformational growth, renewal, and protection of woodland	Timescale			Lead Council Service	Funding options	
	Action C7	2023/24	2024/25			2025/26
<p>Appraise the potential of providing new woodlands with legal protections to ensure those created now last in perpetuity.</p> <p>Key considerations:</p> <p>a) Explore the legal and financial implications of establishing formal safeguards on newly created woodland.</p> <p>b) Develop a strategy for ensuring in-perpetuity protection of newly created woodlands, building on national protections.</p>			✓	<p>Conservation, Heritage, & Design Service</p>	<p>The Council's Climate Change Programme £4m reserve</p>	

<p>c) Conservation covenants arising from woodland created through Biodiversity Net Gain.</p> <p>d) Adoption of Woodland Carbon Code as appropriate.</p>					
Theme D: Financing tree planting and woodland creation	Timescale			Lead Council Service	Funding options
Action D1	2023/24	2024/25	2025/26		
<p>Prepare a “Green Infrastructure Investment Plan for Trees and Woodlands” to ensure an informed, collaborative, and efficient approach is adopted to funding this element of the Council’s nature recovery objectives for Derbyshire.</p> <p>Key considerations:</p> <p>a) Develop expertise in accessing public funding mechanisms, including Biodiversity Net Gain (BNG) and the Environmental Land Management (ELM) Scheme.</p> <p>b) Develop expertise in creation of Woodland Carbon Code projects to show leadership.</p> <p>c) Use the Council’s Million Trees website to communicate and advise on the range of funding sources for trees and woodlands.</p> <p>d) Identify, prioritise, and develop engaging projects that facilitate delivery of the vision and priorities of the Tree and Woodland Strategy to potential investors in Derbyshire’s natural capital.</p>	✓			Conservation, Heritage, & Design Service	<p>Government new burdens funding for Local Nature Recovery Strategy (as per A1)</p> <p>The Council’s Climate Change Programme £4m reserve</p>

e) Maintain a pipeline of trees and woodland projects with investment ready businesses cases so that when funding becomes available Derbyshire is ready to benefit from it.					
Theme D: Financing tree planting and woodland creation	Timescale			Lead Council Service	Funding options
Action D2	2023/24	2024/25	2025/26		
<p>Prepare a “Tree and Woodland Logistics Plan” that identifies how the Council will ensure the necessary supply chains are in place to meet the targets set in the strategy.</p> <p>Key considerations:</p> <p>a) Review existing nursery capacity in England to supply Derbyshire and the anticipated wider East Midlands market over the next ten-years.</p> <p>b) Provide support for new and existing tree nurseries.</p> <p>c) Review Local Planning Authority policies to enable the establishment of new tree nurseries for the supply of suitable trees for planting.</p> <p>d) Ensure strong biosecurity practices are in place through appropriate regulation and good practice.</p> <p>e) Assessing the business case for establishing a Council tree nursery and / or supporting new community enterprise ventures to supply this market.</p> <p>f) Explore opportunities for business development and new jobs, scholarships, qualifications and training in forest management and arboriculture.</p>	✓			Countryside Service	<p>The Council’s Climate Change Programme £4m reserve</p> <p>The Council’s Green Entrepreneurs Fund of £1.9m</p>

Theme D: Financing tree planting and woodland creation	Timescale			Lead Council Service	Funding options
Action D3	2023/24	2024/25	2025/26		
<p>Commission a study to understand the commercial timber market demands of Derbyshire (and the wider East Midlands) and how local woodlands could meet these needs.</p> <p>Key considerations:</p> <p>a) This reflects a Council role in developing the county’s “green” economy and supporting the skills, employment and training associated with this.</p> <p>b) A potential income for the Council if it is determined to be a viable to participate in this market.</p> <p>c) Appraise the potential to fund an officer post to develop and support local timber markets.</p>		✓		Countryside Service	The Council’s Climate Change Programme £4m reserve
Theme D: Financing tree planting and woodland creation	Timescale			Lead Council Service	Funding options
Action D4	2023/24	2024/25	2025/26		
<p>Appraise options to mitigate the long-term after care cost that can be a disincentive for landowner investment in planting new trees (including the Council).</p> <p>Key considerations:</p> <p>a) Identify and apply innovative solutions such as private funding for trees to ensure sufficient resources are available for planting and care.</p>		✓		Conservation, Heritage, & Design Service	Government new burdens funding for Local Nature Recovery Strategy (as per A1) The Council’s Climate Change

b) Further develop the evidence of the ecosystem service benefits of trees to encourage investment in long-term management / maintenance.					Programme £4m reserve
Theme D: Financing tree planting and woodland creation	Timescale			Lead Council Service	Funding options
Action D5	2023/24	2024/25	2025/26		
<p>Appraise options to mitigate the high-cost of planting trees into established urban streetscenes.</p> <p>Key considerations:</p> <p>a) Ensuring the benefits of planting more urban trees are secured by identifying infrastructure and funding solutions that allow the establishment of new trees in these complex locations.</p> <p>b) The Government's Green Infrastructure Framework (GI) (see paragraph 3.6.3) is relevant as it has been designed to help local authorities and developers meet requirements in the National Planning Policy Framework to consider GI in local plans and in new development (including the planting of trees in urban environments).</p>		✓		Conservation, Heritage, & Design Service	<p>Government new burdens funding for Local Nature Recovery Strategy (as per A1)</p> <p>The Council's Climate Change Programme £4m reserve</p> <p>Local Authority Treescapes Fund</p> <p>Urban Tree Challenge Fund</p>

Theme E: Nature connected tree and woodlands partnerships	Timescale			Lead Council Service	Funding options
Action E1	2023/24	2024/25	2025/26		
<p>Prepare a “Tree and Woodland Stakeholder Engagement Plan” to ensure the Council utilises effective partnerships to deliver this Tree and Woodland Strategy.</p> <p>Key considerations:</p> <p>a) Use the Stakeholder Engagement Plan guidance set out in the Council’s Project and Programme Management process.</p> <p>b) Work with partners (e.g. Derbyshire Wildlife Trust) to embed the ambitions and priorities of this Tree and Woodland Strategy into their existing and future projects and in co-ordinating local authority tree planting activity and data, and Local Plan delivery.</p>	✓			Countryside Service	Million trees annual revenue budget of £0.113m
Theme E: Nature connected tree and woodlands partnerships	Timescale			Lead Council Service	Funding options
Action E2	2023/24	2024/25	2025/26		
<p>Establish a new nature-positive collaboration with Derbyshire’s agricultural sector that provides commercially viable new land management techniques to farmers that reverses the long-term decline in the county’s hedgerow quality, loss of boundary field trees, and traditional orchards.</p> <p>Key considerations:</p> <p>a) Promote the use of the Environmental Land Management (ELM) Scheme to financially incentivise farmers to better manage hedgerows.</p>	✓			Climate Change Programme Team Conservation, Heritage, & Design Service	Government new burdens funding for Local Nature Recovery Strategy (as per A1) The Council’s Climate Change Programme £4m reserve

<p>b) Seek opportunities for agroforestry as a mechanism for integrating trees into appropriate farmland whilst not impacting on wider agricultural outputs.</p> <p>c) Work with farmers and landowners to promote the benefits of traditional orchards and utilise the ELM Scheme to prioritise the creation of new orchards.</p>					
Theme E: Nature connected tree and woodlands partnerships	Timescale			Lead Council Service	Funding options
Action E3	2023/24	2024/25	2025/26		
<p>Work in partnership with the schools in Derbyshire to create new tree nurseries and planting (including orchard creation).</p> <p>Key considerations:</p> <p>a) The outcomes of the Council's 2022/23 survey of Derbyshire's schools to ascertain their requirements for climate change / net zero advice and support from the Council.</p>	✓			<p>Climate Change Programme Team</p> <p>Countryside Service</p>	<p>Million trees annual revenue budget of £0.113m</p>
Theme E: Nature connected tree and woodlands partnerships	Timescale			Lead Council Service	Funding options
Action E4	2023/24	2024/25	2025/26		
<p>Encourage residents to plant in their own back gardens or in appropriate public spaces, and private landowners to do the same.</p> <p>Key considerations:</p> <p>a) Promote Forest Gardens (Forest Gardening – The Agroforestry Research Trust) and Community Orchards (Community orchards: How</p>	✓	✓	✓	<p>Countryside Service</p>	<p>Million trees annual revenue budget of £0.113m</p>

<p>to guide (publishing.service.gov.uk)) that enable people to take action while being given guidance on considerations when planting in private gardens and suitable species.</p> <p>b) Communicate the importance of shrubs, trees, and other wild areas to both wildlife and people's health and wellbeing.</p>					
Theme E: Nature connected tree and woodlands partnerships	Timescale			Lead Council Service	Funding options
Action E5	2023/24	2024/25	2025/26		
<p>Mobilise a “Million Trees Champions” volunteer movement for Derbyshire – providing tree planting and maintenance encouragement and advice.</p> <p>Key considerations:</p> <p>a) Establish, with a relevant community sector partner, new volunteering roles that will contribute to the delivery of this strategy by providing advice and applying practical nature conservation skills to preserving, growing, maintaining, and restoring Derbyshire's woodlands.</p> <p>b) Ideally volunteer roles and activities will be defined; open to those demonstrating relevant experience; receive training, development, and equipment; reimbursed for expenses, and be appropriately recognised by the Council.</p> <p>c) Access to community enterprise funds for tree planting and maintenance.</p>	✓	✓	✓	Countryside Service	<p>Grounds maintenance annual revenue budget for Countryside Sites of £0.300m from 2023/24</p> <p>2023/24 one-off budget of £0.450m for Ash Dieback Disease and Woodland Creation</p> <p>The Council's Climate Change Programme £4m reserve</p>

Theme E: Nature connected tree and woodlands partnerships	Timescale			Lead Council Service	Funding options
Action E6	2023/24	2024/25	2025/26		
<p>Design and deliver a Council flag-ship woodland creation project by March 2025.</p> <p>Key considerations:</p> <p>a) As a major landowner in Derbyshire the Council will identify areas on its own estate where trees and woodland can be planted</p> <p>b) The Council owns more than 1,600 hectares of publicly accessible countryside sites, as well as the highway network, closed landfill sites, and property – all of which offer opportunities for increased tree planting activity</p> <p>c) In addition to maximising tree planting opportunities on its own land, the Council will consider the option of purchasing new land on which to create a new community woodland.</p>	✓	✓	✓	<p>Countryside Service</p> <p>Conservation, Heritage, & Design Service</p>	<p>2023/24 one-off budget of £0.450m for Ash Dieback Disease and Woodland Creation</p> <p>Corporate Services and Transformation Feasibility Assessment budget of £1.866m</p> <p>The Council's Climate Change Programme £4m reserve</p>
Theme E: Nature connected tree and woodlands partnerships	Timescale			Lead Council Service	Funding options
Action E7	2023/24	2024/25	2025/26		
<p>Design and establish a “Tree and Woodland Planting Charter” scheme from autumn 2023 for planting and maintaining trees on the highway or other public open space.</p> <p>Key considerations:</p> <p>a) A new Council tree planting and care policy (and supporting good practice guidance on tree and woodland planting and maintenance in</p>	✓			<p>Countryside Service</p>	<p>2023/24 one-off budget of £0.450m for Ash Dieback Disease and Woodland Creation</p> <p>The Council's Climate Change</p>

Derbyshire) to clearly explain to the public where, when, and how the Council expects such activity should be undertaken to maximise the chances of new tree survival.					Programme £4m reserve
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Appendix A: Background Information

Identifying the Council's role in Nature Recovery

The Government has established a suite of interrelated measures to enable the effective delivery of its Environmental Improvement Plan 2023. These are of relevance, and complement, the Council's intentions to ensure nature recovery across Derbyshire. They are summarised as the following five policy drivers for change, which are explained further below.

- i. New legally binding national targets to protect the environment
- ii. A general duty for the Council to conserve and enhance biodiversity
- iii. A Local Nature Recovery Strategy for Derbyshire
- iv. Biodiversity Net Gain as a mandatory condition of planning permission
- v. Biodiversity Net Gain offsetting

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New legally binding targets to protect the environment

The Government has set national targets to drive action to tackle climate change, restore natural capital, and protect landscapes and green spaces. The targets include:

- Halt the decline in species populations by 2030, and then increase populations by at least 10% to exceed current levels by 2034
- Restore precious water bodies to their natural state
- Increase total tree and woodland cover from 14.5% of land area now to 16.5% by 2050
- Restore or create in excess of 500,000 hectares of a range of wildlife-rich habitat outside protected sites by 2042, compared to 2022 levels

The Environment Act 2021 requires environmental considerations to be central to national and local government policy making, thereby delivering these targets against the principles of: integration; prevention; rectification at source; polluter pays; and the precautionary principle.

A duty for the Council to conserve and enhance biodiversity

The Environment Act 2021 has strengthened the duty on public authorities to conserve and enhance biodiversity (“the general biodiversity objective”) with effect from 1 January 2023. This includes a requirement to consider what action public authorities can take to further this objective by setting appropriate policies and objectives i.e. a Biodiversity Report. If the authority is a Local Planning Authority (LPA), which the Council is, then this report must also provide information on Biodiversity Net Gain outcomes related to the planning system.

Hence, the Council must prepare a Biodiversity Report for the 12-month period from January 2023 by 31 December 2023 for submission to Natural England. The next requirement for such a report to be submitted is before 31 December 2028, however there is an expectation that the Council will report publicly on its biodiversity duty actions annually.

A Local Nature Recovery Strategy for Derbyshire

The Environment Act 2021 brings into law the Government’s intention to create a national Nature Recovery Network (NRN). The NRN is expected to comprise of 50 county-based Local Nature Recovery Strategies (LNRS) which will cover the whole of England. Each LNRS will be prepared during 2023/24 and designed to ensure locally targeted, more co-ordinated, practical, and focused action, and investment in nature.

The Council has provisionally accepted to be the “Responsible Authority” for the creation of a LNRS for Derbyshire. The Government intends that each Responsible Authority will work closely with relevant public, private and voluntary sector organisations to draw on their collective expertise in the co-production of their area’s LNRS. Hence the LNRS will reflect collective knowledge of relevant planned or ongoing nature recovery activity, enabling the LNRS to improve integration between existing efforts to improve the natural environment in Derbyshire. The LNRS must be understandable and of value to local stakeholders and therefore their involvement in its preparation will be essential. The Government expects such stakeholders to include non-governmental organisations (NGOs), local planning authorities, businesses, landowners and managers, and community interest groups.

The approach / scope that the Council will need to adopt in preparing the LNRS as the Responsible Authority for Derbyshire is as follows.

a) *Purpose*

The LNRS will provide the route map for nature recovery in Derbyshire; setting a long-term vision and action plan that is formulated and delivered in a collaborative manner.

b) *Establishing the baseline*

The LNRS will map the location and condition of Derbyshire's habitats i.e. existing areas, places and sites that are already good for nature and which form the basis for nature recovery. Furthermore it will identify where biodiversity is in decline or limited in ecosystem value. The Council's Natural Capital Strategy provides this information for Derbyshire and therefore this part of the LNRS is expected to be largely completed.

c) *Setting Derbyshire's ambition for nature recovery through a Statement of Biodiversity Priorities*

The LNRS preparation will identify priorities, outcomes, and measures for nature recovery and the wider environmental, economic, and social benefits this will realise. Importantly this work needs to include engagement workshops and meetings with a range of residents, experts, and organisations to co-produce the nature recovery priorities, outcomes, and measures for Derbyshire.

d) *A Delivery Plan for Nature Recovery in Derbyshire*

The LNRS will need to provide a robust, costed, long-term set of actions through which Derbyshire's nature recovery will be delivered, with an initial five-year time horizon.

Biodiversity Net Gain as a mandatory condition of planning permission

Biodiversity Net Gain (BNG) will become a mandatory part of the planning permission system from November 2023. Developers will be required to demonstrate $\geq 10\%$ BNG from their development site compared to the pre-development value of onsite habitats.

Therefore, all Local Planning Authorities (including the Council) must meet the statutory duty to deliver BNG through their enactment of the planning system. This will include the following new duties of assessment, control, and monitoring:

- Pre-application advice to developers on BNG
- Planning application BNG formal review / assessment i.e. of the developer's Biodiversity Net Gain Plan
- Critically reviewing biodiversity metric calculations submitted with planning applications (in accordance with the Government's Biodiversity Metric)
- Preparation of BNG conditions and obligations for new development
- Undertaking the monitoring, enforcement, and reporting of the delivery of approved BNG conditions and obligations for a 30-year period

Ideally these new BNG planning duties will be applied consistently by all the Derbyshire LPAs. Planning officers are currently discussing how this is best progressed.

Biodiversity Offsetting

Biodiversity offsets are conservation activities that are designed to give biodiversity benefits to compensate for losses; ensuring that when a development damages nature (and this damage cannot be avoided or mitigated on the development site itself) new nature sites will be created elsewhere.

Biodiversity offsetting will become a new market mechanism that the Government is establishing to drive and fund nature recovery in England. The commencement of biodiversity offset markets is anticipated from November 2023 (when mandatory BNG planning permission starts) and is expected to lead to multiple local biodiversity offset markets being developed across England. The Government has estimated that this market will generate annual demand for around 6,200 off-site biodiversity units for England with a value of £135 million.

Land managers (the supply-side) who can create or enhance habitat to the required BNG standards on their land will be able to sell biodiversity units to the developers who cannot achieve BNG on their development sites. The land managers will be able to use this income to fund the habitat improvements on their land and its maintenance for at least 30-years after the completion of the BNG works. In return for purchasing the biodiversity units from land managers, the developers (the demand-side) will be able to demonstrate their mandatory BNG compliance to Local Planning Authorities. These arrangements will be legally binding to the land affected through new conservation covenants or planning obligations.

There is no statutory requirement for local authorities to participate in biodiversity offset markets. However, there are opportunities for the Council which are summarised below.

a) *Providing strategic direction to biodiversity unit investment in Derbyshire*

The Derbyshire Local Nature Recovery Strategy (LNRS), for which the Council is accountable for preparing in 2023/24, will include driving such decision making through the identification of a prioritised investment pipeline of Derbyshire sites suitable for biodiversity net gain offsetting.

b) *Commercial involvement in the biodiversity offsetting land market*

There are market opportunities for the Council to act as a biodiversity net gain offset site provider by selling biodiversity units from its public land, and thereby improving its habitat credentials, either direct to developers or via a broker.

c) *A trusted advisor and / or broker of biodiversity offsetting*

The Council could expand its Local Planning Authority Biodiversity Net Gain (BNG) statutory functions to BNG offsetting advisory paid for services (with a clear demarcation between these roles). For example, helping developers to understand biodiversity net gain offsetting options in Derbyshire, and to secure approval of their Biodiversity Net Gain Plan that include such offsets.

d) *Habitat Maintenance Services*

Whilst the Council would be responsible for maintaining new habitats created from BNG offsetting on its own land (funded by developers' biodiversity units) it could also provide a paid for service for habitat conservation and maintenance to developers or landowners of either the BNG net gain on the development land or of the BNG net gain on their offset land.

The Council's Climate Change Strategy and Climate Risk and Resilience

The Derbyshire County Council Climate Change Strategy: Achieving Net Zero (2021-2025) was approved by Cabinet on 14 October 2021. It sets out the role of the Council, Derbyshire's residents, businesses, and communities to deliver the Strategy and the crucial partnership working that is needed to enable effective delivery.

The Strategy commits the Council to playing its role in delivering net zero buildings, expanding local renewable energy generation, changing transport choices, generating green jobs and preventing waste being sent to landfill. The Strategy covers the period 2021-25 and will be reviewed and updated fully in 2025 to provide a Strategy beyond 2025. It recognises that even with widespread effort across the county to reduce emissions, there are likely to be remaining emissions to be balanced/offset through renewable energy generation and nature-based carbon removal techniques, which includes tree planting and woodland creation.

Whilst the Strategy is focussed on reducing emissions to achieve a more sustainable future, it also recognises that the impacts of climate change are already being experienced globally and locally, and therefore it is important that, as part of the journey to address climate change, the Council needs to consider the actions that can be taken to build resilience and adapt to the inevitable changes to the global and local climate. The Council is undertaking a review of the climate change risks facing Council services and estate, and the responses that are needed to build resilience to these risks and in 2023-24 a wider study is being planned, working with partners, to assess risks and opportunities facing the county's residents, businesses and natural and built environment.

Vision Derbyshire Climate Change Strategy and Action Plan

Vision Derbyshire is a shared commitment across Derbyshire's county, district, and borough councils, to strategically collaborate to improve outcomes for people and places, speak with one voice as a county, and coordinate our resources better and more sustainably.

Through collaboration between the Council and all eight district and borough councils in Derbyshire, a joint Vision Derbyshire Climate Change Strategy (2022-2025) has been developed and is now in place, which sets out what needs to be done to support a reduction in emissions across the county to net zero by 2050, or sooner, and how Derbyshire's councils will work to achieve this through a series of ambitions and priorities, supported

by an action plan. The Strategy sets out the ambition for councils to work together and with wider stakeholders to maximise offsetting activities, for example, through carbon sequestration techniques such as increasing tree cover and restoration of the county's peatlands and grasslands.

Priority actions to 2025 in the action plan include working together to develop and implement a tree planting programme across the county and promoting and facilitating an increase in green spaces and tree coverage in urban areas.

Derbyshire Trees and Woodland Strategy: Case studies

Managing Ash Dieback along Derbyshire's highways

As part of Derbyshire County Council's ongoing responsibility to maintain the public highway, and our commitment to managing ash dieback (*Hymenoscyphus fraxineus*) under our Ash Dieback Action Plan, in summer 2022 a survey was undertaken of all A and B roads across the Derbyshire highway network.

This survey aimed to determine the quantity of ash trees along these networks and the level dieback amongst these trees, ensuring all visible ash trees within potential falling distance of the highway were assessed.

A total of 1,180.33 km of A and B category roads were surveyed, leading to 9,645 records on the quality of individual or groups of ash trees throughout this part of the highway network.

The findings of the survey were as follows:

- 69% of ash were STAGE 1 (75-100% live canopy)
- 18% of ash were STAGE 2 (50-75% live canopy)
- 9% of ash were STAGE 3 (25-50% live canopy)
- 4% of ash were STAGE 4 (0-25% live canopy)

The results from the survey indicated the main areas of high-risk ash trees along Derbyshire's A and B roads - those at stages 3 and 4 of canopy dieback - were located near Froggatt, between Bakewell and Buxton, near Ashbourne, north-west of Wirksworth and around Ripley.

This data was collated into a geospatial database, enabling us to visualise the current risk levels throughout the network and subsequently support the planning and prioritisation of targeted ground truthing surveys by our own Tree Inspectors.

Using this data, ground truthing surveys are now being undertaken to confirm the extent of dieback, identify ownership of high-risk trees – liaising with private landowners to facilitate remedial works where necessary –, and coordinate management and replanting operations.

Finding opportunity in Ash Dieback at Derbyshire Eco Centre

Derbyshire Eco Centre is an environmental education centre run by Derbyshire County Council, sitting within an area of the county important for its industrial archaeology and natural history.

The centre stands within the Limestone Plateau area on a former lead mine, where landscaping plans were developed in 1980's when the land associated with the lead mines was restored. Species planted on site included oak, wild cherry, lime, field maple, rowan, hazel and other broadleaves in smaller quantities, along with a large proportion of ash trees.

Ash Dieback has been identified on site, with the ash suffering from varying stages of dieback. As a result, it was decided to proactively manage all ash trees on site to protect the health and safety of site users from declining trees, and to increase the benefits provided by the remaining and newly planted trees on site.



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The program of operations was split into two phases. Phase 1, classed as the 'health and safety phase', aims to mitigate the immediate risk to site users and property from any declining and potentially dangerous trees. This phase is currently underway and involves the removal of trees adjacent to the main access road and those on the bank overlooking the main building.

Phase 2, classed as the 'woodland management phase', will involve the removal of declining ash within the wooded areas. Any ash trees in this area showing tolerance of ash dieback will be retained and monitored for potential genetic resistance to the disease. This phase is due to commence in autumn 2023.



Replanting of all areas will take place during autumn/winter 2023-24 in order to replace any trees that are lost. This will focus on introducing a mixed palette of species to:

- further increase site resilience to future tree pests and diseases;
- ensure more appropriate, smaller species are planted in high-risk areas; and,
- provide further alternative benefits, such as planting fruit trees for students to take advantage of as part of their studies.

Pinxton

The Council's Leader, Councillor Barry Lewis, has been out and about supporting the tree planting effort and helped to create an orchard in Pinxton which will count towards the Million Trees target.

Pinxton Parish Council and St Helens Church in Pinxton arranged to plant 70 fruit trees on parish council-owned land off Church Street West, as part of the Queen's Green Canopy initiative. A collection of apple, plum, pear and cherry and damson trees were planted, one for each year of the Queen's reign, on 2 sites in the village – on land owned and managed by Pinxton Parish Council off Park Lane and a county council-owned plot off Kirkstead Road, next to the Village Hall.

The fruit will be available for the whole community to enjoy in the years ahead.

Councillor Lewis said: "Trees act like sponges which suck carbon emissions out of the air so the more we plant, the more climate-changing greenhouse gases will be removed from the atmosphere."

"The community orchard in Pinxton is a great example of what can be achieved when the community comes together, but it's not all about large-scale projects – every single tree will count towards our target, even if it's an individual tree in your garden at home."

We helped to secure funding to supply and maintain trees for the Pinxton project through the Forestry Commission's Local Authority Treescapes Fund as part of the Million Trees campaign.



Shipley Queen's Green Canopy

Six trees from the iconic 'Tree of Trees' gifted to Derbyshire by the Queen's Green Canopy and dedicated to organisations and schools across the county have been planted at Shipley Country Park to create a coppice in memory of Her late Majesty, Queen Elizabeth II.

At a ceremony held on Tuesday 18 October 2022 at the country park, the six trees, along with a seventh courtesy of His Majesty's Lord-Lieutenant of Derbyshire, were planted to create The Queen's Platinum Jubilee Coppice, Derbyshire.

[The Queen's Green Canopy](#) is a nationwide tree-planting initiative launched by Her Majesty to mark her Platinum Jubilee.

The trees have been dedicated to six Derbyshire organisations, schools and groups following recommendations made by the Derbyshire Lieutenancy which helped to secure the trees for the county from the Queen's Green Canopy. The six Derbyshire recipients are among more than 300 organisations to receive a tree from the Tree of Trees or have one dedicated in their name.



The ceremony at Shipley was attended by His Majesty's Vice-Lord Lieutenant Colonel John Wilson OBE DL, Chief Executive of The Queen's Green Canopy Colonel Dan Rex MVO, Lead for The Queen's Green Canopy in Derbyshire Brell Ewart DL and Derbyshire County Council Leader Councillor Barry Lewis.

Civic dignitaries and councillors representing all Derbyshire districts also attended the event, along with representatives from organisations, groups and schools having a tree dedicated to them, and school children from nearby Cotmanhay Junior School.

The Derbyshire recipients who have a tree dedicated to them are:

- Alfreton Park School, Alfreton
- Buxton Mountain Rescue Team, Buxton
- Derbyshire County Council Children's Homes
- Derbyshire Federation of Women's Institutes, Derby
- Landmarks Specialist College, Eckington
- The Royal School for the Deaf, Derby

The six trees that have been planted are hornbeam trees which are known to prosper and thrive in the county's climate and soil. The seventh tree, a copper beech, was planted in the centre of the new coppice. With the added seventh tree there is one tree to represent each decade of Her late Majesty's historic 70-year reign.

Grassmoor COVID memorial and NFM

A £275,000 project to reduce flood risks using natural defences has been completed at Grassmoor Country Park in Chesterfield. The project saw new ponds, grasslands and woodland developed.

The Environment Agency, which helped to fund the project, said it hoped the features would work together to reduce rainfall flowing into the Calow Brook, which leads to the River Rother. It said it also hoped the scheme would boost wildlife. The scheme is designed to slow the flow of rainwater heading from land to the brook. The Environment Agency said it hoped the creation of temporary and semi-permanent ponds, marshy grasslands and wet woodland would act as a natural flood defence while improving and diversifying the habitats for wildlife within the park.

The Environment Agency worked with the Heritage Fund as well as Derbyshire County Council, which owns and maintains the park, and the Friends of Grassmoor and Don Catchment Rivers Trust.

In addition, the county council agreed the creation of the memorial parkland in September and it has been supported by the Friends of Grassmoor Country Park.

The memorial parkland will be designed in keeping with the character of the local landscape and will feature a native wildflower meadow with an avenue of trees including wild cherry, rowan, hazel, birch, hawthorn, dogwood, oak, wych elm, willow and aspen. These trees have been selected for their spiritual meaning and to give displays of blossom in the spring and fruit for birds and other wildlife in the summer and autumn. They will be complemented by smaller, native shrub species.

A walkway to a memorial feature is also proposed, which will be made accessible to all.

Councillor Barry Lewis said: "The idea for the memorial parkland came from a lady who contacted me during the pandemic and had lost loved ones to COVID-19 and wanted somewhere to remember them and celebrate their lives.

“From that conversation the idea grew, and what we will have as the trees grow is a beautiful, green, peaceful space where people will be able to sit, walk, reflect and remember.”



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Derbyshire County Council
21 September 2023

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FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

CABINET

21 September 2023

**Joint Report of the Executive Director - Place and the Executive Director
– Childrens Services**

**Regeneration Pipeline Programme - South Derbyshire Growth Zone –
Infinity Park Spencer Academy Access**

(Cabinet Member for Infrastructure and Environment and Cabinet Member -
Education)

1. Divisions Affected

1.1 Aston.

2. Key Decision

2.1 This is not a Key Decision.

3. Purpose

3.1 To seek Cabinet approval to include the proposed access to the Infinity Park Spencer Academy within the scope of the South Derbyshire Growth Zone project; add the creation of the access to the capital programme; authorise the preparation and submission of a planning application including carrying out public consultation; to initiate procurement of project management, property, planning, design and construction resources; and to enter into necessary legal agreements with Derby City Council over highway adoption.

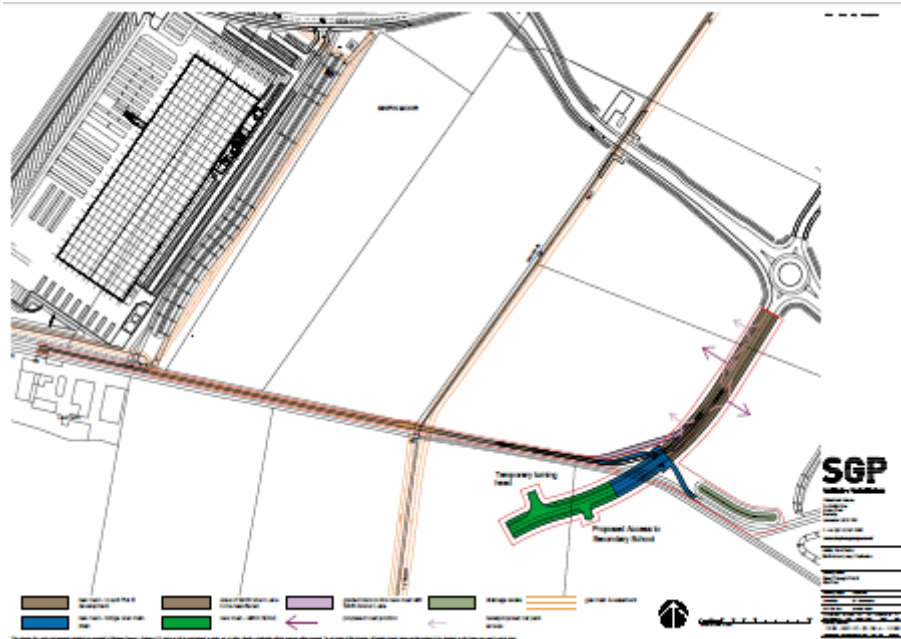
4. Information and Analysis

Background

- 4.1 Cabinet is familiar with the Southern Derbyshire Growth Zone (SDGZ) project, with the Council's role currently comprising delivery of enabling highway infrastructure for major housing and commercial development within the defined Growth Zone and Infinity Garden Village (IGV). The infrastructure comprises a new junction on the A50 Trunk Road and a link to existing roads within Infinity Park Derby (IPD). The proposed scheme has planning consent and provisional funding of £49.6 million from the Government's Levelling Up Fund. It has received Strategic Outline Business Case approval from Government, and its Outline Business Case is currently being assessed.
- 4.2 At its meeting on 27 July 2023, Cabinet approved the making of Compulsory Purchase and Side Roads Orders necessary to progress the project (Minute No. 117/23 refers).
- 4.3 Separate, but linked, to the above SDGZ project, the Council is involved in the planning of the Infinity Park Spencer Academy which will provide additional secondary education provision for the area around SDGZ/IGV. This is a collaborative project with Government (through the Department for Education) under which the Council will not take responsibility for creation of the Academy itself but will have responsibility for providing the means of access to the school, to be in place by January 2026. The cost of the access road has been estimated at £892,000. It is proposed to fund the work from the balance of the Children's Services 2018-19 Basic Need/School Condition Allocation. The Developer has agreed to reimburse the County Council 50% of the access road upon its completion and adoption which, when received, will repay the 2018-19 Basic Need/School Condition Allocation budget. Work towards land assembly is already underway, with Heads of Terms agreed with the single landowner involved.
- 4.4 The proposed means of access to the new Academy is shown in Figure 1. This links to the existing Infinity Park Way (in Derby City) and will also, in due course, form part of an east-west highway link within SDGZ. This east-west link currently falls outside the scope of the work for which the County Council takes responsibility and will mostly be delivered by private-sector partners in due course. However, there are two strong reasons for the delivery of its eastern section (coloured on Figure 1) to be managed by the Council:

- This fulfils the Council’s obligations in relation to delivery of the Academy.
- It ensures that the Council is in full control of securing continued access to Lea Farm (west of the Academy site) and which is affected by the construction of the SDGZ enabling infrastructure (the north-south link between the A50 and IPD).

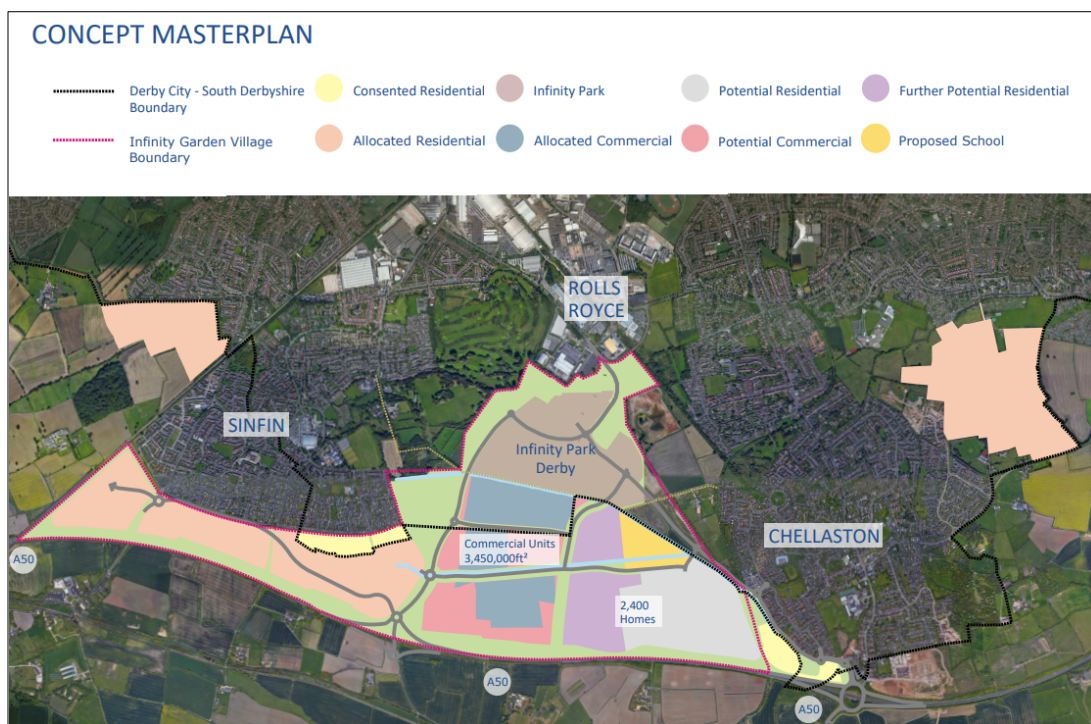
Figure 1



- 4.5 The Council is already in contract for the design and construction of SDGZ enabling infrastructure with Galliford Try and, subject to agreement with the contractor, the school access could be accommodated as a change within the agreed scope of the contract. In terms of construction programming this appears to work well, as it may be possible to mobilise delivery of the Academy access immediately on substantial completion of the A50 junction and north-south link. Clearly, though, this interface will need to be explored in detail with Galliford Try and potentially it may be necessary to secure a separate contractor. Cabinet’s authorisation is sought to initiate procurement of design and construction services for the Academy access, through the framework options approved by Cabinet at its meeting of 14 January 2021 (Minute No. 07/21). Authorisation is also sought to add the Academy access to the capital programme.
- 4.6 Furthermore, successful delivery of the Academy access will require external support for the following activities; concluding land assembly; preparation and submission of a planning application; and management of the project. All of these (as with design and construction) could potentially be undertaken by existing suppliers supporting development

of the A50 junction and link road but could otherwise be secured through separate procurement. Cabinet's authorisation is sought to initiate procurement of the above activities for the Academy access.

Figure 2 SDGZ/IGV Indicative Development Masterplan



4.7 Further to the above, successful delivery of the Academy access will require public engagement, the making of a planning application and legal agreements with Derby City Council over the adoption of the section of the access road falling within the City's boundary. Cabinet's authorisation is sought through this report to each of these.

4.8 It is proposed that management of the delivery of the Academy access forms part of the wider SDGZ project within the Regeneration Programme Pipeline and is therefore reported through the Place Programme Board to the Portfolio Delivery Group in line with established governance arrangements. Cabinet will note the need for close liaison with Children's Services over project funding; it is proposed that this is addressed through expanded membership of the existing SDGZ Project Control Board.

5. Consultation

5.1 No direct consultation has been undertaken relating to the recommendations of this report. Cabinet should note, however, that

public engagement will take place ahead of the submission of planning applications for the Academy itself and for its access.

6. Alternative Options Considered

- 6.1 Options 1: The alternative option of delivery of the Infinity Park Spencer Academy access as a stand-alone project led by Children's Services has been considered. However, given the nature of the infrastructure involved, the existing Place-led SDGZ project and the potential advantages of coordinated preparation and delivery, this option is not judged to be the most appropriate.

7. Implications

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

8. Background Papers

- 8.1 Cabinet Report, Use of Professional Consultancy and Construction Frameworks for Highway, Transport and Environmental Services and Projects, dated 14 January 2021 (Minute No. 07/21).
- 8.2 Cabinet Report, South Derby Growth Zone Regeneration Programme Pipeline report dated 27 July 2023 (Minute No. 117/23 refers).

9. Appendices

- 9.1 Appendix 1 – Implications.

10. Recommendations

That Cabinet:

- a) Approves to include the proposed access to the new Infinity Park Spencer Academy within the scope of the South Derbyshire Growth Zone project.
- b) Approves the allocation of £892,000 from the balance of the Children's Services 2018-19 Basic Need/School Condition Allocation.
- c) Approves the preparation and submission of a planning application, including carrying out public consultation.
- d) Approves procurement of project management, property, planning, design and construction resources.

- e) Authorises the Director of Legal and Democratic Services to enter into necessary legal agreements with Derby City Council over highway adoption.

11. Reasons for Recommendations

- 11.1 In order to facilitate successful delivery of the infrastructure and alignment with related projects
- 11.2 In order to comply with Financial Regulation b.10
- 11.3 In order to obtain necessary consent to construct and to be able to demonstrate community engagement
- 11.4 In order to be able to secure the necessary technical support for successful delivery
- 11.5 In order to ensure that future maintenance of assets rests with the appropriate authority.

12. Is it necessary to waive the call in period?

- 12.1 No.

Report Jim Seymour, Jenny Webster Contact Jim.Seymour@derbyshire.gov.uk,
Author: Webster details: Jenny.Webster@derbyshire.gov.uk

Implications

Financial

- 1.1 The funding for the access road is detailed in Section 4 (4.3) of the report.
- 1.2 The impact of the allocation on the balance of the Children's Services Capital budget will be detailed in a future report.

Legal

- 2.1 For the road forming the Academy access to be adopted as public highway, there will be a need for agreements with Derby City Council, expected to fall under Sections 8, 38 and 278 of the Highways Act 1980.

Human Resources

- 3.1 The portfolio of regeneration projects has significant implications for the workload of staff within the Economy and Regeneration Service and for supporting legal, property, finance and highways functions in particular. External support is commissioned for individual projects within their confirmed budgets, as set out in the body of the report for this project.

Information Technology

- 4.1 None.

Equalities Impact

- 5.1 Individual projects within the portfolio will be subject to equalities impact assessment at the appropriate stages of their development.

Corporate objectives and priorities for change

- 6.1 The Regeneration Portfolio addresses directly a number of objectives set out in the Council Plan.

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

Property and Asset Management

- 7.1 No direct implications arise from the recommendations of this report. However, separate arrangements are in place over land assembly.

Environmental Sustainability

- 7.2 Under the Council's Climate Change Strategy and Action Plan all infrastructure projects sponsored by the County Council will now be subject to a Climate Impact Assessment covering the whole-life carbon cycle and impacts upon resilience. This project will require such an assessment.



FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

CABINET

21 September 2023

Report of the Executive Director - Place

A6 Matlock to Whatstandwell Highway Retaining Wall Maintenance Works

(Cabinet Member for Highways, Assets and Transport)

1. Divisions Affected

1.1 Alport and Derwent, Matlock and Wirksworth.

2. Key Decision

2.1 This is a key decision because it is likely to result in the Council incurring expenditure which is, or savings which are significant having regard to the budget for the service or function concerned (this is currently defined as £500,000) and it is likely to be significant in terms of its effect on communities living or working in an area comprising two or more electoral areas in the County.

3. Purpose

3.1 To seek Cabinet approval, in accordance with Protocol 1 of the Financial Regulations and standing order contracts and the Public Regulations (PCR) 2015, to procure suitable contractor(s) to deliver the A6 Matlock to Whatstandwell Highway Retaining Wall Maintenance Works.

3.2 To seek Cabinet approval for the Executive Director – Place to award contracts, in line with the Council’s Financial Regulations and the Scheme of Delegation.

4. Information and Analysis

- 4.1 The structures' ongoing maintenance has revealed that, as traffic volumes and vehicle weights have increased, several parts of the retaining wall require considerable repairs. The partial fall of a retaining wall near Matlock Bath showed the importance of targeted repairs to ensure vehicle access. The present Department for Transport (DfT) funding formula excludes retaining walls, posing a severe risk to the Council's capacity to provide sufficient maintenance on existing retaining walls and necessitating a reliance on reactive maintenance and pressure bids.
- 4.2 Following a successful bid, the DfT awarded the Council £4.867 million from its Highways Maintenance Challenge Fund to undertake the maintenance of retaining walls along the A6 between Matlock and Whatstandwell. Approvals gained, under Protocol 2(a) and (b) of the Council's Financial Regulations, led to the award of a contract through the Midlands Highway Alliance medium scheme framework (MSF3).
- 4.3 Designers and the Principal Contractor were engaged at an early stage in the project to undertake extensive ground investigations to determine the condition of these walls. Priority designs for the repair work were developed and a target price submitted. A target price is the best estimate of costs, which may increase during the project, especially given the current unstable market with ongoing price increases for labour and materials. To maximise the available project budget, the Council's Project board has agreed to prioritise specific sites for repair, based on the findings from the extensive site investigations already undertaken. The Project board intends to review and apply for further funding to undertake additional work along the A6 retaining wall corridor.
- 4.4 The knowledge gained from the ground investigations and the wall repair designs remains invaluable. The Council now has a true understanding of the wall conditions, which will assist asset management, enable the development of a reactive plan to undertake the necessary repairs, and aid future bid applications.
- 4.5 The Council's Project Team has developed a priority risk scoring system, looking at each individual section of wall to consider the risks and the potential for a collapse if the Council does not undertake the wall repairs, and then ranking them in order of priority for repair. The results will be used to develop repair work packages for procurement to target spending where it is most needed. The types of repairs will include:

- Ground Anchors, including netting.
- Wall thickening techniques such as buttresses.
- Reinforcement of earthworks in front of wall.
- Pressure grouting to fill inaccessible voids.
- Stonemasonry repairs, including full and partial wall rebuilds.
- Associated drainage works.

4.6 In order to deliver best value while ensuring effective financial control, there will be a need to procure and contract repair work through open tendering. The estimated total value of these contracts will be approximately £2.400 million.

4.7 It is intended that the delivery programme will see procurement completion by Winter 2023-24, with work mobilisation in Spring 2024 and completion in Winter 2024-25. In order to minimise any possible disruption to Derbyshire residents and road users, network availability will need to be secured for the repair work while ensuring coordination between all works on the network. If clashes are identified, work may have to be rearranged, which may have an impact on the delivery programme.

4.8 These repairs will strengthen and prolong the life of the retaining walls, reducing the risk of collapse and improving the resilience of the A6 and the highway network as a whole.

5. Consultation

5.1 Not required.

6. Alternative Options Considered

6.1 Do nothing: Under the Highways Act 1980, the Council has a duty to maintain the public highway in a condition that is safe for users; therefore, 'do nothing' is not a viable option.

7. Implications

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

8. Background Papers

8.1 None identified.

9. Appendices

9.1 Appendix 1 – Implications.

10. Recommendations

That Cabinet:

- a) Approves, in accordance with Protocol 1 of the Financial Regulations and standing order contracts and the Public Regulations (PCR) 2015, to procure suitable contractor(s) to deliver the A6 Matlock to Whatstandwell Highway Retaining Wall Maintenance Works.
- b) Gives approval for the Executive Director – Place to award contracts, in line with the Council's Financial Regulations and the Scheme of Delegation.

11. Reasons for Recommendations

11.1 To ensure that the Council meets its legislative duty to maintain the public highway in a condition that is safe for users.

11.2 Giving added resilience to the A6 and the highway network as a whole.

12. Is it necessary to waive the call in period?

12.1 No.

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Implications

Financial

- 1.1 The estimated value available for repairs is approximately £2.400 million.
- 1.2 There is an allocation of £2.145m from the DfT grant allocation which remains unspent. The balance to make the budget up to £2.400m will be met from contingency held within the Highways Capital Programme.

Legal

- 2.1 Under the Highways Act 1980, the Council has a duty to maintain the public highway in a condition that is safe for users. The Traffic Management Act 2004 places a duty on the Council to manage its road network to reduce congestion and disruption to all road users.
- 2.2 The procurement will be carried out under Protocol 1 of the Council's Financial Regulations as the estimated contract value is above the Government's Find a Tender Service threshold value of £213,477 inclusive of VAT. With the total contract value exceeding £500,000 and not an approved procurement in the Departmental Service Plan, Cabinet will be required to approve the award of contracts.

Human Resources

- 3.1 All resources required to manage the delivery of this project will be funded by the A6 Local Highway Maintenance Challenge Fund.

Information Technology

- 4.1 None.

Equalities Impact

- 5.1 There is no requirement for an EIA at this stage, although this will be kept under review throughout the procurement process.

Corporate objectives and priorities for change

- 6.1 These repair works will contribute directly to help support the delivery of the Place departmental Service Plan (Refresh 2023-25) focused priority: to deliver a high quality and cost-effective programme through a modern

service to maintain and improve the County Council's highway network and protect against flooding.

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

7.1 None.



FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

CABINET

21 September 2023

Report of the Executive Director - Place

Safer Roads Fund Projects - A5012 'Via Gellia' Cromford to Newhaven
(Cabinet Member for Highways, Assets and Transport)

1. Divisions Affected

1.1 Wirksworth and Dovedale.

2. Key Decision

2.1 This is a key decision because it is likely to result in the Council incurring expenditure which is, or savings which are significant having regard to the budget for the service or function concerned (this is currently defined as £500,000) and it is likely to be significant in terms of its effect on communities living or working in an area comprising two or more electoral areas in the County.

3. Purpose

3.1 To inform Cabinet of the responses to the public consultation events held for the A5012 Via Gellia Safer Roads Fund (SRF) project and on-going consultation with statutory consultees.

3.2 To inform Cabinet of the scope of works recommended to be procured which may vary from those consulted upon and agreed with the Department for Transport (DfT) in December 2022.

3.3 To inform Cabinet of the anticipated installation costs for each proposed safety interventions for the A5012 Via Gellia route.

- 3.4 To inform Cabinet of the strategy for procuring the works through the County's internal Highway and Construction Services team.
- 3.5 To give authority for officers to work within the overall budget for the three SRF projects to a confirmed value of £6.798m by not implementing safety interventions that cannot be afforded.
- 3.6 To inform Cabinet of the findings of the Equalities Impact Assessment for the Safer Roads Fund projects.

4. Information and Analysis

- 4.1 In its 2016 Autumn Statement, Government announced the creation of a £175 million Safer Roads Fund to improve the safety of the 50 highest risk roads in England. Three of these roads are in Derbyshire:

A619 - Baslow to Bakewell (Thirteen Bends)
A5004 - Buxton to Whaley Bridge (Long Hill) and
A5012 – Cromford to Newhaven (Via Gellia)

- 4.2 Work on the A619 Baslow to Bakewell route has already been completed. Attention is now focused on progressing the work on the remaining SRF projects.
- 4.3 Cabinet approved the acceptance of the grant funding from the Department for Transport (DfT) and to progress the Public Engagement Process in a report dated 8 September 2022 (Minute No. 155/22 refers). Cabinet also sought feedback on the public consultation together with the final scheme designs and procurement strategy before giving consent to install the proposed safety interventions. This report outlines the findings following the above actions.
- 4.4 It should be noted that the original proposals sought by the DfT in 2018 have been reduced in scope as they could no longer be afforded within the SRF project budget. This is due to construction inflation exceeding the normal inflation rate over recent years and a slight overspend on the A619 SRF project.
- 4.5 The County Council also undertook to underwrite any overspends to the SRF projects in 2018 when accepting the grant funding, but this too has been affected by overspends on its own capital construction projects such that funding is no longer available, the undertaking can longer be afforded and the reduction of contingency funds available in the Highways Capital programme which would have been used to underwrite any over-spend.

- 4.6 The DfT also agreed to remove the need for the County Council to underwrite any overspends allowing the Council instead to vary the safety interventions to be installed within the available budget. The DfT has also given the County Council autonomy as to how the grant funding is spent both in terms of the interventions to be installed and when moving funding between the two SRF projects should an overspend or underspend occur.
- 4.7 The budget for the A5012 SRF project is £2.171m.
- 4.8 The preliminary design of the safety interventions has been undertaken to determine their viability and anticipated installation cost.
- 4.9 Changes to the location and types of some of the safety interventions are proposed along the A5012 Via Gellia route following the preliminary design work. The findings of on-going discussions with the various consultees are also described.
- 4.10 Fundamental to achieving a reduction in collision casualties is the introduction of average speed cameras along the route from the Cromford 30mph/40mph speed gateway through to Newhaven. This safety intervention received majority support from respondents to the public consultation.
- 4.11 The public consultation included proposals to reduce the speed limit west of Grange Mill from national (60mph) to 50mph. Respondents from Grange Mill also complained about inappropriate speeds through the hamlet and sought a speed limit reduction. This has been considered by officers and it is proposed that the speed be reduced from 50mph to 40mph in conjunction with the signalisation of the junction. Lower speed limits in conjunction with average speed cameras has had a marked effect on successfully achieving lower collisions and collision casualties on other similar routes. There is no reason to suggest that they would not have the same impact on reducing collisions along the A5012 Via Gellia route. A further report in relation to the Traffic Regulation Order to implement this speed limit change will be presented at a later date.
- 4.12 Section 95A of the Highways Act 1980 permits highway authorities to install and maintain equipment on or near a highway for the detection of traffic offenses, such as speed enforcement. The intention would be to use these powers under the Highways Act to install the average speed camera equipment and hardstanding if a fair price could not be achieved using public funds to acquire land through negotiation.

- 4.13 Stopping Sight Distance (SSD) vegetation clearance will be needed on both private and highway land. The highway limits extends to the carriageway/footway edge along much of the route between Cromford and Grange Mill which means that most of the vegetation clearance is needed on private land.
- 4.14 The affected landowners have been contacted about the work needed on their land with the intention of using Section 154 of the Highways Act if they do not comply. Section 154 (S154) allows the highway authority to serve notice on landowners to clear vegetation where it interferes with the view of drivers of vehicles. These powers could result in the Council taking legal entry onto land to clear vegetation and the cost of so doing to be recovered from the landowner.
- 4.15 Some landowners are claiming hardship in that they do not have sufficient funds to conduct the vegetation clearance work on their land. Legally, the vegetation is on private land and therefore a landowner cost to address if it obstructs the visibility of motorists or overhangs the highway. The Council cannot use public funds to clear vegetation on private land as it would set an unwanted precedent.
- 4.16 There are challenges with coordinating these works with affected landowners, but we are working around solutions with landowners to reduce the financial burden which may also involve the dedication of land under Section 72 of the Highway Acts 1980 in exchange for the Council to clear the vegetation at its own cost.
- 4.17 Land may also need to be purchased from adjacent landowners to install some of the safety interventions, such as the hardstandings needed to help maintain the average speed camera systems where no highway verge is present. Other consents may be required to establish highway signs in the adjacent land. This may require a formal exchange of letters or an easement/wayleave from the adjacent party. The cost of procuring these legal agreements will need to be met through the SRF budget. If negotiations are not successful regarding the speed camera infrastructure and hardstandings then powers under Section 95A of the Highways Act 1980 will need to be used as detailed above.
- 4.18 A ghost island right turn lane (GIRTL) was proposed for the A5012/Friden junction. The junction has had a single collision resulting in two collisions casualties (both receiving Slight injuries). It is considered inappropriate to allocate the funding to implement this junction improvement due to the low number of collisions and collision casualties that have occurred.

- 4.19 The collision record at other junctions were investigated to determine if a GIRTL would be appropriate at these locations. This identified 11 collisions occurred at the A515 Newhaven junction resulting in 16 Slight and 3 Serious injury casualties. Different junction forms have been considered along with their advantages and disadvantages with the conclusion that a GIRTL would be appropriate. This design is therefore proposed to be taken forward in preference to the Friden junction.
- 4.20 The signalisation of the Grange Mill junction was not one of the safety interventions originally proposed by the DfT but is being proposed following discussion with the Traffic and Road Safety Team. Five collisions have been recorded at the junction resulting in 12 Slight injury casualties indicating problems for those turning from the minor roads into or across the A5012. Drivers often find it difficult to judge the approach speeds of some vehicles as lateral visibility is poor due to the layout of the junction. These factors combined result in poor driver judgement as to when to enter the junction and has led to collisions occurring.
- 4.21 As the scope of work to the A5012 Via Gellia project has therefore changed since it was agreed with the DfT in December 2022, it is necessary to re-prioritise the works between this and the A5004 Long Hill project so that the safety interventions with the highest rate of return/benefit are procured. With an eye on the sister report for the A5004 Long Hill SRF project, this is the revised scope for the A5012 Via Gellia route below:

Safety Interventions (A5012 Via Gellia route)	Budget Installation Cost 2022-2023	Installation Cost
Speed management (including speed cameras)	£1,067,000	£1,478,062
Speed Limit Changes (50mph west of Grange Mill & 40mph within Grange Mill)	£50,535	£50,535
Education & Training Programme	£67,860	£67,680
Stopping Sight Distance Vegetation Removal	£60,527	£62,000
Clear Roadside Hazards	£216,574	Included elsewhere
Road Markings (rumble strips, wide centreline, delineation & junction markings, centre hatching)	£173,375	£15,000

Roadside Barriers (Road Restraint System)	£108,288	£82,952
Junction Improvement (Clatterway, Bonsall)	£114,384	£20,145
Junction Improvement – (Friden ghost island right turn lane (GIRTL)) Now proposed as a GIRTL for the Newhaven junction	£288,767	£821,629
Signalisation of Grange Mill junction – not originally proposed but the collision record justifies its inclusion	-	£121,000
Traffic Management Costs	-	£72,885
Culvert improvements at Tufa Cottage	-	£10,000
Design costs to mid-August 2023	-	£166,470
Forecasted remaining design costs	£212,690	£100,000
External consultant support costs	-	£50,000
Forecasted supervision costs	-	£50,000
Total Budget	£2,330,000	£3,168,358

4.22 A projected overspend of £838,000 is anticipated on this SRF project when comparing installation against the revised budget estimate prepared in December 2022. The budget overspend should therefore be supplemented by the forecasted savings on the safety interventions proposed for the A5004 SRF project budget instead which is forecasted to be underspent by £638,000 – See Appendix 1.

4.23 However, this still leaves the SRF budget overspent by £200,000 – See Appendix 1. One or more of the safety interventions cannot be afforded, therefore. Those safety interventions with the greatest benefit to cost ratio (BCR) in reducing collisions and collision casualties should therefore proceed while those with a lesser BCR may not be implemented. It is proposed the Council foregoes to deliver the road restraint system safety intervention highlighted in red in the above table. This means that we will not be installing road restraints systems at three locations. The remaining safety interventions though should reduce the likelihood that the road restraint systems would be required.

- 4.24 The revised budget for the safety interventions on the A5012 is therefore £3.085m, the total in the table above minus the cost of the road restraint system. The latter would only proceed in part or in full depending on if there was any remaining budget available following installation of the other safety interventions.
- 4.25 The civil works comprising the hardening of verges, installation of the average speed camera hardstandings, signs, road markings, drainage grips etc. will be installed by the County Council's Highway Construction Services (HCS). Work will be priced by their estimators prior to placing orders for works to be installed.
- 4.26 On 14 January 2021, Cabinet approved the utilisation of non DCC frameworks, following Protocol 2(a) of the Council's Financial Regulations to commission professional consultancy and construction providers to support the delivery of a wide variety and volume of highway, transport and other works in the current and future capital programme (Minute No. 07/21 refers). The award of contracts under Protocol 2B of the Council's Financial Regulations, to support the delivery of the Council Highway's capital programme is delegated to the Executive Director – Place.

5. Consultation

- 5.1 The public were invited to view the proposed safety interventions for the A5012 Via Gellia route via an online web page and at face to face public exhibitions. The online consultation period ran from 27 February to 26 March 2023. Two public exhibitions were held at the Cromford Community Centre during the consultation period, one on 2 March and the other on 14 March 2023, both between 2pm and 8pm. Both exhibitions were well attended, and a range of comments made.

Exhibition Dates	Number attending
Thursday 2 March 2023	41
Tuesday 14 March 2023	29

- 5.2 Those that lived along and adjacent to the route were made aware of the scheme proposals being available on-line through a letter drop. Other statutory consultees, members and social groups were made aware of the proposals by direct emails directing them to the on-line consultation information.
- 5.3 A summary of the specific findings of each consultation are below and the full consultation reports are at the end of the report – see Appendix 3 for the A5004 Consultation Report. There is majority support for

improving the safety of the route and individual safety interventions. Suggestions or specific feedback has been investigated or considered by officers to determine if the scope of the safety interventions needed to change. A summary of the specific feedback is detailed within the Consultation Report.

- 5.4 Engagement with the public and statutory consultees is on-going. Design proposals have been shared with consultees and those living adjacent to the route as the preliminary and detailed design has progressed.
- 5.5 Several statutory consultees have assets impacted by the proposed safety interventions along the A5012 as follows:
- English Heritage;
 - Natural England;
 - Derwent Valley Mills World Heritage Site;
 - Special Area of Conservation;
 - Site of Special Scientific Interest;
 - Peak District National Park Association;
 - Environment Agency; and
 - Derbyshire County Council's Conservation and Design Team.
- 5.6 Peak Park has issued a 'holding objection' seeking further information on the safety intervention proposals so it can consider them more fully. Reports have been prepared stating the need for the various safety interventions to be installed, the legislation that applies, the design rationale taken and how the overall impact of the proposals have been minimised. These have been shared with Peak Park with the aim of its holding objection being withdrawn.
- 5.7 Although the County Council, acting as highway authority, can undertake works on land under its control using permitted development rights under the Town and Country Planning (General Permitted Development) (England) Order 2015, it must be mindful of the protected designations when working within the National Park. If it appears there is conflict between these purposes, then greater weight of purpose shall be given to conserving and enhancing the natural beauty, wildlife and cultural heritage of the area comprised in the National Park – Section 62 of the Environment Act 1995 refers.
- 5.8 There will be on-going consultation with the statutory consultees as works progress through to procurement and installation.

5.9 In summary, the consultation exhibitions were well attended, and a high number of responses were received to the on-line consultations. There is more support for the SRF project to proceed compared with those against the proposals being implemented. However, there is further work to do with the Statutory Consultees both to inform on the detail of the interventions being proposed and how they will be received in the sensitive areas adjacent to the route. Refinement of the proposals may be required following feedback from consultees.

6. Alternative Options Considered

6.1 The need for road safety improvements along these routes has been identified by the higher than average number of collisions and collision casualties. The Council could consider a 'Do Nothing' option, but it is likely that collision trends would be maintained at a higher-than-average level until further road safety measures were introduced.

6.2 The vision for the Council's highway network includes delivering a safe network for Derbyshire's highway users. Failure to deliver these safety interventions would impact on the Council's ability to deliver against this vision. Failure to deliver these 'safer roads' schemes could also affect future funding opportunities with the DfT and limit the Council's access to those opportunities.

6.3 A 'Do Minimum' solution could be adopted by only seeking to install some of the proposed safety interventions. This may appease some of the statutory consultees but would not fully address the safety issues along the route. The SRF grant provided by the DfT has enabled a comprehensive approach to be taken to tackling the collision record along the route, something that has been limited by a lack of significant funding in the past. The use of average speed cameras is seen as an effective means of achieving the step-change reduction in collisions and collision casualties sought by the DfT, but it needs other safety interventions to be introduced to make it a success – changes to speed limits, average speed cameras and speed repeater signs, gateway signs, etc. Omitting other proposed safety interventions like the junction improvements at Clatterway, A515 at Newhaven and Grange Mill signalisation will maintain the collision records at these locations. The benefit of a half-way implementation of the safety interventions would not reduce the collision records at these locations.

6.4 The 'Do Something' proposals are outlined within this report. By implementing a mix of average speed cameras and traditional safety interventions (such as signs, road markings, road restraints systems and junction improvements), it is anticipated that the step-change in

collisions and collision casualties will be reduced on the A5012 Via Gellia route. Evidence of the success of these types of safety interventions is demonstrated on the A537 'Cat and Fiddle' route where an 85%-95% in collision casualties has occurred.

- 6.5 It should be noted though that many of the Statutory Consultees are against the proliferation of 'standard' road safety treatments such as signs and street furniture etc. If Cabinet decides not to act at this time, it could well be many years before the Council has sufficient funds again to address the route in this manner if it does not 'Do Something' at this time.

7. Implications

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

8. Background Papers

- 8.1 Cabinet Report 31 January 2017: Road Safety Fund (Minute No. 36/17 refers).
- 8.2 Safer Roads Fund DfT Approval letter A5004 & A5012 Grant Determination (2020/21): No. 31/5369.
- 8.3 Cabinet Report 11 October 2018: Safer Roads A619 Bakewell to Baslow – Acceptance of Grant from the Department of Transport (Minute No.249/18 refers).
- 8.4 Cabinet Report 14 January 2021: Use of Professional Consultancy and Construction Frameworks for Highway, Transport and Environmental Services and Projects (Highways Transport and Infrastructure) (Minute No. 07/21 refers).
- 8.5 Cabinet Report 8 September 2022: Safer Roads Fund Project - A5012 "Via Gellia" Cromford to Newhaven (Minute No. 155/22 refers).

9. Appendices

- 9.1 Appendix 1 – Implications.
- 9.2 Appendix 2 – Ranked Countermeasures Overall Programme DCC SRF Delivery Plan BCIS Indices.
- 9.3 Appendix 3 – A5012 Via Gellia Safer Roads Fund Consultation Report.

9.4 Appendix 4 – Equalities Impact Assessment.

10. Recommendations

That Cabinet:

- a) Accepts the responses to the public consultation events held for the A5012 Via Gellia Safer Roads Fund (SRF) project and on-going consultation with statutory consultees.
- b) Accepts the scope of works recommended to be procured which may vary from those consulted upon and agreed with the Department for Transport (DfT) in December 2022.
- c) Accepts the strategy for procuring the works through the County's internal Highway and Construction Services team.
- d) Accepts the anticipated installation costs for each proposed safety interventions for the A5012 Via Gellia route.
- e) Gives authority for officers to work within the overall budget for the three SRF projects to a confirmed value of £6.798m by not implementing safety interventions that cannot be afforded.
- f) Accepts the findings of the Equalities Impact Assessment for the Safer Roads Fund projects.

11. Reasons for Recommendations

- 11.1 Cabinet sought the introduction of a hold point once the public consultation had been completed and preliminary design work undertaken to take stock of the feedback received and confirm its appetite for the safety interventions to proceed. This report and its attachments complete these requirements.
- 11.2 Cabinet needs to approve the next steps to take the project into detailed design, procurement and installation using the grant offered by the Department for Transport to make these routes safer for highway users and reduce the numbers killed or seriously injured.

12. Is it necessary to waive the call in period?

- 12.1 No.

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Implications**Financial**

- 1.1 The budget allocation for the three Safer Roads Fund projects as reported to the Department for Transport in December 2022 is below. The cost for the A619 Bakewell to Baslow route is the estimated outturn cost. Those costs for the A5004 Buxton to Whaley Bridge and A5004 Long Hill Cromford to Newhaven are estimated based on the scope of works as reported to the Department for Transport in December 2022.

SRF Project	Initial Project Cost
A5004 Long Hill Buxton to Whaley Bridge	£3.097m
A5012 Via Gellia Cromford to Newhaven	£2.330m
A619 Bakewell to Baslow	<u>£1.371m</u>
Budget Total	£6.798m

- 1.2 Approval was granted by DfT that the Council could vire the capital grant between the three schemes as required. It is proposed that following the individual project budgets are adjusted in line with paragraphs 4.22 to 4.24 above.
- 1.3 After the project, the Council would be responsible for maintenance of the average speed cameras systems (once the 10-year maintenance period expires). There is no budget in place to cover this cost, an option for this would be to work with the Derby and Derbyshire Road Safety Partnership to fund through enforcement income, however, this cannot be guaranteed. As such, the Council has an unfunded commitment in 10 years' time of £42,000 at today's prices (plus inflation) per camera site.

Legal

- 2.1 Section 95A of the Highways Act 1980 permits highway authorities to install and maintain equipment on or near a highway for the detection of traffic offenses.
- 2.2 Section 154 of the Highways Act 1980 gives the highway authority the right to serve notice on landowners to clear vegetation where it obstructs or interferes with the view of drivers of vehicles.
- 2.3 Section 72 of the Highways Act allows the highway authority to enter into an agreement for the dedication of adjoining land to form part of the highway.

- 2.4 Modifications to existing Traffic Regulation Orders for the A5012 Via Gellia will be required to introduce the new 40mph and 50mph speed limits. The County Council, as the local traffic authority, has power under the Road Traffic Regulation Act 1984 to make necessary changes to Traffic Regulation Orders.

Human Resources

- 3.1 Resource in terms of officer time will be used to prepare the detailed design and procurement of the work packages to install the safety interventions. A full-time project manager is in place to oversee the design development and procurement. The project officers also have support from the Project Board overseeing the delivery of the various SRF packages and use of specialists within the Council, such as the Traffic and Safety, Highway Design and Road Safety Teams. The Highways Design Team has been appointed as Principal Designer under CDM to progress the various safety interventions to ensure it meets current highway design standards or have the relevant departure from standard in place to record non-conformities. Costs for these staffing levels have been included in the budget cost estimates above.

Information Technology

- 4.1 The installation and calibration of the average speed cameras is specialist so there are a limited number of suppliers available. Derbyshire County Council is a member of the Derby and Derbyshire Road Safety Partnership (DDRSP) that already uses equipment from Jenoptik. The DDRSP member organisations comprise the Police, the NHA, Derbyshire Ambulance Service, and Derby City Council. The DDRSP is funded by the member organisations and the fines issued through enforcement action. The members take a share of the fines should the income exceed the RSP running costs. The DDRSP already operates the Jenoptik system, so its staff are already trained and have the back-office software to operate this supplier's equipment. Advice from the DDRSP is that it would need to acquire larger premises, more staff and seek additional training if a new supplier's equipment, if installed on the A5004 and A5012 routes.
- 4.2 The proposal for average speed camera enforcement is therefore to use the Jenoptik system. This is the better and more cost-effective option given the County's existing use of the Jenoptik system by avoiding the above associated costs through choosing an alternative supplier's system. Access to Jenoptik can be procured through the Crown Commercial Service's (CCS) Procurement Framework. It is proposed that the County Council use its Framework to procure the average

speed cameras system on a direct award basis using its Transport Technology and Associated Services (RM6099) Lot 2.

Equalities Impact

- 5.1 The previous cabinet reports recommended that an Equalities Impact Assessment be undertaken prior to entering the detailed design stage. A team has been assembled and an Equalities Impact Assessment undertaken to review both projects against the nine protected groups. The report concluded that these works would not have any significant impact or severity on the protected groups. A copy of the Equalities Impact Assessment can be found in Appendix 4.
- 5.2 The conclusions of the Equalities Impact Assessment were as follows:
- None of the measures have been determined to have a detrimental impact on the protected characteristic groups.
 - The implementation of average speed enforcement systems will lead to a reduction in the number and severity of collisions and collision casualties along both routes and provide a positive benefit for all road users including those in the above protected characteristic groups.
 - Other safety interventions targeted at cyclists and pedestrians will make the highway environment safer for their use. This would benefit all people or group of people within the EIA characteristic groups.

Corporate objectives and priorities for change

- 6.1 None.

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

Property

- 7.1 Land adjacent to the highway may need to be acquired to install these safety interventions. The land will need to be valued and a cost of its acquisition agreed.
- 7.2 Where hardship is claimed by private landowners, then the Council will seek to transfer land needed to create the visibility splay safety intervention to enable the land to be cleared at the Council's cost. The landowners legal and other costs will need to be covered by the SRF budget.

- 7.3 Easements or wayleaves may also be required for terms will need to be agreed with the respective landowner(s). The landowners legal and other costs will need to be covered by the SRF budget.
- 7.3 The above will require the support of the Property Team to negotiate with the respective landowner and agree any cost for agents, the procurement of land agreement and agreement of rights, easement, or wayleave as appropriate. Given the lack of resources in the Property Team at this time, the work may need to be packaged up and shared with an external provider for pricing and procurement.

Procurement

- 7.4 The civil works comprising the hardening of verges, installation of the average speed camera hardstandings, signs, road markings, drainage grips etc. will be installed by the County Council's Highway Construction Services (HCS). Work will be priced by their estimators prior to placing orders for works to be installed.
- 7.5 HCS has indicated that they can install the more extensive safety interventions providing they do not conflict with the winter service period. If not, then the work will be procured either through an open tender or through an approved contracting framework, such as the Midlands Highways Alliance (MHA) Medium Schemes Framework (MSF). Advice will be taken from HCS as to its ability to undertake the works subject to its commitments nearer the time and particularly if the timing coincides with winter gritting activities.

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Appendix 2 - Ranked Countermeasures - Overall Programme - A619 A5004 and A5012 Safer Roads Fund sub Projects

Rank	Original Scheme	Countermeasure	Length	Fits Saved	VIDA Stage Pw of Safety benefits (2017)	VIDA Stage Estimated cost	Est OCC Costs (At 2017 Base)	Cost per FSI saved	Program BCR (Benefits to Cost Ratio)	Comments regarding BCR Ranking and Deliverability	Updated OCC Cost Estimate (Using BCR Construction Price Index Factors to 2021)	Cumulative Totals 2022 Prices	Cost Estimates at Q2 2023-24 Year	Cumulative Totals 2023-24 Prices	General Notes
1	A5004	Speed management reviews (potentially including Average Speed Camera System)	9.3 km				£433,000			High Priority , as reduced average speeds (achievable from Average Speed Camera System), will potentially improve driving habits / reduce collisions, and consequently improve safety at other potential hazard points along the route.	£940,000.00	£940,000.00	£1,034,000.00	£1,072,500.00	Cost estimate for this Countermeasure includes costs for 10 year Maintenance agreement with supplier. The calculated Benefits to Cost Ratio reflects this.
2	A5012	Speed management reviews (potentially including Average Speed Camera System)	11.4 km				£365,000			High Priority , as reduced average speeds (achievable from Average Speed Camera System), will potentially improve driving habits / reduce collisions, and consequently improve safety at other potential hazard points along the route.	£970,000.00	£1,910,000.00	£1,067,000.00	£2,139,500.00	Cost estimate for this Countermeasure includes costs for 10 year Maintenance agreement with supplier. The calculated Benefits to Cost Ratio reflects this.
3	A5012	50mph speed limit	8.4 km				£35,000			Associated with Speed Management review / Average Speed Camera System Countermeasure High Priority , as lower speed limit (enforced with Average Speed Camera System), will reduce average speeds, will potentially improve driving habits / reduce collisions, and consequently improve safety at potential hazard points along the route.	£47,593.00	£1,957,593.00	£50,534.25	£2,190,034.25	Associated with Speed Management Review / Average Speed Camera System Countermeasure on A5012.
4	A5004	ETP	12.7 km				£46,000			High Priority. Order already placed with supplier of Virtual Reality Filming and Training. Will potentially improve driving habits / reduce collisions, and consequently improve safety at potential hazard points along the routes generally and further afield.	£62,550.80	£2,020,143.80	£66,416.44	£2,256,450.69	Order already placed with supplier of Virtual reality Filming and Training
5	A5012	ETP	15.4 km				£47,000			High Priority. Order already placed with supplier of Virtual Reality Filming and Training. Will potentially improve driving habits / reduce collisions, and consequently improve safety at potential hazard points along the routes generally and further afield.	£63,910.60	£2,084,054.40	£67,860.28	£2,324,310.96	Order already placed with supplier of Virtual reality Filming and Training
6	A619	ETP	5.9 km				£43,000			High Priority. Order already placed with supplier of Virtual Reality Filming and Training. Will potentially improve driving habits / reduce collisions, and consequently improve safety at potential hazard points along the routes generally and further afield.	£58,471.40	£2,142,525.80	£58,471.40	£2,382,782.36	Order already placed with supplier of Virtual reality Filming and Training
7	A619	Overall Programme Project Design & Project Management Fees									£450,000.00	£2,592,525.80	£495,000.00	£2,877,782.36	
8	A619	Sight distance (obstruction removal)	3.0 km	14.7	2934774.6	£7,534	£127,334	5318.7	37.6	Work already completed on site at A619	£173,148.77	£2,765,674.57	£173,148.77	£3,050,931.14	Work already completed on site at A619
9	A619	Shoulder rumble strips	4.1 km	11	2193534.9	£62,541	£24,600	5696.1	35.1	Work already substantially completed on site at A619	£33,451.08	£2,799,125.65	£33,451.08	£3,084,382.22	Work already substantially completed on site at A619
10	A619	Central hatching (or widened centreline)	1.4 km	2.9	574930	£17,773	£11,666	6176	32.3	Work already substantially completed on site at A619	£15,863.43	£2,814,989.08	£15,863.43	£3,100,245.64	Work already substantially completed on site at A619
11	A619	Roadside barriers - passenger side	0.5 km	4	804596.5	£118,100	£37,500	29324.3	6.8	Work already completed on site at A619	£47,677.50	£2,862,666.58	£47,677.50	£3,147,923.14	Work already completed on site at A619
12	A619	Roadside barriers - driver side	0.6 km	2.5	501335.3	£147,100	£45,000	58619.2	3.4	Work already completed on site at A619	£61,191.00	£2,923,857.58	£61,191.00	£3,209,114.14	Work already completed on site at A619
13	A619	Protected turn lane (unsignalised 3 leg)	1 sites	1.1	227579.3	£190,069	£100,000	158074.2	1.3	Work already completed on site at A619	£135,980.00	£3,059,837.58	£135,980.00	£3,345,094.14	Work already completed on site at A619
14	A5012	Sight distance (obstruction removal)	0.5 km	0.8	163381.4	£3,125	£41,921	3821.2	52.3	High Benefits to Cost Ratio	£57,004.18	£3,116,841.76	£60,527.03	£3,405,621.18	
15	A5012	Clear roadside hazards - driver side	1.6 km	1.7	338774.1	£38,757	£53,333	22855.7	8.7	Relatively High Benefits to Cost Ratio	£72,522.21	£3,189,363.97	£77,004.09	£3,482,625.26	
16	A5012	Clear roadside hazards - passenger side	2.9 km	0.6	129263.7	£70,247	£96,666	108569.2	1.8	Relatively High Benefits to Cost Ratio (Each side of road to be completed by Contractor at the same time, on each Project)	£131,446.43	£3,320,810.40	£139,569.82	£3,622,195.08	
17	A5004	Clear roadside hazards - passenger side	0.1 km	0.1	14776.7	£2,422	£1,000	27863	6.1	Relatively High Benefits to Cost Ratio	£1,359.80	£3,322,170.20	£1,443.84	£3,623,638.91	
18	A5012	Shoulder rumble strips	14.8 km	5.3	1054640.4	£231,773	£88,800	43905	4.6	Relatively High Benefits to Cost Ratio	£120,859.02	£3,443,029.22	£128,328.11	£3,751,967.03	
19	A5004	Sight distance (obstruction removal)	2.6 km	0.8	156621.3	£40,625	£76,000	51820.1	3.9	Relatively High Benefits to Cost Ratio	£106,064.40	£3,549,093.62	£112,619.18	£3,864,586.21	
20	A5004	Shoulder rumble strips	7.8 km	2.4	480907.3	£122,151	£46,800	52163.2	3.9	Relatively High Benefits to Cost Ratio	£63,638.64	£3,612,732.26	£67,571.51	£3,932,157.71	
21	A5012	Wide centreline	0.2 km	0.1	12913.6	£6,578	£1,000	95574	2.1	Relatively High Benefits to Cost Ratio	£1,359.80	£3,614,092.06	£1,443.84	£3,933,601.55	
22	A619	Roundabout (New Right Turn ghost island junction)		0.4	81449.7	£2,822,400	£279,500	6922843.1		Work already completed on site at A619	£380,064.10	£3,994,156.16	£380,064.10	£4,313,665.65	Work already completed on site at A619
23	A619	Unsignalised crossing	1 sites	0.2	45505.2	£61,899	£3,000	271754.4	0.7	Work already completed on site at A619	£4,079.40	£3,998,235.56	£4,079.40	£4,317,745.05	Work already completed on site at A619
24	A619	Footpath provision driver side (adjacent to road)	0.1 km			£16,370	£15,000			Work already completed on site at A619	£20,397.00	£4,018,632.56	£20,397.00	£4,338,142.05	Work already completed on site at A619
25	A5004	Central hatching	0.6 km	0.3	50883.2	£34,902	£5,000	35427.2	1.5	Relatively High Benefits to Cost Ratio	£6,799.00	£4,025,431.56	£7,219.18	£4,345,361.23	
26	A5012	Roadside barriers - passenger side	0.6 km	1.1	224021.7	£193,015	£45,000	171669.8	1.2	Relatively High Benefits to Cost Ratio	£61,191.00	£4,086,622.56	£64,972.60	£4,410,333.83	
27	A5012	Roadside barriers - driver side	0.4 km	0.4	86537.8	£138,676	£30,000	297063	0.7	Relatively High Benefits to Cost Ratio (Each side of road to be completed by Contractor at the same time, on each Project)	£40,794.00	£4,127,416.56	£43,215.07	£4,453,648.90	
28	A5012	Definition and signing (intersection)	2 sites	0.3	31152.2	£23,463	£10,000	350469.1	1.3	Relatively High Benefits to Cost Ratio	£13,598.00	£4,141,014.56	£14,438.36	£4,468,087.26	

				£5,619,000
A619 Grant	A5004 Grant	A5012 Grant	Totalled Programme Grant	
£1,179,000	£2,540,000	£3,079,000	£6,798,000	
930,324	3,151,096	2,177,310	6,258,729	495,000 Fees
	5,328,406		6,753,729	

KEY

- Countermeasure Identified on the A5004 SRF "Long Hill" Project
- Countermeasure Identified on the A5012 SRF "Via Gellia" Project
- Countermeasure Identified on the A619 SRF "13 Bends" Project

28	A5012	Improve Delineation	0.1 km				£2,103	£10,000			0	Reference ranked item 27 above, All areas of the road / each side of road to be completed by Carriageway Markings Contractor at the same time, on each Project	£13,598.00	£4,154,612.56	£14,438.36	£4,482,525.61
29	A5004	Protected turn lane (unsignalised 3 leg)	1 sites	0.3	57738.1	£70,331	£100,000	243355.4			0.8	Medium Benefits to Cost Ratio, Desirable Works Package.	£135,980.00	£4,290,592.56	£144,383.56	£4,626,909.18
30	A5012	Protected turn lane (unsignalised 3 leg)	2 sites	0.5	102720.5	£140,862	£200,000	273574.7			0.7	Medium Benefits to Cost Ratio, Desirable Works Package.	£271,960.00	£4,562,552.56	£288,767.13	£4,915,676.30
31	A5004	Roadside barriers - driver side	0.8 km	0.6	125680.7	£257,353	£60,000	345737.1			0.5	Medium Benefits to Cost Ratio, Desirable Works Package.	£81,588.00	£4,644,140.56	£86,630.14	£5,002,306.44
32	A5004	Roadside barriers - passenger side	1.7 km	1.5	296959.1	£546,875	£127,500	310074.2			0.5	Medium Benefits to Cost Ratio, Desirable Works Package.	£173,374.50	£4,817,515.06	£184,089.04	£5,186,395.49
33	A5004	Unsignalised raised crossing	1 sites	0.1	20288	£56,271	£20,000	55418.7			0.4	Medium Benefits to Cost Ratio.	£27,196.00	£4,844,711.06	£28,876.71	£5,215,272.20
34	A5012	Unsignalised crossing	1 sites	0.1	23618	£61,899	£3,000	523593.7			0.4	Medium Benefits to Cost Ratio.	£4,079.40	£4,848,790.46	£4,331.51	£5,219,603.71
35	A5004	Horizontal Realignment	0.8 km	1.3	257459.1	£815,862	£600,000	633087.9			0.3	Medium Benefits to Cost Ratio, Desirable Works Package.	£815,880.00	£5,664,670.46	£866,301.38	£6,085,905.09
36	A5012	Roundabout (or Junction Improvement) Bonaill	1 sites	0	872	£1,034,880	£100,000	23705585.1				Low Benefits to Cost Ratio, but desired politically, and improved junction would reduce vehicle speeds.	£135,980.00	£5,900,650.46	£144,383.56	£6,230,288.66
37	A5004	Delineation and signing (Intersection)	1 sites	0	3449.2	£11,731	£5,000	679495.6			0.3	Medium Benefits to Cost Ratio.	£6,799.00	£5,807,449.46	£7,219.18	£6,237,507.83
38	A5004	Upgrade pedestrian facility quality	1 sites	0	6082.1	£26,528	£20,000	871361			0.2	Medium Benefits to Cost Ratio.	£27,196.00	£5,834,645.46	£28,876.71	£6,266,384.55
39	A5012	Central hatching	0.9 km	0.1	16016.1	£69,804	£7,200	870713.3			0.2	Medium Benefits to Cost Ratio.	£9,790.56	£5,844,436.02	£10,395.62	£6,276,780.16
40	A5004	Footpath provision passenger side (adjacent to road)	0.2 km			£31,103	£37,000				0	Low Benefits to Cost Ratio, but desirable to assist interconnectivity / access and safety, therefore Desirable Works Package.	£50,312.60	£5,894,748.62	£53,421.92	£6,330,202.08
41	A5004	Bicycle Lane (off-road) part, (with improvements to assist interconnectivity with existing ProW Network, and quiet roads.	10 km	1.1	218795.4	£1,497,189	£300,000	1367079.8			0.1	Low Benefits to Cost Ratio, but desirable to assist interconnectivity / access and safety, therefore Desirable Works Package.	£407,940.00	£6,302,688.62	£433,150.60	£6,763,352.77
42	A5004	Side road unsignalised pedestrian crossing	1 sites	0.1	11622.8	£80,468	£20,000	1381148.3			0.1	Low Benefits to Cost Ratio, but improvements for vulnerable highway users within the local community desirable.	£27,196.00	£6,329,884.62	£28,876.71	£6,792,229.49
43	A5004	Shoulder sealing passenger side (>1m)	1.1 km	0.2	44314.2	£85,114	£225,850	883718.2			0.5	Medium Benefits to Cost Ratio, but Monitor, and DCC Future Maintenance Programme could address locally in future, if necessary.	£307,110.83	£6,636,965.45	£326,090.28	£7,118,310.77
44	A5004	Shoulder sealing driver side (>1m)	1.1 km	0.2	40364.7	£85,114	£225,850	421263.1			0.5	Medium Benefits to Cost Ratio, but Monitor, and DCC Future Maintenance Programme could address locally in future, if necessary.	£307,110.83	£6,944,106.28	£326,090.28	£7,444,410.04
4619		Shoulder sealing passenger side (<1m)	0.6 km	0.4	82814	£24,499	£1,200	59101			3.4	Monitor, and DCC Future Maintenance Programme could address in future, if necessary.				Monitor, and DCC Future Maintenance Programme could address in future, if necessary.
4619		Shoulder sealing driver side (<1m)	0.6 km	0.5	94350.6	£23,313	£1,200	49364.3			4	Monitor, and DCC Future Maintenance Programme could address in future, if necessary.				Monitor, and DCC Future Maintenance Programme could address in future, if necessary.
4619		Sideslope improvement - driver side	1.3 km	5.7	1144603.6	£3,216,407	£135,000	561398.7			0.4	Not achievable within landtake available. Monitor, and locally DCC Future Maintenance Programme could address in future, if necessary.				Not achievable within landtake available. Monitor, and locally DCC Future Maintenance Programme could address in future, if necessary.
4619		Sideslope improvement - passenger side	0.1 km	0.8	156157.9	£382,906	£15,000	489872.8			0.4	Some regrading carried out within landtake available, but generally not achievable within landtake available. Monitor, and DCC Future Maintenance Programme could address locally in future, if necessary.				Some regrading carried out within landtake available, but generally not achievable within landtake available. Monitor, and DCC Future Maintenance Programme could address locally in future, if necessary.
A5004		Road surface rehabilitation	0.6 km	0.1	18633.5	£73,765	£139,000	790876			0.3	Monitor, and DCC Future Maintenance Programme has, and will continue to address in future, if necessary.				Monitor, and DCC Future Maintenance Programme has and will continue to address locally in future, if necessary. Proposed Average Speed Camera system will reduce average vehicle speeds, and hence should reduce occurrence of vehicle encroachment on highway margins.
A5012		Shoulder sealing driver side (<1m)	1.5 km	0.1	13630.2	£64,040	£3,000	938651.7			0.2	Medium Benefits to cost ratio, but Monitor, and DCC Future Maintenance Programme has and will continue to address in future, if necessary.				Medium Benefits to Cost Ratio, but Monitor, and DCC Future Maintenance Programme has and will continue to address locally in future, if necessary. Proposed Average Speed Camera system will reduce average vehicle speeds, and hence should reduce occurrence of vehicle encroachment on highway margins.
A5012		Shoulder sealing passenger side (<1m)	1.4 km	0.1	11173.8	£60,851	£3,000	1087979.1			0.2	Medium Benefits to Cost Ratio, but Monitor, and DCC Future Maintenance Programme has and will continue to address in future, if necessary.				Medium Benefits to Cost Ratio, but Monitor, and DCC Future Maintenance Programme has and will continue to address locally in future, if necessary. Proposed Average Speed Camera system will reduce average vehicle speeds, and hence should reduce occurrence of vehicle encroachment on highway margins.



A5012	Lane widening (up to 0.5m)	0.9 km	0.2	41294.2	£1,171,472	£225,000	5667590.3	0	Not achievable widespread within landtake available. Monitor, and locally DCC Future Maintenance Programme has, and could further address locally in future, if necessary. Proposed Average Speed Camera system will reduce average vehicle speeds, and hence reduce occurrence of vehicle encroachment on bends.	Not achievable widespread within landtake available. Monitor, and locally DCC Future Maintenance Programme has, and could further address locally in future, if necessary. Proposed Average Speed Camera system will reduce average vehicle speeds, and hence reduce occurrence of vehicle encroachment on bends.
A5004	Sideslope improvement - passenger side	0.1 km	0.1	20489.4	£382,906	£5,000	3731695	0.1	Monitor, and locally DCC Future Maintenance Programme has and will continue to address locally in future, if necessary.	
A5004	Sideslope improvement - driver side	0.9 km	0.5	104141.5	£3,563,022	£45,000	6831350.3	0	Monitor, and locally DCC Future Maintenance Programme has and will continue to address locally in future, if necessary.	
A5012	Road surface rehabilitation	6.6 km			£861,379	£1,580,000		0	Monitor, and DCC Future Maintenance Programme has, and will continue to address in future, if necessary.	
A5012	Bicycle Lane (off-road)	1.2 km			£200,952	£135,000		0	Through area of SSSI. Upgrade of footpath to bridleway status not achievable on current footpath route. Line would have to change significantly, and would necessitate excessive embankments to slacken off gradients sufficiently. Similarly significant structure full length would be required if adjacent to roadside within the SSSI.	Through area of SSSI. Upgrade of footpath to bridleway status not achievable on current footpath route. Line would have to change significantly, and would necessitate excessive embankments to slacken off gradients sufficiently. Similarly significant structure full length would be required if adjacent to roadside within the SSSI.
A619	Parking improvements	0.1 km	0.2	43594.8	£78,131	£1,000	6639.4	30.1	Not achievable / not supported at Consultation. Limited off road parking for residents. Therefore TRO not pursued.	Not achievable / not supported at Consultation. Limited off road parking for residents. Therefore TRO not pursued.
A619	Horizontal Realignment	1.1 km	29.8	5948632	£1,050,422	£340,000	35278	5.7	Not achievable / not supported at Consultation. Strong Objections at Consultation from Town Council, and from Car Park Operators, as change of priorities involved would have potentially negative impact on Access and Egress to immediately adjacent Car Parks. Also in Conservation Area, and also tree surgery required. Therefore horizontal realignment / junction improvement not pursued.	Not achievable / not supported at Consultation. Strong Objections at Consultation from Town Council, and from Car Park Operators, as change of priorities involved would have potentially negative impact on Access and Egress to immediately adjacent Car Parks. Also in Conservation Area, and also tree surgery required. Therefore horizontal realignment / junction improvement not pursued.

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A5012 Via Gellia Safer Roads Fund Project
Consultation Report



A5012 Via Gellia Safer Roads Fund Project
Consultation Report



A5012 Via Gellia Safer Roads Fund Project Consultation Report

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The consultation findings expressed herein relate to the A5012 Via Gellia Safer Roads Fund project only. This document has been prepared for the sole use of reporting the consultation findings and how they may impact on the safety interventions to be introduced as part of the project scope and to progress to detailed design and installation.

Recommendations or comments contained within this report should only be read and relied upon within the context of the entire document.

A5012 Via Gellia Safer Roads Fund Project Consultation Report

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A5012 Via Gellia Safer Roads Fund Project

Consultation Report

Introduction

The A5012 Via Gellia Safer Roads project is a Department for Transport sponsored road safety initiative. Research by the Road Safety Foundation and RAC Foundation has identified the A5012 as having one of the worst KSI safety records in the UK appearing in the top list of worst roads. Several road safety interventions are planned for the A5012 Via Gellia route aimed at improving road safety. It is standard practice for the council to consult on the nature and location of the interventions so that its internal consultees, wider stakeholders, and members of the public can view the proposals, make comment, and give feedback. This consultation report summarises the method by which the consultation was undertaken, the responses made and what impact these have had on the safety interventions to be taken forward into detailed design and installation.

Consultation Methods

Consultation drawings were prepared detailing the locations and nature of the proposed safety interventions along the route. An explanation of the project and the interventions was also drafted. These comprised the consultation materials.

DCC holds a list of stakeholders who are mandatory recipients of consultations that the council undertakes including internal consultee departments and affiliated organisations. Cllr Kewal Atwal and local MP, Sarah Dines, were emailed a copy of the above consultation materials on 20th February 2023. Following the acknowledgement of receipt from Cllr Kewal Atwal the same information was then emailed to the remaining mandatory consultees on 21st February 2023.

The consultation materials were also loaded onto a DCC webpage for the on-line consultation. Letters of invitation to individual frontagers along the A5012 were hand delivered on 23rd February 2023. These included the sections of the route passing through Cromford, Bonsall, Grange Mill, Pikehall and Newhaven. The village of Ible was also letter dropped given that the accesses to the village are taken off the A5012. An invitation to attend public exhibitions about the proposed works was also shared within the consultation letter.

The on-line consultation started on 27th February and ended 26th March 2023. On-line responses were received from 211 respondents using the feedback questionnaire. Some of those responding completed part of the form but did not give any commentary or views on the proposals. Other feedback was received using the roadsafety@Derbyshire.gov.uk email address from the on-line webpage but there were few respondents using this route. Those responding sought more information about the issues along the route or queried why the speed limit couldn't be reduced further. Individual responses were sent to these parties to clarify the data or to give reasons why their proposals couldn't be taken forward.

Two public exhibitions were held at the Cromford Community Centre at Cromford, one on Thursday 2nd March 2023 and the other on Tuesday 14th March 2023. Both ran between 2pm and 8pm attended by the project manager, a traffic and road safety officer, a member of the average speed camera team and staff from the Education and Training Team. Alternative venues were investigated but none were deemed suitable; the Bonsall Village Hall had a steep gradient which would hinder access by people with disabilities, the Carriages at Newhaven was a formal dining venue, and Cromford Institute had smaller rooms. Regrettably therefore, only a single venue was deemed available with suitable facilities for all types of users.

A5012 Via Gellia Safer Roads Fund Project Consultation Report



Those interested in the proposed safety interventions or those who had personal insight regarding issues along the route came throughout the above period. A record was made of those attending each event as follows:

Exhibition Dates	Numbers attending	Number of Responses
Thursday 2nd March	41	20
Tuesday 14th March	29	17

Some of those attending the exhibition advised that they would consider the proposals further and make a response on-line.

Consultation Findings

Number of Respondents

There were 248 respondents to the consultation. The age range of those respondents was as follows:

Age Range	Number
18-24	0
25-34	13
35-44	25
45-54	42
55-64	82
65 and over	86

No-one below the age of 24 responded. Those responding in the other age ranges generally increased the older the respondent with the 55 and over range giving the greatest number of responses.

Mode of Transport

The main modes of transport used by the respondents along the Via Gellia were as follows:

Mode	Number
Car	197
Cyclist	15
Commercial vehicle	11

A5012 Via Gellia Safer Roads Fund Project Consultation Report

Motorcyclist	17
Pedestrian	2

The remainder did not indicate the type of vehicle they used. The responses can therefore be viewed from the perspective of car drivers as they are the largest group of respondents in this instance.

For or Against the Consultation Proposals

The consultation literature proposed various safety measures along the route and invited feedback on the proposals. Each written response has been assessed to determine the respondents support or otherwise for the proposed safety intervention. If the respondent was unsure whether the proposals would be a success or not, or whether the reviewer was uncertain if the response was in support or against the proposals these are marked as 'Unsure'. If no response was given, then these can be assumed to be a 'no comment' as to being neither in favour nor against the proposals.

Below is a summary of the support or otherwise for the project overall:

For – 97	Against – 28
Unsure – 69	No response – 52

The results would suggest overwhelming support for the road safety proposals.

Those against suggested that the money would be better spent addressing potholes on the county's network. Unfortunately, this is capital money and aimed at targeting the poor collision record along this road. It can't be used for maintenance activities.

A large proportion of respondents were unsure whether the proposals would yield the reduction in collisions sought and sought evidence from other examples. Some had vested interest in maintaining the status quo by retaining the vegetation, not installing speed cameras, or reducing the speed limit. Some didn't think that the signalisation of the Grange Mill junction should proceed or that the junction improvements planned for Clatterway would be of benefit.

Speed Limit Reduction/Average Speed Cameras

Below is a summary of the support or otherwise for this safety intervention:

For – 82	Against – 32
Unsure – 3	No response – 123

There was clear evidence of support for the speed limit to be reduced and average speed cameras to be installed. The majority of those supporting the speed measures lived adjacent to the route and were aware of the issues of excessive speeds and the collisions that occur along the route. The respondents considered that this would be a major contribution to road safety along the route. Some considered that this would be effective at addressing the excessive speed of some drivers and motorcyclists who now frequent the route following the introduction of average speed cameras elsewhere in the network.

Most of the negativity to this intervention blamed those drivers who had collisions by taking bends too fast or not being aware of the road conditions. Some didn't see the need for the safety cameras as they hadn't seen any accidents along the route and blamed the collision on poor driver behaviour. Some motorists considered that this was a means of taxing the motorists if they were subsequently prosecuted for exceeding the speed limit.

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Road Restraint Systems (Crash Barriers)

Below is a summary of the support or otherwise for this safety intervention:

For – 35	Against – 9
Unsure – 0	No response – 204

Most respondents had no clear opinion as to these measures proceeding. This could be because the consultation information didn't share details of collisions where motorists had left the carriageway. However, those that did indicate a preference were in support of the intervention proceeding.

Road Markings/Signage Improvements

Below is a summary of the support or otherwise for this safety intervention:

For – 44	Against – 8
Unsure – 0	No response – 196

Most respondents had no clear opinion as to these measures proceeding. Most considered that better road markings and signage would be of benefit to motorists, which reflects that they were more in favour than against this intervention proceeding.

Friden Ghost Island Right Turn Lane

Below is a summary of the support or otherwise for this safety intervention:

For – 34	Against – 7
Unsure – 1	No response – 207

Most respondents had no clear opinion as to this measure proceeding. Some queried the need for a ghost island right turn lane as traffic movements and collisions were low at this location in their opinion. The latter is backed up by the collision information with a single collision occurring between 2012-2022. More were in favour of the intervention proceeding than against it.

Clatterway Junction Improvement

Below is a summary of the support or otherwise for this safety intervention:

For – 38	Against – 17
Unsure – 5	No response – 188

Most respondents had no clear opinion as to this measure proceeding. Those against didn't understand the issues at this location and queried whether a reduction in the junction footprint was necessary. More were in favour of the intervention proceeding than not.

Since the consultation was undertaken, a preliminary design of the junction improvement has been shared with nearby residents for comment. To date, no responses have been received which suggests that it would meet with their approval.

Grange Mill Crossroads Signalisation

Below is a summary of the support or otherwise for this safety intervention:

For – 40	Against – 24
Unsure – 5	No response – 182

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Most respondents had no clear opinion as to this measure proceeding. Although the majority supported the signalisation proceeding, the main reasons against were in relation to the speed limit through the junction and on the side road approaches with a suggestion for it to be reduced to 40mph. A farmer at Ible also suggested that it would be difficult for them to get their tractor/trailer into the flow of traffic due to queuing vehicles from the Winster direction. This wasn't considered to be an issue as the signal loop detectors would identify a demand when vehicles travel over them and allow vehicles through the junction.

Vegetation Clearance and Visibility Splay Improvements

Below is a summary of the support or otherwise for this safety intervention:

For – 54	Against – 17
Unsure – 2	No response – 175

Most respondents had no clear opinion as to this measure proceeding. However, there were significantly more in favour of the clearance works proceeding than against. The chief benefits were that the road would be allowed to dry out by improved access to sunlight and wind to dry the road surface. Those against suggested that the loss of the trees would be a detraction to the current tree lined limestone valley. Others proposed that road safety would be improved by the lack of visibility, but this is contrary to the collision record along the route.

It should be noted though that there are many ash trees along the Via Gellia. The County Council has an ash die-back programme whereby diseased trees need to be felled and removed to prevent its spread. The A5012 Via Gellia route is being targeted in the Autumn 2023. Hence, many of the trees along the valley will be lost. Compensatory planting is also proposed but ideally not within the visibility splays.

Road Drainage Improvements

Below is a summary of the support or otherwise for this safety intervention:

For – 56	Against – 6
Unsure – 0	No response – 186

Most respondents had no clear opinion as to this measure proceeding. Those in favour of the intervention recognised that the route is heavily used by quarry and HGV traffic which leads to deposits along the road and hence the drainage systems require more regular maintenance.

Discussions with Derbyshire County Council's Flood Team, responsible for the gully cleansing contract, identified that maintenance activities haven't been at their best along the A5012 route in the past. A new gully cleansing contract has been let and it is hoped that improvements will be made to the drainage systems along the route.

Contact has been made with the planners as there are planning conditions relating to the quarry operations to reduce dust and deposits on the highway. A review of the planning conditions for each quarry alongside the A512 has been made and enforcement action has since been taken and the planning team are continuing to monitor the situation going forward.

PROW Landings and Verge Hardening

Below is a summary of the support or otherwise for this safety intervention:

For – 39	Against – 6
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Unsure – 0

No response – 203

Most respondents had no clear opinion as to this measure proceeding. The respondents that were frequent walkers of the PROW adjacent to the A5012 Via Gellia supported the hardening of verges at the PROW access and crossing points. Some suggested improvements have since been assessed and there are too many engineering difficulties for them to be actioned via the Safer Roads Fund budget. These may be picked up by the PROW Team in the future action and a report prepared detailing the investigations made and recommended proposed improvements.

Other Suggested Safety Interventions

Many of the respondents made suggestions as to other safety issues that did not form part of the proposed safety interventions along the A5012 route but which they would like to see introduced.

For additional or alternative measures – 82

No request received – 164

These have been discussed with the Road Safety Team and both the responder and the Road Safety Team's comments are summarised below.

1. A515/A5012 Newhaven Junction

Respondents considered that the Newhaven Junction had been missed from the route proposals. The analysis of the collision history from the Department for Transport did not identify a safety issue at this location in the study years. However, collisions have increased at this location since. The proposals to alleviate this issue either comprise an improved T junction, a roundabout, or a ghost island right turn lane solution.

A feasibility assessment has been undertaken for each of these junction forms. A roundabout would seem to be one of the safest options to install and there appears to be sufficient land available to install one. However, there are difficulties in terms of deflection that may require a departure from standard. A roundabout solution could cost over £2m to install depending on utility diversion costs and would take almost all the available budget to install leaving little to no budget remaining to install the other proposed safety interventions for the rest of the route. Hence, this option isn't feasible financially given the safety sacrifices that would need to be made along the rest of the route.

A ghost island right turn lane solution using the existing junction would fit within the available highway footprint and should be cheaper to install than a roundabout. The issue would be around the funding available to intervene in this manner. An improved T junction with a modified approach to the A515 would cost a similar amount. The T junction or ghost island right turn lane would take up a significant part of the budget for the route proposals for construction which could only be met by reductions in the scope of work on the A5004 Long Hill project.

Due to the higher than normal collision casualties recorded at the Newhaven junction, it is recommended that an improvement to the junction be considered and if cost savings can be made to the safety interventions planned for the A5004 Long Hill route, a ghost island right turn lane or modified T junction be installed subject to installation costs being within the available budget for both Safer Roads fund projects.

2. Ryder Point Junction – Proposed Ghost Island Right Turn Lane

Respondents complained about the lack of visibility of standing traffic at the junction when approaching from the west. Examination of the accident record for the junction over the past ten

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years identified just two accidents occurring resulting in slight injuries by the occupants. The suggestion isn't borne out by the safety record for the junction.

A cursory feasibility examination of the junction has been made and a very sub-standard ghost island right turn lane could be installed but would require relaxation or departures from standard to achieve it. Its success would also be dependent upon other safety measures being implemented such as the clearance of the visibility splays to improve forward visibility.

The northern part of the junction is significantly lower than the road level and would need to be built up to provide the additional traffic lane. A safety barrier would also be required. Bonsall Brook is also nearby and may require re-alignment depending on the footprint of the junction.

This solution isn't considered feasible therefore, given the above.

3. Seeking Lower Speed Limits along the route

Several respondents proposed lower speed limits, i.e., 50mph to 40mph in rural locations, 40mph to 30mph within Grange Valley and 30mph to 20mph in Cromford, thinking that this would by itself automatically achieve the desired safety result.

Past speed surveys within each speed zone confirm that the 85th percentile speed is at or slightly above the signed speed limit. This means that 15% of all drivers currently exceed the signed speed limit. Reduction of the signed speed limit is therefore unlikely to achieve the desired effect of lowering vehicle speeds consistently to improve road safety along the route.

In addition, highway authorities need to be guided by the 'Setting Local Speed Limits' advice from Government. This recognises that to achieve a desired speed along the road, the speed limit needs to reflect the character of the road and be enforceable by the Police to be successful. The Road Safety team consider that the current lower speed limits between Cromford and Bonsall reflect the advice within the above. Where there are many junctions and driveways accessing the route with properties directly fronting it then the speed limit is 30mph. Where there are fewer junctions or access then the speed limit is 40mph. Where the route is more rural with major junctions spaced far apart and with few frontagers then the 50mph speed limit is appropriate.

The Road Safety Team has reviewed the need for lower speed limits along the route and consider that there are advantages to lowering the speed limit through the Grange Mill crossroads from 50mph to 40mph in conjunction with the proposed installation of traffic signals at the junction. However, except for the proposal to reduce the national speed limit section to 50mph west of the Grange Mill crossroads, the current speed limits are appropriate for the characteristics of the route.

4. Widening the Carriageway at Pinch Points

The tight radii of the bends between Bonsall and Cromford presents difficulties for HGV traffic when passing. West bound vehicles end up mounting the footway and coming into conflict with pedestrians. Cyclists are also squeezed on the uphill sections. Significant overrun damage is also occurring alongside the road at these points.

Consideration will be given to winding the road at these locations, but it does present difficulties as follows:

- The highway extent is to the road edge meaning that land would have to be acquired from the neighbouring landowner and there is no certainty that this can be achieved and introduces potential delays while the terms are agreed.

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- Limestone outcrops mean that lane widening will be difficult and costly to install.
- The land adjacent has several statutory stakeholders and classifications – English Heritage, Natural England, SSSI and Special Area of Conservation status. The agreement of each of these parties would be necessary to achieve the desired width improvements.
- Drainage systems may also need to be extended and improved if there are falls towards the inside of the bends.

The decision has been taken to investigate the feasibility of improving the lane width issues along the eastern section of the route subject to the agreement of the various statutory bodies whose areas would be impacted by this proposal. However, these can't be afforded due to the restrictions of working within the SSSI and SAC designated areas in conjunction with the costs and intrusion likely to be caused by removing limestone within these areas.

5. Reducing the amount of Quarry Traffic along the route

Many suggestions have come forward to re-direct quarry and HGV traffic from the route. However, the route is part of the Principal Road Network designated by its 'A' road status and is therefore deemed to be capable of taking such traffic. In addition, there are fewer alternative routes for HGV traffic in this part of Derbyshire onto which HGV traffic could be re-directed and doing so would move the issue somewhere else. Therefore, it isn't practical to re-direct most HGVs on to adjacent routes.

6. A5012/ Winster Junction at Aston Hill

A respondent has sought an improvement of this junction to aid visibility when leaving from the Winster direction citing that the trees in the Keeper's Cottage property obstruct visibility towards Grange Mill. The location is also used by walkers who park at the junction before starting their walk.

The collision records for this location have been reviewed and only a single accident has occurred in the past 10 years. Discussion with the Road Safety Team concluded that this location doesn't have a significant safety record and that improvements such as re-aligning the kerb line etc. are not necessary. However, the design team should look to remove some of the overhanging vegetation that obscures visibility to the east subject to agreement with the adjacent landowner.

7. Improvements for Particular User Groups

Several respondents have sought specific measures to help improve safety of their chosen mode of transport when using the route. Equestrians have sought improved crossing and access facilities, for instance at the above Winster junction at Aston Hill and access to the high peak trail via Mouldridge Lane. These are part of the proposed safety interventions, but a subsequent preliminary investigation has identified level issues and the need for retaining structures of some kind.

Other suggestions relate to the creation of new public rights of way through off highway provisions across private land. While these proposals do have merit, it would take time to agree these new rights of way with the landowner(s). For this reason, they will fall outside of the scope for this project due to the anticipated timescales involved to reach agreements etc.

Cyclists have sought dedicated on road cycle lanes for their use through the narrower sections between Cromford and Bonsall. The majority of these cannot be delivered by the safer roads funded works at this time. The nature of the works and the geography of the route would require more extensive works than can be funded through the safer roads project at this time.

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Statutory Consultees

Sections of the A5012 Via Gellia route are administered by several statutory consultees as follows:

English Heritage

Natural England

Derwent Valley Mills World Heritage Site

Special Area of Conservation

Site of Special Scientific Interest

Peak District National Park Association

Environment Agency

Derbyshire County Council's Conservation and Design Team

Many of the consultees have cited the proposed interventions as being out of character for the area where the highway interventions are proposed to be installed. Some like Peak District National Park Association have issued a 'holding objection' effectively seeking engagement with the designers to minimise the impact of the proposals in the Peak Park. Others like the Conservation and Design Team are seeking further information or an alternative proposal to be considered which may be out of keeping with standard collision intervention measures. Some, like the Environment Agency and Derwent Valley Mills have responded but made no comment on the proposals.

A clear way of appeasing the various statutory requirements is yet to be determined but the design team will share the design details when they become available and engage with the various statutory consultees to minimise their impact. A separate report covering the Heritage and Ecology impacts of the proposed safety interventions has been commissioned via Amey to aid these future discussions.

Conclusion

The consultation has received much interest from those that live adjacent to and use the A5012 Via Gellia route. The two public exhibitions have also been well attended. The responses received are therefore deemed to be representative of the public's views regarding the proposed road safety interventions.

There is overall support for the project to proceed in its current form both as a whole and for the various proposed interventions. Refinement of the proposals may be required as the project moves forward into preliminary and detailed design.

Equality Impact Analysis Record Form 2022 – Derbyshire County Council

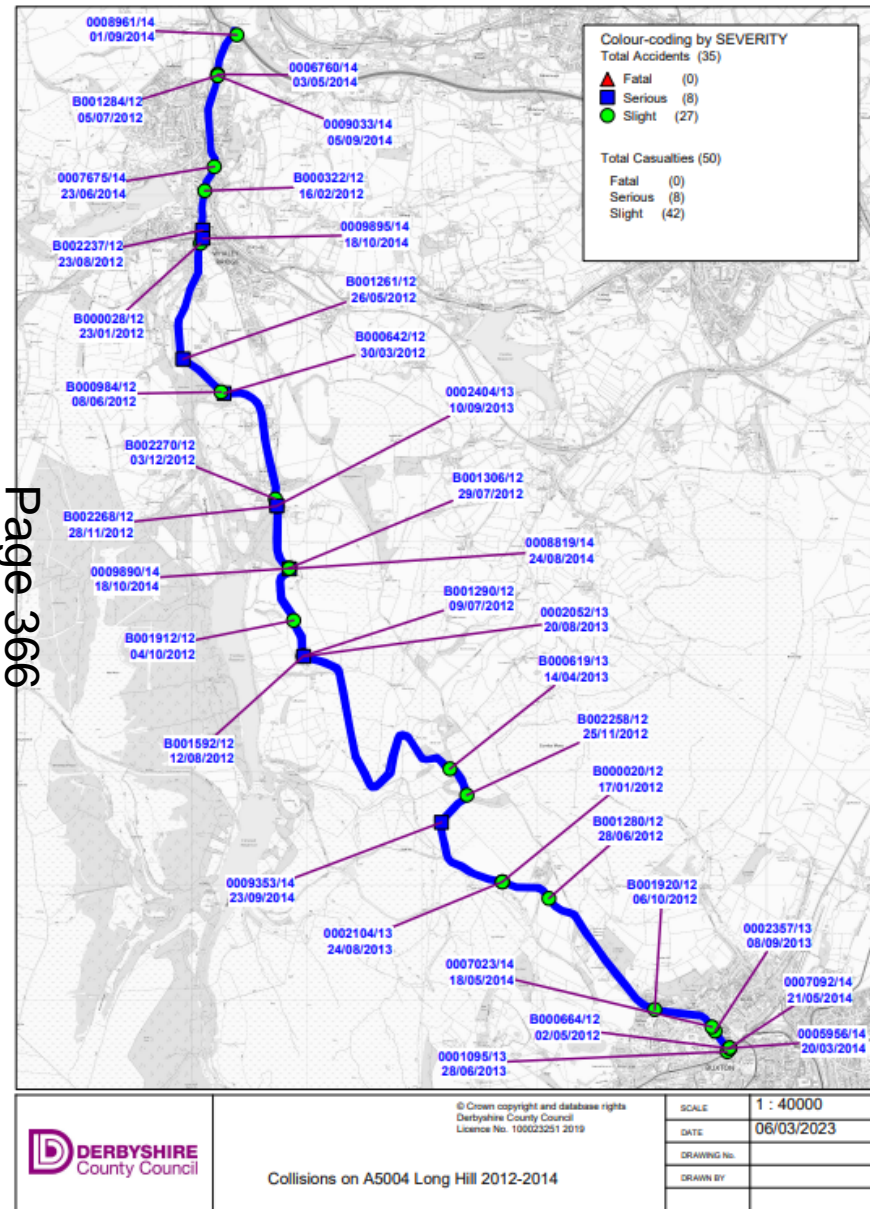
Introduction and context

Policy/ Service under development/ review	Place				
Department/ Corporate	Transportation Strategy				
Lead officer	Gary Thompson				
EIA Team:	Gary Thompson, Alan Marsden, Steve Alcock, James Cross, James Hardy, Jack Dean and Vanessa Ball				
Date analysis commenced:	15 th May 2023	Date completed:		Date approved:	

Part 1. About the service/ policy or function and the reason for the EIA

Page 5 of 5	What is the purpose of the service, policy, or function?
	<p>This Equality Impact Analysis (EIA) refers to the Authority's Safer Roads Fund programme focused on two principal roads being funded by the Department for Transport:</p> <ul style="list-style-type: none">• A5004 - Buxton to Whaley Bridge (Long Hill)• A5012 – Cromford to Newhaven (Via Gellia) <p>The primary purpose of the Safer Roads Fund programme is to reduce death and serious injuries of those involved in a road collision by delivery of practical road improvement measures. The proposed road safety measures have been identified by a technical exercise using VIDA software and through local engineering judgement. This EIA seeks to ensure that equality, diversity, and inclusion considerations are reviewed and inform the design and implementation of the proposed safety measures.</p>

Are there any proposals to change these?



Safer Roads Fund Project: A5004 Long Hill Route

The A5004 extends from Buxton in the south to Whaley Bridge to the north of High Peak District. The project does not seek to change the purpose of the A5004 as a principal road route; but it does seek to implement safety measures to reduce the number and severity of road collisions.

The location of the collisions within the SRF baseline year (2012-2014) are shown in the figure (left). The collision data for following years shows that casualties have reduced but the same categories of collisions are occurring. A holistic approach to casualty reduction is proposed for the route rather than addressing collision blackspots.

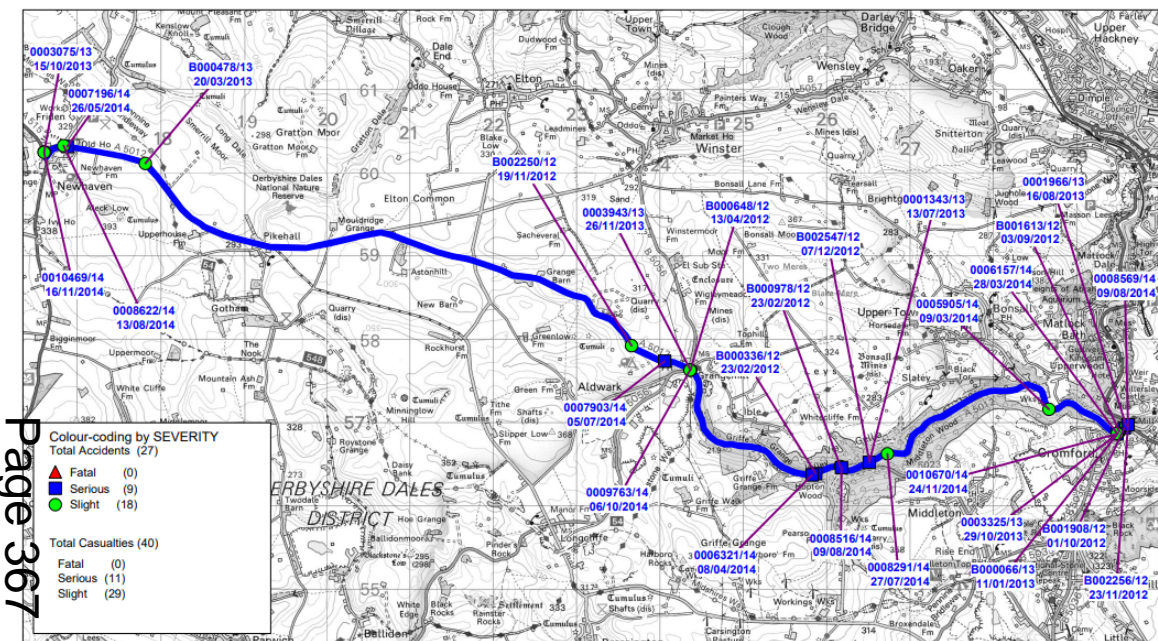
The proposed measures are:

- Buxton town centre where works will seek to improve pedestrian facilities, pedestrian and cycle facilities and a new roundabout junction to address collisions.
- Average speed cameras will be installed along the route to influence driver behaviour to adopt a lower speed when within the higher speed sections of the A5004, including enforcement of the 40mph speed limit through Fernilee.
- Improvements to pedestrian facilities will be made at some side road junctions within Whaley Bridge to aid pedestrian movements at difficult side road junctions.
- Road signing and road markings will be reviewed and improved along the route to aid driver awareness of hazards ahead.
- The clearance of trees and other roadside hazards will also be attempted but will be subject to the consent of adjacent landowners.
- Vehicle restraint systems will also be reviewed and upgraded with bike guards as appropriate.
- Old Road, an adopted highway that has fallen into disrepair, will be improved to enable it to be passable by traffic but particularly targeting cyclists which don't wish to use the A5004 route.
- PROW landings will also be improved subject to landowner consent.

Safer Roads Fund Project: A5012 Via Gellia Route

The A5012 extends from Cromford in the east to Newhaven in the west. The location of the collisions within the SRF baseline years (2012-2014) are shown below. A holistic approach to casualty reduction is proposed for the route rather than addressing collision blackspots.

The proposed measures are:



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- Re-marking of the road markings along the entire route to make them more durable against HGV traffic.
- Average speed cameras are proposed to change driver behaviour and adherence to the new and existing speed limits. The proposal also includes the creation of a 40mph section in the vicinity of Grange Mill Junction and a reduction of the national speed limit section west of Grange Mill from 60mph to 50mph to join up with the existing 50mph speed limit at Newhaven on the A515.
- Junction changes will also be made at Bonsall (to aid pedestrian movements), Grange Mill (through signalisation of the junction) and at Newhaven (by creating a ghost island right turn lane facility and modifying the junction footprint).
- Changes will also be made to the double white line system to help protect those crossing at the High Peak Trail crossing point.
- PROW crossings and landings will also be improved (if funding permits).
- Road signing and road markings will be reviewed and improved along the route to aid driver awareness of hazards ahead.
- The clearance of trees and other roadside hazards will also be attempted but will be subject to the consent of adjacent landowners.
- Vehicle restraint systems will also be reviewed and upgraded with bike guard as appropriate.



Collisions on A5012 Via Gellia 2012-2014

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SCALE	1 : 50000
DATE	07/03/2023
DRAWING No.	
DRAWN BY	

Part 2. Supporting evidence about impact

What is presently known about how the current service or policy impacts upon people with a protected characteristic, people from disadvantaged communities, armed forces personnel and other groups outlined in the Council's guidance for EIAs?

The Safer Roads Fund schemes are intended to reduce risk to all road users by taking a long-term holistic approach to highway safety along both routes. Although the project seeks to reduce the severity and number of all collisions, there are trends associated with age across Derbyshire which can be reviewed through this EIA:

- Vulnerable road users (pedestrians, pedal cyclists, and motorcyclists) made up just over a third of all casualties in Derbyshire, but 60% of killed and seriously injured casualties.
- Groups showing continual decline of killed and seriously injured casualties were motorcyclists, adult pedal cyclists, goods vehicles, older drivers, alcohol related collisions and collisions on the motorway.

Therefore, all the protected groups seem to be affected by and would benefit from the installation of safety interventions along both routes.

Please detail the sources for the above information

- **RAC Foundation in combination with the Safer Roads Foundation.** https://www.racfoundation.org/wp-content/uploads/Tackling_high_risk_regional_roads_safer_roads_fund_full_report_Oct_2018.pdf
- **Derbyshire Casualty Report.** <https://www.saferroadsderbyshire.org.uk/site-elements/documents/pdf/derby-and-derbyshire-casualty-report-2021.pdf>
- <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-older-and-younger-driver-factsheets-2021/reported-road-casualties-in-great-britain-older-driver-factsheet-2021>
- <https://observatory.derbyshire.gov.uk/>
- <https://www.ons.gov.uk/visualisations/censusareachanges/E07000037/> | <https://www.ons.gov.uk/visualisations/censusareachanges/E07000035/>

Is consultation planned/ has consultation take place? If yes, what is this telling us about the likely impact on the protected characteristic and other communities/ groups etc.?

- DCC Consultation: A5004 online public consultation feedback and exhibitions 1st December 2022 to 15th January 2023.
- DCC Consultation: A5012 public consultation feedback and exhibitions 27th February to 26th March 2023.

If there is insufficient information to determine likely impact, what information is needed and how will it be obtained in the future?

As a casualty reduction project, the County Council monitors collisions along the route and understands the measures that can be installed to reduce them in line with national design standards.

Part 3. Analysing and assessing the impact by equality Protected Characteristic group

Use the information, customer feedback and other evidence to determine upon whom the policy/ service and any proposed changes will impact upon and how, highlighting where these have a negative, positive or no impact, including where this could constitute unfair treatment, limit access, or result in additional inequality or disadvantage, hardship, or exclusion.

For any identified negative potential impact, you must provide details of any action or options which could mitigate against this, and in serious cases, you should highlight where the Council would be advised not to proceed with a new or changing policy or service, including any proposals which are being considered.

Please use your action plan towards the rear of this document to record the action and the monitoring that will take place to deliver or identify appropriate mitigation.

Protected Characteristic Or Group	Positive impact	Negative impact	No impact
All protected Characteristics	The road safety measures on both the A5004 and A5012 have been assessed as having a positive impact on reducing the number and severity of road collisions which will be a positive benefit for all road users.		
(Please describe)	The types of measures have been selected using VIDA software which recommends the most appropriate measures to tackle existing road collision problems irrespective of the characteristics of people involved.		
Age	Measures that improve safety for pedestrian and cyclists on both the A5004 and A5012 corridors will have a positive benefit for the safety of pedestrians and cyclists of all ages and abilities.		

Protected Characteristic or Group	Positive impact	Negative impact	No impact
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 370</p>	<p>The signalisation of the A5012/ Grange Mill junction includes the provision of street lighting. This will support improved community and road safety during the hours of darkness. The signalisation will also incorporate a Pegasus crossing on the eastern side of the junction to aid equestrian users to travel safely on movements between Ible and the bridleway leading to the south from the junction.</p> <p>The Clatterway junction improvement is aimed at all user/characteristic groups.</p> <p>‘Copenhagen’ style junction improvements along Manchester Road and within Whaley Bridge are aimed at improving facilities for pedestrians and cyclists but will benefit all types of user and characteristic groups.</p> <p>The surfacing of Old Road will directly benefit cyclists and pedestrians but will also benefit those within the characteristic groups.</p> <p>The hardening of landings for PROW will benefit all users</p>		

Protected Characteristic or Group	Positive impact	Negative impact	No impact
	<p>including those within the characteristic groups.</p> <p>Evidence from other routes where average speed cameras have been introduced found that greater adherence to the signed speed limit is observed which leads to improved safety for all ages of road user.</p>		
(Please describe)	<p>Both the A5004 and A5012 are principal travel corridors utilised by people of all ages for both local and longer journeys by different travel modes, either as drivers, passengers, pedestrians, cyclists, or equestrian users. We know from Department for Transport analysis of collisions across Great Britain that there is a higher casualty rate for younger and older drivers across Great Britain. Therefore, measures which provide a safer environment for all ages, may have an increased positive benefit on these two routes because both High Peak District and Derbyshire Dales District populations contain higher proportions of older ages ranges: being between 20% and 40% higher than the national average.</p>		
Disability	<p>Currently, there is no continuous footway alongside the A5004. Therefore, the creation of a surfaced route via Old Road along a low traffic route provides more opportunities for all people, including people with mobility impairment or vision impaired people to walk or cycle along the route.</p> <p>The creation of 'Copenhagen' style junctions within both Buxton and Whaley Bridge give priority to pedestrians and cyclists crossing side roads. These encourage</p>		<p>A sausage island at A5012/ Clatterway will be provided to improve crossing for pedestrians. There is no current onward off-road pedestrian route to Bonsall at this location. Therefore, it is not proposed to provide tactile paving at this location because there is no accessible facility to guide visually impaired people to; and by doing so could make the existing situation more dangerous.</p> <p>Similarly, where rural public rights of way join or routes cross the</p>

Protected Characteristic or Group	Positive impact	Negative impact	No impact
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 372</p>	<p>vehicles to give-way behind the footway which makes it easier for all road users to cross in greater safety. The location of these will be chosen where there is good visibility to ensure that vehicles do not wait on the footway which could be particularly hazardous for disabled people.</p> <p>Highway designs will incorporate tactile paving and dropped crossings at all junction or business accesses.</p> <p>The Signalisation of the Grange Mill junction will also make it safer for cyclists/equestrians crossing the junction to the bridleway on the southeast side of the junction. The phasing of the signals will create gaps in the traffic flows making it safer for other protected groups to cross the road at this location.</p>		<p>A5004 and A5012, no provision for visually impaired pedestrians is to be provided in the form of tactile paving.</p>
(Please describe)	<p>There is no specific data about disabled drivers involved in collisions along these two routes. In 2021, 7.0% of High Peak and 6.0% of Derbyshire Dales residents were identified as being disabled. The design standards contain relevant guidance to guide the design of infrastructure to be provided along the corridor.</p>		
Gender re-assignment	<p>Positive impacts identified elsewhere in this EIA are of benefit to all people with and without this characteristic.</p>		
(Please describe)	<p>The assessment group has not identified any proposals that will have a material adverse impact on the grounds of Gender reassignment, but that the impacts which have been identified could affect people with and without this characteristic as outlined elsewhere in this analysis.</p>		

Protected Characteristic or Group	Positive impact	Negative impact	No impact
Marriage & civil partnership¹	Positive impacts identified elsewhere in this EIA are of benefit to all people with and without this characteristic.		
(Please describe)	The assessment group has not identified any proposals that will have a material adverse impact on the grounds of marriage and civil partnership, but that the impacts which have been identified could affect people with and without this characteristic as outlined elsewhere in this analysis.		
Pregnancy & maternity	<p>There are no restrictions on travelling during pregnancy and therefore positive benefits identified elsewhere in this EIA are considered to apply to all people with and without this characteristic.</p> <p>Evidence suggests that women who are active during pregnancy is better for their health and mental well-being. Therefore, the measures which provide a safer environment for walking and cycling are considered to provide a positive benefit.</p>		
(Please describe)	There is no specific data about whether those suffering collision injuries along these two routes are pregnant or have recently given birth. However, the positive impacts which have been identified could affect people with and without this characteristic as outlined elsewhere in this analysis.		
Race & ethnicity	Positive impacts identified elsewhere in this EIA are of benefit to all people with and without this characteristic.		

¹ Under EA 2010 – someone in a CP must not be treated less favourably than a married person

Protected Characteristic or Group	Positive impact	Negative impact	No impact
(Please describe)	The assessment group has not identified any proposals that will have a material adverse impact on the grounds of race and ethnicity, but that the impacts which have been identified could affect people with and without this characteristic as outlined elsewhere in this analysis.		
Religion/ belief²	St John's Church at Buxton will have alterations to the highway directly outside to build a new junction, should this measure proceed. Engagement will be required with the Church about the proposals and any restrictions to avoid impact on accessing the Church during the construction period can be included within project contract documentation.		
(Please describe)	The assessment group has not identified any proposals that will have a material adverse impact on the grounds of religion/ belief, but that the impacts which have been identified could affect people with and without this characteristic as outlined elsewhere in this analysis. The assessment group has identified that engagement with St John's Church, Buxton will be required to avoid impact on accessing Church services during the construction period.		
Sex or gender³	<p>Positive impacts identified elsewhere in this EIA are of benefit to all people with and without this characteristic.</p> <p>Average speed cameras may provide a more positive impact on males who ride motorcycles due to them being more likely to be involved in a motorcycle collision.</p>		

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² Under EA 2010 – must also consider non-religious belief

³ Sex and gender can be used at different times depending upon whether you are referring to the EA 2010 and the different duties which exist

Protected Characteristic or Group	Positive impact	Negative impact	No impact
(Please describe)	<p>A5004 Long Hill Collision Data demonstrates: Between 01/01/ 2012 and 31/12/2014 there were 60 drivers of vehicles involved in collisions. There were 41 collisions involving car drivers:</p> <ul style="list-style-type: none"> • 63% were male • 37% were female <p>There were 11 collisions involving motorcyclists:</p> <ul style="list-style-type: none"> • All were male <p>There were 4 collisions involving pedal cyclists:</p> <ul style="list-style-type: none"> • 3 were male, 1 female <p>There were 2 goods vehicle drivers:</p> <ul style="list-style-type: none"> • Both drivers were male <p>A5012 Via Gellia Collision Data Between 01/01/ 2012 and 31/12/2014 there were 55 drivers of vehicles involved in collisions. There were 41 car drivers:</p> <ul style="list-style-type: none"> • 68% were male • 32% were female <p>There were 6 collisions involving motorcyclists:</p> <ul style="list-style-type: none"> • All were male <p>There were 4 collisions involving pedal cyclists:</p> <ul style="list-style-type: none"> • All were male <p>There were 3 goods vehicle drivers:</p> <ul style="list-style-type: none"> • All were male <p>The installation of average speed cameras will benefit all users of the highway including those within the various characteristic groups.</p>		
Sexual orientation	Positive impacts identified elsewhere in this EIA are of benefit to all people with and without this characteristic.		
(Please describe)	The assessment group has not identified any proposals that will have a material adverse impact on the grounds of sexual orientation, but that the impacts which have been identified could affect people with and without this characteristic as outlined elsewhere in this analysis.		

Protected Characteristic or Group	Positive impact	Negative impact	No impact
Human Rights	N/A		
(Please describe)	The funding provided for the Safer Roads Fund has been ring-fenced to the delivery of road safety measures on the two routes. Therefore, there is no decision or assessment required to whether this funding should be used for other purposes.		
Armed Forces personnel/ households	N/A		
(Please describe)	The assessment group has not identified any proposals that will have a material adverse impact on Armed Forces personnel/ households.		
Users of British Sign Languages	N/A		
(Please describe)	The assessment group has not identified any proposals that will have a material adverse impact on users of British Sign Languages.		
DCC Employees	N/A		
(Please describe)	The assessment group has not identified any proposals that will have a material adverse impact on DCC employees. The White Hall Activity centre is located off the A5004 route, but it also has an access from Whaley Bridge via local roads. It is not thought that access to the centre would be an issue therefore, but engagement with the site operators will be made during the construction phases.		
Community and Voluntary sector organisations working with protected characteristic groups	N/A		
(Please describe)	The assessment group has not identified any proposals that will have a material adverse impact on Community and Voluntary sector organisations working with protected characteristic groups.		
Other not listed above	N/A		
(Please describe)	The assessment group has not identified any proposals that will have a material adverse impact on other non-listed groups.		

Part 4. Summary of main findings

- None of the measures have been determined to have a detrimental impact on the protected characteristic groups.
- The implementation of average speed enforcement systems will lead to a reduction in the number and severity of collisions and collision casualties along both routes and provide a positive benefit for all road users including those in the above protected characteristic groups.
- Other safety interventions targeted at cyclists and pedestrians will make the highway environment safer for their use. This would benefit all people or group of people within the EIA characteristic groups.

Are there any recommendations for changes to proposals?

No changes are proposed.

Part 5. Proposed Equality Action Plan

Please complete this Action Plan to outline any mitigation you intend to take.

Issue identified	Action required to reduce impact/ mitigate	Timescale and responsibility	Monitoring and review arrangements
Detailed design of the safety interventions is still ongoing	Ensure that the design complies with DCC and national standards	On-going – Kevin Parkes, Head of Professional Services	As part of the design review process
Check the Contractor's construction stage plan to determine impacts on the EIA protected groups	DCC review of the contractor's proposals	Following receipt of tenders	By site supervisors
Monitor use of the routes by cyclists and pedestrians of the difference protected groups	Ad-hoc survey	Following installation	Monitoring equipment by the roadside or ad-hoc traffic surveys
Reduction in the number and severity of the collisions and collision injuries along both routes.	Monitoring and analysis of the collision data supplied by the Police.	On-going	Monitoring and analysis of the collision data supplied by the Police.

Date and outcome of any Cabinet/ Cabinet Member or Council Report to which this was attached and their decision:

This EIA will be incorporated into a Cabinet Report timed for consideration by Members in Summer 2023.

Checklist for EIA

Action/ checks	Date	Name
1 st draft agreed		An earlier Cabinet Report dated 8 September 2022: Safer Roads Fund Project - A5012 "Via Gellia" Cromford to Newhaven (Minute No. 155/22 refers) and A5004 Long Hill Buxton to Whaley Bridge (Minute No. 156/22 refers) indicated that an EIA wouldn't be undertaken until the public consultation had been completed and the detailed design progressed for both projects. Hence, this is the earliest that the EIA could be undertaken to assess the impact of the safety interventions on the protected groups.
Consultation completed	26 th March 2023	
2 nd draft agreed	15 th May 2023/16 th June 2023	Original draft agreed in May but brought into a new format for EIA in June.
Forwarded to Policy & Research	14 th June 2023	John Cowings
Comments received from Policy & Research	19 th June 2023	No comments
Forwarded to HR	19 th June 2023	Angela Kirkham
Comments received from HR	19 th June 2023	No comments
Forwarded to Legal Services	20 th June 2023	Sarah Bond

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Comments received from Legal Services	21 st June 2023	No comments.
EIA revised in light of above (if applicable)	21 st June 2023	Not applicable
Signed off by DMT/ Senior Officer/ CMT	12 th July 2023	Dave Massey
Authorised for Cabinet or another committee	11 th August 2023	Julian Gould
Uploaded to Derbyshire Democracy site		
Decision noted		
Final copy forwarded to Policy for uploading to website		
Monitoring and review after 6/12 months		

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FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

CABINET

21 September 2023

Report of the Executive Director - Place

A5004 'Long Hill' Buxton to Whaley Bridge

(Cabinet Member for Highways, Assets and Transport)

1. Divisions Affected

1.1 Buxton North and East, Buxton West, Whaley Bridge.

2. Key Decision

2.1 This is a key decision because it is likely to result in the Council incurring expenditure which is, or savings which are significant having regard to the budget for the service or function concerned (this is currently defined as £500,000) and it is likely to be significant in terms of its effect on communities living or working in an area comprising two or more electoral areas in the County.

3. Purpose

3.1 To inform Cabinet of the responses to the public consultation events held for the A5004 Long Hill Safer Roads Fund (SRF) project and on-going consultation with statutory consultees.

3.2 To inform Cabinet of the scope of works recommended to be procured which may vary from those consulted upon and agreed with the Department for Transport in December 2022.

3.3 To inform Cabinet of the anticipated installation costs for each proposed safety interventions for the A5004 Long Hill route.

- 3.4 To inform Cabinet of the strategy for procuring the works through the County's internal Highway and Construction Services team.
- 3.5 To give authority for officers to work within the overall budget for the three SRF projects to a confirmed value of £6.798m by not implementing safety interventions that cannot be afforded.
- 3.6 To inform Cabinet of the findings of the Equalities Impact Assessment for the Safer Roads Fund projects.

4. Information and Analysis

- 4.1 In its 2016 Autumn Statement, Government announced the creation of a £175 million Safer Roads Fund to improve the safety of the 50 highest risk roads in England. Three of these roads are in Derbyshire:
 - A619 - Baslow to Bakewell (Thirteen Bends)
 - A5004 - Buxton to Whaley Bridge (Long Hill) and
 - A5012 – Cromford to Newhaven (Via Gellia)
- 4.2 Work on the A619 Baslow to Bakewell route has already been completed. Attention is now focused on progressing the work on the remaining SRF projects.
- 4.3 Cabinet approved the acceptance of the grant funding from the Department for Transport (DfT) and to progress the Public Engagement Process in a report dated 8 September 2022 (Minute No. 156/22 refers). Cabinet also sought feedback on the public consultation, together with the final scheme designs and procurement strategy before giving consent to install the proposed safety interventions. This report outlines the findings following the above actions.
- 4.4 It should be noted that the original proposals sought by the DfT in 2018 have been reduced in scope as they could no longer be afforded within the SRF project budget. This is due to construction inflation exceeding the normal inflation rate over recent years, a slight overspend on the A619 SRF project and the reduction of contingency funds available in the Highways Capital Programme which would have been used to underwrite any over-spend.
- 4.5 A reduced scope of work has therefore been agreed for both remaining SRF projects through discussion with the DfT in December 2022 that meets the available grant funding for these projects. The scope of work for both projects is detailed in Appendix 2. Those works above the orange line are the primary safety interventions while those below were

secondary options, only to be progressed if surplus funding was available following completion of the primary safety interventions.

- 4.6 The DfT also agreed to remove the need for the County Council to underwrite any overspends allowing the Council instead to vary the safety interventions to be installed within the available budget. The DfT has also given the County Council autonomy as to how the grant funding is spent both in terms of the interventions to be installed and when moving funding between the two SRF projects should an overspend or underspend occur.
- 4.7 The budget for the A5004 Long Hill route is £3.151m.
- 4.8 The preliminary design of the safety interventions has been undertaken to determine their viability and anticipated installation cost.
- 4.9 Changes to the location and types of some of the safety interventions are proposed along the A5004 Long Hill route following the preliminary design work. On-going discussions are taking place with the various consultees to refine the proposals.
- 4.10 Fundamental to achieving a reduction in collision casualties is the introduction of average speed cameras along the route from the Buxton 40mph/50mph speed gateway through to Whaley Bridge at the 30mph/50mph speed gateway. This safety intervention received majority support from respondents to the public consultation.
- 4.11 Stopping Sight Distance (SSD) vegetation clearance will be needed on both private and highway land. The highway limits include highway verges alongside the A5004. Although some vegetation clearance work is required on highway land other vegetation clearance work is located on adjacent private land.
- 4.12 The affected landowners have been contacted about the work needed on their land with the intention of using Section 154 of the Highways Act if they do not comply. Section 154 (S154) allows the highway authority to serve notice on landowners to clear vegetation where it interferes with the view of drivers of vehicles. These powers could result in the Council taking legal entry onto land to clear vegetation and the cost of so doing to be recovered from the landowner.
- 4.13 Some landowners are claiming hardship in that they do not have sufficient funds to conduct the vegetation clearance work on their land. Legally, the vegetation is on private land and therefore a landowner cost to address if it obstructs the visibility of motorists or overhangs the

highway. The Council cannot use public funds to clear vegetation on private land as it would set an unwanted precedent.

- 4.14 There are challenges with coordinating these works with affected landowners, but we are working around solutions with landowners to reduce the financial burden which may also involve the dedication of land under Section 72 of the Highway Acts 1980 in exchange for the Council to clear the vegetation at its own cost.
- 4.15 Land may also need to be purchased from adjacent landowners to install some of the safety interventions, such as the hardstandings needed to help maintain the average speed camera systems where no highway verge is present. Other consents may be required to establish highway signs in the adjacent land. This may require a formal exchange of letters or an easement/wayleave from the adjacent party. The cost of procuring these legal agreements will need to be met through the SRF budget. If negotiations are not successful regarding the speed camera infrastructure and hardstandings then powers under Section 95A of the Highways Act 1980 will need to be used.
- 4.16 One of the primary safety interventions is to promote an off road or to use lower trafficked alternative routes to the A5004 for cyclists travelling between Buxton and Whaley Bridge. The proposal sought to convert footways to shared use alongside the A5004 within Buxton and to maintain the former Old Road highway to enable its use by all groups of cyclists. The proposal is to create a shared footway along the western side of Manchester Road between the A53 junction and Old Road, recognising that pedestrian flows along the footway are low. Sections of the footway will be maintained, and new sections of footway created to provide the connection to Old Road. Old Road will also be maintained reinstating the bituminous surfacing where this has deteriorated.
- 4.17 Various pedestrians' improvements are planned as part of the off road cycling measures by changing the priority at the side road junctions along the route. The introduction of Copenhagen style crossing points would increase priority for non-motorised users. These improvements are planned on the west side of the A5004 within Buxton and New Road, and Vaughan Road within Whaley Bridge. The southern Park Road junction, Buxton, will have the junction geometry altered reducing the distance over which pedestrians and cyclists will be exposed to traffic. Copenhagen style crossing points will also be installed at the A5004 junctions with Devonshire Road and Marlborough Road.
- 4.18 It is necessary to re-prioritise the works between this project and the sister A5012 Via Gellia project so that the safety interventions with the

highest rate of return/benefit are procured as the scope of work to the A5004 Long Hill route has changed since it was agreed with the DfT in December 2022. With an eye on the report for the A5012 Via Gellia SRF project, this is the recommended revised scope of safety interventions for the A5004 Long Hill route below:

Safety Interventions (A5004 Long Hill route)	Budget Installation Cost 2022-2023	Installation Cost
Speed management (including speed cameras)	£1,034,000	£788,890
Education & Training Programme	£68,416	£68,416
Clear Roadside Hazards	£1,444	Included elsewhere
Stopping Sight Distance Vegetation Removal	£112,619	£75,000
Road Markings (rumble strips, wide centreline, delineation & junction markings, centre hatching)	£74,791	Included elsewhere
Protected turn lane	£144,384	Included elsewhere
Roadside Barriers (Road Restraint System)	£270,719	£167,876
Unsignalised raised crossing point – Devonshire Road junction	£28,877	Included elsewhere
Horizontal re-alignment – A53/A5004 junction (now inclusive of the off road cycle measures and Copenhagen junction improvements)	£866,301	£730,550
Bicycle Lane Off road with improvements to assist interconnectivity with existing PROW and quitter roads (Old Road)	£433,150	£198,924
Traffic Management	-	£75,000
Design costs to mid-August 2023	-	£154,180
Forecasted remaining design costs	£62,299	£100,000
External consultant support costs	-	£50,000

Forecasted supervision costs	-	£50,000
Total Budget/Cost	£3,097,000	£2,458,836

- 4.19 A projected saving of £638,000 is anticipated on the A5004 SRF project when comparing installation against the revised budget estimate prepared in December 2022. The budget saving should therefore be re-allocated to supplement the safety interventions proposed for the A5012 SRF project budget instead which is forecasted to be overspent by £838,000 – See Appendix 1.
- 4.20 However, the overall cost of the safety interventions is forecasted to be overspent by £200,000 – See Appendix 1. One or more of the safety interventions cannot be afforded, therefore. Those safety interventions with the greatest benefit to cost ratio (BCR) in reducing collisions and collision casualties should therefore proceed while those with a lesser BCR may not be implemented. It is proposed we forego to deliver the road restraint system safety intervention highlighted in red in the above table. This means that the five existing locations will remain without bike guard and the two proposed locations will not have road restraint systems installed. The remaining safety interventions though should reduce the likelihood that road restraint systems would be required.
- 4.21 The revised budget for the safety interventions on the A5004 is therefore £2.291m, the total in the table above minus the cost of the road restraint system. The latter would only proceed in part or in full depending on if there was any remaining budget available following installation of the other safety interventions.
- 4.22 The civil works comprising the hardening of verges, installation of the average speed camera hardstandings, signs, road markings, drainage grips etc. will be installed by the County Council's Highway Construction Services (HCS). Work will be priced by their estimators prior to placing orders for works to be installed.
- 4.23 On 14 January 2021, Cabinet approved the utilisation of non DCC frameworks, following Protocol 2(a) of the Council's Financial Regulations to commission professional consultancy and construction providers to support the delivery of a wide variety and volume of highway, transport and other works in the current and future capital programme (Minute No. 07/21 refers). The award of contracts under Protocol 2B of the Council's Financial Regulations, to support the delivery of the Council Highway's capital programme is delegated to the Executive Director – Place.

5. Consultation

5.1 The public were invited to view the proposed safety interventions for the A5004 Long Hill route via an online web page and at face to face public exhibitions. The online consultation period ran from 1 December 2022 to 15 January 2023. Two public exhibitions were held during the consultation period, one in Buxton on 6 December 2022 and another at Whaley Bridge on 15 December 2022 both being held between 2pm and 8pm. Both exhibitions were well attended, and a range of comments made.

Exhibition Dates	Number attending
Tuesday 6 December 2022 (Buxton)	88
Thursday 15 December 2022 (Whaley Bridge)	43

5.2 Those that lived along and adjacent to the route were made aware of the scheme proposals being available on-line through a letter drop. Other statutory consultees, members and social groups were made aware of the proposals by direct emails directing them to the on-line consultation information.

5.3 A summary of the specific findings of each consultation are below and the full consultation reports are at the end of the report – see Appendix 3 for the A5004 Consultation Report. There is majority support for improving the safety of the route and individual safety interventions. Suggestions or specific feedback has been investigated or considered by officers to determine if the scope of the safety interventions needed to change. A summary of the specific feedback is detailed within the Consultation Report.

5.4 Engagement with the public and statutory consultees is on-going. Design proposals will be shared with consultees and those living adjacent to the route as the preliminary/detailed design progresses.

5.5 Several statutory consultees have assets impacted by the proposed safety interventions along the A5004 as follows:

- English Heritage;
- Natural England;
- Site of Special Scientific Interest;
- Peak District National Park Association;
- Buxton Town Team;
- Environment Agency; and
- Derbyshire County Council's Conservation and Design Team.

- 5.6 Peak Park has issued a 'holding objection' seeking further information on the safety intervention proposals so it can consider them more fully. Reports have been prepared stating the need for the various safety interventions to be installed, the legislation that applies, the design rationale taken and how the overall impact of the proposals have been minimised. These have been shared with Peak Park with the aim of its holding objection being withdrawn.
- 5.7 Although the County Council, acting as highway authority, can undertake works on land under its control using permitted development rights under the Town and Country Planning (General Permitted Development) (England) Order 2015, it must be mindful of the protected designations when working within the National Park. If it appears there is a conflict between these purposes, then greater weight of purpose shall be given to conserving and enhancing the natural beauty, wildlife and cultural heritage of the area comprised in the National Park – Section 62 of the Environment Act 1995 refers.
- 5.8 There will be on-going discussion with the statutory consultees as works progress through to procurement and installation.
- 5.9 In summary, the consultation exhibitions were well attended, and a high number of responses were received to the on-line consultations. There is more support for the SRF project to proceed compared with those against the proposals being implemented. However, there is further work to do with the Statutory Consultees both to inform on the detail of the interventions being proposed and how they will be received in the sensitive areas adjacent to the route. Refinement of the proposals may be required following feedback from consultees.

6. Alternative Options Considered

- 6.1 The need for road safety improvements along these routes has been identified by the higher than average number of collisions and collision casualties. The Council could consider a 'Do Nothing' option, but it is likely that collision trends would be maintained at a higher-than-average level until further road safety measures were introduced.
- 6.2 The vision for the Council's highway network includes delivering a safe network for Derbyshire's highway users. Failure to deliver these safety interventions would impact on the Council's ability to deliver against this vision. Failure to deliver these 'safer roads' schemes could also affect future funding opportunities with the DfT and limit the Council's access to those opportunities.

- 6.3 A 'Do Minimum' solution could be adopted by only seeking to install some of the proposed safety interventions. This may appease some of the statutory consultees but would not fully address the safety issues along the route. The SRF grant provided by the DfT has enabled a comprehensive approach to be taken to tackling the collision record along the route, something that has been limited by a lack of significant funding in the past. The use of average speed cameras is seen as an effective means of achieving the step-change reduction in collisions and collision casualties sought by the DfT, but it needs other safety interventions to be introduced to make it a success – average speed cameras and speed repeater signs, gateway signs, etc. Omitting other safety interventions like the junction improvements within Buxton and Whaley Bridge, the maintenance of Old Road will maintain the collision records along the remaining parts of the A5004 Long Hill route where no safety interventions have been installed. The benefit of a half-way implementation of the safety interventions would not reduce the collision records at these locations.
- 6.4 The 'Do Something' proposals are outlined within this report. By implementing a mix of average speed cameras and traditional safety interventions (such as signs, road markings, road restraints systems and junction improvements), it is anticipated that the step-change in collisions and collision casualties will be reduced on the A5004 Long Hill route. Evidence of the success of these types of safety interventions is demonstrated on the A537 'Cat and Fiddle' route where an 85%-95% in collision casualties has occurred.
- 6.5 It should be noted though that many of the Statutory Consultees are against the proliferation of 'standard' road safety treatments such as signs and street furniture, etc. If Cabinet decide not to act at this time, it could well be many years before the Council has sufficient funds again to address the route in this manner if it does not 'Do Something' at this time.

7. Implications

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

8. Background Papers

- 8.1 Cabinet Report 31 January 2017: Road Safety Fund (Minute No. 36/17 refers).

- 8.2 Safer Roads Fund DfT Approval letter A5004 and A5012 Grant Determination (2020/21): No. 31/5369.
- 8.3 Cabinet Report 11 October 2018: Safer Roads A619 Bakewell to Baslow – Acceptance of Grant from the Department of Transport (Minute No.249/18 refers).
- 8.4 Cabinet Report 14 January 2021: Use of Professional Consultancy and Construction Frameworks for Highway, Transport and Environmental Services and Projects (Highways Transport and Infrastructure) (Minute No. 07/21 refers).
- 8.5 Cabinet Report 8 September 2022: Safer Roads Fund Project - A5004 "Long Hill" Buxton to Whaley Bridge (Minute No. 156/22 refers).

9. Appendices

- 9.1 Appendix 1 – Implications.
- 9.2 Appendix 2 – Ranked Countermeasures Overall Programme DCC SRF Delivery Plan BCIS Indices.
- 9.3 Appendix 3 – A5004 Long Hill Safer Roads Fund Consultation Report.
- 9.4 Appendix 4 – Equalities Impact Assessment.

10. Recommendations

That Cabinet:

- a) Accepts the responses to the public consultation events held for the A5004 Long Hill Safer Roads Fund (SRF) project and on-going consultation with statutory consultees.
- b) Accepts the scope of works recommended to be procured which may vary from those consulted upon and agreed with the Department for Transport in December 2022.
- c) Accepts the strategy for procuring the works through the County's internal Highway and Construction Services team.
- d) Accepts the anticipated installation costs for each proposed safety interventions for the A5004 Long Hill route.
- e) Gives authority for officers to work within the overall budget for the three SRF projects to a confirmed value of £6.798m by not implementing safety interventions that cannot be afforded.
- f) Accepts the findings of the Equalities Impact Assessment for the Safer Roads Fund projects.

11. Reasons for Recommendations

- 11.1 Cabinet sought the introduction of a hold point once the public consultation had been completed and preliminary design work undertaken to take stock of the feedback received and confirm its appetite for the safety interventions to proceed. This report and its attachments complete this requirement.
- 11.2 Cabinet needs to approve the next steps to take the project into detailed design, procurement and installation using the grant offered by the Department for Transport to make these routes safer for highway users and reduce the numbers killed or seriously injured.

12. Is it necessary to waive the call in period?

- 12.1 No.

Report Author: Gary Thompson

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Implications

Financial

- 1.1 The budget allocation for the three Safer Roads Fund projects as reported to the Department for Transport in December 2022 is below. The cost for the A619 Bakewell to Baslow route is the estimated outturn cost. Those costs for the A5004 Buxton to Whaley Bridge and A5004 Long Hill Cromford to Newhaven are estimated based on the scope of works as reported to the Department for Transport in December 2022.

SRF Project	Initial Project Cost
A5004 Long Hill Buxton to Whaley Bridge	£3.097m
A5012 Via Gellia Cromford to Newhaven	£2.330m
A619 Bakewell to Baslow	<u>£1.371m</u>
Budget Total	£6.798m

- 1.2 Approval was granted by DfT that the Council could vire the capital grant between the three schemes as required. It is proposed that following the individual project budgets are adjusted in line with paragraphs 4.19 to 4.21 above.
- 1.3 After the project, the Council would be responsible for maintenance of the average speed cameras systems (once the 10-year maintenance period expires). There is no budget in place to cover this cost, an option for this would be to work with the Derby and Derbyshire Road Safety Partnership to fund through enforcement income, however this cannot be guaranteed. As such, the Council has an unfunded commitment in 10 years' time of £42,000 at today's prices (plus inflation) per camera site.

Legal

- 2.1 Section 95A of the Highways Act 1980 permits highway authorities to install and maintain equipment on or near a highway for the detection of traffic offenses.
- 2.2 Section 154 of the Highways Act 1980 gives the highway authority the right to serve notice on landowners to clear vegetation where it obstructs or interferes with the view of drivers of vehicles.
- 2.3 Section 72 of the Highways Act allows the highway authority to enter into an agreement for the dedication of adjoining land to form part of the highway.

Human Resources

- 3.1 Resource in terms of officer time will be used to prepare the detailed design and procurement of the work packages to install the safety interventions. A full-time project manager is in place to oversee the design development and procurement. The project officers also have support from the Project Board overseeing the delivery of the various SRF packages and use of specialists within the Council such as the Traffic and Safety, Highway Design and Road Safety Teams. The Highways Design Team have been appointed as Principal Designer under CDM to progress the various safety interventions to ensure they meet current highway design standards or have the relevant departure from standard in place to record non-conformities. Costs for these staffing levels have been included in the budget cost estimates above.

Information Technology

- 4.1 The installation and calibration of the average speed cameras is specialist so there are a limited number of suppliers available. Derbyshire County Council is a member of the Derby and Derbyshire Road Safety Partnership (DDRSP) that already uses equipment from Jenoptik. The DDRSP member organisations comprise the Police, the NHA, Derbyshire Ambulance Service, and Derby City Council. The DDRSP is funded by the member organisations and the fines issued through enforcement action. The members take a share of the fines should the income exceed the RSP running costs. The DDRSP already operates the Jenoptik system, so its staff are already trained and have the back-office software to operate this supplier's equipment. Advice from the DDRSP is that it would need to acquire larger premises, more staff and seek additional training if a new supplier's equipment, if installed on the A5004 and A5012 routes.
- 4.2 The proposal for average speed camera enforcement is therefore to use the Jenoptik system. This is the better and more cost-effective option given the County's existing use of the Jenoptik system by avoiding the above associated costs through choosing an alternative supplier's system. Access to Jenoptik can be procured through the Crown Commercial Service's (CCS) Procurement Framework. It is proposed that the County Council use its Framework to procure the average speed cameras system on a direct award basis using its Transport Technology and Associated Services (RM6099) Lot 2.

Equalities Impact

- 5.1 The previous cabinet reports recommended that an Equalities Impact Assessment be undertaken prior to entering the detailed design stage. A team has been assembled and an Equalities Impact Assessment undertaken to review both projects against the nine protected groups. The report concluded that these works would not have any significant impact or severity on the protected groups. A copy of the Equalities Impact Assessment can be found in Appendix 4.
- 5.2 The conclusions of the Equalities Impact Assessment were as follows:
- None of the measures have been determined to have a detrimental impact on the protected characteristic groups.
 - The implementation of average speed enforcement systems will lead to a reduction in the number and severity of collisions and collision casualties along both routes and provide a positive benefit for all road users including those in the above protected characteristic groups.
 - Other safety interventions targeted at cyclists and pedestrians will make the highway environment safer for their use. This would benefit all people or group of people within the EIA characteristic groups.

Corporate objectives and priorities for change

- 6.1 None.

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

Property

- 7.1 Land adjacent to the highway may need to be acquired to install these safety interventions. The land will need to be valued and a cost of its acquisition agreed.
- 7.2 Where hardship is claimed by private landowners then the Council will seek to transfer land needed to create the visibility splay safety intervention to enable the land to be cleared at the Council's cost. The landowners legal and other costs will need to be covered by the SRF budget.
- 7.3 Easements or wayleaves may also be required for terms will need to be agreed with the respective landowner(s). The landowners legal and other costs will need to be covered by the SRF budget.

- 7.4 The above will require the support of the Property Team to negotiate with the respective landowner and agree any cost for agents, the procurement of land agreement and agreement of rights, easement, or wayleave as appropriate. Given the lack of resources in the Property Team at this time, the work may need to be packaged up and shared with an external provider for pricing and procurement.

Procurement

- 7.5 The civil works comprising the hardening of verges, installation of the average speed camera hardstandings, signs, road markings, drainage grips etc. will be installed by the County Council's Highway Construction Services (HCS). Work will be priced by its estimators prior to placing orders for works to be installed.
- 7.6 HCS has indicated that they have capacity to undertake the work but not during the winter gritting period. If it is essential that the work proceeds during the winter period then the work will be procured either through an open tender or through an approved contracting framework, such as the Midlands Highways Alliance (MHA) Medium Schemes Framework (MSF). Advice will be taken from HCS as to its ability to undertake the works subject to its commitments nearer the time and particularly if the timing coincides with winter gritting activities.

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Appendix 2 - Ranked Countermeasures - Overall Programme - A619 A5004 and A5012 Safer Roads Fund sub Projects

Rank	Original Scheme	Countermeasure	Length	Fits Saved	VIDA Stage Pw of Safety benefits (2017)	VIDA Stage Estimated cost	Est OCC Costs (At 2017 Base)	Cost per FSI saved	Program BCR (Benefits to Cost Ratio)	Comments regarding BCR Ranking and Deliverability	Updated OCC Cost Estimate (Using BCR Construction Price Index Factors to 2021)	Cumulative Totals 2022 Prices	Cost Estimates at Q2 2023-24 Year	Cumulative Totals 2023-24 Prices	General Notes
1	A5004	Speed management reviews (potentially including Average Speed Camera System)	9.3 km				£433,000			High Priority , as reduced average speeds (achievable from Average Speed Camera System), will potentially improve driving habits / reduce collisions, and consequently improve safety at other potential hazard points along the route.	£940,000.00	£940,000.00	£1,034,000.00	£1,072,500.00	Cost estimate for this Countermeasure includes costs for 10 year Maintenance agreement with supplier. The calculated Benefits to Cost Ratio reflects this.
2	A5012	Speed management reviews (potentially including Average Speed Camera System)	11.4 km				£365,000			High Priority , as reduced average speeds (achievable from Average Speed Camera System), will potentially improve driving habits / reduce collisions, and consequently improve safety at other potential hazard points along the route.	£970,000.00	£1,910,000.00	£1,067,000.00	£2,139,500.00	Cost estimate for this Countermeasure includes costs for 10 year Maintenance agreement with supplier. The calculated Benefits to Cost Ratio reflects this.
3	A5012	50mph speed limit	8.4 km				£35,000			Associated with Speed Management review / Average Speed Camera System Countermeasure High Priority , as lower speed limit (enforced with Average Speed Camera System), will reduce average speeds, will potentially improve driving habits / reduce collisions, and consequently improve safety at potential hazard points along the route.	£47,593.00	£1,957,593.00	£50,534.25	£2,190,034.25	Associated with Speed Management Review / Average Speed Camera System Countermeasure on A5012.
4	A5004	ETP	11.7 km				£46,000			High Priority. Order already placed with supplier of Virtual Reality Filming and Training. Will potentially improve driving habits / reduce collisions, and consequently improve safety at potential hazard points along the routes generally and further afield.	£62,550.80	£2,020,143.80	£66,416.44	£2,256,450.69	Order already placed with supplier of Virtual reality Filming and Training
5	A5012	ETP	15.4 km				£47,000			High Priority. Order already placed with supplier of Virtual Reality Filming and Training. Will potentially improve driving habits / reduce collisions, and consequently improve safety at potential hazard points along the routes generally and further afield.	£63,910.60	£2,084,054.40	£67,860.28	£2,324,310.96	Order already placed with supplier of Virtual reality Filming and Training
6	A619	ETP	5.9 km				£43,000			High Priority. Order already placed with supplier of Virtual Reality Filming and Training. Will potentially improve driving habits / reduce collisions, and consequently improve safety at potential hazard points along the routes generally and further afield.	£58,471.40	£2,142,525.80	£58,471.40	£2,382,782.36	Order already placed with supplier of Virtual reality Filming and Training
7	A619	Overall Programme Project Design & Project Management Fees									£450,000.00	£2,592,525.80	£495,000.00	£2,877,782.36	
8	A619	Sight distance (obstruction removal)	3.0 km	14.7	2934774.6	£7,534	£127,334	5318.7	37.6	Work already completed on site at A619	£173,148.77	£2,765,674.57	£173,148.77	£3,050,931.14	Work already completed on site at A619
9	A619	Shoulder rumble strips	4.1 km	11	2193534.9	£62,541	£24,600	5696.1	35.1	Work already substantially completed on site at A619	£33,451.08	£2,799,125.65	£33,451.08	£3,084,382.22	Work already substantially completed on site at A619
10	A619	Central hatching (or widened centreline)	1.4 km	2.9	574930	£17,773	£11,666	6176	32.3	Work already substantially completed on site at A619	£15,863.43	£2,814,989.08	£15,863.43	£3,100,245.64	Work already substantially completed on site at A619
11	A619	Roadside barriers - passenger side	0.5 km	4	804596.5	£118,100	£37,500	29324.3	6.8	Work already completed on site at A619	£47,677.50	£2,862,666.58	£47,677.50	£3,147,923.14	Work already completed on site at A619
12	A619	Roadside barriers - driver side	0.6 km	2.5	501335.3	£147,100	£45,000	58619.2	3.4	Work already completed on site at A619	£61,191.00	£2,923,857.58	£61,191.00	£3,209,114.14	Work already completed on site at A619
13	A619	Protected turn lane (unsignalised 3 leg)	1 sites	1.1	227579.3	£180,069	£100,000	158074.2	1.3	Work already completed on site at A619	£135,980.00	£3,059,837.58	£135,980.00	£3,345,094.14	Work already completed on site at A619
14	A5012	Sight distance (obstruction removal)	0.5 km	0.8	163381.4	£3,125	£41,921	3821.2	52.3	High Benefits to Cost Ratio	£57,004.18	£3,116,841.76	£60,527.03	£3,405,621.18	
15	A5012	Clear roadside hazards - driver side	1.6 km	1.7	338774.1	£38,757	£53,333	22855.7	8.7	Relatively High Benefits to Cost Ratio	£72,522.21	£3,189,363.97	£77,004.09	£3,482,625.26	
16	A5012	Clear roadside hazards - passenger side	2.9 km	0.6	129263.7	£70,247	£96,666	108569.2	1.8	Relatively High Benefits to Cost Ratio (Each side of road to be completed by Contractor at the same time, on each Project)	£131,446.43	£3,320,810.40	£139,569.82	£3,622,195.08	
17	A5004	Clear roadside hazards - passenger side	0.1 km	0.1	14776.7	£2,422	£1,000	27863	6.1	Relatively High Benefits to Cost Ratio	£1,359.80	£3,322,170.20	£1,443.84	£3,623,638.91	
18	A5012	Shoulder rumble strips	14.8 km	5.3	1054640.4	£231,773	£88,800	43805	4.6	Relatively High Benefits to Cost Ratio	£120,859.02	£3,443,029.22	£128,328.11	£3,751,967.03	
19	A5004	Sight distance (obstruction removal)	2.6 km	0.8	156621.3	£40,625	£76,000	51820.1	3.9	Relatively High Benefits to Cost Ratio	£106,064.40	£3,549,093.62	£112,619.18	£3,864,586.21	
20	A5004	Shoulder rumble strips	7.8 km	2.4	480907.3	£122,151	£46,800	52163.2	3.9	Relatively High Benefits to Cost Ratio	£63,638.64	£3,612,732.26	£67,571.51	£3,932,157.71	
21	A5012	Wide centreline	0.2 km	0.1	12913.6	£6,578	£1,000	9574	2.1	Relatively High Benefits to Cost Ratio	£1,359.80	£3,614,092.06	£1,443.84	£3,933,601.55	
22	A619	Roundabout (New Right Turn ghost island junction)		0.4	81449.7	£2,822,400	£279,500	6922843.1	0.7	Work already completed on site at A619	£380,064.10	£3,994,156.16	£380,064.10	£4,313,665.65	Work already completed on site at A619
23	A619	Unsignalised crossing	1 sites	0.2	45055.2	£61,899	£3,000	271754.4	0.7	Work already completed on site at A619	£4,079.40	£3,998,235.56	£4,079.40	£4,317,745.05	Work already completed on site at A619
24	A619	Footpath provision driver side (adjacent to road)	0.1 km			£16,370	£15,000			Work already completed on site at A619	£20,397.00	£4,018,632.56	£20,397.00	£4,338,142.05	Work already completed on site at A619
25	A5004	Central hatching	0.6 km	0.3	50883.2	£34,902	£5,000	35427.2	1.5	Relatively High Benefits to Cost Ratio	£6,799.00	£4,025,431.56	£7,219.18	£4,345,361.23	
26	A5012	Roadside barriers - passenger side	0.6 km	1.1	224021.7	£193,015	£45,000	171669.8	1.2	Relatively High Benefits to Cost Ratio	£61,191.00	£4,086,622.56	£64,972.60	£4,410,333.83	
27	A5012	Roadside barriers - driver side	0.4 km	0.4	86537.8	£118,676	£30,000	297063	0.7	Relatively High Benefits to Cost Ratio (Each side of road to be completed by Contractor at the same time, on each Project)	£40,794.00	£4,127,416.56	£43,215.07	£4,453,648.90	
28	A5012	Definition and signing (intersection)	2 sites	0.3	31152.2	£23,463	£10,000	350469.1	1.3	Relatively High Benefits to Cost Ratio	£13,598.00	£4,141,014.56	£14,438.36	£4,468,087.26	

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A619 Grant	A5004 Grant	A5012 Grant	Totalled Programme Grant
£1,179,000	£2,540,000	£3,079,000	£6,798,000
930,324	3,151,096	2,177,310	6,258,729
	5,328,406		495,000 Fees
			6,753,729

KEY

- Countermeasure Identified on the A5004 SRF "Long Hill" Project
- Countermeasure Identified on the A5012 SRF "Via Gellia" Project
- Countermeasure Identified on the A619 SRF "13 Bends" Project

28	A5012	Improve Delineation	0.1 km				£2,101	£10,000			0	Reference ranked item 27 above, All areas of the road / each side of road to be completed by Carriageway Markings Contractor at the same time, on each Project	£13,598.00	£4,154,612.56	£14,438.36	£4,482,525.61
29	A5004	Protected turn lane (unsignalised 3 leg)	1 sites	0.3	57738.1	£70,331	£100,000	243355.4			0.8	Medium Benefits to Cost Ratio. Desirable Works Package.	£135,980.00	£4,290,592.56	£144,383.56	£4,626,909.18
30	A5012	Protected turn lane (unsignalised 3 leg)	2 sites	0.5	102720.5	£140,862	£200,000	273574.7			0.7	Medium Benefits to Cost Ratio. Desirable Works Package.	£271,960.00	£4,562,552.56	£288,767.13	£4,915,676.30
31	A5004	Roadside barriers - driver side	0.8 km	0.6	125680.7	£257,353	£60,000	345737.1			0.5	Medium Benefits to Cost Ratio. Desirable Works Package.	£81,588.00	£4,644,140.56	£86,630.14	£5,002,306.44
32	A5004	Roadside barriers - passenger side	1.7 km	1.5	296959.1	£546,875	£127,500	310074.2			0.5	Medium Benefits to Cost Ratio. Desirable Works Package.	£173,374.50	£4,817,515.06	£184,089.04	£5,186,395.49
33	A5004	Unsignalised raised crossing	1 sites	0.1	20288	£56,271	£20,000	55418.7			0.4	Medium Benefits to Cost Ratio.	£27,196.00	£4,844,711.06	£28,876.71	£5,215,272.20
34	A5012	Unsignalised crossing	1 sites	0.1	23618	£61,899	£3,000	523593.7			0.4	Medium Benefits to Cost Ratio.	£4,079.40	£4,848,790.46	£4,331.51	£5,219,603.71
35	A5004	Horizontal Realignment	0.8 km	1.3	257459.1	£815,862	£600,000	633087.9			0.3	Medium Benefits to Cost Ratio. Desirable Works Package.	£815,880.00	£5,664,670.46	£866,301.38	£6,085,905.09
36	A5012	Roundabout (or Junction Improvement) Borsall	1 sites	0	872	£1,034,880	£100,000	23705585.1				Low Benefits to Cost Ratio, but desired politically, and improved junction would reduce vehicle speeds.	£135,980.00	£5,900,650.46	£144,383.56	£6,230,288.66
37	A5004	Delineation and signing (Intersection)	1 sites	0	3449.2	£11,731	£5,000	679495.6			0.3	Medium Benefits to Cost Ratio.	£6,799.00	£5,807,449.46	£7,219.18	£6,237,507.83
38	A5004	Upgrade pedestrian facility quality	1 sites	0	6082.1	£26,528	£20,000	871361			0.2	Medium Benefits to Cost Ratio.	£27,196.00	£5,834,645.46	£28,876.71	£6,266,384.55
39	A5012	Central hatching	0.9 km	0.1	16016.1	£69,804	£7,200	870713.3			0.2	Medium Benefits to Cost Ratio.	£9,790.56	£5,844,436.02	£10,395.62	£6,276,780.16
40	A5004	Footpath provision passenger side (adjacent to road)	0.2 km			£31,103	£37,000				0	Low Benefits to Cost Ratio, but desirable to assist interconnectivity / access and safety, therefore Desirable Works Package.	£50,312.60	£5,894,748.62	£53,421.92	£6,330,202.08
41	A5004	Bicycle Lane (off-road) part, (with improvements to assist interconnectivity with existing PROW Network, and quiet roads.	10 km	1.1	218795.4	£1,497,189	£300,000	1367079.8			0.1	Low Benefits to Cost Ratio, but desirable to assist interconnectivity / access and safety, therefore Desirable Works Package.	£407,940.00	£6,302,688.62	£433,150.60	£6,763,352.77
42	A5004	Side road unsignalised pedestrian crossing	1 sites	0.1	11622.8	£80,468	£20,000	1381148.3			0.1	Low Benefits to Cost Ratio, but improvements for vulnerable highway users within the local community desirable.	£27,196.00	£6,329,884.62	£28,876.71	£6,792,229.49
43	A5004	Shoulder sealing passenger side (>1m)	1.1 km	0.2	44314.2	£85,114	£225,850	883718.2			0.5	Medium Benefits to Cost Ratio, but Monitor, and DCC Future Maintenance Programme could address locally in future, if necessary.	£307,110.83	£6,636,995.45	£326,090.28	£7,118,310.77
44	A5004	Shoulder sealing driver side (>1m)	1.1 km	0.2	40364.7	£85,114	£225,850	421263.1			0.5	Medium Benefits to Cost Ratio, but Monitor, and DCC Future Maintenance Programme could address locally in future, if necessary.	£307,110.83	£6,944,106.28	£326,090.28	£7,444,410.04
4619		Shoulder sealing passenger side (<1m)	0.6 km	0.4	82814	£24,499	£1,200	59101			3.4	Monitor, and DCC Future Maintenance Programme could address in future, if necessary.				Monitor, and DCC Future Maintenance Programme could address in future, if necessary.
4619		Shoulder sealing driver side (<1m)	0.6 km	0.5	94350.6	£23,313	£1,200	49364.3			4	Monitor, and DCC Future Maintenance Programme could address in future, if necessary.				Monitor, and DCC Future Maintenance Programme could address in future, if necessary.
4619		Sideslope improvement - driver side	1.3 km	5.7	1144603.6	£3,216,407	£135,000	561398.7			0.4	Not achievable within landtake available. Monitor, and locally DCC Future Maintenance Programme could address in future, if necessary.				Not achievable within landtake available. Monitor, and locally DCC Future Maintenance Programme could address in future, if necessary.
4619		Sideslope improvement - passenger side	0.1 km	0.8	156157.9	£382,906	£15,000	489872.8			0.4	Some regrading carried out within landtake available, but generally not achievable within landtake available. Monitor, and DCC Future Maintenance Programme could address locally in future, if necessary.				Some regrading carried out within landtake available, but generally not achievable within landtake available. Monitor, and DCC Future Maintenance Programme could address locally in future, if necessary.
A5004		Road surface rehabilitation	0.6 km	0.1	18633.5	£73,765	£139,000	790876			0.3	Monitor, and DCC Future Maintenance Programme has, and will continue to address in future, if necessary.				Monitor, and DCC Future Maintenance Programme has and will continue to address locally in future, if necessary. Proposed Average Speed Camera system will reduce average vehicle speeds, and hence should reduce occurrence of vehicle encroachment on highway margins.
A5012		Shoulder sealing driver side (<1m)	1.5 km	0.1	13630.2	£64,040	£3,000	938651.7			0.2	Medium Benefits to cost ratio, but Monitor, and DCC Future Maintenance Programme has and will continue to address in future, if necessary.				Medium Benefits to Cost Ratio, but Monitor, and DCC Future Maintenance Programme has and will continue to address locally in future, if necessary. Proposed Average Speed Camera system will reduce average vehicle speeds, and hence should reduce occurrence of vehicle encroachment on highway margins.
A5012		Shoulder sealing passenger side (<1m)	1.4 km	0.1	11173.8	£60,851	£3,000	1087979.1			0.2	Medium Benefits to Cost Ratio, but Monitor, and DCC Future Maintenance Programme has and will continue to address in future, if necessary.				Medium Benefits to Cost Ratio, but Monitor, and DCC Future Maintenance Programme has and will continue to address locally in future, if necessary. Proposed Average Speed Camera system will reduce average vehicle speeds, and hence should reduce occurrence of vehicle encroachment on highway margins.



A5012	Lane widening (up to 0.5m)	0.9 km	0.2	41294.2	£1,171,472	£225,000	5667590.3	0	Not achievable widespread within landtake available. Monitor, and locally DCC Future Maintenance Programme has, and could further address locally in future, if necessary. Proposed Average Speed Camera system will reduce average vehicle speeds, and hence reduce occurrence of vehicle encroachment on bends.	Not achievable widespread within landtake available. Monitor, and locally DCC Future Maintenance Programme has, and could further address locally in future, if necessary. Proposed Average Speed Camera system will reduce average vehicle speeds, and hence reduce occurrence of vehicle encroachment on bends.
A5004	Sideslope improvement - passenger side	0.1 km	0.1	20489.4	£382,906	£5,000	3731695	0.1	Monitor, and locally DCC Future Maintenance Programme has and will continue to address locally in future, if necessary.	
A5004	Sideslope improvement - driver side	0.9 km	0.5	104141.5	£3,563,022	£45,000	6831350.3	0	Monitor, and locally DCC Future Maintenance Programme has and will continue to address locally in future, if necessary.	
A5012	Road surface rehabilitation	6.6 km			£861,379	£1,580,000		0	Monitor, and DCC Future Maintenance Programme has, and will continue to address in future, if necessary.	
A5012	Bicycle Lane (off-road)	1.2 km			£200,952	£135,000		0	Through area of SSSI. Upgrade of footpath to bridleway status not achievable on current footpath route. Line would have to change significantly, and would necessitate excessive embankments to slacken off gradients sufficiently. Similarly significant structure full length would be required if adjacent to roadside within the SSSI.	Through area of SSSI. Upgrade of footpath to bridleway status not achievable on current footpath route. Line would have to change significantly, and would necessitate excessive embankments to slacken off gradients sufficiently. Similarly significant structure full length would be required if adjacent to roadside within the SSSI.
A619	Parking improvements	0.1 km	0.2	43594.8	£78,131	£1,000	6639.4	30.1	Not achievable / not supported at Consultation. Limited off road parking for residents. Therefore TRO not pursued.	Not achievable / not supported at Consultation. Limited off road parking for residents. Therefore TRO not pursued.
A619	Horizontal Realignment	1.1 km	29.8	5948632	£1,050,422	£340,000	35278	5.7	Not achievable / not supported at Consultation. Strong Objections at Consultation from Town Council, and from Car Park Operators, as change of priorities involved would have potentially negative impact on Access and Egress to immediately adjacent Car Parks. Also in Conservation Area, and also tree surgery required. Therefore horizontal realignment / junction improvement not pursued.	Not achievable / not supported at Consultation. Strong Objections at Consultation from Town Council, and from Car Park Operators, as change of priorities involved would have potentially negative impact on Access and Egress to immediately adjacent Car Parks. Also in Conservation Area, and also tree surgery required. Therefore horizontal realignment / junction improvement not pursued.

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A5004 Long Hill Safer Roads Fund Project Consultation Report

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The consultation findings expressed herein relate to the A5004 Long Hill Safer Roads Fund project only. This document has been prepared for the sole use of reporting the consultation findings and how they may impact on the safety interventions to be introduced as part of the project scope and to progress to detailed design and installation.

Recommendations or comments contained within in this report should only be read and relied upon within the context of the entire document.

**A5004 Long Hill Safer Roads Fund Project
Consultation Report**

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A5004 Long Hill Safer Roads Fund Project

Consultation Report

Introduction

The A5004 Long Hill Safer Roads project is a Department for Transport sponsored road safety initiative. Research by the Road Safety Foundation and RAC Foundation has identified the A5004 as having one of the worst Killed or Seriously Injured (KSI) safety records in the UK, with the route appearing in the list of worst roads. Several road safety interventions are planned for the A5004 Long Hill route, aimed at improving road safety, some of which are sensitive within the surrounding environment. It is standard practice for the Council to consult on the nature and location of the interventions so that its internal consultees, wider stakeholders and members of the public can view the proposals, make comment, and give feedback. This Consultation Report summarises the method by which the consultation was undertaken, the responses made and what impact these have had on the safety interventions to be taken forward into detailed design and installation.

Consultation Methods

Consultation drawings were prepared detailing the locations and nature of the proposed safety interventions along the route. An explanation of the project and the interventions was also drafted. These comprised the consultation materials, which were presented as the on-line Consultation via the County Council's website. The Consultation was also supported by two Public Consultation Exhibitions held "in person" at Buxton, and Whaley Bridge. These Public Consultation Exhibitions were staffed by County Council officers from the Traffic & Safety / Project Management / Road Safety Teams.

DCC holds a list of stakeholders who are mandatory recipients of consultations that the Council undertakes including internal consultee departments and affiliated organisations. Emails were sent out to these stakeholders / mandatory consultees on 1st December 2022, with each email providing a website link to the Consultation Materials and providing details of when / where the Public Consultation Exhibitions were being held.

The Consultation Materials were loaded onto a DCC webpage for the on-line consultation. Letters of invitation to all individual frontagers along the A5004 were hand delivered on 3rd December 2022 (Buxton Area up to Whitehall) and 13th December 2022 (Whitehall to Whaley Bridge) prior to the respective Exhibition Meeting dates. These hand deliveries included the sections of the route passing through the North side of Buxton, Fernilee, Taxal, South side of Whaley Bridge. An invitation to attend the public exhibitions about the proposed works was shared within this consultation exhibition letter, and additionally publicised via press releases / social media feeds.

The on-line consultation started on 1st December 2022 and finished on 15th January 2023. (Note this was an extended Consultation Period, to take account of the Consultation running through the Christmas / New Year period). On-line responses were received from 164 respondents using the feedback questionnaire. Some of those responding completed part of the form but did not give any commentary or views on the proposals. Other feedback was received using the roadsafety@Derbyshire.gov.uk email address (which was made available via the on-line webpage) but there were few respondents using this route. Comments received from people interested in the proposed safety interventions or that had personal insight regarding issues along the route came throughout the above period.

Two public exhibitions were held. One at The Pump Room, Buxton Crescent, Buxton on 6th December 2022, and the other at The Mechanics Institute, Whaley Bridge on 15th December 2022. Both ran between 2.30pm and 8.30pm. Staffing was by the project manager; a traffic and safety officer; a member of the average speed camera team; and staff from the Council's Road Safety & Education and Training Team.

A5004 Long Hill Safer Roads Fund Project Consultation Report

A record was made of those attending each event as follows:

Exhibition Date	Numbers attending
Tuesday 6 th December 2022 (Buxton)	88
Thursday 15 th December 2022 (Whaley Bridge)	<u>43</u>
Total	131

Not everyone attending the Public Consultation Events submitted responses “on the day”. Many of those attending the exhibition advised that they would consider the proposals further and make a response online.

Consultation Findings

In total there were 184 respondents to the Consultation including Statutory Consultees, those who replied on-line, those who replied via email, and respondents who submitted replies at one of the Public Consultation Exhibitions in paper format.

The consultation literature proposed various safety measures along the route and invited feedback on the proposals. Each written response has been assessed to determine the respondents support or otherwise for each proposed safety intervention. If the respondent did not make comment referring to a particular intervention, then this is a response neither in favour nor against the proposal.

Below is a summary of the numbers of respondents who made definite comments either for or against each of the individual safety measure proposed at consultation / as presented and described in the Consultation Literature and Plans: -

Speed Management Review / Average Speed Camera System. Supportive Comments	58
Speed Management Review / Average Speed Camera System. Unsupportive Comments	34
Clear Roadside Hazards Supportive Comments	27
Site Distance Obstruction Removal Supportive Comments	27
Shoulder rumble Strips Supportive Comments	22
Central Hatching Supportive Comments	20
Protected Turn Lane Supportive Comments	20
Roadside Barriers including Bike guard Supportive Comments	21
Unsignalised Pedestrian Crossings Supportive Comments	20

A5004 Long Hill Safer Roads Fund Project Consultation Report

Horizontal realignment (A53 / A5004 Junction) Supportive Comments and / or with minor design Improvements / Design Suggestions	23
Horizontal realignment (A53 / A5004 Junction) Outright Rejection / non-support comments.	5
Delineation and signing (intersection) Supportive comments	17
Improve pedestrian crossing facility Supportive comments	21
Footpath Provision adjacent to Road Supportive Comments	25
Bicycle Lane (off-road in part) [Including Improvements to assist interconnectivity with town and existing PRow Network & Quiet Roads] Supportive Comments	33
Bicycle Lane (off-road in part) [Including Improvements to assist interconnectivity with town and existing PRow Network & Quiet Roads] Rejection / non supportive Comments	5
Side Road Unsignalised pedestrian crossing Supportive Comments	11
Bicycle Lane Specific Supportive Comments about OLD ROAD Section.	17
Bicycle Lane Specific Non-Supportive Comments about OLD ROAD Section.	5
<u>In addition, the following General comment categories are shown, with their corresponding number of respondents listed below: -</u>	
Responses where no comments were made, or simply comments such as "long overdue" etc	45
Responses making General Comments about non-Traffic / Non-Road Safety Related Issues not on A5004	7
Responses making General Comments about non-Traffic / Non-Road Safety Related Issues on the A5004	19
Responses making General Comments about additional Traffic / Road Safety Related Issues on A5004, & suggestions for further work / additions to what proposed	67
Responses making General Comments about Traffic / Road Safety Related Issues elsewhere i.e., not on A5004.	13
Specific Education Training Supportive Comments	1

As can be seen from the above summary totals, not every respondent made comment on the proposed safety measures. Of those more major individual Safety Interventions consulted on, there are significantly more supportive responses / comments than unsupportive comments. The more major Safety Interventions are: -

- The Speed Management Review / Average Speed Camera System.
- The Horizontal Realignment A53/A5004 Junction Improvement.
- The Bicycle Lane (off-road in part) which includes the Old Road section.

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It should also be noted that a very significant number of respondents (67) made comments suggesting Safety Interventions additional to those consulted on, or additional points of detail. As there were a significant number of these potentially relevant additional safety interventions suggested, then each of these is examined in more detail below.

Other Suggested Safety Interventions

Many of the respondents made suggestions as to other possible road safety solutions additional to the proposed Consultation Safety Interventions along the A5004 route, which they would like to see introduced. (Some of these included points of detail). Subject to review, it is considered that some of those listed below may be included within the Safer Roads Fund proposals going forward to detail design in addition to those baseline design solutions proposed on the consultation plans.

A) A53 / A5004 Junction Buxton

A roundabout junction was shown at this location on the Consultation Plans. Respondents considered that a more compact roundabout was desirable and should be carefully thought through at this location during the detail design stage. Subject to an assessment of highway capacity at detail design, this suggestion should be carefully considered, as a narrower carriageway (potentially with over-run areas, if necessary, at key locations) would assist Vulnerable Road Users. Derbyshire County Council Conservation and Design Team also raised concerns from a Heritage / Intrusion perspective regarding the proposed change and form of the junction within the Conservation Area. Details regarding the design of the junction and materials to be used therefore need to be finalised / resolved in design as soon as possible. Note that, of those consultation respondents who specifically commented regarding this junction, 23 responses made supportive / positive comments, whereas 5 respondents made negative comments.

B) Road / Carriageway Condition

The condition of the existing carriageway at some locations along the A5004, was raised by several consultees. When the Department for Transport's (DfT's) consultants carried out their "VIDA survey" of the route, carriageway condition was not identified as a significant safety hazard. Therefore, resurfacing of the carriageway has not been included in the measures taken to consultation (as a specific safety remediation proposal), and DfT has not provided funding through this specific Safer Roads Fund Project grant to allow any significant resurfacing of the A5004 carriageway to take place. Any carriageway resurfacing ongoing on the A5004 would therefore be carried out under the County Council's Capital Works Highway Maintenance Service Plan funding, as part of their asset management / forward planning activities to managing the Council's assets.

C) Vehicle Activated Illuminated Signs (Triggered by vehicle speeds)

Respondents proposed vehicle activated signs at hazard points along the route. Note that as part of the design philosophy of the proposals identified for consultation, a rationalisation of individual signs is proposed to overcome possible objections from Peak District National Park Association. (This particularly to discourage the proliferation of individual signs, bearing in mind the pathway of the rural section of the route is through the Peak District National Park). The logic behind the Speed Management approach has been to propose a small number of average speed camera locations (7 in total), rather than using individual signs at specific known collision locations. It is accepted that these camera locations must have taller columns, (rather than individual signposts), but an average speed

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camera system is proven to be the most successful “countermeasure” to bring vehicle speeds down throughout the length of routes, and consequently reduce collisions / reduce the severity of casualties. Note also that a significantly larger number of signposts would be required for the signing of individual collision locations, and these signposts would have to be the wider diameter “passively safe” type.

Of those respondents who made specific comment about the proposed average speed camera system, 58 replies made positive / supportive comments, whereas 34 (a lower number) made negative / unsupportive comments regarding the proposed Average Speed Cameras.

D) Reduce the number of HGVs using the route (introduce a Weight Limit), or downgrade the status of the route from A Class to B Class

Downgrading / reclassifying the route to a B Class route, would potentially reduce the amount of money available from DfT through the Council’s Asset Management / ongoing maintenance programme for carriageway resurfacing / carriageway maintenance. Reducing sources of income is not appropriate when the cost of maintaining the current assets is increasing. A change in classification would also impact signs on the approaches and along the route which would need to be changed to reflect the new route designation. This would add to the implementation cost. As an A class route HGVs should be expected / allowed to use this route, as an alternative to the A6 Primary route further to the east, as may be necessary to access Whaley Bridge from Buxton and vice versa.

E) Make more extensive the improvements to walking and cycle network, particularly improvements off highway to the west side / down into the Goyt Valley.

Whilst the proposals taken to Public Consultation under this Safer Roads Fund project, include for improvements for walking and cycling connectivity (within highway boundaries) to the existing PRoW network, generally there is insufficient funds within the Safer Roads Fund budget/grant for any extensive footpath/bridleway resurfacing or maintenance improvements (off highway). Notwithstanding this comment, a significant part of the Safer Roads Fund grant has been allocated to surfacing/maintenance improvements along the Old Road route rather than the A5004. This will potentially much improve safety for cyclists travelling between Buxton and Whaley Bridge, by taking them off the A5004 main route.

F) Make sure localised drainage improvements are put in place to reduce the occurrence of standing water, or field run-off flowing across carriageway at certain locations (e.g., Elnor Lane area and Moss House Farm area)

More extensive survey work will be carried out at detail design stage, to ascertain achievable solutions where drainage / standing water is occurring.

G) Put Average Speed Cameras in the 30 mph limits in Buxton and Whaley Bridge

There are too many side roads in the urban areas of the towns for average speed cameras to be feasible / workable.

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- H) Review the extents of currently permissible on street parking on Manchester Road Buxton and on A5004 at south side of Whaley Bridge. (Potentially also at Whaley Bridge between Horwich End and Mevril Road where parking can safely be maintained, mark out with parking bays, and move the centreline over.)**

This will be reviewed as part of the detail design process. It is understood that driveways get blocked or have restricted visibility on Manchester Road. Restriction of parking on some sections of Manchester Road (at the narrower sections) may also assist with the design of the footway / cycleway. Also, restriction of parking on A5004 at certain hazard points within south side of Whaley Bridge may improve safety. Reviews at both locations will be carried out as part of the detail design process.

- I) Place a Traffic Regulation Order (TRO) on Old Road to prevent it's use by motorised vehicles (except for access). The resurfacing of Old Road could then be done to full width rather than part width (using Ultitrek), and therefore provide a greater width for pedestrians / cyclists / equestrians to use. Or designate as a bridleway for part length. Alternatively with a TRO in place only surface Old Road to half width, to maintain enjoyment as a route for Mountain Bikers also.**

The feasibility of these alternative approaches will be reviewed as part of the detail design process, with an assessment of whether progress of a Traffic Regulation Order / re-classification is likely to be successful or not.

- J) Suggest lowering the speed limit through Fernilee to 30 mph, and lowering the section from Fernilee to Whaley Bridge to 40 mph. Also extend the 40 mph limit on the south side of Fernilee (i.e., Buxton side) to include the known deer crossing point to the routes around Fernilee Reservoir / Fernilee Hall Farm Track.**

These suggestions will be reviewed against criteria for setting local speed limits as part of the detail design process.

- K) Provide segregated cycle lanes in verge between Buxton and Whaley Bridge**

This is not feasible for the full length of the route between Buxton and Whaley Bridge (i.e., there are very significant lengths where there are insufficient verge width available or steep banks beside the road creating engineering difficulties.) That is why the proposal is to use / improve the "Old Road" route corridor to provide a safer cycle link between Buxton and Whaley Bridge.

- L) Place a "static" single speed camera on the top (straight) section of Manchester Road, Buxton (i.e., within the 30 mph limit), in addition to Average Speed Cameras on the rural section. Also improved speed enforcement in Whaley Bridge.**

This can be reviewed at detail design, to confirm if criteria would be met.

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- M) Extend the 30 mph limit out of Buxton to Coldsprings, / (or review the location of the 30/40 mph change point and the 40/50 mph change point in this area) and place a speed enforcement camera (within 30mph limit) near Oaklands (camera both directions). This to reduce vehicle speeds / give additional protection for residents in this area.**

This can be reviewed at detail design, to confirm if criteria would be met.

- N) Just place a static single speed camera on the long straight section between Fernilee and Whitehall, and static speed camera(s) in Fernilee village, along with a speed limit review.**

This is unlikely to reduce vehicle speeds / improve safety over the whole length of the route but will be assessed.

- O) Improvements for visibility and equestrians / pedestrians / cyclists crossing the road at Shawcross Barns, and layby area, and interconnectivity of footways also in this area, with PRoWs etc**

This will be assessed as part of the detail design process.

- P) Footway Link requested to connect with the path below Wainstones and the Midshires Way (just before Rack End)**

This will be assessed / possibly confirmed as part of the detail design process.

- Q) Provide more "Copenhagen type" side road crossings for the shared footway/cycleway on Manchester Road Buxton (to provide priority/continuity for cyclists along the whole length of the A5004 proposed footway cycleways, and review extents of this footway / cycleway all the way up to Old Road, to provide continuity)**

This will be assessed / reviewed as part of the detail design process, but the preference is to install these types of proposals as part of this safety intervention.

- R) Put Advisory Speed Limit advance warning signs up on the bends (in addition to chevrons / safety fencing etc.)**

Signing strategy will be reviewed as part of detail design but avoiding proliferation of individual signs needs to be borne in mind.

- S) Provide Education / Training for cyclists to use this section of the A5004 safely and considerately. (e.g., Too many cyclists in packs / bunching up on slow uphill sections.)**

ETP proposals will consider in detail what education packages are to be delivered for various road user groups on this route, (as part of the Safer Roads Fund grant funding.)

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- T) Please ensure the pavement is reinstated just to north side of Fernilee – This to allow continuous pedestrian route (on one or other side of the road) northwards from centre of Fernilee.**

This proposal is sought to overcome parking / obstruction of the footway by a garage at the northern end of Fernilee. Attempts have been made to clear the footway but have failed. Thus, the footway remains blocked to pedestrians, and they must travel within the road to pass the vehicle obstructions. This will be assessed as part of the detail design.

- U) Reduce the carriageway width of not just the Park Road / Manchester Road Junctions, but also reduce the widths of the Corbar Road and Devonshire Road junctions with Manchester Road, as they are “hostile” to pedestrians /cyclists.**

These options / individual junctions will be assessed as part of the detail design.

- V) Would like at least one or two real time cameras showing state of the weather on the road (to view at home)**

The County Council do not provide / have real time cameras on the highway, other than at the Council’s on highway “weather stations”, which are used for forecasting / prediction and assessment of winter weather road conditions. There are no plans to introduce additional weather station(s) on the A5004, and the Safer Roads Fund grant cannot be used to provide additional “weather information / winter road condition” cameras.

- W) Remove the tall trees at the tight bend on A5004 / the “U corner” / Clough (Devil’s Elbow).**

Vegetation clearance verge cut back and potentially some clearance beyond highway limits is already proposed here, subject to discussions with landowner / United Utilities. The visibility improvements / vegetation cutback extents will be subject to an assessment of Stopping Sight Distance to standards.

- X) Junction from A5004 to Fernilee Reservoir – Needs better advance warning signs. Also “Devil’s Elbow” tight, and too narrow for HGVs/cyclists to safely pass. Needs a high vis vehicle activated sign in advance.**

Signing strategy for the route will be established as part of the detail design process.

- Y) Need more double white line sections / no overtaking sections.**

No overtaking / double white line sections are based on strict visibility criteria i.e., they can only be introduced to the standards where full overtaking sight distance for the speed of the road is available. Checks / further assessment of full overtaking sight distances available will be carried out based on survey, during the detail design process.

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Z) George Street Buxton should not be made one-way

The proposal to make George Street one-way is compatible with the current proposed lay-out for the junction at A53 / A5004. The proposals for the junction will be assessed, and if reduced in size then the necessary impact on George Street will be reviewed.

Conclusion

It is proposed that the layouts / the intended preliminary designs shown at consultation and as described under “Consultation Findings” above should progress to Detail Design. This is subject to agreement being achieved with Peak District National Park Association regarding the average speed camera proposals, and subject to agreement being reached with Derbyshire County Council Conservation and Design Team, regarding the layout / form and materials to be used for the A5004 / A53 junction Improvement. [This junction is currently at consultation stage shown as a standard (i.e., non-compact) roundabout.]

Regarding the inclusion of additional safety measures raised through the Consultation Stage, described above, the feasibility of including such additional measures in the finalised design will be assessed and set against the wider Safer Roads Fund budget commitments/availability. Subject to review and criteria being met / funding being available, assessment will be made of the following additional measures would be taken forward, with reference to the above: - A), F), H), I), J), L), M), N), O), P), Q), R), S), T), U), X), Y), Z).

Equality Impact Analysis Record Form 2022 – Derbyshire County Council

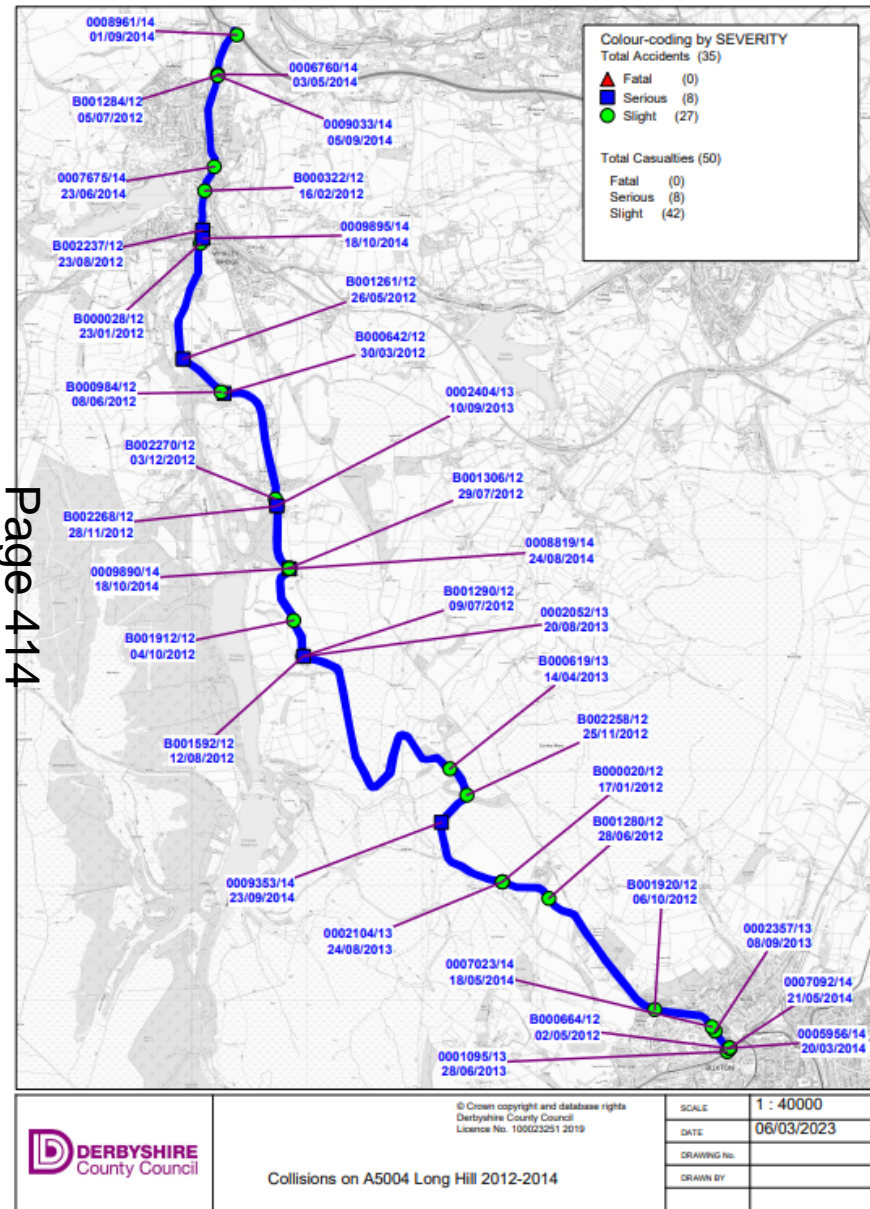
Introduction and context

Policy/ Service under development/ review	Place				
Department/ Corporate	Transportation Strategy				
Lead officer	Gary Thompson				
EIA Team:	Gary Thompson, Alan Marsden, Steve Alcock, James Cross, James Hardy, Jack Dean and Vanessa Ball				
Date analysis commenced:	15 th May 2023	Date completed:		Date approved:	

Part 1. About the service/ policy or function and the reason for the EIA

Page 13	What is the purpose of the service, policy, or function?
	<p>This Equality Impact Analysis (EIA) refers to the Authority's Safer Roads Fund programme focused on two principal roads being funded by the Department for Transport:</p> <ul style="list-style-type: none">• A5004 - Buxton to Whaley Bridge (Long Hill)• A5012 – Cromford to Newhaven (Via Gellia) <p>The primary purpose of the Safer Roads Fund programme is to reduce death and serious injuries of those involved in a road collision by delivery of practical road improvement measures. The proposed road safety measures have been identified by a technical exercise using VIDA software and through local engineering judgement. This EIA seeks to ensure that equality, diversity, and inclusion considerations are reviewed and inform the design and implementation of the proposed safety measures.</p>

Are there any proposals to change these?



Safer Roads Fund Project: A5004 Long Hill Route

The A5004 extends from Buxton in the south to Whaley Bridge to the north of High Peak District. The project does not seek to change the purpose of the A5004 as a principal road route; but it does seek to implement safety measures to reduce the number and severity of road collisions.

The location of the collisions within the SRF baseline year (2012-2014) are shown in the figure (left). The collision data for following years shows that casualties have reduced but the same categories of collisions are occurring. A holistic approach to casualty reduction is proposed for the route rather than addressing collision blackspots.

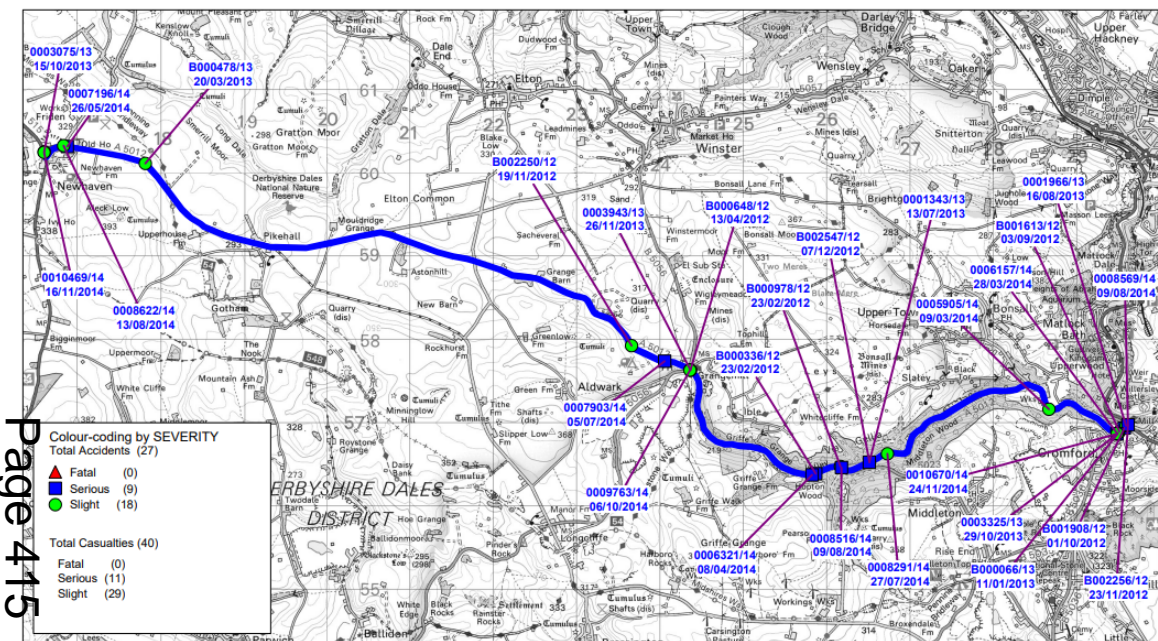
The proposed measures are:

- Buxton town centre where works will seek to improve pedestrian facilities, pedestrian and cycle facilities and a new roundabout junction to address collisions.
- Average speed cameras will be installed along the route to influence driver behaviour to adopt a lower speed when within the higher speed sections of the A5004, including enforcement of the 40mph speed limit through Fernilee.
- Improvements to pedestrian facilities will be made at some side road junctions within Whaley Bridge to aid pedestrian movements at difficult side road junctions.
- Road signing and road markings will be reviewed and improved along the route to aid driver awareness of hazards ahead.
- The clearance of trees and other roadside hazards will also be attempted but will be subject to the consent of adjacent landowners.
- Vehicle restraint systems will also be reviewed and upgraded with bike guards as appropriate.
- Old Road, an adopted highway that has fallen into disrepair, will be improved to enable it to be passable by traffic but particularly targeting cyclists which don't wish to use the A5004 route.
- PROW landings will also be improved subject to landowner consent.

Safer Roads Fund Project: A5012 Via Gellia Route

The A5012 extends from Cromford in the east to Newhaven in the west. The location of the collisions within the SRF baseline years (2012-2014) are shown below. A holistic approach to casualty reduction is proposed for the route rather than addressing collision blackspots.

The proposed measures are:



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- Re-marking of the road markings along the entire route to make them more durable against HGV traffic.
- Average speed cameras are proposed to change driver behaviour and adherence to the new and existing speed limits. The proposal also includes the creation of a 40mph section in the vicinity of Grange Mill Junction and a reduction of the national speed limit section west of Grange Mill from 60mph to 50mph to join up with the existing 50mph speed limit at Newhaven on the A515.
- Junction changes will also be made at Bonsall (to aid pedestrian movements), Grange Mill (through signalisation of the junction) and at Newhaven (by creating a ghost island right turn lane facility and modifying the junction footprint).
- Changes will also be made to the double white line system to help protect those crossing at the High Peak Trail crossing point.
- PROW crossings and landings will also be improved (if funding permits).
- Road signing and road markings will be reviewed and improved along the route to aid driver awareness of hazards ahead.
- The clearance of trees and other roadside hazards will also be attempted but will be subject to the consent of adjacent landowners.
- Vehicle restraint systems will also be reviewed and upgraded with bike guard as appropriate.



Collisions on A5012 Via Gellia 2012-2014

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SCALE	1 : 50000
DATE	07/03/2023
DRAWING No.	
DRAWN BY	

Part 2. Supporting evidence about impact

What is presently known about how the current service or policy impacts upon people with a protected characteristic, people from disadvantaged communities, armed forces personnel and other groups outlined in the Council's guidance for EIAs?

The Safer Roads Fund schemes are intended to reduce risk to all road users by taking a long-term holistic approach to highway safety along both routes. Although the project seeks to reduce the severity and number of all collisions, there are trends associated with age across Derbyshire which can be reviewed through this EIA:

- Vulnerable road users (pedestrians, pedal cyclists, and motorcyclists) made up just over a third of all casualties in Derbyshire, but 60% of killed and seriously injured casualties.
- Groups showing continual decline of killed and seriously injured casualties were motorcyclists, adult pedal cyclists, goods vehicles, older drivers, alcohol related collisions and collisions on the motorway.

Therefore, all the protected groups seem to be affected by and would benefit from the installation of safety interventions along both routes.

Please detail the sources for the above information

- **RAC Foundation in combination with the Safer Roads Foundation.** https://www.racfoundation.org/wp-content/uploads/Tackling_high_risk_regional_roads_safer_roads_fund_full_report_Oct_2018.pdf
- **Derbyshire Casualty Report.** <https://www.saferroadsderbyshire.org.uk/site-elements/documents/pdf/derby-and-derbyshire-casualty-report-2021.pdf>
- <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-older-and-younger-driver-factsheets-2021/reported-road-casualties-in-great-britain-older-driver-factsheet-2021>
- <https://observatory.derbyshire.gov.uk/>
- <https://www.ons.gov.uk/visualisations/censusareachanges/E07000037/> | <https://www.ons.gov.uk/visualisations/censusareachanges/E07000035/>

Is consultation planned/ has consultation take place? If yes, what is this telling us about the likely impact on the protected characteristic and other communities/ groups etc.?

- DCC Consultation: A5004 online public consultation feedback and exhibitions 1st December 2022 to 15th January 2023.
- DCC Consultation: A5012 public consultation feedback and exhibitions 27th February to 26th March 2023.

If there is insufficient information to determine likely impact, what information is needed and how will it be obtained in the future?

As a casualty reduction project, the County Council monitors collisions along the route and understands the measures that can be installed to reduce them in line with national design standards.

Part 3. Analysing and assessing the impact by equality Protected Characteristic group

Use the information, customer feedback and other evidence to determine upon whom the policy/ service and any proposed changes will impact upon and how, highlighting where these have a negative, positive or no impact, including where this could constitute unfair treatment, limit access, or result in additional inequality or disadvantage, hardship, or exclusion.

For any identified negative potential impact, you must provide details of any action or options which could mitigate against this, and in serious cases, you should highlight where the Council would be advised not to proceed with a new or changing policy or service, including any proposals which are being considered.

Please use your action plan towards the rear of this document to record the action and the monitoring that will take place to deliver or identify appropriate mitigation.

Protected Characteristic Or Group	Positive impact	Negative impact	No impact
All protected characteristics	The road safety measures on both the A5004 and A5012 have been assessed as having a positive impact on reducing the number and severity of road collisions which will be a positive benefit for all road users.		
(Please describe)	The types of measures have been selected using VIDA software which recommends the most appropriate measures to tackle existing road collision problems irrespective of the characteristics of people involved.		
Age	Measures that improve safety for pedestrian and cyclists on both the A5004 and A5012 corridors will have a positive benefit for the safety of pedestrians and cyclists of all ages and abilities.		

Protected Characteristic or Group	Positive impact	Negative impact	No impact
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 418</p>	<p>The signalisation of the A5012/ Grange Mill junction includes the provision of street lighting. This will support improved community and road safety during the hours of darkness. The signalisation will also incorporate a Pegasus crossing on the eastern side of the junction to aid equestrian users to travel safely on movements between Ible and the bridleway leading to the south from the junction.</p> <p>The Clatterway junction improvement is aimed at all user/characteristic groups.</p> <p>‘Copenhagen’ style junction improvements along Manchester Road and within Whaley Bridge are aimed at improving facilities for pedestrians and cyclists but will benefit all types of user and characteristic groups.</p> <p>The surfacing of Old Road will directly benefit cyclists and pedestrians but will also benefit those within the characteristic groups.</p> <p>The hardening of landings for PROW will benefit all users</p>		

Protected Characteristic or Group	Positive impact	Negative impact	No impact
	<p>including those within the characteristic groups.</p> <p>Evidence from other routes where average speed cameras have been introduced found that greater adherence to the signed speed limit is observed which leads to improved safety for all ages of road user.</p>		
(Please describe)	<p>Both the A5004 and A5012 are principal travel corridors utilised by people of all ages for both local and longer journeys by different travel modes, either as drivers, passengers, pedestrians, cyclists, or equestrian users. We know from Department for Transport analysis of collisions across Great Britain that there is a higher casualty rate for younger and older drivers across Great Britain. Therefore, measures which provide a safer environment for all ages, may have an increased positive benefit on these two routes because both High Peak District and Derbyshire Dales District populations contain higher proportions of older ages ranges: being between 20% and 40% higher than the national average.</p>		
Disability	<p>Currently, there is no continuous footway alongside the A5004. Therefore, the creation of a surfaced route via Old Road along a low traffic route provides more opportunities for all people, including people with mobility impairment or vision impaired people to walk or cycle along the route.</p> <p>The creation of 'Copenhagen' style junctions within both Buxton and Whaley Bridge give priority to pedestrians and cyclists crossing side roads. These encourage</p>		<p>A sausage island at A5012/ Clatterway will be provided to improve crossing for pedestrians. There is no current onward off-road pedestrian route to Bonsall at this location. Therefore, it is not proposed to provide tactile paving at this location because there is no accessible facility to guide visually impaired people to; and by doing so could make the existing situation more dangerous.</p> <p>Similarly, where rural public rights of way join or routes cross the</p>

Protected Characteristic or Group	Positive impact	Negative impact	No impact
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 420</p>	<p>vehicles to give-way behind the footway which makes it easier for all road users to cross in greater safety. The location of these will be chosen where there is good visibility to ensure that vehicles do not wait on the footway which could be particularly hazardous for disabled people.</p> <p>Highway designs will incorporate tactile paving and dropped crossings at all junction or business accesses.</p> <p>The Signalisation of the Grange Mill junction will also make it safer for cyclists/equestrians crossing the junction to the bridleway on the southeast side of the junction. The phasing of the signals will create gaps in the traffic flows making it safer for other protected groups to cross the road at this location.</p>		<p>A5004 and A5012, no provision for visually impaired pedestrians is to be provided in the form of tactile paving.</p>
(Please describe)	<p>There is no specific data about disabled drivers involved in collisions along these two routes. In 2021, 7.0% of High Peak and 6.0% of Derbyshire Dales residents were identified as being disabled. The design standards contain relevant guidance to guide the design of infrastructure to be provided along the corridor.</p>		
Gender re-assignment	<p>Positive impacts identified elsewhere in this EIA are of benefit to all people with and without this characteristic.</p>		
(Please describe)	<p>The assessment group has not identified any proposals that will have a material adverse impact on the grounds of Gender reassignment, but that the impacts which have been identified could affect people with and without this characteristic as outlined elsewhere in this analysis.</p>		

Protected Characteristic or Group	Positive impact	Negative impact	No impact
Marriage & civil partnership¹	Positive impacts identified elsewhere in this EIA are of benefit to all people with and without this characteristic.		
(Please describe)	The assessment group has not identified any proposals that will have a material adverse impact on the grounds of marriage and civil partnership, but that the impacts which have been identified could affect people with and without this characteristic as outlined elsewhere in this analysis.		
Pregnancy & maternity	<p>There are no restrictions on travelling during pregnancy and therefore positive benefits identified elsewhere in this EIA are considered to apply to all people with and without this characteristic.</p> <p>Evidence suggests that women who are active during pregnancy is better for their health and mental well-being. Therefore, the measures which provide a safer environment for walking and cycling are considered to provide a positive benefit.</p>		
(Please describe)	There is no specific data about whether those suffering collision injuries along these two routes are pregnant or have recently given birth. However, the positive impacts which have been identified could affect people with and without this characteristic as outlined elsewhere in this analysis.		
Race & ethnicity	Positive impacts identified elsewhere in this EIA are of benefit to all people with and without this characteristic.		

¹ Under EA 2010 – someone in a CP must not be treated less favourably than a married person

Protected Characteristic or Group	Positive impact	Negative impact	No impact
(Please describe)	The assessment group has not identified any proposals that will have a material adverse impact on the grounds of race and ethnicity, but that the impacts which have been identified could affect people with and without this characteristic as outlined elsewhere in this analysis.		
Religion/ belief²	St John's Church at Buxton will have alterations to the highway directly outside to build a new junction, should this measure proceed. Engagement will be required with the Church about the proposals and any restrictions to avoid impact on accessing the Church during the construction period can be included within project contract documentation.		
(Please describe)	The assessment group has not identified any proposals that will have a material adverse impact on the grounds of religion/ belief, but that the impacts which have been identified could affect people with and without this characteristic as outlined elsewhere in this analysis. The assessment group has identified that engagement with St John's Church, Buxton will be required to avoid impact on accessing Church services during the construction period.		
Sex or gender³	<p>Positive impacts identified elsewhere in this EIA are of benefit to all people with and without this characteristic.</p> <p>Average speed cameras may provide a more positive impact on males who ride motorcycles due to them being more likely to be involved in a motorcycle collision.</p>		

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² Under EA 2010 – must also consider non-religious belief

³ Sex and gender can be used at different times depending upon whether you are referring to the EA 2010 and the different duties which exist

Protected Characteristic or Group	Positive impact	Negative impact	No impact
(Please describe)	<p>A5004 Long Hill Collision Data demonstrates: Between 01/01/ 2012 and 31/12/2014 there were 60 drivers of vehicles involved in collisions. There were 41 collisions involving car drivers:</p> <ul style="list-style-type: none"> • 63% were male • 37% were female <p>There were 11 collisions involving motorcyclists:</p> <ul style="list-style-type: none"> • All were male <p>There were 4 collisions involving pedal cyclists:</p> <ul style="list-style-type: none"> • 3 were male, 1 female <p>There were 2 goods vehicle drivers:</p> <ul style="list-style-type: none"> • Both drivers were male <p>A5012 Via Gellia Collision Data Between 01/01/ 2012 and 31/12/2014 there were 55 drivers of vehicles involved in collisions. There were 41 car drivers:</p> <ul style="list-style-type: none"> • 68% were male • 32% were female <p>There were 6 collisions involving motorcyclists:</p> <ul style="list-style-type: none"> • All were male <p>There were 4 collisions involving pedal cyclists:</p> <ul style="list-style-type: none"> • All were male <p>There were 3 goods vehicle drivers:</p> <ul style="list-style-type: none"> • All were male <p>The installation of average speed cameras will benefit all users of the highway including those within the various characteristic groups.</p>		
Sexual orientation	Positive impacts identified elsewhere in this EIA are of benefit to all people with and without this characteristic.		
(Please describe)	The assessment group has not identified any proposals that will have a material adverse impact on the grounds of sexual orientation, but that the impacts which have been identified could affect people with and without this characteristic as outlined elsewhere in this analysis.		

Protected Characteristic or Group	Positive impact	Negative impact	No impact
Human Rights	N/A		
(Please describe)	The funding provided for the Safer Roads Fund has been ring-fenced to the delivery of road safety measures on the two routes. Therefore, there is no decision or assessment required to whether this funding should be used for other purposes.		
Armed Forces personnel/ households	N/A		
(Please describe)	The assessment group has not identified any proposals that will have a material adverse impact on Armed Forces personnel/ households.		
Users of British Sign Languages	N/A		
(Please describe)	The assessment group has not identified any proposals that will have a material adverse impact on users of British Sign Languages.		
DCC Employees	N/A		
(Please describe)	The assessment group has not identified any proposals that will have a material adverse impact on DCC employees. The White Hall Activity centre is located off the A5004 route, but it also has an access from Whaley Bridge via local roads. It is not thought that access to the centre would be an issue therefore, but engagement with the site operators will be made during the construction phases.		
Community and Voluntary sector organisations working with protected characteristic groups	N/A		
(Please describe)	The assessment group has not identified any proposals that will have a material adverse impact on Community and Voluntary sector organisations working with protected characteristic groups.		
Other not listed above	N/A		
(Please describe)	The assessment group has not identified any proposals that will have a material adverse impact on other non-listed groups.		

Part 4. Summary of main findings

- None of the measures have been determined to have a detrimental impact on the protected characteristic groups.
- The implementation of average speed enforcement systems will lead to a reduction in the number and severity of collisions and collision casualties along both routes and provide a positive benefit for all road users including those in the above protected characteristic groups.
- Other safety interventions targeted at cyclists and pedestrians will make the highway environment safer for their use. This would benefit all people or group of people within the EIA characteristic groups.

Are there any recommendations for changes to proposals?

No changes are proposed.

Part 5. Proposed Equality Action Plan

Please complete this Action Plan to outline any mitigation you intend to take.

Issue identified	Action required to reduce impact/ mitigate	Timescale and responsibility	Monitoring and review arrangements
Detailed design of the safety interventions is still ongoing	Ensure that the design complies with DCC and national standards	On-going – Kevin Parkes, Head of Professional Services	As part of the design review process
Check the Contractor's construction stage plan to determine impacts on the EIA protected groups	DCC review of the contractor's proposals	Following receipt of tenders	By site supervisors
Monitor use of the routes by cyclists and pedestrians of the difference protected groups	Ad-hoc survey	Following installation	Monitoring equipment by the roadside or ad-hoc traffic surveys
Reduction in the number and severity of the collisions and collision injuries along both routes.	Monitoring and analysis of the collision data supplied by the Police.	On-going	Monitoring and analysis of the collision data supplied by the Police.

Date and outcome of any Cabinet/ Cabinet Member or Council Report to which this was attached and their decision:

This EIA will be incorporated into a Cabinet Report timed for consideration by Members in Summer 2023.

Checklist for EIA

Action/ checks	Date	Name
1 st draft agreed		An earlier Cabinet Report dated 8 September 2022: Safer Roads Fund Project - A5012 "Via Gellia" Cromford to Newhaven (Minute No. 155/22 refers) and A5004 Long Hill Buxton to Whaley Bridge (Minute No. 156/22 refers) indicated that an EIA wouldn't be undertaken until the public consultation had been completed and the detailed design progressed for both projects. Hence, this is the earliest that the EIA could be undertaken to assess the impact of the safety interventions on the protected groups.
Consultation completed	26 th March 2023	
2 nd draft agreed	15 th May 2023/16 th June 2023	Original draft agreed in May but brought into a new format for EIA in June.
Forwarded to Policy & Research	14 th June 2023	John Cowings
Comments received from Policy & Research	19 th June 2023	No comments
Forwarded to HR	19 th June 2023	Angela Kirkham
Comments received from HR	19 th June 2023	No comments
Forwarded to Legal Services	20 th June 2023	Sarah Bond

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Comments received from Legal Services	21 st June 2023	No comments.
EIA revised in light of above (if applicable)	21 st June 2023	Not applicable
Signed off by DMT/ Senior Officer/ CMT	12 th July 2023	Dave Massey
Authorised for Cabinet or another committee	11 th August 2023	Julian Gould
Uploaded to Derbyshire Democracy site		
Decision noted		
Final copy forwarded to Policy for uploading to website		
Monitoring and review after 6/12 months		

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FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

CABINET

Thursday, 21 September 2023

Report of the Executive Director - Children's Services

Children's Services Capital Programme 2023-24 - Further Allocations
(Cabinet Member for Education)

1. Divisions Affected

1.1 County wide

2. Key Decision

2.1 This is key decision because it will result in the Council incurring expenditure totalling £2,843,282 and affects communities living or working in an area comprising two or more divisions/county electoral areas.

3. Purpose

3.1 To approve further allocations from the Children's Services Capital Programme 2023-24 to individual projects. To note allocations made under delegated powers and the receipt of funds received/returned to the Children's Services Capital Budget.

4. Information and Analysis

4.1 As reported to Cabinet on 27 July 2023 there is an unallocated balance of £26,155,013 in the Children's Services Capital budget made up of Basic Need (BN) and School Condition (SCA).

- 4.2 Approvals made under delegated powers by the Executive Director for Children's Services are set out in Appendix 2.
- 4.3 Funds received/returned to the Children's Services Capital budget as set out in Appendix 3.
- 4.4 Further allocations for consideration are set out in Appendix 4. Additions to the programme and further allocations from the Children's Services Capital Budget will be subject of future reports.

5. Consultation

- 5.1 Not applicable

6. Alternative Options Considered

- 6.1 The School Condition is an annual allocation of school condition capital from the DfE. This capital grant is to improve and maintain the condition of the school estate (buildings and grounds). The grant allocation is determined by the DfE and takes into account the information collected through the Property Data Survey programme. Basic need is an allocation from the DfE for providing new school places by either expanding existing schools or by establishing new schools in Derbyshire. The allocation is determined by the DfE based on the data collected in the School Capacity Survey (SCAP).

The list of allocations has been drawn up to address the most pressing condition related issues at schools and to provide places where pupil projections indicate there will be pressure on places in a school place planning area. The funding is to ensure there is sufficient capacity at all the schools involved and that the accommodation is suitable to support the delivery of education.

The School Condition Allocation must be spent in accordance with the terms of the grant to improve and maintain the condition of the school estate and cannot be used for any alternative purposes. Similarly, the Basic Need Allocation must be spent in accordance with the terms of the grant to provide new school places.

7. Implications

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

8. Background Papers

8.1 These are held in the Children's Services Development Section.

9. Appendices

9.1 Appendix 1 – Implications

9.2 Appendix 2 - Approvals made under delegated powers

9.3 Appendix 3 – Funds received/returned

9.4 Appendix 4 – Allocations

10. Recommendation(s)

That Cabinet:

- a) Notes the allocations made under delegated powers by the Executive Director for Children's Services detailed in Appendix 2.
- b) Notes the receipt of the funds received/returned to the Children's Services Capital budget as detailed in Appendix 3.
- c) Approves the allocation of £2,350,932 from 2023-24 Basic Need and £492,350 from 2023-24 School Condition Allocation to the projects as detailed in Appendix 4.

11. Reasons for Recommendation(s)

11.1 To inform Cabinet of the return/receipt of funds.

11.2 To address the most pressing maintenance issues in schools to ensure the school estate is maintained to a high level.

11.3 To ensure there is sufficient capacity at schools in the County.

12. Is it necessary to waive the call in period?

12.1 No

Report Author: Jill Beacham

Contact details: Jill.Beacham@derbyshire.gov.uk

Implications

Financial

- 1.1 The financial considerations are as explained in section 2 of the report with detailed breakdowns of allocations included in Appendix 4.
- 1.2 If the allocations set out in Appendix 4 are approved, together with the delegated approvals set out in Appendix 2 and the received/returned funds in Appendix 3, the unallocated balance of the Children’s Services Capital budget will be as detailed below:

Year	Type of Funding	Opening Balance £	Delegated Approvals	Funding Received/ Returned	Allocations in this Report	Balance £
2015-16	Basic Need & School Condition	296,442				296,442
2016-17	Basic Need & School Condition	785,662		15,181		800,843
2017-18	Basic Need & School Condition	885,205				885,205
2018-19	Basic Need & School Condition	935,511		17,972		953,483
2019-20	Basic Need & School Condition	367,013				367,013
2020-21	School Condition	65,890				65,890
2021-22	School Condition	101,923				101,923
2022-23	School Condition	124,337		5,043		129,380
2023-24 (for schemes to be delivered by Sept 2024)	Basic Need	13,293,117			2,350,932	10,942,185

2023-24	School Condition	4,275,387	443,650		492,350	3,339,387
2024-25 (for schemes to be delivered by Sept 2025)	Basic Need	4,448,963				4,448,963
2025-25 (for schemes to be delivered by Sept 2026)	Basic Need	575,563				575,563
Total		26,155,013	443,650	38,196	2,843,282	22,906,277

1.3 All goods, works and services required to undertake the identified projects in the report will be procured and awarded in accordance with the Council's Financial Regulations.

Legal

2.1 The funding allocations are made in accordance with the Local Authority's financial regulations.

2.2 The Local Authority has a duty to secure efficient primary and secondary education and further education to meet the needs of the population of their area under sections 13 and 13A of the Education Act 1996.

Human Resources

3.1 None

Information Technology

4.1 None

Equalities Impact

5.1 No impact

Corporate objectives and priorities for change

6.1 Not applicable

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

7.1 To maintain the safe condition of the school estate.

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Appendix 2

Approvals Under Delegated Powers

Under the Children's Services Financial Scheme of Delegation, the Head of Development has delegated powers to authorise expenditure up to a value of £75,000 and the Executive Director for Children's Services up to a value of £250,000 on any individual project (funded from existing resources). Where there are multiple projects detailed in a report, this is for efficiency only and each project or group of projects for an individual school are separate new projects under the definition of the Scheme of Delegation.

Approvals by the Executive Director for Children's Services

School	Scheme	Funding Yr/Type	Approved	Amount £
Bolsover Infant and Nursery School	Electrical rewire – additional funding		21/06/23	11,850
Cavendish Junior School	Ceiling replacement & toilet refurbishment – additional funding		21/06/23	40,000
Charlotte Nursey and Infant School	Heating & radiators – additional funding		21/06/23	53,000
Hasland Infant School	Heating pipework radiators – additional funding		21/06/23	100,000
Morley Primary School	Heating plant – additional funding		21/06/23	8,800
New Mills School	Demolition & replacement of sports pavilion		21/06/23	230,000
	Total 2023-24 SCA			443,650

NB All initial funding approvals are based on budget costs and it may be necessary to seek further approvals where additional works are identified and/or costs increase during the course of the project

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Appendix 3:

Funds Received/Returned

Description	Funding Yr/Type	£
Savings from underspent closed schemes	2016/17 BN/SCA	15,181
Devolved Formula Capital (DFC) contributions from schools towards approved schemes	2018-19 SCA	17,972
Devolved Formula Capital (DFC) contributions from schools towards approved schemes	2022-23 SCA	5,043

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**Appendix 4
Proposed Allocations for Approval**

School	Scheme	Funding Yr/Type	Amount £
Clover Leys Spencer Academy (New Boulton Moor Primary School)	Boulton Moor is a major housing development to the south-east of Derby City. On 14/9/17, 21/3/19 and 2/2/22 Cabinet approved Section 106 contributions of £150,000, £3,999,170 and £12,448 respectively towards a scheme to provide a new primary school to serve the community. On 26/7/18 Cabinet approved £1,761,590 to meet the funding shortfall on the scheme. It was intended to open the school in September 2020, with Spencer Academy Trust selected as the sponsor. There have been major difficulties with the project, in particular the transfer of the land and access to the site which is provided by the developer. The opening was delayed until September 2021 but, in the event, issues with the land were still unresolved. Due to the demand for places in the area the Trust opened the School on time but with the children being transported over to its other new school at Chellaston Fields. The delay has resulted in a significant increase in the costs and an additional £3,546,905 was approved by Cabinet on 8/12/22. Continued delays with the land issue have put back the building of the new school and it is now anticipated to be completed by Summer 2024. In the interim a temporary school of modular construction is to be located on the Chellaston Fields site. The scheme for the permanent build has recently been re-costed at £11,821,045 and a further £2,350,932 is required to progress the scheme.	2023-24 BN	2,350,932
New Mills School	On 19/5/22 the Executive Director for Children's Services approved £143,500	2023-24 SCA	492,350

	<p>for a wiring scheme to block 5 On 28/7/22 Cabinet approved £160,000 for a full refurbishment of the science laboratories in the block to be undertaken in conjunction with the wiring works. During the design process, surveys identified that upgrades to both the electrical and gas supplies to the block were essential in order to undertake any works and make the building compliant. A further £143,550 was approved by the Executive Director for Children's Services on 24/5/23 for the electrical upgrade. The additional building and mechanical works have been costed at £251,900 and £240,450 respectively and therefore a further £492,350 is required to bring the block up to standard.</p>		
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NB All amounts are based on budget costs and it may be necessary to seek further approvals where additional works are identified and/or costs increase during the course of the project.



FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

CABINET

21 September 2023

Report of the Executive Director - Children's Services

Fostering Allowances Review

(Cabinet Member for Children and Families)

1. Divisions Affected

1.1 County-wide

2. Key Decision

2.1 This is a key decision because it is likely to:

- a) Result in the Council incurring significant expenditure regarding the budget for the service or function concerned. The total annual cost of the proposed changes to fostering allowances is expected to be £1,405,000;
- b) Be significant in terms of its effect on the communities living or working in an area comprising of two or more electoral wards in the County.

3. Purpose

3.1 The report seeks approval for a reviewed financial framework for Derbyshire foster carers. The basic fostering allowance remains unchanged, proposals are based upon the other fees and allowances resulting from experience, expectation and training, as well as obligations for dealing with a looked after child or young person. The changes to the allowance's framework will deliver the following:

- 3.1.1 In a competitive and challenging national market, align with neighbouring authorities, supporting the developing regional fostering collaboration across D2N2¹.
- 3.1.2 Ensure Derbyshire is competitive in attracting new foster carers and retaining current foster carers.
- 3.1.3 Respond to recent consultation and engagement with foster carers to delivering a more transparent package.

4. Information and Analysis

- 4.1 The Fostering Service aims to ensure that Derbyshire’s children in care experience high-quality care where they are supported locally to be safe, healthy, and happy so that they can be the best they can be and achieve the best possible outcomes. Wherever possible, children are placed locally within a nurturing family environment with skilled and experienced foster carers.
- 4.2 The number of available fostering households has reduced significantly both nationally and locally due to reported challenges, including: the pandemic, the cost-of-living crisis, financial instability of households, young adults remaining in the family home, and a more competitive private market driven by Independent Fostering Agencies (IFA’s). Between 2018-2022, Derbyshire experienced a 32% reduction in the number of fostering households 359 to 270, with the number of new registrations in recent years reducing from 65 to 9. Over the same period the number of children in care has increased by 38% from 719 to 995.
- 4.3 Childrens Services is experiencing budget pressures as a result of rising costs of external placements and a shortage of available fostering placements leading to more children being placed in higher cost residential provision. Table 1 illustrates the cost differentials and potential cost reduction if more children were placed with in house foster care.

Table 1 Comparing average cost residential options to Internal Fostering

Placement Type	Average Weekly Cost	Average Annual Cost	Potential Saving/Cost Avoidance
Internal Fostering – allowances	£269*	£14,000*	* Excludes costs of fostering service

¹ Collective of Derbyshire County Council, Derby City Council, Nottingham City Council and Nottinghamshire County Council.

payable to foster carers			The incremental costs of internal fostering placements are significantly lower than any other placements
IFA	£942	£49,000	Every placement step down opportunity would create an average annual saving of £35,000
Internal Residential	£3,854	£200,393	Every placement step down opportunity would free up an in-house residential place and potentially avoid an external residential place
External Residential	£5,865	£305,000	Every placement step down opportunity would create an average annual saving of £291,000

Fostering plays a critical role in reducing placement spend across Children’s Services. The Children Services plan for 2023-2025 identifies the need to improve recruitment, utilisation, and retention of foster carers. Derbyshire has a commitment to the Fostering Development Programme which has interdependencies with other key Children’s Services strategies, such as the Children’s Services Financial Strategy as well as the overarching Children’s Strategy.

4.4 Recent consultation with Derbyshire’s own foster carers identified a lack of transparency and potential risks within the current financial framework. Variation in foster carer fees and allowances, when compared to our regional authorities and IFA’s, creates another disadvantage for Derbyshire when attracting and retaining foster carers. National reports, from Foster Talk identify this as a result of the cost-of-living crisis “43% of foster carers may leave fostering in the next two years without further financial support.”

Local authorities, such as Norfolk County Council, report that following an increase in their financial framework, there was a significant improvement in retaining foster carers. Thus, demonstrating an improvement in stability of fostering placements and therefore improving outcomes for children.

4.5 In April 2023, Nottinghamshire County Council aligned several of their key allowances, including aligning their Fostering Skills Allowance with Derby City Council. This was, in part, to enable greater collaboration across the D2N2. Nottinghamshire has received positive feedback from existing carers and not had any carers leave due to fees related concerns since.

- 4.6 The full financial package review conducted for this proposal has included our D2N2 partners as well as other neighbouring authorities.
- 4.7 The framework proposed in this report simplifies financial formulation and calculation, therefore improving transparency and the rationale for each package element, whilst reflecting D2N2 frameworks to facilitate the developing regional collaboration.
- 4.8 Within the proposed framework, previous legacy/historical frameworks (wherein financial packages were complex and found to be confusing by foster carers) have been aligned with a simpler rationale, which more accurately reflects the cost of raising a child.
- 4.9 New guidance materials will also be developed to improve the transparency of the framework.
- 4.10 The additional funding required will be able to demonstrate cost-avoidance by retaining current foster carers, increasing the number of foster carers recruited and increasing utilisation of current fostering households.
- 4.11 Monitoring the impact of the recommendation will be carried out by service managers and will be monitored regularly and closely.
- 4.12 Current opportunities for cost-avoidance/saving have identified 26 potential step down cases from residential settings. Of this 26, 4 are currently in internal residential placements and 22 are currently in external residential placements.
- 4.13 An initial small-scale analysis identified 17 foster carers that, pending implementation of the proposed framework, would be able to foster more children than they currently do. This initial cohort alone would create capacity for a further 21 new foster care placements. Upon implementation, a full survey of all foster carers will be completed to identify new placement development opportunities which will be included in any future reporting.

The additional costs of the proposed changes to fostering allowances are estimated at £1,405,000 per annum. This cost could be offset if just 5 children could be placed with internal foster carers, rather than in an external residential placement.

5. Consultation

- 5.1 Five rounds of consultation were completed during 2022 and 2023, foster carers in Derbyshire identified financial package as requiring review, alongside the additional financial pressure due to inflation and the cost-of-living crisis (summary Appendix 2). In March 2023, there were 16 fostering households that had entered into 'Support to Stay' conversations with the fostering service, citing fees and allowances as a key factor in considering leaving the service.
- 5.2 From the Fostering Annual Survey in March 2023, all 102 respondents referenced funding, with 55% indicating that the current package does not cover the costs incurred to be a foster carer.
- 5.3 Feedback from all consultations indicated the need for a more transparent framework.
- 5.4 Feedback also highlighted the impact of the cost-of-living crisis, regarding utilities and food, demonstrating that the current financial package creates a challenging set of circumstances for foster carers. During 2022 8 fostering households cited 'fees and allowances' during exit interviews as a key reason for their leaving the service. Also during 2022 24 potential new foster carers cited 'fees and allowances' as insufficient for them to foster when withdrawing their application.
- 5.5 Currently, neighbouring authorities and independent fostering agencies both have a competitive advantage with comparatively higher package and more transparent frameworks, this proposal would reduce the advantage that neighbouring authorities and IFAs have and encourage improved foster carer recruitment and retention in Derbyshire.
- 5.6 Feedback from consultations foster carers identified that they do not feel valued, owing in part to the current framework, and therefore impacting our ability to retain foster carers.

6. Alternative Options Considered

- 6.1 Do nothing.
This could result in Derbyshire not being able to respond to known challenges and losing even more foster carers. This will impact dramatically upon our placement sufficiency strategy and early intervention strategy. Further reducing the number of foster carers in Derbyshire will result in more children in care being placed in more expensive residential options.
- 6.2 Implement the proposal in full.

Derbyshire foster carer service will then be in a more competitive position, aligning with neighbouring authorities, supporting the developing regional fostering collaboration across the D2N2 collective. Ensure Derbyshire is competitive in attracting new foster carers, retaining current foster carers and attracting back foster carers who previously transferred to an Independent Fostering Agency (IFA). Respond to recent consultation and engagement with foster carers, to deliver a more transparent package. Implement the proposed new framework from October 2023. Budget requirement of £702,500 for 2023/2024, on-going from 2024/2025 annual budget increase of £1,405,000.

- 6.3 Implement at a later stage: from April 2024. Implement the proposed new framework from next financial year 2024/2025 will require an annual budget increase of £1,405,000. Potential review of rates will be required in February 2024, as neighbouring authorities increase their rates in line with national minimum standards.

7. Implications

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

8. Background Papers

- 8.1 Communication plan to support the implementation of the new framework.

9. Appendices

- 9.1 Appendix 1 – Implications
9.2 Appendix 2 – Consultation Overview
9.3 Appendix 3 – Framework guidance comparison

10. Recommendation(s)

That Cabinet:

- a) Cabinet approves the implementation of the new framework in October 2023.

11. Reasons for Recommendation(s)

- 11.1 The new framework of fees and allowances for foster carers will ensure that Derbyshire is in a more competitive position to recruit, utilise and retain foster carers in Derbyshire for Derbyshire children in care. The new framework reflects the D2N2 partnerships and therefore ensures we can work in greater collaboration as that relationship develops. It also ensures our rates reflect a competitive market position with our regional local authorities.
- 11.2 Implementation of the framework on 2 October 2023 will be of significant impact to the work to reduce placement expenditure across Children's Services as a whole.
- 11.3 Implementation of the framework on 2 October 2023 will enable development of the appropriate process and procedures to support distribution to foster carers. It will enable the development and delivery of all necessary resources to communicate out the new framework, as identified within the communication plan, such as development and distribution of the new materials, and the training required for foster carers, staff and other key stakeholders.
- 11.4 Immediate impact upon foster carers utilisation, retention and recruitment. Including a whole service survey to identify other new placement development opportunities.

12. Is it necessary to waive the call in period?

12.1 *No*

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Author: Luke Impey

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Luke.Impey@derbyshire.gov.uk

Appendix 1 Implications

Financial

- 1.1 When children are taken into care by the Council an appropriate placement must be found for them. The best interest of the child must be the priority; however, the cost of any placement is also a consideration. In most cases an internal Fostering placement will be both the best place for the child and provide the best value for the Authority.

- 1.2 Children Services are currently forecasting a significant overspend on placements. However, fostering is still considered to be the best value placement and so increasing spend in this area in order to strengthen the number of fostering placements available does represent better value than having to spend on the alternative placements available to the authority.
- 1.3 On average an internal fostering placement currently costs £14,000 per annum, the alternative of an agency fostering placement would be £49,000 per annum and if an agency residential placement was needed the average cost is currently £305,000 per annum. As a result, it would require just 5 children to be kept out of Agency residential placements to cover the cost of the changes set out.
- 1.4 The cost of implementing these changes from October 23 will be met this year from the existing placements budget and is one of the department's range of measures planned to minimise spend on placements both in year and in the years ahead.
- 1.5 It is anticipated a growth bid will be submitted for 2024/25 in order to establish this new level of commitment and funding to internal fostering. However this will be considered at the time in tandem with other placement pressures and savings planned.

Legal

- 2.1 Section 22G of the Children Act 1989 requires local authorities to take strategic action in respect of those children they look after and for whom it would be consistent with their welfare for them to be provided with accommodation within their local authority area. In those circumstances, section 22G requires local authorities, so far as is reasonably practicable, to ensure that there is sufficient accommodation for those children that meets their needs and is within their local authority area.

Human Resources

- 3.1 Communications with staff to develop knowledge and application of the new finance framework is identified within the communication plan.

Information Technology

- 4.1 Development of the Derbyshire website content to reflect the new framework and associated procedure such as efficient access to online claim forms.

Equalities Impact

- 5.1 Equality Impact Analysis (separate attachment) action plan identifies the requirement for a communication plan and ensure all protected groups have accessible materials to understand the new allowances framework. Consultation groups provided significant input and engagement to develop, deliver and guide the new framework.

Corporate objectives and priorities for change

- 6.1 Supports council plan elements including, provide consistent, high quality early help and safeguarding services for children and families across Derbyshire. Providing safe, stable homes for children in our care. Ensuring DCC meets its placement sufficient legal duties.

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

Appendix 2 Consultation overview

1. Consultation engagement

- 1.1 Fostering modernisation focus group, between November 2022 and March 2023, included foster carers representing county-wide mainstream / disability / contract care / short break carers.
- 1.2 Fostering modernisation survey, November 2022, received 37 anonymous responses.
- 1.3 Fostering annual survey, March 2023, received 102 anonymous responses.
- 1.4 Initial Allowance focus group, March 2023, included foster carers representing county-wide mainstream / disability / contract care / short break carers.
- 1.5 Full allowance review focus group, between May 2023 and June 2023, included foster carers representing county-wide mainstream / disability / contract care / short break carers.
- 1.6 Full foster carer council engaged in fostering modernisation discussion during 2022 and held an extraordinary meeting focused on the allowance proposal June 2022, included foster carers representing county-wide mainstream / disability / contract care / short break / Reg 24 / SGO carers.

2. Consultation Summary

- 2.1 Annual Survey

Of the 24 responses to question 8 regarding allowances, the following challenges were raised:

- 4% Mileage
- 4% Baby Costs
- 21% Cost of Living
- 13% Complex Pay Structure
- 4% Long Service Bonus
- 8% Not comparable to other LAs/IFAs
- 38% Allowance too low
- 8% Foster Carers Undervalued

Of the 78 responses to question 22 regarding service improvements:

- 26% Increased financial allowance/ to receive a wage
- 13% Improved pay scale/in-line with other LAs

FMP Consultation, allowance topic areas included:

- Baby costs
- Mileage rates
- Complex pay structure
- Weekly allowance
- Skills allowance
- Retirement – pension
- Cost of living crisis
- Short Break allowances

Allowance Focus Group topic areas included:

- Council tax exemption
- Skills payment – rates and per child not household
- Baby costs
- Holiday allowance rates / eligibility criteria
- Retirement – Pension
- Support in leaving care
- Contract care rates – second child etc
- Nursery costs
- Short Break
- Annual review bonus
- Long service award

- Mileage
- Cost of a car
- Pay for coffee and chat
- Trips for children
- Free school meals
- Rising cost of gas and electric for heating
- Cost of living payment
- Introductory payment when start
- Refer a friend payment
- Pocket money appropriate rates

Appendix 3 Framework guidance comparison

See separate attachment

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Equality Impact Analysis Record Form 2022 – Derbyshire County Council

Introduction and context

Policy/ Service under development/ review		Internal Fostering Service – Full Allowances Review			
Department/ Corporate		Children’s Services			
Lead officer		Robert Hayward			
EIA Team:		Luke Impey, Steve Cordingley, Sophie James			
Date analysis commenced:	September 2022	Date completed:	19 July 2023	Date approved:	15 August 2023

Part 1. About the service/ policy or function and the reason for the EIA

Page 455	What is the purpose of the service, policy or function?
	<ul style="list-style-type: none"> • Derbyshire County Council (DCC) Fostering Service recruits, maintains and supports foster carers to provide foster homes to children and young people in care in Derbyshire. • Foster carer allowances are to cover the cost of caring for a child in care, including food, clothing, toiletries, travel, festivities, and other expenses incurred. • Allowances are also made to recognise foster carers time, skill and experience. • Foster carers are registered self-employed, HMRC identify specific qualifying care relief. • National minimum standards are set by the Department for Education (DfE) and inspected by Ofsted within the inspecting local authority children’s services inspection (ILACS). • National minimum allowances are published every financial year, though DCC allowances are identified and set by Derbyshire.

Are there any proposals to change these?

- The Fostering Modernisation Programme (FMP) / Fostering Development Plan (FDP) between 2022 and 2025 is reviewing current Fostering Service provision with the aim of ensuring 'Fostering and placement sufficiency/futureproof Specialist Services through alignment and modernisation of services developing a new therapeutic Fostering Service' [Children Services Strategy 2022/-2025]
- Any agreed changes to the current allowances will impact on:
 - Marketing, recruitment, and retention of Foster Carers
 - Recognition of the costs to raise a child in care within the fostering service
- Interdependencies with commissioned places through independent fostering agencies (IFA's) and children's residential placements
- Fostering is a critical role within the early help, sufficiency of places, children in care residential options, ensuring best outcomes for children

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Key changes to the current framework include:

- Increase in many rates to align with D2N2 and ensure competitive
- Clarification of rate calculations
- Removal of historical / legacy influence that creates confusion
- Clarity and uniform use of language
- Improved transparency of framework
- No change to the weekly fostering allowance, recently impacted by annual uplift
- Change in what's currently identified as 'fostering skills allowance', reflect regional partners and change to per child rather than per household allocation
- Re-introduction of annual reward following annual review

Draft framework comparator to current



Enc. 2 for Appendix
3 Fostering allowan

Part 2. Supporting evidence about impact

What is presently known about how the current service or policy impacts upon people with a protected characteristic, people from disadvantaged communities, armed forces personnel and other groups outlined in the Council's guidance for EIAs?

- [Want to foster? - Derbyshire County Council](#) - 24/03/23: "...foster carers come from a variety of different backgrounds and can be married or single, young or older, in work or not. You might be in a civil partnership, straight, gay, trans or bisexual."
- Anyone can apply to be a Foster Carer.

Foster Carer Register extract (26/06/2023)

Team allocations

	Households	Placements
Contract care team	38	67
North team	72	126
High Peak team	33	51
South team	64	101
Disability team	47	85

Gender

	Main carer	Secondary Carer
Male	15	187
Female	245	10
Unknown		1

Ethnicity

	Main carer	Secondary Carer
White British	248	187
White Irish	2	4
White & Asian	2	
White & Black Caribbean	1	1
Indian	1	1

African	1	
Other white	2	1
Other black	1	
Other ethnic	1	1
Refused	1	
Not yet gained		3

Registered to care for
 1 child / young person - 109
 2 child / young person - 110
 3 child / young person - 40

Please detail the sources for the above information

Foster carer register
 Derbyshire County Council Website

Is consultation planned/ has consultation take place? If Yes, what is this telling us about the likely impact on the protected characteristic and other communities/ groups etc.?

Wider FMP / FDP Consultation:

- Foster Carer's Council, Autumn 2022 and Spring Term 2023
- Foster Carer's focus groups, November 2022 – March 2023
- Foster Carers FMP survey via Fostering Bulletin, November 2022
- Foster Carer Annual Survey, March 2023
- Fostering Service team meetings
- D2N2 fostering group
- Initial 'Allowance focus group', March 2023, attendance 14

Summary:

Title	FMP Consultation	FMP Survey	Fostering Annual Survey	Allowance focus group
Date	November 2022– March 2023	November 2022	March 2023	March 2023
Attending Foster Carers	13	37 completed	102 completed	14
Foster carers representing	mainstream carer, disability carer, contract carer, short break carer High Peak & North Dales, South, County Wide	Anonymous results	Anonymous results	mainstream carer, disability carer, contract carer, short break carer High Peak & North Dales, South, County Wide
Pay related comments	Yes	referenced by 29%	Referenced by All. 54.9% said doesn't cover costs	Yes
Cost of living impact	Yes	referenced by 4%	Yes	Yes

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Combined results:

<ul style="list-style-type: none"> • Weekly allowance • Skills allowance • Skills payment – rates and per child not household • Allowance too low • Not comparable to other LAs/IFAs • Contract care rates – second child etc • Short Break allowances • Holiday allowance rates / eligibility criteria 	<ul style="list-style-type: none"> • Introductory payment when start • Refer a friend payment • Annual review bonus • Long Service Bonus • Retirement – pension 	<ul style="list-style-type: none"> • Support in leaving care • Council tax exemption • Pay for coffee and chat • Trips for children • Free school meals • Pocket money appropriate rates (can be taken for granted) • Mileage • Cost of a car • Baby Costs • Nursery costs • Cost of Living • Rising cost of gas and electricity for heating
---	--	--

- Complex Pay Structure
- Foster Carers Undervalued

Allowances specific consultation

- Full Allowance foster carer consultation, 3 consultation meetings, May – June 2023
- Foster carer team service 'Allowances', round 1 – 22 & 24 May, round 2 7 June 2023
- Foster Carer Council, extraordinary meeting, June 2023
- CIC bowling trip 26/02/2023

Summary:

Title	Full allowance meeting 1	Full allowance meeting 2	Full allowance meeting 3	Foster Carer Council	Team allowance focus group 1	Team allowance focus group 2
Date	16 May	24 May	20 June	21 June	22 & 24 May	7 June
Attending Foster Carers	Invited 27	Invited 27	Invited 27	Invited 41	All Teams	All Teams
Foster carers representing	mainstream carer, disability carer, contract carer, short break carer	mainstream carer, disability carer, contract carer, short break carer	mainstream carer, disability carer, contract carer, short break carer		mainstream carer, disability carer, contract carer, High Peak & North Dales, South Friends and family	disability carer, High Peak & North Dales,

Combined results:

Foster Carer comments	Team focus group comments	Foster carer council comments
<ul style="list-style-type: none"> • Lack of consistency between SB and Contract Care 	<ul style="list-style-type: none"> • Clarity of handbook • Mileage rates confirmed for F&F 	<ul style="list-style-type: none"> • Council tax exemption being reviewed within corporate parent board

- | | | |
|--|---|---|
| <ul style="list-style-type: none"> • More effort required to maintain foster carers • Tax thresholds and any increases • Clarity on all allowances • Speed of claims – furniture, short breaks, emergency • Mileage and clothing can be claimed online which speeds up process can this be offered elsewhere • The amount of payment chasing is frustrating • Improve incentives to attend and support marketing events • Festivities and birthday payments can be delayed [highlighted these are automatic payments] • Mobile phone allowance for children? policy would need to be investigated | <ul style="list-style-type: none"> • F&F placements that do not continue to due to allowances • Reg 24 payments confused and delayed due to budget within locality not fostering (creates significant email traffic) • Different locality teams' application of handbook • Placement planning meetings and need for standardised budget allocations • School uniform and a one-off allowance rather than very year? • Delays in property extensions • Fostering team member who can support and understand allowances • Contract care half rate • Feedback from other LA's where increased rates was IFA foster carers returning to LA • Streamline allowances process where possible • Clear and consistent message with any communications • Simplify handbook • Consider other items – childcare • Pocket money – develop independence • Lengthy processes – CA4 • Difference in FC team procedures with funding forms [vary' s SSW time involved] MOSAIC? | <ul style="list-style-type: none"> • Free school meals • Role of foundation level banding • Discussed uniform and clothing allowances • Discussed tea coffee and chat re-imbursments • Changed out of hours placements proposals |
|--|---|---|

	<ul style="list-style-type: none"> • FC forms online – IPAD issues • How to check carers have claimed all annual allowances that are self-claimed? 	
--	--	--

Childs voice collected via children’s participation team (including bowling event 26/02/2023) includes comments regards being part of a family, move visits with birth parents, playing outside, having fun, having to move so often, and pocket money. Pocket money will be developed into greater clarity within support documentation and guides.

If there is insufficient information to determine likely impact, what information is needed and how will it be obtained in the future?

Impact will be over two phases
Phase 1 (before September cabinet papers) – delivery of new framework and new allowance structure.
Phase 2 (post September cabinet paper) – process and procedure development which will be delivered within communication plan and materials for sector and workforce.

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Part 3. Analysing and assessing the impact by equality Protected Characteristic group

Use the information, customer feedback and other evidence to determine upon whom the policy/ service and any proposed changes will impact upon and how, highlighting where these have a negative, positive or no impact, including where this could constitute unfair treatment, limit access, or result in additional inequality or disadvantage, hardship, or exclusion.

For any identified negative potential impact, you must provide details of any action or options which could mitigate against this, and in serious cases, you should highlight where the Council would be advised not to proceed with a new or changing policy or service, including any proposals which are being considered.

Please use your action plan towards the rear of this document to record the action and the monitoring that will take place to deliver or identify appropriate mitigation.

Protected Characteristic or Group	Positive impact	Negative impact	No impact
All protected characteristics	<p>Improved transparency of allowances framework</p> <p>Ensure all foster carers receive all appropriate allowances across Derbyshire</p>	<p>New framework which will require additional support to ensure understanding and implementation</p>	<p>Removal of legacy allowances to improve transparency</p> <p>Improved collaboration across the D2N2</p> <p>Recruitment of foster carers</p>
(Please describe)	<p>New framework will improve clarity and transparency of all allowances appropriate to all foster carers, children and young people.</p> <p>The new framework will be supported with a communication plan to staff and foster carers to ensure implementation and understanding of new rates and framework, which provides an opportunity to remove a few legacy payments.</p> <p>Removal of legacy allowances from previous allowance frameworks will not result in any foster carer receiving reduced total allowances.</p> <p>D2N2 provides a regional collaboration opportunity.</p> <p>Who can foster for Derbyshire, as per policy, reflected in Derbyshire.gov.uk , “We don't look for a particular type of person. Just like parents, foster carers come from a variety of different backgrounds and can be married or single, young or older, in work or not. You might be in a civil partnership, straight, gay, trans or bisexual.”</p> <p>National Minimum Standards</p> <p>[Page 29] 13.5) Checks are carried out in line with regulation 26 and prospective foster carers understand why identity checks, relationship status and health checks, personal references and enquiries are undertaken about them and why enhanced CRB checks are made on them and adult members of their household.</p>		
Age			<p>Age of the child is relevant for some of the allowances within the framework which reflects the national minimum standards, based upon the costs of raising a child in care.</p>

Protected Characteristic or Group	Positive impact	Negative impact	No impact
(Please describe)	<p>The current age profile of foster carers in Derbyshire is 21 – 76 (26/06/2023)</p> <p>Recruitment statement “21 is the youngest age that we consider for fostering for Derbyshire, but we don’t have any upper age limits.”</p> <p>No legal limit is set, Derbyshire along with other local, regional and national agencies and services identify 21 inline with the law for adoption. Any decision of application by a young person aged between 18-20 would not be based solely on age.</p>		
Disability			No impact
(Please describe)	<p>Foster carers need to be physically and psychologically fit enough to care for children and meet their needs. Medical information is only one part of the assessment process. There is nothing in the fostering regulations or standards that would direct a fostering service to turn down an application based on any named illness, disability, past or current medication or treatment.</p>		
Gender re-assignment			No impact
(Please describe)			
Marriage & civil partnership¹			No impact
(Please describe)			
Pregnancy & maternity			No impact
(Please describe)			
Race & ethnicity			No impact

¹ Under EA 2010 – someone in a CP must not be treated less favourably than a married person

Protected Characteristic or Group	Positive impact	Negative impact	No impact
(Please describe)			
Religion/ belief²			No impact
(Please describe)			
Sex or gender³			No impact
(Please describe)			
Sexual orientation			No impact
(Please describe)			
Human Rights			No Impact
(Please describe)			
Armed Forces personnel/ households			No impact
(Please describe)			
Users of British Sign Languages			No Impact
(Please describe)			
DCC Employees			No Impact
(Please describe)			

² Under EA 2010 – must also consider non-religious belief

³ Sex and gender can be used at different times depending upon whether you are referring to the EA 2010 and the different duties which exist

Protected Characteristic or Group	Positive impact	Negative impact	No impact
Community and Voluntary sector organisations working with protected characteristic groups			No Impact
(Please describe)			
Other not listed above			No Impact
(Please describe)			

Part 4. Summary of main findings

Page 16
 The action plan will identify communication plan and ensure all protected groups have accessible materials to understand the new allowances framework.
 Consultation groups provided significant input and engagement to deliver and guide the new framework.

Are there any recommendations for changes to proposals?

No

Part 5. Proposed Equality Action Plan

Please complete this Action Plan to outline any mitigation you intend to take.

Issue identified	Action required to reduce impact/ mitigate	Timescale and responsibility	Monitoring and review arrangements
Communication plan	<p>Engage with corporate communication team</p> <p>Share developing materials with foster carer focus group to ensure transparent and understandable</p> <p>Deliver outcomes over two phases, phase 1 – agree framework, phase 2 – process and procedure change</p> <p>Key communication documents via new framework model, glossary</p>	<p>Immediate</p> <p>Within foster carer council for one year following implementation</p> <p>Phase 1 – up to September 2023 Phase 2 – September to December 2023</p> <p>Cabinet – 21 September 2023 phase 2 – September to December 2023</p>	<p>Head of service, fostering board meeting</p> <p>Head of service at termly foster carer council meeting</p> <p>Head of service, fostering board meeting</p> <p>Head of service, fostering board meeting</p>
Protected payments from legacy framework change	<p>Impacts 5 foster carers, new rates are greater than current protected fostering skills allowance rate</p>	<p>Immediate, discussion with foster carers regards potential impact and change which could result in agreeing to terminate current contract and move over to new rates</p> <p>Implementation of new framework – finalise and agree mitigation</p>	<p>Head of service</p> <p>Head of service</p>
Link care 0-4 age group, due to alignment to the weekly fostering allowance rather	<p>This impacts only 1 link care foster carer currently, based upon current and historical</p>	<p>Immediately upon implementation</p>	<p>Head of service</p> <p>Finance</p>

Issue identified	Action required to reduce impact/ mitigate	Timescale and responsibility	Monitoring and review arrangements
<p>than a 0-10 age band, a reduction in rate currently £447.32 to £421.47</p> <p>Impacts 1 foster carer in the 2022/2023 financial year</p>	<p>data the carer will be impacted by an estimated £80 per year until 05/2026 if care is maintained at current levels. Note £80 will reduce with each annual inflation linked rise which will impact on the weekly fostering allowance element.</p> <p>Note these foster carers also will receive the significant increase in skills allowance in the fostering professional fee which is also paid pro rata.</p>	<p>Finance to calculate and supplement allowance until child becomes 5 (06/2026) or child no longer attends</p>	

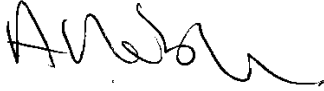
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Date and outcome of any Cabinet/ Cabinet Member or Council Report to which this was attached and their decision:

<p>15 June 2023, Full Cabinet, Fostering annual allowance increase</p>
<p>21 September 2023, Full Cabinet, Fostering Allowances Review</p>

Checklist for EIA

Action/ checks	Date	Name
<p>1st draft agreed</p>		

Consultation completed		
2 nd draft agreed		
Forwarded to Policy & Research		
Comments received from Policy & Research		
Forwarded to HR		
Comments received from HR		
Forwarded to Legal Services		
Comments received from Legal Services		
EIA revised in light of above (if applicable)		
Signed off by DMT/ Senior Officer/ CMT	15 August 2023	
Authorised for Cabinet or another committee		
Uploaded to Derbyshire Democracy site		
Decision noted		
Final copy forwarded to Policy for uploading to website		
Monitoring and review after 6/12 months		

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Fostering Allowances and Fees – Comparison

TERM	DEFINITION	Current : Proposed Allowances																																										
Weekly Fostering Allowance (WFA)	<p>A weekly allowance made to fostering households to cover weekly child / young person maintenance costs.</p> <ul style="list-style-type: none"> • Allowance is processed automatically, per child, every week. • The allowance is age related, per child. • For guidance Derbyshire recommends the Weekly Fostering Allowance be allocated as follows: <table border="1" data-bbox="400 619 1019 743"> <thead> <tr> <th>Clothing</th> <th>Transport</th> <th>Household</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td align="center">15%</td> <td align="center">9%</td> <td align="center">76%</td> <td align="center">100%</td> </tr> </tbody> </table> <ul style="list-style-type: none"> • Bespoke option available when agreed at panel • A Child’s pocket money and long-term savings are identified within the Household element of the Weekly Fostering Allowance. The table below provides weekly guidance. Child long term savings - Foster carers are to invest in a Child ISA account. <table border="1" data-bbox="436 1082 985 1364"> <thead> <tr> <th>FA - Pocket Money and (Savings)</th> <th>Age</th> <th>Savings</th> <th>Pocket Money</th> </tr> </thead> <tbody> <tr> <td></td> <td>2-4</td> <td>£2</td> <td>£1</td> </tr> <tr> <td></td> <td>5-10</td> <td>£2</td> <td>£2</td> </tr> <tr> <td></td> <td>11-12</td> <td>£4</td> <td>£2</td> </tr> <tr> <td></td> <td>13-15</td> <td>£6.50</td> <td>£3</td> </tr> <tr> <td></td> <td>16+</td> <td>£9</td> <td>£4</td> </tr> </tbody> </table>	Clothing	Transport	Household	Total	15%	9%	76%	100%	FA - Pocket Money and (Savings)	Age	Savings	Pocket Money		2-4	£2	£1		5-10	£2	£2		11-12	£4	£2		13-15	£6.50	£3		16+	£9	£4	<p>No change from current rates Minor change in criteria</p> <table border="1" data-bbox="1068 399 1391 635"> <thead> <tr> <th>Age</th> <th>Allowance</th> </tr> </thead> <tbody> <tr> <td>0-4</td> <td>£179.20</td> </tr> <tr> <td>5-10</td> <td>£198.57</td> </tr> <tr> <td>11-15</td> <td>£226.69</td> </tr> <tr> <td>16+</td> <td>£265.37</td> </tr> </tbody> </table> <p>No change keep the current allowances</p> <ul style="list-style-type: none"> • 10.5% increase already included for 2023/2024 • Rates already general higher than D2N2 • Rates already higher than national minimum • Bespoke minor variation available if agreed at panel (to be developed) 	Age	Allowance	0-4	£179.20	5-10	£198.57	11-15	£226.69	16+	£265.37
Clothing	Transport	Household	Total																																									
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	<ul style="list-style-type: none"> When accessing short breaks and supported care the 14-day rule* may apply which could affect the WFA allowance, see Appendix below. 	CHANGE in budget £0.00																									
<p>Fostering Professional Fee, previously known as Fostering Skills Allowance</p>	<p>Fostering Professional Fee (FPF) recognises foster carers’ skills, experience and training.</p> <ul style="list-style-type: none"> Foster Carers are placed in a skills band dependent upon their experience and training record: <ul style="list-style-type: none"> Band A Band B Band C Band D Band E (bespoke) Progress can be made through each skill band by successfully completing annual reviews and meeting the levels of experience, training requirements for each band. FPF is processed automatically, per child, every week. See FPF guidance 	<p>Current 2023/2024 rates (Including the 10.5%) (per household)</p> <table border="1" data-bbox="1066 592 1451 818"> <thead> <tr> <th>Skills Band</th> <th>Allowance</th> </tr> </thead> <tbody> <tr> <td>Foundation</td> <td>£0</td> </tr> <tr> <td>A</td> <td>£17.23</td> </tr> <tr> <td>B</td> <td>£24.13</td> </tr> <tr> <td>C</td> <td>£40.22</td> </tr> <tr> <td>D</td> <td>£114.92</td> </tr> </tbody> </table>	Skills Band	Allowance	Foundation	£0	A	£17.23	B	£24.13	C	£40.22	D	£114.92	<p>Proposed FPF (per child)</p> <table border="1" data-bbox="1514 592 1872 831"> <thead> <tr> <th>Skills Band</th> <th>FPF</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>£80.00</td> </tr> <tr> <td>B</td> <td>£130.00</td> </tr> <tr> <td>C</td> <td>£180.00</td> </tr> <tr> <td>D</td> <td>£230.00</td> </tr> <tr> <td>E</td> <td>Bespoke</td> </tr> </tbody> </table> <ul style="list-style-type: none"> Aligns with Derby City and Nottinghamshire Aligns with other authorities reviewed Introduces a regular step change in rate rather than significant jump between C & D Bespoke yet to be designed with clear governance including director sign off 	Skills Band	FPF	A	£80.00	B	£130.00	C	£180.00	D	£230.00	E	Bespoke
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		CHANGE in budget £942,200																					
		CHANGE in budget from short break and link care elements £43,100																					
FPF Retention Fee	<p>Links to the Fostering Professional Fee when a full-time foster carer has no current placements, in recognition of the potential period between placements.</p> <ul style="list-style-type: none"> Retention Fee is processed automatically when the foster carer household has no children in placement. Retention Fee is processed weekly at 50% of the main carers Skill Banding FPF, for a period of up to 12 weeks from when the final placement ends. Retention Fee is based upon the maximum of one child placement only. Retention Fee will only be made when carers are available to accept another placement. 	<p>50% rule maintained Current 2023/2024 rates @50% (Including the recent 10.5%)</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Skills Band</th> <th>Retention Payment</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>£8.61</td> </tr> <tr> <td>B</td> <td>£12.06</td> </tr> <tr> <td>C</td> <td>£20.11</td> </tr> <tr> <td>D</td> <td>£57.46</td> </tr> </tbody> </table>	Skills Band	Retention Payment	A	£8.61	B	£12.06	C	£20.11	D	£57.46	<p>Proposed Retention Fee in line with FPF 50% rule maintained</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Skills Band</th> <th>Retention Payment</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>£40.00</td> </tr> <tr> <td>B</td> <td>£65.00</td> </tr> <tr> <td>C</td> <td>£90.00</td> </tr> <tr> <td>D</td> <td>£115.00</td> </tr> </tbody> </table> <p style="text-align: right;">CHANGE in budget WITHIN FPF above</p>	Skills Band	Retention Payment	A	£40.00	B	£65.00	C	£90.00	D	£115.00
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Multiple Placement Allowance	<p>DELETE ALLOWANCE AS COVERED BY NEW SKILLS ALLOWANCE (Fostering Professional Fee)</p>	<p>Currently Any household with 3 children receives an additional £25 per child Any household with 4 children receives an additional £40 per child</p> <p>Proposed DELETE ALLOWANCE</p> <p style="text-align: right;">CHANGE in budget -£35,600</p>																					
Regular Annual Allowances	<p>Regular Annual Allowances cover the cost of key annual events,</p> <ul style="list-style-type: none"> Birthdays. 	<p>Current 2023/2024 rates (Including the 10.5%)</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Age</th> <th>Birthday</th> <th>Festivals</th> </tr> </thead> <tbody> <tr> <td>0-4</td> <td>£143.98</td> <td>£143.98</td> </tr> </tbody> </table>	Age	Birthday	Festivals	0-4	£143.98	£143.98	<p>Proposed Allowances</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Age</th> <th>Birthday</th> <th>Festivals</th> </tr> </thead> <tbody> <tr> <td>0-4</td> <td>£179.20</td> <td>£179.20</td> </tr> </tbody> </table>	Age	Birthday	Festivals	0-4	£179.20	£179.20								
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	<ul style="list-style-type: none"> ○ Allowance made to fostering households to cover the costs for birthday celebrations ○ Allowances are processed automatically two weeks before the child's / young person's birthday. ○ Based upon an additional week of the Weekly Fostering Allowance. ○ 18th birthday is based upon two weeks of the 16+ Weekly Fostering Allowance <ul style="list-style-type: none"> ● Festivals. <ul style="list-style-type: none"> ○ Allowance made to fostering households to cover the costs of Christmas or other festivities (by arrangement). ○ Allowances are processed automatically three weeks before the festivity. ○ Based upon an additional week of the Weekly Fostering Allowance. 	<table border="1"> <tr><td>5-10</td><td>£159.47</td><td>£159.47</td></tr> <tr><td>11-15</td><td>£182.07</td><td>£182.07</td></tr> <tr><td>16+</td><td>£213.16</td><td>£213.16</td></tr> <tr><td>18</td><td>£426.32</td><td>N/a</td></tr> </table>	5-10	£159.47	£159.47	11-15	£182.07	£182.07	16+	£213.16	£213.16	18	£426.32	N/a	<table border="1"> <tr><td>5-10</td><td>£198.57</td><td>£198.57</td></tr> <tr><td>11-15</td><td>£226.69</td><td>£226.69</td></tr> <tr><td>16+</td><td>£265.37</td><td>£265.37</td></tr> <tr><td>18</td><td>£530.74</td><td>N/a</td></tr> </table> <ul style="list-style-type: none"> ● Align with WFA <p>CHANGE in budget BIRTHDAYS £13,400 CHANGE in budget FESTIVITIES £13,400</p>	5-10	£198.57	£198.57	11-15	£226.69	£226.69	16+	£265.37	£265.37	18	£530.74	N/a
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<p>Additional Annual Allowances</p>	<p>Annual Allowances that can be claimed.</p> <ul style="list-style-type: none"> ● Annual Clothing Allowance. <ul style="list-style-type: none"> ○ Allowance made to fostering households to provide an additional allowance to cover the costs of clothing / uniform. ○ Claimed by the foster carer when required. 	<p>Current 2023/2024 rates (Including the 10.5%)</p> <table border="1"> <thead> <tr> <th>Age</th> <th>Clothing</th> <th>Holiday</th> <th>Uniform</th> </tr> </thead> <tbody> <tr> <td>0-4</td> <td>£143.98</td> <td>£143.98</td> <td>£143.98</td> </tr> </tbody> </table>	Age	Clothing	Holiday	Uniform	0-4	£143.98	£143.98	£143.98	<p>Proposed Allowances</p> <table border="1"> <thead> <tr> <th>Age</th> <th>Clothing</th> <th>Holiday (maximum allowance for 3 weeks)</th> </tr> </thead> <tbody> <tr> <td>0-4</td> <td>£179.20</td> <td>£537.60</td> </tr> </tbody> </table>	Age	Clothing	Holiday (maximum allowance for 3 weeks)	0-4	£179.20	£537.60										
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	<ul style="list-style-type: none"> ○ Claim can be made each financial year, either one full claim per year or two claims at 50% each year. ○ Based upon an additional week of the Weekly Fostering Allowance. ○ Allowance is in addition to the clothing element in the Weekly Fostering Allowance and Uniform Allowance. 	5-10	£159.47	£159.47	£159.47	5-10	£198.57	£595.71				
		11-15	£182.07	£182.07	£182.07	11-15	£226.69	£680.07				
		16+	£213.16	£213.16	£213.16	16+	£265.37	£796.11				
	<ul style="list-style-type: none"> ● Annual Holiday Allowance. <ul style="list-style-type: none"> ○ Allowance made to fostering households to cover the costs of taking the child on holidays, maximum of three weeks. ○ Claimed by the foster carer when required. ○ Claim can be made each financial year, maximum three claims. ○ Based upon three additional weeks of the Weekly Fostering Allowance. ● Uniform Allowance <ul style="list-style-type: none"> ○ Allowance made to fostering households to cover the costs of when a child / young person starts a new school / college. ○ Claimed by the foster carer when required. ○ Claim can be made when child / young person starts a new or transferred to school (requiring a different uniform) or post 16 (education / training opportunity). 				<ul style="list-style-type: none"> ● Align with WFA 	<p>Uniform</p> <table border="1"> <tr> <td>Primary</td> <td>£140</td> </tr> <tr> <td>Secondary / Post 16</td> <td>£290</td> </tr> </table> <ul style="list-style-type: none"> ▪ Uniform allowance based upon national data and checks made against local schools 			Primary	£140	Secondary / Post 16	£290
Primary	£140											
Secondary / Post 16	£290											

	<ul style="list-style-type: none"> ○ One off allowance at the start of a new school / post 16 (education / training). ○ Allowance based upon national and local research, Primary (Infant/Junior), Secondary and Post 16 (education / training). ○ Individual approval required for nurseries that require a uniform. 	<p style="text-align: right;">CHANGE in budget CLOTHING £6,000 CHANGE in budget HOLIDAY £34,200 CHANGE in budget UNIFORM £3,000</p>												
	<p>Annual Reward, for approved foster carers upon successful completion of the annual review and dependent upon duration of care provided.</p> <ul style="list-style-type: none"> ● Allowance made to fostering households in recognition of successful completion of the annual review and duration of care provided throughout the year reviewed. ● Allowances are processed automatically, per fostering household, following completion of the annual review ● For approved mainstream, short break, contract, and link carers ● See Annual Award guidance 	<p>Change/NEW Proposal £750 per approved fostering household</p> <ul style="list-style-type: none"> ● Re-introduction of a previous scheme which foster carers saw as recognition and value ● Scheme detail in development <p style="text-align: right;">CHANGE in budget £159,000</p>												
<p>Exceptional Financial Assistance</p>	<p>Start-up Support Allowance.</p> <ul style="list-style-type: none"> ● A one-off allowance to cover the cost of clothing and other essential items for the child, when a child / young person enters Derbyshire Foster Care. ● Claimed by the foster carer when required / agreed. ● Allowance processed in a maximum of one claim. 	<table border="1" data-bbox="1066 1066 2031 1300"> <thead> <tr> <th>Age</th> <th>Current</th> <th>Proposal</th> </tr> </thead> <tbody> <tr> <td>0-4</td> <td>£115.50 (3 x £38.50)</td> <td rowspan="4" style="text-align: center; vertical-align: middle;">Up to £200</td> </tr> <tr> <td>5-10</td> <td>£132.60 (3 x £44.20)</td> </tr> <tr> <td>11-15</td> <td>£149.16 (3 x £49.72)</td> </tr> <tr> <td>16+</td> <td>£165.75 (3 x £55.25)</td> </tr> </tbody> </table> <ul style="list-style-type: none"> ● Proposal is based upon reduced administration and 	Age	Current	Proposal	0-4	£115.50 (3 x £38.50)	Up to £200	5-10	£132.60 (3 x £44.20)	11-15	£149.16 (3 x £49.72)	16+	£165.75 (3 x £55.25)
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<ul style="list-style-type: none"> Claim to be made within the first two weeks of a child/young person entering Derbyshire foster care for the first time. 		<p>appropriate funding, 1 single claim</p> <p>CHANGE in budget £7,500</p>							
<p>Fostering Equipment grants so foster carers can purchase equipment required.</p> <ul style="list-style-type: none"> Claimed by the foster carer when required / agreed. See Equipment guidance 	<p>No Change, As per current process and procedure</p> <ul style="list-style-type: none"> Agreed with supervising social worker Maximum allowance will be published VAT receipt required 	<p>CHANGE in budget £0.00</p>							
<p>Hospitality Allowance, for fostering households to provide hospitality in their own home to adopters/special guardians.</p> <ul style="list-style-type: none"> Claimed by the foster carer when required / agreed. Allowance based upon agreed standard rate. 	<p>No Change, Up to £50</p>	<p>CHANGE in budget £0.00</p>							
<p>Out-of-Hours Allowance to support emergency placement provision.</p> <ul style="list-style-type: none"> Fostering households providing emergency foster care when emergency placements are made outside of normal office hours by the out of hours team. Allowance in recognition of this critical service Allowance processed automatically. Allowance per child / young person placed in emergency by the out of hours team. 	<p>Change</p> <p>Current</p> <table border="1" data-bbox="1068 924 1516 1131"> <tr> <td>For 1 child</td> <td>£50.00</td> </tr> <tr> <td>For 2 children</td> <td>£75.00</td> </tr> <tr> <td>For 3 or more children</td> <td>£100.00</td> </tr> </table>	For 1 child	£50.00	For 2 children	£75.00	For 3 or more children	£100.00	<p>Proposed</p> <table border="1" data-bbox="1684 924 1910 987"> <tr> <td>£100 per child</td> </tr> </table> <ul style="list-style-type: none"> Variable rate does not support multiple placements Allowance increases to recognise short notice / emergency provision <p>CHANGE in budget £500.00</p>	£100 per child
For 1 child	£50.00								
For 2 children	£75.00								
For 3 or more children	£100.00								
£100 per child									

	<p>IT Grant to enable foster carers to access online communications and information.</p> <ul style="list-style-type: none"> • A grant towards the cost of a laptop/PC for use in the Foster Carer's home. • Claimed by the foster carer when required / agreed. • Grants are available to Foster Carers every four years. • Requests can be made to Virtual School for applications for a laptop for the child / young person sole use. 	<p>No Change £350 (Disability £400)</p> <p style="text-align: right;">CHANGE in budget £0.00</p>
Computer Allowances	<p>Enabling access to online communications and information to support foster carers and child / young person.</p> <ul style="list-style-type: none"> • A monthly allowance towards the cost of broadband provision and computer consumables such as printer ink and paper. • Allowance processed automatically. • Allowance per month, per household. 	<p>No Change Current monthly rate £10, per household</p> <p style="text-align: right;">CHANGE in budget £0.00</p>
Special Allowances	<p>Special Allowances are claimable in respect of additional expenditure incurred by foster carers that are not covered by other allowances.</p> <p>Special Allowances should be agreed in discussion with the Child's Social Worker and Supervising Social Worker.</p> <p>Examples of Special Allowances include:</p> <ul style="list-style-type: none"> • Compensation for damage or exceptional wear and tear to foster carers home or property 	<p>No Change Bespoke, depending in requirements</p>

	<ul style="list-style-type: none"> • Special dietary requirements of a child / young person • Additional costs associated with the specific health needs of a child/young person • Additional books or equipment needed for school • Specialist clothing needs • Materials for life story work (e.g. professional photographs) 	CHANGE in budget £0.00																				
	<p>Prom Special Allowance: A claimable allowance towards the cost of a young person’s prom-night when leaving school.</p> <ul style="list-style-type: none"> • Claimed by the foster carer when required / agreed. 	No Change Currently £100 CHANGE in budget £0.00																				
Link Care Allowances	<p>Short break care for children / young people with a disability who live at home with their family.</p> <ul style="list-style-type: none"> • Depending upon need, this allowance can be provided as: <ul style="list-style-type: none"> ○ a day allowance, ○ weekly allowance (pro rata, including an overnight premium), ○ additional health need identified. • Allowance processed weekly. • Allowance processed automatically dependent upon provision type provided. • The allowance is age related, per child / young person. 	<p>Change</p> <p>Current</p> <table border="1" data-bbox="1066 999 2007 1377"> <tr> <td rowspan="5" style="background-color: #8B4513; color: white; text-align: center; vertical-align: middle;">Link Care (Overnight stays)</td> <td style="background-color: #FFD700;">0-10 (overnight weekly rate)</td> <td style="text-align: right;">£447.32</td> </tr> <tr> <td style="background-color: #FFD700;">0-10 (overnight rate)</td> <td style="text-align: right;">£63.90</td> </tr> <tr> <td style="background-color: #FFD700;">11+ (overnight weekly rate)</td> <td style="text-align: right;">£475.44</td> </tr> <tr> <td style="background-color: #FFD700;">11+ (overnight rate)</td> <td style="text-align: right;">£67.92</td> </tr> <tr> <td style="background-color: #FFD700;">Additional Health Care Needs (overnight weekly rate)</td> <td style="text-align: right;">£514.12</td> </tr> <tr> <td></td> <td style="background-color: #FFD700;">Additional Health Care Needs (overnight rate)</td> <td style="text-align: right;">£73.45</td> </tr> <tr> <td rowspan="2" style="background-color: #ADD8E6; text-align: center; vertical-align: middle;">Link Care (Day rates)</td> <td style="background-color: #ADD8E6;">0-10 (weekly rate for day rates)</td> <td style="text-align: right;">£329.37</td> </tr> <tr> <td style="background-color: #ADD8E6;">0-10 (full day rate, 5 hours or more)</td> <td style="text-align: right;">£35.29</td> </tr> </table>		Link Care (Overnight stays)	0-10 (overnight weekly rate)	£447.32	0-10 (overnight rate)	£63.90	11+ (overnight weekly rate)	£475.44	11+ (overnight rate)	£67.92	Additional Health Care Needs (overnight weekly rate)	£514.12		Additional Health Care Needs (overnight rate)	£73.45	Link Care (Day rates)	0-10 (weekly rate for day rates)	£329.37	0-10 (full day rate, 5 hours or more)	£35.29
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- In addition, Link Carers receive a pro-rata Fostering Professional Fee based on their Skills Band
- Link carers allowance is based upon the Weekly Fostering Allowance
- Link carers allowance includes a retention element, rewarding carers for the more short breaks provided
- Day allowances are calculated based upon pro-rata Weekly Fostering Allowance plus Disability Living Allowance (based on DLA at higher rate care component)
- Where overnight care is provided, this is recognised in a higher weekly allowance applied pro-rata for the length stay/number of days care provided
- Children/ young people with Additional Health Needs receive additional financial support

	0-10 (part day rate, less than 5 hours)	£23.53
	11+ (weekly rate for day rates)	£357.49
	11+ (full day rate, 5 hours or more)	£38.30
	11+ (part day rate, less than 5 hours)	£25.54
	Additional Health Care Needs (weekly rate for day rates)	£396.17
	Additional Health Care Needs (full day, 5 hours or more)	£42.45
	Additional Health Care Needs (part day rate, less than 5 hours)	£28.30

Current calculation of rates:

Week rate overnight stays - WFA+DLA+£147,

Week rate day – WFA+DLA+£29.05

- day rate is 75% pro rata
- part day rate 50% pro rata

Proposed Link Care Allowances

Age	Daily Fostering Allowance	Daily DLA element	Link Care Day Allowance	Link Care Weekly Allowance (applied pro-rata for length of stay/ number of days care provided)
0-4	£25.60	£14.54	£40.14	£421.47
5-10	£28.37	£14.54	£42.91	£450.56
11-15	£32.38	£14.54	£46.92	£492.66
16+	£37.91	£14.54	£52.45	£550.73

		<p>Proposed Link Care Additional Health Need Allowances</p> <table border="1"> <thead> <tr> <th>Age</th> <th>Link Care Day Allowance</th> <th>Daily Additional Health Need Allowance</th> <th>Link Care Additional Health Needs Day Allowance</th> <th>Link Care Additional Health Needs Weekly Allowance (applied pro-rata for length of stay/ number of days care provided))</th> </tr> </thead> <tbody> <tr> <td>0-4</td> <td>£40.14</td> <td>£10.00</td> <td>£50.14</td> <td>£526.47</td> </tr> <tr> <td>5-10</td> <td>£42.91</td> <td>£10.00</td> <td>£52.91</td> <td>£555.56</td> </tr> <tr> <td>11-15</td> <td>£46.92</td> <td>£10.00</td> <td>£56.92</td> <td>£597.66</td> </tr> <tr> <td>16+</td> <td>£52.45</td> <td>£10.00</td> <td>£62.45</td> <td>£655.73</td> </tr> </tbody> </table> <p>Proposed allowance is calculated Day allowance – pro rata WFA+DLA Weekly / premium overnight allowance = day allowance*1.5 Additional need adds £10 per day</p> <p>Simplified removes part day rate and historical C.First rate £147 and ARA rate £29.05, administration easier.</p> <p style="text-align: right;">CHANGE in budget £4,400</p>	Age	Link Care Day Allowance	Daily Additional Health Need Allowance	Link Care Additional Health Needs Day Allowance	Link Care Additional Health Needs Weekly Allowance (applied pro-rata for length of stay/ number of days care provided))	0-4	£40.14	£10.00	£50.14	£526.47	5-10	£42.91	£10.00	£52.91	£555.56	11-15	£46.92	£10.00	£56.92	£597.66	16+	£52.45	£10.00	£62.45	£655.73
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<p>Contract Care Rates</p>	<p>Specialist scheme providing young people with more complex needs with a family-based alternative. See specific terms of reference regards this scheme.</p>	<p>Change</p> <p>ONLY Change is removal of the 50% Contract Care Fee for second child rate, and zero 0% Contract Care rate for third child</p>																									

- The Contract Care Fee is in part recognition that the Contract Carer is unable to undertake other paid employment.
- Rate is aged related and automatically processed per child / young person, per week.
- **Contract Care Rates** are identified from the Weekly Fostering Allowance plus the Contract Care Fee.
- **Reflective practice sessions** required by the scheme are recognised in an additional annual allowance.
- **Contract Care Short Break rates** are pro-rata the weekly rate minus the Weekly Fostering Allowance clothing element.

Contract Care Rates

Age	Weekly Fostering Allowance	Contract Care Fee	Weekly Contract Care Rate
0-4	£179.20	£544.93	£724.13
5-10	£198.57	£544.93	£743.50
11-15	£226.69	£544.93	£771.62
16+	£265.37	£544.93	£810.30

Contract Care Short Break Rates

Age	Weekly Fostering Allowance minus clothing element	Contract Care Fee	Weekly Contract Care Short Break Rate
0-4	£152.32	£544.93	£697.25
5-10	£168.78	£544.93	£713.71
11-15	£192.69	£544.93	£737.62
16+	£225.56	£544.93	£770.49

Reflective practice 2*£150

CHANGE in budget £184,200

<p>Contract Care Disability Rates</p>	<p>Specialist scheme providing young people with a disability and more complex needs with a family-based alternative. See specific terms of reference regards this scheme.</p> <ul style="list-style-type: none"> The Contract Care fee is in part recognition that the Contract Carer is unable to undertake other paid employed. Rate is aged related and automatically processed per child / young person, per week. Contract Care Rates are identified from the Weekly Fostering Allowance plus the Contract Care Fee. Reflective practice sessions required by the scheme are recognised in an additional annual allowance. DLA / PIP, in addition to the Contract Care Disability Rate, Contract Carers may be able to claim Disability Living Allowance (DLA) or Personal Independence Payments (PIP) on behalf of the child / young person in their care. 	<table border="1" data-bbox="1066 201 1944 549"> <thead> <tr> <th>Age</th> <th>Weekly Fostering Allowance</th> <th>Contract Care Fee</th> <th>Weekly Contract Care Rate</th> <th>Contract Carers can claim DLA/PIP (per week)</th> </tr> </thead> <tbody> <tr> <td>0-4</td> <td>£179.20</td> <td>£544.93</td> <td>£724.13</td> <td>£24.45-£172.75</td> </tr> <tr> <td>5-10</td> <td>£198.57</td> <td>£544.93</td> <td>£743.50</td> <td>£24.45-£172.75</td> </tr> <tr> <td>11-15</td> <td>£226.69</td> <td>£544.93</td> <td>£771.62</td> <td>£24.45-£172.75</td> </tr> <tr> <td>16+</td> <td>£265.37</td> <td>£544.93</td> <td>£810.30</td> <td>£26.90-£172.75</td> </tr> </tbody> </table> <p>Change</p> <p>ONLY Change is removal of the 50% Contract Care Fee for second child rate, and zero 0% Contract Care rate for third child</p> <p>Reflective practice 2*£150</p> <p style="text-align: right;">CHANGE in budget IN CONTRACT CARE ABOVE</p>	Age	Weekly Fostering Allowance	Contract Care Fee	Weekly Contract Care Rate	Contract Carers can claim DLA/PIP (per week)	0-4	£179.20	£544.93	£724.13	£24.45-£172.75	5-10	£198.57	£544.93	£743.50	£24.45-£172.75	11-15	£226.69	£544.93	£771.62	£24.45-£172.75	16+	£265.37	£544.93	£810.30	£26.90-£172.75
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16+	£265.37	£544.93	£810.30	£26.90-£172.75																							
<p>Contract Care Disability Short Break Rates</p>	<p>Specialist scheme providing short breaks for Contract Carers. See specific terms of reference regards this scheme.</p> <ul style="list-style-type: none"> The Contract Care Fee is in part recognition that the Contract Carer is unable to undertake other paid employed. Contract Care Disability Short Break rates are based on a day rate. Rate is aged related and automatically processed per child / young person, per week. 	<p>Change</p> <p>Two changes</p> <ol style="list-style-type: none"> Removal of the 50% Contract Care Fee for second child rate, and zero 0% Contract Care rate for third child Current payments include a part day (less than 5 hours element) Remove the part day element which has minimal budget impact and removes administration <p>Note - Enhanced Short Break Disability Contract Care Fee is calculated from the Contract Care Fee</p>																									

	<ul style="list-style-type: none"> • Day rate is calculated pro-rata from the Weekly Fostering Allowance plus Disability Living Allowance (based on DLA at the higher rate care component) plus an enhanced Short Break Disability Contract Care Fee (reflecting the short-term nature of the placement). • Reflective practice sessions required by the scheme are recognised in an additional annual allowance. 	<table border="1"> <thead> <tr> <th>Age</th> <th>Weekly Fostering Allowance</th> <th>Weekly DLA element</th> <th>Weekly enhanced Disability Contract Care Fee</th> <th>Weekly Short Break Disability Contract Care Rate (applied pro-rata for length of stay/ number of days care provided)</th> </tr> </thead> <tbody> <tr> <td>0-4</td> <td>£179.20</td> <td>£101.75</td> <td>£762.90</td> <td>£1,043.85</td> </tr> <tr> <td>5-10</td> <td>£198.57</td> <td>£101.75</td> <td>£762.90</td> <td>£1,063.22</td> </tr> <tr> <td>11-15</td> <td>£226.69</td> <td>£101.75</td> <td>£762.90</td> <td>£1,091.34</td> </tr> <tr> <td>16+</td> <td>£265.37</td> <td>£101.75</td> <td>£762.90</td> <td>£1,130.02</td> </tr> </tbody> </table> <p>Reflective practice 2*£150</p> <p style="text-align: right;">CHANGE in budget IN CONTRACT CARE ABOVE</p>	Age	Weekly Fostering Allowance	Weekly DLA element	Weekly enhanced Disability Contract Care Fee	Weekly Short Break Disability Contract Care Rate (applied pro-rata for length of stay/ number of days care provided)	0-4	£179.20	£101.75	£762.90	£1,043.85	5-10	£198.57	£101.75	£762.90	£1,063.22	11-15	£226.69	£101.75	£762.90	£1,091.34	16+	£265.37	£101.75	£762.90	£1,130.02
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<p>Short Break Allowances</p>	<p>Short Break care for children / young people who live with another foster carer family.</p> <ul style="list-style-type: none"> • Depending upon need, this allowance can be provided as: <ul style="list-style-type: none"> ○ a day allowance, ○ weekly allowance (pro rata, including an overnight premium), • Allowance processed weekly. • Allowance processed automatically dependent upon provision type provided. 	<p>Change Current</p> <table border="1"> <thead> <tr> <th rowspan="6">Short Break Fostering - Overnight and daily rates of payment</th> <th>0-4 (weekly rate)</th> <th>£182.26</th> </tr> </thead> <tbody> <tr> <td>0-4 (full day rate 5+ hours)</td> <td>£19.52</td> </tr> <tr> <td>0-4 (part day rate less than 5 hours)</td> <td>£13.01</td> </tr> <tr> <th>5-10 (weekly rate)</th> <td>£198.81</td> </tr> <tr> <td>5-10 (full day rate 5+ hours)</td> <td>£21.30</td> </tr> <tr> <td>5-10 (part day rate less than 5 hours)</td> <td>£14.20</td> </tr> </tbody> </table>	Short Break Fostering - Overnight and daily rates of payment	0-4 (weekly rate)	£182.26	0-4 (full day rate 5+ hours)	£19.52	0-4 (part day rate less than 5 hours)	£13.01	5-10 (weekly rate)	£198.81	5-10 (full day rate 5+ hours)	£21.30	5-10 (part day rate less than 5 hours)	£14.20												
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- The allowance is age related, per child / young person.
- In addition, Short Break carers receive a pro-rata Fostering Professional Fee based on their Skills Band
- Short Break carers allowance is based upon the Weekly Fostering Allowance
- Short Break carers allowance includes a retention element, rewarding carers for the more short breaks provided
- Day allowances are calculated based upon pro-rata Weekly Fostering Allowance.
- Where overnight care is provided, this is recognised in a higher weekly allowance applied pro-rata for the length stay/number of days care provided
- Derbyshire recommends the Weekly Fostering Allowance for short breaks be allocated as follows:

Activities	Transport	Household	Total
15%	9%	76%	100%

	11-15 (weekly rate)	£222.86
	11-15 (full day rate 5+ hours)	£23.87
	11-15 (part day rate less than 5 hours)	£15.92
	16+ (weekly rate)	£255.93
	16+ (full day rate 5+ hours)	£27.42
	16+ (part day rate less than 5 hours)	£18.28

Current:

Week Rate = WFA-clothing element+ ARA

Week rate day

- day rate is 75% pro rata weekly rate
- part day rate 50% pro rata weekly rate

Proposed

Age	Short Break Day Allowance	Short Break Weekly allowance (applied pro-rata for length of stay/ number of days care provided)
0-4	£25.60	£268.80
5-10	£28.37	£297.89
11-15	£32.38	£339.99
16+	£37.91	£398.06

Proposal:

- Removal of part day allowance, minimal budget impact and removes administration
- The day allowance is the WFA pro-rata.
- As with Link Care overnight premium is 1.5 x the day allowance

		<ul style="list-style-type: none"> WFA guidance clothing exchanged for activities <p style="text-align: right;">CHANGE in budget £25,000</p>																									
<p>Support Care Allowances</p>	<p>The allowance is for close family and friends of a fostering household who provide child-care and short breaks (funding is provided for up to 14 days) to support the Foster Carers.</p> <ul style="list-style-type: none"> Allowance processed weekly, through the main carer to forward to the close family friend / relative. Allowance processed automatically The allowance is age related, per child / young person. Where overnight care is provided, this is recognised in a higher weekly allowance applied pro-rata for the length stay/number of days care provided Support Care Allowances are based upon the Weekly Fostering Allowance minus the clothing element (pro rata). 	<p>Current</p> <table border="1" data-bbox="1064 411 1982 1098"> <tr> <td rowspan="12" style="text-align: center; vertical-align: middle;">Support Care Payment</td> <td>0-4 (weekly rate)</td> <td style="text-align: right;">£153.21</td> </tr> <tr> <td>0-4 (full day rate 5+ hours)</td> <td style="text-align: right;">£16.42</td> </tr> <tr> <td>0-4 (part day rate less than 5 hours)</td> <td style="text-align: right;">£10.94</td> </tr> <tr> <td>5-10 (weekly rate)</td> <td style="text-align: right;">£169.76</td> </tr> <tr> <td>5-10 (full day rate 5+ hours)</td> <td style="text-align: right;">£18.18</td> </tr> <tr> <td>5-10 (part day rate less than 5 hours)</td> <td style="text-align: right;">£12.12</td> </tr> <tr> <td>11-15 (weekly rate)</td> <td style="text-align: right;">£193.82</td> </tr> <tr> <td>11-15 (full day rate 5+ hours)</td> <td style="text-align: right;">£20.76</td> </tr> <tr> <td>11-15 (part day rate less than 5 hours)</td> <td style="text-align: right;">£13.84</td> </tr> <tr> <td>16+ (weekly rate)</td> <td style="text-align: right;">£226.88</td> </tr> <tr> <td>16+ (full day rate 5+ hours)</td> <td style="text-align: right;">£24.30</td> </tr> <tr> <td>16+ (part day rate less than 5 hours)</td> <td style="text-align: right;">£16.20</td> </tr> </table> <p>Current weekly rate calculation is based on WFA minus clothing element.</p> <p>Weekly day rate</p> <ul style="list-style-type: none"> day rate is 75% pro rata weekly rate part day rate 50% pro rata weekly rate <p>Proposed</p>	Support Care Payment	0-4 (weekly rate)	£153.21	0-4 (full day rate 5+ hours)	£16.42	0-4 (part day rate less than 5 hours)	£10.94	5-10 (weekly rate)	£169.76	5-10 (full day rate 5+ hours)	£18.18	5-10 (part day rate less than 5 hours)	£12.12	11-15 (weekly rate)	£193.82	11-15 (full day rate 5+ hours)	£20.76	11-15 (part day rate less than 5 hours)	£13.84	16+ (weekly rate)	£226.88	16+ (full day rate 5+ hours)	£24.30	16+ (part day rate less than 5 hours)	£16.20
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Other Allowances	<p data-bbox="376 956 622 987">Mileage Allowances</p> <ul data-bbox="421 995 1025 1315" style="list-style-type: none"> • Additional travel expenses incurred by Foster Carers in respect to their fostering duties and responsibilities • Claimed by the foster carer when required / agreed. • Additional mileage not covered by the Weekly Fostering Allowance transport element. • Aligned with HMRC rates • Agreed in advance 	<p data-bbox="1066 956 1200 987">No Change</p> <ul data-bbox="1111 995 1944 1134" style="list-style-type: none"> • 45p per mile for the first 10,000 miles, then 25p per mile for each subsequent mile, as per HMRC • Details on current claim form, • Based upon discussion with social workers. <p data-bbox="1731 1318 2033 1350" style="text-align: right;">CHANGE in budget £0.00</p>																									

	<p>Training / Marketing Allowance</p> <ul style="list-style-type: none"> • An allowance for Foster Carers involved with the planning and/or delivery of training or planned marketing events • Claimed by the foster carer when required / agreed. • Foster carer can identify to receive allowance as either a voucher or allowance for marketing events. 	<p>No Change</p> <ul style="list-style-type: none"> ▪ £20 voucher for attending marketing events ▪ £15 per hour for delivering training <p style="text-align: right;">CHANGE in budget £0.00</p>
	<p>Recommend a friend 'recruitment'</p> <ul style="list-style-type: none"> • Recommend a friend who then becomes a full-time foster carer and when takes up first placement • Automatic allowance when first child is placed • Available to mainstream, short break and contract carers 	<p>No Change</p> <ul style="list-style-type: none"> ▪ £1000 <p style="text-align: right;">CHANGE in budget £0.00</p>
	<p>Mentoring Scheme</p> <ul style="list-style-type: none"> • For experienced foster carers who meet the required criteria • Providing peer support to newly approved carers over a six-month period • Limited to two mentoring relationships at any one time • Maximum of four mentoring arrangements per year 	<p>No Change</p> <ul style="list-style-type: none"> • £100 per mentoring arrangement <p style="text-align: right;">CHANGE in budget £0.00</p>
Enhanced Childcare	<ul style="list-style-type: none"> • A national government scheme providing 30 hours free childcare. 	No Change

	<ul style="list-style-type: none">• Foster Carers are supported to apply for funding/payment to registered childcare	
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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

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