

Public Document Pack



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PUBLIC

To: Members of Cabinet

Wednesday, 13 November 2019

Dear Councillor,

Please attend a meeting of the **Cabinet** to be held at **2.00 pm** on **Thursday, 21 November 2019** in Committee Room 1, County Hall, Matlock, DE4 3AG, the agenda for which is set out below.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Emma Alexander'.

Emma Alexander
Executive Director
Commissioning Communities and Policy

A G E N D A

PART I - NON-EXEMPT ITEMS

1. To receive apologies for absence
2. To receive declarations of interest (if any)
3. To consider Minority Group Leader questions (if any)
4. To confirm the non-exempt minutes of the meeting Cabinet held on 10 October 2019 (Pages 1 - 4)

5. To receive the non-exempt minutes of Cabinet Member Meetings as follows:
 - 5 (a) Young People - 8 October & 5 November 2019 (Pages 5 - 12)
 - 5 (b) Corporate Services - 10 October 2019 (Pages 13 - 14)
 - 5 (c) Economic Development & Regeneration - 10 October 2019 (Pages 15 - 20)
 - 5 (d) Health & Communities - 10 October 2019 (Pages 21 - 24)
 - 5 (e) Highways, Transport & Infrastructure - 10 October 2019 (Pages 25 - 28)
 - 5 (f) Strategic Leadership, Culture & Tourism - 24 October 2019 (Pages 29 - 32)
6. To consider reports as follows:
 - 6 (a) Budget Monitoring 2019-20 (as at 31 August 2019) - Director of Finance and ICT (Pages 33 - 50)
 - 6 (b) Reserves Position - Director of Finance and ICT (Pages 51 - 56)
 - 6 (c) Treasury Management Annual Report 2018-19 - Director of Finance and ICT (Pages 57 - 70)
 - 6 (d) Supplier Early Payment Discount Scheme - Executive Director Commissioning, Communities and Policy and the Director of Finance and ICT (Pages 71 - 76)
 - 6 (e) Corporate Environment Policy and Carbon Reduction Plan - Executive Director Economy, Transport and Environment (Pages 77 - 102)
 - 6 (f) Delivering the Climate and Carbon Reduction Manifesto - Executive Director Economy, Transport and Environment (Pages 103 - 170)
 - 6 (g) Insurance Capital Maintenance Pool Allocations in 2019 - Executive Director Children's Services and the Executive Director Commissioning, Communities and Policy (Pages 171 - 178)
 - 6 (h) Children's Services Capital Programme 2019-20 - Urgent Decision taken by the Executive Director Children's Services - Executive Director Children's Services (Pages 179 - 184)
 - 6 (i) Voluntary & Community Sector Grants - Executive Directors for Adult Social Care and Health and Commissioning, Communities and Policy (Pages 185 - 200)
7. Exclusion of the Public

To move “That under Regulation 21 (1)(b) of the Local Authorities (Executive Arrangements) (Access to Information) (England) Regulations 2000, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Paragraph(s)... of Part 1 of Schedule 12A to the Local Government Act 1972”

PART II - EXEMPT ITEMS

8. To receive declarations of interest (if any)
9. To consider Minority Group Leader Questions (if any)
10. To confirm the exempt minutes of the meeting of Cabinet held on 10 October 2019 (Pages 201 - 202)
11. To receive the exempt minutes of Cabinet Member meetings as follows:
 - 11 (a) Young People - 8 October 2019 (Pages 203 - 204)
 - 11 (b) Corporate Services - 10 October 2019 (Pages 205 - 206)
 - 11 (c) Health & Communities - 10 October 2019 (Pages 207 - 210)
12. To consider exempt reports as follows:-
 - 12 (a) Corporate Maintenance Budget Planned Maintenance Programme (2019-2020) - Executive Director Commissioning, Communities and Policy (contains information relating to the financial or business affairs of any particular person (including the Authority holding that information)) (Pages 211 - 216)
 - 12 (b) Long Term Waste Management Contract - Funding for Advisors, Variation and Extension of Advisor Appointments and Noting of Urgent Decision taken by the Executive Director Economy, Transport and Environment - Executive Director Economy, Transport and Environment (contains information relating to the financial or business affairs of any particular person (including the Authority holding that information)) - Copy to follow

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PUBLIC

Agenda Item 4

MINUTES of a meeting of **CABINET** held on 10 October 2019 at County Hall, Matlock.

PRESENT

Councillor B Lewis (in the Chair)

Councillors A Dale, A Foster, C Hart, T King, S Spencer and J Wharmby.

Declarations of Interest

There were no declarations of interest made.

168/19 MINORITY GROUP LEADERS' QUESTIONS

There were no Minority Group Leader questions.

169/19 MINUTES RESOLVED that the non-exempt minutes of the meetings of Cabinet held on 11 September 2019 be confirmed as correct records and signed by the Chairman.

170/19 CABINET MEMBER MEETINGS - MINUTES RESOLVED to receive the non-exempt minutes of Cabinet Member meetings as follows:

- (a) Young People – 3 September 2019
- (b) Health & Communities – 5 September 2019
- (c) Strategic Leadership, Culture & Tourism – 5 September 2019
- (d) Highways, Transport & Infrastructure – 12 September 2019
- (e) Corporate Services – 19 September 2019

171/19 DERBY AND DERBYSHIRE ANNUAL CASUALTY REPORT 2018 (Highways, Transport and Infrastructure) Cabinet was updated with the Derby and Derbyshire Annual Casualty Report 2018, with approval sought for its wider publication, both in electronic and printed form.

The report gave details of road traffic collision trends and what had been achieved in road traffic casualty reduction within the areas variously covered by Derbyshire County Council, the Derby and Derbyshire Road Safety Partnership and Derby City Council, as well as detailed analysis of casualty trends within each Local Authority District / Borough.

RESOLVED to (1) note the current trends in road casualties as reported in the 'Derby and Derbyshire Annual Casualty Report 2018' and (2) to approve its wider publication both in electronic and printed form.

172/19 JOINT WORKING IN CHESTERFIELD BOROUGH TO DELIVER MAJOR REGENERATION AND ECONOMIC GROWTH (Economic Development and Regeneration) Cabinet approval was sought for the creation of a Joint Growth Board and Joint Growth Unit with Chesterfield Borough Council (CBC) to achieve strategic economic objectives for the North Derbyshire Growth Zone to improve economic outcomes for communities, whilst avoiding additional pressure on Derbyshire County Council (DCC) budgets.

Chesterfield's Growth Strategy was approved by the Borough Council's Council in December 2018, confirming a number of significant growth and regeneration projects for the borough. The resulting increases in business rates from this targeted growth, both within and outside the Chesterfield borough, would help support the longer term financial sustainability of DCC and CBC, given the shift away from grant funding towards council tax and business rates retention.

The Growth Strategy and overall partnership approach aligned with DCC's ambitions set out in the Corporate Plan 2019, the existing Derbyshire Economic Strategy Statement, the developing Derbyshire Infrastructure and Investment Plan and Local Transport Plan. The commitment to growth also reflected the additional funding for the County Council's economic development function targeted at accelerating enterprise, growth and investment.

The proposal was to create a Joint Growth Board (the Board) that would work within the existing constitutions and delegated powers of both partner authorities. The Board was to include the Leaders of both council's, together with the appropriate lead Cabinet members. The Board would be responsible for monitoring delivery of a defined list of key projects. Draft Terms of Reference for the Board were set out in Appendix A to the report.

A key constraint to the timely delivery of current projects was the lack of sufficient officer capacity in both DCC and CBC. The proposal was to set up a Joint Growth Unit within CBC, responsible for delivering a defined programme of projects. The exception to this arrangement was the proposed transport and infrastructure project officer which, given the post-holder would be discharging activity on behalf of DCC as the highway and transport authority, would be employed by DCC, albeit largely based in the Joint Growth Unit at Chesterfield. This post was also to be funded directly by grant from CBC.

RESOLVED to (1) agree to the establishment of an informal Joint Growth Board with Chesterfield Borough Council to provide strategic oversight and improved focus on the delivery of key growth projects within the Borough;

(2) Agree to the establishment of a new Joint Growth Unit with officer roles designed to bring forward and accelerate delivery of key growth and regeneration projects, with the scope for the commissioning of further specialist advice and support as required;

(3) Agree to create a new project officer post in the Economy and Regeneration Service to lead on transport, highways and infrastructure development and directly support the work of the Joint Growth Unit; and

(4) Note that the full cost of implementing these recommendations would be met from the business rates income received via the Markham Vale Enterprise Zone, which was collected by Chesterfield Borough Council and that there would be no cost to Derbyshire County Council as a result of the transport and highways post.

173/19 ACHIEVING PUBLIC HEALTH 0-19 OUTCOMES – SECTION 75 AGREEMENT BETWEEN DERBYSHIRE COUNTY COUNCIL AND DERBYSHIRE COMMUNITY HEALTH SERVICES NHS FOUNDATION TRUST (Health and Communities) Approval was sought to sign the Section 75 agreement detailing an enterprising approach to providing key Public Health Services for the 0-19 age group and their families. The services were to include Health Visiting and School Nursing and the agreement was between the Council and Derbyshire Community Health Services NHS Foundation Trust.

RESOLVED to (1) approve the signing of the Section 75 agreement detailing an enterprising approach to providing key Public Health Services for the 0-19 age group and their families, between the Council and Derbyshire Community Health Services NHS Foundation Trust;

(2) Note the progress across Public Health, Children's Services and Derbyshire Community Health Services NHS Foundation Trust in moving to a more integrated service model; and

(3) Note the updated governance arrangements for overseeing progress of the 0-19 Public Health programme via the Derbyshire Health and Wellbeing Board.

174/19 CHILDREN'S SERVICES CAPITAL PROGRAMME 2018-19 HEALTHY PUPIL CAPITAL FUND (Young People) Cabinet was updated on the use of the Healthy Pupil Capital Fund (HPCF), with approval sought for a

proposal to allocate funding to an initiative to promote the use of cycles to travel to school.

In 2018-19, the Department for Education made an allocation of £776,839 to the Authority from the Healthy Pupil Capital Fund. In July 2018 Cabinet agreed, as part of the 2018-19 Capital Programme, to separate £400,000 of the HPCF allocation into a fund to address schemes relating to the improvement of health in accordance with the funding guidelines.

Pupils were encouraged to walk or cycle to school, but it had been identified that one of the barriers against the use of cycles was the lack of facilities to store them securely during the school day. Following review of how the remaining £376,839 might be utilised, it was proposed that schools were given an opportunity to bid against this section of the HPCF to provide cycle storage up to an individual project cost of £20,000 or for alternative projects that fitted with sustainable transport and/or health and wellbeing, to the same £20,000 limit.

RESOLVED to approve the £376,839 funding allocated to schools to enable schools the opportunity to bid for cycle storage as part of the health improvement initiative.

175/19 EXCLUSION OF THE PUBLIC FROM THE MEETING.

RESOLVED that the public be excluded from the meeting during the consideration of the remaining items on the agenda to avoid the disclosure of the kind of exempt information detailed in the following summary of proceedings.

SUMMARY OF PROCEEDINGS CONDUCTED AFTER THE PUBLIC HAD BEEN EXCLUDED FROM THE MEETING

1. To consider Minority Group Leaders' Questions (if any).
2. To confirm the Exempt Minutes of the meetings of Cabinet held on 11 September 2019.
3. To receive the exempt minutes of Cabinet Member meetings as follows:
 - (a) Young People – 3 September 2019
 - (b) Health & Communities – 5 September 2019
 - (c) Corporate Services – 19 September 2019

PUBLIC

MINUTES of a meeting of the **CABINET MEMBER – YOUNG PEOPLE** held on 7 October 2019 at County Hall, Matlock.

PRESENT

Cabinet Member - Councillor A Dale

Also in attendance – Councillors J Patten and J Twigg

61/19 **MINUTES** **RESOLVED** that the minutes of the meeting of the Cabinet Member for Young People held on 3 September 2019 be confirmed as a correct record and signed by the Cabinet Member.

62/19 **NEW INSTRUMENTS OF GOVERNMENT** Under the School Governance (Constitution) (England) Regulations 2012; proposals had been received from school Governing Bodies for an amendment to their Instrument of Government.

RESOLVED that the new Instruments of Government be made for Whitfield St James' CofE Primary School; Buxton Community School; and the Peak Tor Federation as detailed in the report.

63/19 **CONFIRMATION OF NOMINATIONS OF SCHOOL GOVERNORS** **RESOLVED** to approve the nomination of the following person to serve as Local Authority Governors:-

J Riley - Gamesley Early Excellence Centre

64/19 **EXCLUSION OF THE PUBLIC** **RESOLVED** that the public, including the press, be excluded from the meeting during consideration of the remaining items on the agenda to avoid the disclosure of the kind of exempt information detailed in the following summary of proceedings:-

SUMMARY OF PROCEEDINGS CONDUCTED AFTER THE PUBLIC, INCLUDING THE PRESS, WERE EXCLUDED FROM THE MEETING

1. To confirm the exempt Minutes of the meeting held on 3 September 2019.
2. To consider the exempt Report of the Executive Director for Children's Services and the Director of Economy, Transport & Environment on Home to School Transport- Hazardous Routes Assessment (contains information which is likely to reveal the identity of any individual)

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PUBLIC

MINUTES of a meeting of the **CABINET MEMBER – YOUNG PEOPLE** held on 5 November 2019 at County Hall, Matlock.

PRESENT

Cabinet Member - Councillor A Dale

Also in attendance – Councillors J Patten and J Twigg

67/19 **MINUTES** **RESOLVED** that the minutes of the meeting of the Cabinet Member for Young People held on 8 October 2019 be confirmed as a correct record and signed by the Cabinet Member.

68/19 **CONFIRMATION OF NOMINATIONS OF SCHOOL GOVERNORS**
RESOLVED to approve the nomination of the following person to serve as Local Authority Governors:-

R Binns	-	Heage Primary School
M Emmens	-	Holmesdale Infant School

69/19 **BUDGET MONITORING 2019-20 – PERIOD 5** The Cabinet Member was informed of the Revenue budget position of the Young People portfolio for 2019-29 up to the end of August 2019 (Period 5), budget savings, growth and one-off funding, risks, earmarked reserves and debt position.

The net controllable budget for the Young People portfolio is £109.704m and the Revenue Budget Monitoring Statement prepared at period 5 indicated that there was a projected year-end overspend of £6.200m to £7.600m depending on whether the rate of placements for children in care levels off or continued the trajectory seen over the past six months. No earmarked reserves were available to support this overspend. The Dedicated Schools Grant income transferred to contribute to costs incurred within Children's Services supporting Early Help services and children with additional needs (£6.756 million) may not continue at the same level in future years.

The key variances included Placements for Children in Care/Unable to remain at home (overspend £3.898m), Support for children with disabilities (overspend £0.809m), Children's Safeguarding services (underspend £0.093m), Early Help and Preventative services (overspend £0.499m), Home to School Transport (overspend £0.836m), Education Support services (overspend £1.185m), Pensions payable to former staff (overspend £0.210m), Redundancies (break-even), and Unallocated budget (underspend £2.015m).

The value of the savings initiatives identified for implementation in the current year was £3.013m and it was forecast that £2.264m of savings will have been achieved by the year-end.

The portfolio received additional budget allocations in 2019-20 for Social Worker recruitment (£1.300m ongoing, £2.600m one-off), Placement demand pressures (£3.000m ongoing, £5.000m one-off), Home to School Transport SEN (£1.450m ongoing), SEND assessment and planning (£0.275m ongoing), Increase in Special Guardianship placements (£1.097m ongoing), Children's Homes (£0.450m ongoing), Foster Carers (£0.060m ongoing), Care Leavers (£0.402m one-off), Children's Participation (£0.080m one-off), Child Protection (£0.105m one-off), Complex Case pooled budget (£0.250m one-off), Mobile Working (£0.260m one-off), and Children in Care Legal Proceedings (£1.050m one-off).

The report also detailed the services that could negatively impact on the portfolio's forecast outturn position reported in the Forecast Summary, the earmarked reserves totalling £8.865m that were currently held to support future expenditure and the profile of the debt position.

RESOLVED to note the report.

70/19 DEDICATED SCHOOLS GRANT MONITORING 2019-20 – PERIOD 5

The Cabinet Member was provided with an update of the Revenue Budget position of the Dedicated Schools Grant (Young People portfolio) for 2019-20 up to the end of August 2019 (Period 5).

The expected Dedicated Schools Grant and 6th form grant income due to the Authority in 2019-20 was £373.016m, plus the expected use of reserves for 2019-20 of £2.161m covering planned expenditure, makes a total income available to fund expenditure of £375.177m.

The Revenue Budget Monitoring Statement prepared at period 5 indicated a projected year-end expenditure of £377.391m. The expected overspend compared to income was £2.215m, however this included the benefit of £0.452m underspend which was ring-fenced to schools. The overspend falling to the Authority was therefore £2.667m. Earmarked reserves of £0.551m were available to support this overspend.

The Department for Education have confirmed in the spending round that all Authorities would see an increase of between 8% and 17% per head of population to their High Needs Block funding for 2020-21. Looking at total allocated High Needs Block funding and the 2-18 population for 2019-20, the increase for Derbyshire in 2019/20 could be between £5.598m and £11.895m however, currently, the precise details of the methodology and the data to be used were not known in sufficient detail.

The key variances were Central School Services Block (underspend £0.184m), Re-pooled school funding (underspend £0.452m) and High Needs Block (overspend £2.812m).

There was a risk that the High needs block placements and top-ups could negatively impact on the portfolio's forecast outturn position reported in the Forecast Summary.

RESOLVED to note the report.

71/19 NEW PRIMARY SCHOOLS AT BOULTON MOOR AND HIGHFIELDS FARM

Following the selection of the Spencer Academy Trust by the Department for Education (DfE) to run the new primary school at Boulton Moor, the Authority has been working with the Trust to develop the project with a view to opening the school in September 2020. Under the terms of the Section 106 agreement, the developer was required to provide £4,149,170 in capital funds for the primary school and those funds were reported to Cabinet on 14 September 2017 and 21 March 2019. On 26 July 2018, Cabinet approved an additional £1,761,590 to provide a total of £5,910,760 to build a one form entry school with core facilities to allow it to be expanded to a 2 form entry school if necessary to meet the demand from later phases of the housing development. The contract for the school was awarded under the SCAPE framework and construction was due to start over the Autumn. There were delays gaining access to the site and it has been agreed with the Trust that the school should open in September 2021.

The Spencer Academy Trust was also selected to run a new primary school at Highfields Farm. Under the terms of the Section 106 agreement, the developer was required to provide £4,384,581 in capital funds for the primary school and those funds were reported to Cabinet on 11 July 2019. On 26 July 2018, Cabinet approved an additional £1,126,000 to provide a total of £5,510,581 to build a one form entry school. The final contract price exceeded the available budget and on 16 September 2019, a further £689,419 was approved by the Executive Director through an urgent paper making the final budget £6,200,000. The contract for the school was also awarded under the SCAPE framework.

Under the 'free school presumption' process the successful Multi Academy Trust was entitled to a project development fund for each school however, where the same trust was opening two schools in the same year economies of scale were expected and the second payment was reduced. The payments were in line with funding paid by the DfE for Free Schools delivered directly by the Department and were £212,750 for the first school and £150,000 for the second. The total for these two schools would therefore be £362,750 payable from the Dedicated Schools Grant (DSG) Growth Fund Reserve.

Once the schools were open, the Authority also became responsible for providing growth funding whilst the schools' pupil rolls increased towards their full capacities. It was difficult to state precisely the level of post-opening support required, however a figure of £0.350 million per school, spread over the 7 years after opening would be a reasonable estimate. This funding would be met from the current and future years' Growth Fund allocations within the Schools Block and the allocations were a matter for the Schools Forum.

The schools would be funded by the local authority's approved mainstream funding formula, however, due to timing issues, children starting in each September would not trigger DSG funding until the following April. Funding for each new year group for the period September to March would have to be met from the Growth Fund and it was estimated that an average of around £0.060 million per school per year would be required for the next 7 years. The estimated level of financial support to the new schools should be affordable, however, if future years' Growth Fund allocations were to reduce the post-opening support and formula funding allocations might have to be met partially by a reduction in other schools' formula budgets.

RESOLVED to (1) note the progress on the new primary schools at Boulton Moor and Highfields Farm;

(2) approve the funding of the Project Development Fund amounting to £362,750 to be paid to Spencer Academy Trust; and

(3) to approve the payment of post-opening support in line with DfE guidance referred to in section 2 of the report.

72/19 REVIEW OF THE COUNCIL NON SCHOOL BASED PROVISION FOR THE DUKE OF EDINBURGH'S AWARD

The County Council's support for the Duke of Edinburgh's Award (Derbyshire) was administered by the Sports and Outdoor Education Services (SORE)' and until April 2018 the service administered the county-wide award for Duke of Edinburgh (DofE) under licence from the central charity. However, in 2018 the Charity switched from geographically administered awards operated by local authorities under licence, to a new system of directly licencing individual schools for the delivery of DofE award scheme. The DofE also informed the council that it would need to obtain a Derbyshire targeted licence to continue any work with existing voluntary or open award centres or continue its work with targeted groups of young people outside of any provision in schools.

The SORE Service has reviewed the current situation and undertaken a consultation process. The overwhelming response to the consultation has indicated that award scheme leaders, young people and their parents / carers, would like to see a continuation of some form of non-schools based provision in Derbyshire. However, they identified a potential sustainability issue with the current provision and support for voluntary groups and a sustainable operation of at least 2-3 years should enable groups to recruit, deliver activities and follow participants through to completion of their awards. The impact investigation and analysis indicated that approximately 10 – 12 participants would be directly affected if the current licence was not renewed in 2019/20.

The major changes to the national DofE Award appeared to be directly impacting young people who either did not have access to directly licenced schools or for whom a school based award was not necessarily appropriate to meet their needs. In addition to this the current licence system and the need for ongoing financial reviews for non-statutory provision, due to the cost of the support provision and its impact on Council financial constraints, were also impacting voluntary and

community led groups and currently was affecting the long term sustainability of developing opportunities for young people. It was therefore considered that the current licence and model of council led provision for non-schools groups was not currently the best available model. It was recommended that a community development approach be adopted to support the existing voluntary centres to create a directly licensed provision, thereby creating a community based independently operating structure.

RESOLVED (1) to approve the decision not to maintain the current licence structure;

(2) to authorise officers to work in partnership with voluntary and community groups for a period of six months (to April 2020) to investigate creating a more sustainable community led provision for young people in Derbyshire to access the DofE Award scheme; and

(3) that officers work with partners to explore options for the 10/12 young people who will not achieve completion of the award and are directly affected by the changes.

73/19 EXCLUSION OF THE PUBLIC RESOLVED that the public, including the press, be excluded from the meeting during consideration of the remaining item on the agenda to avoid the disclosure of the kind of exempt information detailed in the following summary of proceedings:-

SUMMARY OF PROCEEDINGS CONDUCTED AFTER THE PUBLIC, INCLUDING THE PRESS, WERE EXCLUDED FROM THE MEETING

1. To confirm the exempt Minutes of the meeting of the Cabinet Member – Young People held on 8 October 2019.

74/19 EXEMPT MINUTES RESOLVED that the exempt Minutes of the meeting of the Cabinet Member for Young People held on 8 October 2019 be confirmed as a correct record and signed by the Cabinet Member.

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PUBLIC

MINUTES of a meeting of the **CABINET MEMBER FOR CORPORATE SERVICES** held on 10 October 2019 at County Hall, Matlock

PRESENT

Cabinet Member – Councillor A Foster

Also in attendance – Councillor P Murray

60/19 **MINUTES RESOLVED** that the minutes of the meeting held on 19 September 2019 be confirmed as a correct record and signed by the Cabinet Member.

61/19 **EXCLUSION OF THE PUBLIC RESOLVED** to exclude the public from the meeting during the consideration of the remaining items on the agenda to avoid the disclosure of exempt or confidential information

SUMMARY OF PROCEEDINGS CONDUCTED AFTER THE PUBLIC WERE EXCLUDED FROM THE MEETING

1. To confirm the exempt minutes of the meeting held on 19 September 2019.
2. To consider the exempt report of the Executive Director Commissioning, Communities and Policy on analogue telephony services delivered by British Telecom (contains information relating to the financial or business affairs of any particular person (including the Authority holding that information))

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PUBLIC

MINUTES of a meeting of the **CABINET MEMBER FOR ECONOMIC DEVELOPMENT AND REGENERATION** held on 10 October 2019 at County Hall, Matlock

PRESENT

Cabinet Member – Councillor T King

Also in attendance – Councillors G Hickton and R Mihaly

08/19 **MINUTES RESOLVED** (1) that the minutes of the meeting held on 8 August 2019 be confirmed as a correct record and signed by the Cabinet Member; and

(2) to receive the thanks of the Japanese Ambassador and Toyota Motor Manufacturing UK for the work being done with the Toyota City Partnership Development Board.

09/19 **WHALEY BRIDGE BUSINESS HARDSHIP FUND** Joe Battye presented the report which noted the further action taken in respect of support loan funding pursuant to the urgent decision taken by the Executive Director Commissioning Communities and Policy in accordance with the Council's Constitution on 7 August 2019 for the urgent establishment of a hardship fund, to support the local businesses of Whaley Bridge and New Mills affected by the financial consequences of evacuations as a result of recent events at Toddbrook Reservoir, Whaley Bridge.

On 1 August 2019, residents and businesses in the Whaley Bridge and New Mills area were evacuated following the partial collapse of the dam spillway at Toddbrook Reservoir. It was agreed that the County Council establish a hardship fund to assist small and micro enterprises coping with the immediate, short term loss of income and resulting impacts on cashflow.

A flexible fund of £100,000 was set up around two key elements of support: emergency relief to address cashflow and business rate rebate. It was recognised that additional elements of support might be required and an additional loan element was also instigated to provide slightly longer term relief over a three month period (August to the end of October). In all cases, it was expected that businesses would utilise existing insurance policies they have in place.

Around £80,000 of the hardship fund was nominally set aside to create a 'Business Emergency Support Fund' which, amongst other things, involved the creation of a fast track application process for immediate, emergency payments of £300 per business.

The nature, level and eligibility of support was subject to due diligence and appropriate, internal governance arrangements between the Economy and Regeneration Service and Corporate Finance.

Dedicated business support advisers were based in the Whaley Bridge multi-agency support hub to provide direct support and advice to businesses, supporting applications for emergency relief, assessing longer term financial impacts and considering other funding streams available to those businesses.

The application for immediate emergency financial relief was made available on the County Council's website and was administered through the Economy and Regeneration Service, with the support of colleagues from Corporate Finance. Publicity for the emergency fund was issued via the County Council, High Peak Borough Council and D2N2 (Derby, Derbyshire, Nottingham and Nottinghamshire) Growth Hub websites.

The emergency relief grant formally closed on Friday 13 September 2019. At that point, 158 local businesses had benefitted from the scheme and a total of £47,400 grant had been issued.

In addition to the Business Emergency Support Fund, the County Council also agreed to allocate a nominal £20,000 from the same designated reserve (hardship fund) to support non domestic rate rebate for those affected businesses. The process for assessing eligibility and amount of rebate was subject to detailed discussions and agreement with the High Peak Borough Council as the business rate billing authority. No request for business rate relief had been received.

It was also agreed to set up a discretionary local fund designed to provide flexible, unsecured, interest free loans of up to £1,500 for eligible businesses (including the £300 emergency payment) with up to 50 employees located within the exclusion zone. The purpose of the loan was to provide a bridging finance option for businesses with ongoing cash flow issues. The loan fund provision expires at the end of October 2019 and to date, only two businesses had taken up the offer – totalling £2,400 expenditure.

Loans were being managed in line with the County Council's Financial Regulations with invoices sent to recipient businesses within 30 days of loans being paid. Although considered low risk, credit checks were undertaken as part of the application process to minimise the likelihood of default.

The £100,000 cost of the hardship fund was being met from existing reserves and paid to applicants in accordance with the verified details provided through the application process. The emergency fund was now closed and a total of £47,400 grant had been awarded.

Government had also provided £100,000 'match funding' via a Section 31 grant (capital) to support the disaster recovery process at Whaley Bridge. This grant was accepted on 19 September 2019 and work was taking place with

High Peak Borough Council to ensure the appropriate allocation of capital expenditure.

RESOLVED that the Cabinet Member (1) note the action taken in respect of support loan funding pursuant to the urgent decision taken by the Executive Director Commissioning Communities and Policy on 7 August 2019;

(2) note the level of funding issued to date and confirm agreement to the receipt of the Section 31 grant from Government for £100,000 capital funding; and

(3) receive a final report, early in 2020, outlining the extent of disaster support and recovery activity.

10/19 TRENT VALLEY VISION – NATIONAL LOTTERY HERITAGE HORIZON AWARDS Joe Battye presented the report to seek approval for Derbyshire County Council, on behalf of the D2N2 (Derby, Derbyshire, Nottingham and Nottinghamshire) Local Enterprise Partnership (LEP) to submit an Expression of Interest to the National Lottery Heritage Fund (NLHF) for its Heritage Horizons Awards.

The NLHF was looking for projects that were transformative, innovative and collaborative and met its strategic priorities of ‘landscape and nature’ and ‘heritage at risk’. Projects needed to demonstrate clear and ambitious plans that would bring about positive changes and benefits for people, places and wider heritage. In order to bid for the Award, an Expression of Interest needed to be submitted to the NLHF by 11 October 2019; shortlisted projects would be notified by December 2019, inviting them to submit an application for development phase funding by August 2020.

The report went on to outline the Trent Valley Vision and the economic, social and environmental benefits it was estimated to bring to the area. It was also expected to become an attractive setting for high quality, new housing development with direct access to new and enhanced Green Infrastructure networks, building on the natural and cultural heritage, making the Valley a desirable location in which to live, work, play and invest.

The economic assessment, commissioned by Derbyshire County Council for the Derbyshire component of the Trent Valley only, identified that by 2050, the additional economic benefits of following a coordinated Vision, over an uncoordinated approach, could be £2.8 billion per year. There could also be an additional £80 million per year in social and environmental benefits. The returns on investing in a coordinated approach were likely to be even higher for the Trent Valley across a wider project area than Derbyshire.

The NLHF’s Heritage Horizons Awards appeared to perfectly align with the aspirations of the Trent Valley Vision and the monies available through the grant scheme would be sufficient to develop a comprehensive framework/

masterplan for the Trent Valley across Derbyshire, Leicester and Nottinghamshire; develop a delivery and management structure; and identify and contribute to the delivery of the Vision's first phase.

The minimum grant application was £5 million. The NLHF required a minimum of 10% match funding, which could be cash, non-cash contributions, volunteer time or a combination of all of these, however an application was likely to be considered more favourably the greater the level of match, particularly cash match.

The proposed project boundary included Derbyshire, Nottinghamshire and a small part of Leicestershire County Councils and the two city authorities of Derby and Nottingham and at least seven local authorities and the project would be over five to seven years.

The submission of an Expression of Interest at this stage would not formally commit the Council to pursuing a full application. If successful in being shortlisted, a firm match funding agreement would need to be negotiated and in place as part of the development phase application.

The Expression of Interest form had already been drafted by the Conservation, Heritage and Design Service ready for submission. If the NLHF selected the Trent Valley Vision, it would fund circa 90% of the development phase costs; likely to include at least one full time equivalent officer.

RESOLVED that the Cabinet Member approve that Derbyshire County Council submit, on behalf of the D2N2 (Derby, Derbyshire, Nottingham and Nottinghamshire) Local Enterprise Partnership, an expression of interest to the National Lottery Heritage Fund for its Heritage Horizons Awards.

11/19 **DELEGATED DECISION MAY-SEPTEMBER 2019** The report provided a summary of recent decisions taken by the Executive Director under delegated powers. Since 1 May 2019, three reports had been presented and approved with the agreement of Cabinet Member:

D2 China Partnership Agreement with Yixing City (approved 1 May 2019) Retrospective approval for the Cabinet Member – Economic Development and Regeneration to take part in a delegation to Yixing City in China between 23 -28 April 2019 with the purpose of agreeing and signing a memorandum of understanding between the Council, Derby City Council and Yixing Transport Industry Group/Haider Group. The intention was to explore joint working and potential investment in Low Carbon Transport and green tourism initiatives.

Supporting the Operational Costs for the Derby - Japanese School (approved 26 June 2019) Following the withdrawal of Derby College hosting the Derby Japanese School and subsequent negotiations between the school, TMUK and the Council, the School agreed to relocate to John Port Spencer Academy. As part of the discussions for hosting, the Council agreed that an

existing and long standing contribution to the host to help cover rental costs be transferred to Spencer Academy Trust as a gesture of ongoing commitment. The report approved an annual contribution of £5,000 to be paid from the Economic Regeneration budget.

MIPIM 2020 – Flight Booking (approved 19 July 2019) The report approved a funding envelope of £1,800 to support Council attendance at MIPIM (the world's leading conference and expo for property development and inward investment) in France between 9-12 March 2020. 2020 would mark the third year of Council representation in support of "Invest in Derbyshire" and working alongside partners in D2 (Derby and Derbyshire) as part of the Midlands Engine delegation. Early budget authorisation was required to book tickets for two delegates on the dedicated flight from Birmingham. Further preparations for the delegation were being arranged in partnership with Marketing Derby.

RESOLVED to note the decisions made under delegated powers since 1 May 2019 to present:

- a) D2 China Partnership Agreement with Yixing City;
- b) Supporting the Operational Costs for the Derby - Japanese School; and
- c) MIPIM 2020 – Flight Booking).

Signed
Cabinet Member for Economic Regeneration & Development

Date

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PUBLIC

MINUTES of a meeting of the **CABINET MEMBER FOR HEALTH AND COMMUNITIES** held on 10 October 2019 at County Hall, Matlock.

PRESENT

Councillor C Hart – Cabinet Member

Also in attendance: Councillor Stuart Swann

35/19 **MINUTES** **RESOLVED** that the non-exempt minutes of the meeting of the Cabinet Member for Health and Communities held on 5 September 2019 be confirmed as a correct record and signed by the Cabinet Member.

36/19 **BUDGET MONITORING 2019-20 PERIOD 5** The joint report outlined the revenue budget position of the health and Communities portfolio for 2019-20 up to the end of 31 August 2019. There was a projected year-end underspend of £0.220m; this included the projected year-end underspend against the ring-fenced Public Health Grant of £28,155. The significant areas that made up the projection were tabled within the report.

The Trading Standards underspend was attributed to planning for the achievement of the future savings requirement for the period 2019-22, one-off funding of £0.048m to support older people in relation to scams and doorstep crime, vacancies and additional income and one-off funding of £0.014m from POCA for the technical development of Digital MOT on-line risk assessment hosted by Safer Derbyshire website.

A risk level of five had been identified around the national shortage of Pathologists and the impact by increasing fees, with the coroner's service. The total Earmarked Reserves were listed within the report, totalling £10.306m to support future expenditure.

RESOLVED to note the report.

37/19 **ACTION GRANTS PROGRAMME** The report provided an update on the applications received and approved under round five of the Action Grants Programme. This enabled local groups to apply for three levels of funding across four grant areas (youth activity, community safety, community activity and physical/sports activity).

All projects needed to meet particular criteria and were reviewed by an officer panel. Executive Directors had delegated responsibility for the approval of recommended projects that fell within their remit. The deadline for the receipt of applications for round five was 30 June 2019.

Under the Community Activity Grant scheme, 78 small applications were submitted. Of these 68 were approved to the value of £32,621. 84 medium and large grant applications were submitted, of which six applications were approved to the value of £28,799. The details of these applications were listed separately at Appendices A and B.

Under Community Safety Grants, all five of the small grant applications were approved totalling £2,484.50. Ten medium and large grant applications were submitted, three of which were approved to the value of £22,698. Appendices C and D provided further details on these applications.

Comprehensive monitoring of the Programme, including the take up of the different levels of grants as well as geographical coverage, took place regularly to ensure equality of access across different communities in Derbyshire, particularly over the first twelve months. This was to ensure that there was some flexibility in the Programme and that spend on the programme was maximised. It would also help recognise those communities where more support might be required.

RESOLVED to note the approved applications as set out in the report.

38/19 SUICIDE PREVENTION TRAILBLAZER FUNDING The Director of Public Health sought approval for funding to the value of £0.137m from NHS England to further progress suicide prevention work within Derbyshire. This included the procurement of a 12-month service to promote suicide prevention amongst local sports and leisure clubs and workplaces, and to approve extension of a current contract with Derbyshire Healthcare NHS Foundation Trust to provide suicide prevention training to GP practices and other organisations.

The effects of self-harm and suicide can be devastating. Suicide rates in Derbyshire remain similar to the national average. However after 3 years of declining rates early indications for 2018 are that rates have increased.

In early 2019, Derbyshire County Council Public Health department, on behalf of Joint Up Care Derbyshire (JUCD) successfully applied for Suicide Prevention and Trailblazer funding from NHS England and was awarded £0.201m to further progress local plans to reduce the number of suicides in Derbyshire. This funding had only been awarded to a few select areas within England, with the learning from each to be shared as best practise nationally.

At its meeting on 27th June 2019, JUCD Mental Health System Delivery Board agreed for Derbyshire Self-Harm and Suicide Prevention Partnership Forum (DSSPPF) to have responsibility for overseeing implementation of the projects in respect to the NHSE Suicide Bereavement and Trailblazer funding which was designed to raise awareness, improve skills and increase confidence to impact the suicide rate in Derbyshire. As hosts, it was agreed that Derbyshire County Council (DCC) would manage and lead the commissioning and delivery of the projects outlined:

- Suicide Prevention and Bereavement Resources £7,000: to be purchased or produced to raise awareness and provide information;
- Suicide Prevention Training £50,000: Local trainers to deliver suicide prevention training to their peers in Primary Care, with DHCFT to arrange the training and administration of funds to facilitate the backfill for the GP's.
- Targeted Intervention £80,000: A service to be developed and procured by DCC, to give focus on vulnerable groups, those most in need, children and young people and middle aged men. Project officers/champions would work in partnership with organisations including Active Derbyshire and Healthy Workplaces Derbyshire, that would engage with local sports and leisure clubs, organisations and businesses, to raise awareness, offer training and practical support. The procured service would be for an initial period of 12 months, but may be extended if further funding was made available from NHS England.

NHSDDCCG would use the remaining funding, £64,000, to fund Harmless and Survivors of Bereavement by Suicide (SOBS) to provide services for those bereaved or affected by suicide.

RESOLVED to approve (1) the receipt of funding of £0.137m from NHS Derby and Derbyshire CCG to Derbyshire County Council;

(2) the procurement, for a period of 12 months, of a targeted suicide intervention service to the value of £80,000 that would work alongside local sports and leisure clubs and workplaces, to provide suicide awareness training and promotion of suicide safe messages;

(3) the transfer of £50,000 to Derbyshire Healthcare NHS Foundation Trust to continue the delivery of suicide prevention training to local GP practices and other local organisations; and

(4) the delegation of further decisions in awards of contract, and if further funding was made available from NHS England, extension of contracts, to the Director of Public Health.

39/19 EXCLUSION OF THE PUBLIC RESOLVED - to exclude the public from the meeting during the consideration of the remaining items on the agenda to avoid the disclosure of the kind of information detailed in the following summary of proceedings:

SUMMARY OF PROCEEDINGS CONDUCTED AFTER THE PUBLIC HAD BEEN EXCLUDED FROM THE MEETING

1. To consider the exempt report of the Executive Director of Commissioning, Communities and Policy on Coroner's Service for Derby and Derbyshire – Pathologists Fees (contains information relating to the financial or business affairs of any particular person (including the Authority holding that information)).

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PUBLIC

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PRESENT

Councillor C Hart – Cabinet Member

Also in attendance: Councillor Stuart Swann

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A risk level of five had been identified around the national shortage of Pathologists and the impact by increasing fees, with the coroner's service. The total Earmarked Reserves were listed within the report, totalling £10.306m to support future expenditure.

RESOLVED to note the report.

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RESOLVED to note the approved applications as set out in the report.

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NHSDDCCG would use the remaining funding, £64,000, to fund Harmless and Survivors of Bereavement by Suicide (SOBS) to provide services for those bereaved or affected by suicide.

RESOLVED to approve (1) the receipt of funding of £0.137m from NHS Derby and Derbyshire CCG to Derbyshire County Council;

(2) the procurement, for a period of 12 months, of a targeted suicide intervention service to the value of £80,000 that would work alongside local sports and leisure clubs and workplaces, to provide suicide awareness training and promotion of suicide safe messages;

(3) the transfer of £50,000 to Derbyshire Healthcare NHS Foundation Trust to continue the delivery of suicide prevention training to local GP practices and other local organisations; and

(4) the delegation of further decisions in awards of contract, and if further funding was made available from NHS England, extension of contracts, to the Director of Public Health.

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1. To consider the exempt report of the Executive Director of Commissioning, Communities and Policy on Coroner's Service for Derby and Derbyshire – Pathologists Fees (contains information relating to the financial or business affairs of any particular person (including the Authority holding that information)).

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PUBLIC

MINUTES of a meeting of the **CABINET MEMBER FOR STRATEGIC LEADERSHIP, CULTURE AND TOURISM** held on 24 October 2019 at County Hall, Matlock

PRESENT

Cabinet Member – Councillor B Lewis

Also in attendance – Councillor R Flatley

17/19 **MINUTES RESOLVED** that the minutes of the meeting held on 5 September 2019 be confirmed as a correct record and signed by the Cabinet Member.

18/19 **PROPOSED CHANGES TO OPENING HOURS AT THE DERBYSHIRE RECORD OFFICE** At its meeting on 11 September 2019, Cabinet agreed a new Five Year Financial Plan for the County Council and this included a range of budget savings proposals over the lifetime of the plan. One of the areas identified for savings was a review of opening hours and staffing levels at the Derbyshire Record Office (DRO) to achieve savings of £60,000. In order to achieve these savings it was proposed to consult with the public about possible changes to the opening hours at the DRO. Once the consultation process had been concluded a further report would be presented to the Cabinet Member to consider the outcome of the consultation and, potentially, to consider proposals for revised opening hours and a proposed staffing structure, which could realise a saving of up to £60,000 from the DRO budget.

Currently, the DRO was open four days a week (9.30am to 5.00pm) for a total of 30 hours and it opened on one Saturday a month. A summary of the services offered was attached as Appendix 1 to the report.

It was proposed to undertake a public consultation exercise over a proposed reduction to the opening hours at the DRO from 30 to 22.5 hours a week, a reduction of 25%. (There was no proposal to change the current pattern of Saturday opening). In addition to consulting on the proposed reduction in opening hours, four alternative proposals would be consulted upon based on current levels of use and these were attached as Appendix 2 to the report. Each option retained the current arrangements for opening on the last Saturday of each month from 9.30am to 4pm. If alternative opening hours proposals arose as part of the consultation process they would also be considered.

The proposed reduction in opening hours was mitigated by the significant improvements that had been made to providing digital access to material online. These actions had increased the accessibility of the collections held in the DRO to a worldwide audience and even when the physical building was closed the digital access remained available 24/7. The DRO aspired to provide an online service that maximised the resources available and had developed a strategy to continue to digitise Derbyshire's archives and make them accessible.

It was proposed that the Council undertook a period of consultation to:

- Set out the financial context and challenges within which decisions on future service delivery need to be made.
- Share and explore the opening hours options outlined in appendix 2.
- Receive feedback on the proposed reduction and the potential impact of the options.

As a Place of Deposit for Public Records, the County Council was also required to consult with The National Archives (TNA) over any changes to opening hours to ensure that they did not impact on the Record Office's accredited status.

The feedback received would be analysed as to the proposed reduction in hours and as to the four initial options and the results would be evaluated. If alternative proposals arose as part of the consultation process they would also be considered as part of the analysis.

A report would be submitted in January/February 2020 which would further consider any changes to opening hours at the DRO and subject to the outcome of the consultation, would also include proposals for a revised staffing structure, if any changes to be agreed. The potential staffing implications of any reduction in opening hours would then also be the subject of formal consultations with individual employees and the trade unions in accordance with the Council's policies and statutory requirements.

RESOLVED to approve that (1) a six week public consultation on options for revised opening hours at the Derbyshire Record Office be undertaken;

(2) the results of the consultation and an Equality Impact Analysis are presented to a future meeting prior to any decision being made as to changes to the opening hours at the Derbyshire Record Office; and

(3) subject to the outcome of the consultation and the Cabinet Member's decision, proposals for a revised staffing structure at the Derbyshire Record Office are developed and reported for consideration.

19/19 TRENT VALLEY VISION – NATIONAL LOTTERY HERITAGE HORIZON AWARDS

The National Lottery Heritage Fund (NLHF) had recently launched the Heritage Horizon Awards for grants of £5 million and over. The concept behind the award was 'Backing big ideas, unlocking possibilities'. The NLHF was looking for projects that were transformative, innovative and collaborative and met its strategic priorities of 'landscape and nature' and 'heritage at risk'.

Projects should demonstrate clear and ambitious plans that would bring about positive changes and benefits for people, places and wider heritage. In order to bid for the Award, an Expression of Interest was required to be submitted to the NLHF by 11 October 2019. The NLHF would notify shortlisted projects by December 2019, inviting them to submit an application for development phase funding by August 2020.

If the Trent Valley Vision project was shortlisted, then a development phase application would need to be submitted by 31 August 2020. Applicants must contribute at least 10% of the costs of the development phase and 10% of the costs of the delivery phase. The NLHF described contributions as "partnership funding" and it could be made up of cash, non-cash contributions, volunteer time or a combination of all of these. The Trent Valley Vision was an environmental-led regeneration initiative aimed at transforming the landscape of the Trent Valley over a 50 year period to generate a £multi-billion leisure and recreation economy at the heart of England.

An economic study of the Trent Valley within Derbyshire concluded that for the period 2020 to 2050, the benefits of the landscape-led Vision were estimated to be:

- £16 billion of economic benefits.
- £450 million of social and environmental benefits.

Retrospective approval was therefore sought, for the County Council, on behalf of the D2N2 (Derby, Derbyshire, Nottingham and Nottinghamshire) Local Enterprise Partnership (LEP), to submit an Expression of Interest to the National Lottery Heritage Fund (NLHF) for its Heritage Horizons Awards.

RESOLVED to retrospectively approve that Derbyshire County Council submit on behalf of the D2N2 (Derby, Derbyshire, Nottingham and Nottinghamshire) Local Enterprise Partnership, an Expression of Interest to the National Lottery Heritage Fund for its Heritage Horizons Awards.

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Agenda Item No 6(a)

DERBYSHIRE COUNTY COUNCIL

CABINET

21 November 2019

Report of the Director of Finance & ICT

BUDGET MONITORING 2019-20 (as at 31 August 2019)
(STRATEGIC LEADERSHIP, CULTURE AND TOURISM)

1 Purpose of the Report

To provide Cabinet with the Revenue Budget position for 2019-20 as at 31 August 2019.

2 Information and Analysis

The report summarises the controllable budget position by Cabinet Member Portfolio as at 31 August 2019. Further reports will be considered at Audit Committee and Council in accordance with the Budget Monitoring Policy and Financial Regulations.

The projected outturn compared to controllable budget is summarised below. This includes the use of one-off funding to support the Highways, Transport and Infrastructure and Young People portfolios.

	Budget	Forecast Actuals	Projected Outturn
	£m	£m	£m
Adult Care	248.266	247.189	(1.077)
Corporate Services	48.044	46.418	(1.626)
Economic Development and Regeneration	0.701	0.549	(0.152)
Health and Communities (exc. Public Health)	3.657	3.343	(0.314)
Highways, Transport and Infrastructure	79.316	78.467	(0.849)
Strategic Leadership, Culture and Tourism	12.746	12.491	(0.255)
Young People	111.086	114.836	3.750
Total Portfolio Outturn	503.816	503.293	(0.523)
Interest and Dividend Income			(0.597)
Debt Charges			(0.563)
Risk Management			(9.366)
Levies and Precepts			0.000
Corporate Adjustments			0.665
Total			(10.384)

A summary of the individual portfolio positions is detailed below.

Adult Care

There is a projected year-end underspend of £1.077m. The main variances are:

Purchased Services, £4.950m overspend – relates to an increase in the cost of complex care packages and a reduction in Continuing Health Care funding.

Health Funding, £1.386m underspend – relates to Winter Pressures grant funding which has now been allocated and had not been budgeted for originally.

Assistive Technology and Equipment, £1.385m underspend – more targeted issuing has ensured that only the most appropriate community equipment is supplied, saving on the procurement of less suitable equipment.

Unallocated Budgets, £1.694m underspend – relates to budgets awaiting allocation during the year.

Due to the high projected underspend on the portfolio and the estimated increase in Better Care Fund grant income in addition to this, £5.000m of base budget has been transferred from Adult Care to the Risk Management budget.

The budget savings target for 2019-20 is £5.732m. Of this target, £5.832m is expected to be achieved by the end of the financial year.

Additional funding has been provided in the 2019-20 budget for the main growth items:

- Adult Social Care Precept and Improved Better Care Fund - £12.439m, to cover the additional cost of independent sector fees, the pay award relating to staff working in Adult Care and to address the equitable allocation of budgets across the eight districts.
- Transformational Care Programme - £0.456m, to move 24 clients from long stay hospitals to social care provision in line with the independent living agenda.

The main risks which could impact on the portfolio's outturn position are contained in Appendix Two.

Corporate Services

There is a projected year-end underspend of £1.626m. The main variances are:

Human Resources, £0.612m underspend – due to vacancy control. Departmental Human Resource functions are currently being centralised.

Holding vacancies will assist in managing a planned restructure of the function as a whole which is expected to deliver significant savings in 2020-21 and 2021-22.

Finance and ICT, £0.601m underspend - due to vacancy control. This will assist in managing a planned restructure aiming to deliver significant savings over the three years from 2020-21.

Strategic Management, £0.357m underspend - relates to savings arising from previous restructures of senior management.

A budget savings target for 2019-20 of £1.340m has been allocated. Of this target, £1.152m of savings initiatives have been identified, all of which are expected to be achieved by the end of the financial year.

Additional funding has been provided in the 2019-20 budget for the main growth items:

- Legal Services - £0.300m (one-off), to support the high levels of demand for the service
- ICT Strategy - £0.200m, to ensure that ICT is aligned with the needs of the business and delivery of the Enterprising Council programme.
- Enterprising Council - £0.150m (one-off), to support transformational change.
- Learning Management System - £0.083m (one-off), to manage the replacement of the Council's Learning Management system.
- HR SAP Development - £0.045m (one-off), to support the HR SAP Development team to generate financial savings.

The main risks which could impact on the portfolio's outturn position are contained in Appendix Two.

Economic Development and Regeneration

There is a projected year-end underspend of £0.152m. The main variances are:

Economic Development, £0.185m underspend – Part of the budget for the Enhanced Enterprise and Investment Service is set aside to lever in external funding. Suitable projects which deliver sufficient value for money have not yet been identified, so this budget is not currently forecast to be spent.

Employment and skills, £0.075m overspend – relates to salary overspend, resulting from a budget deficit when the Head of Employment and Skills post was established.

No budget savings target has been allocated to this portfolio for 2019-20.

No additional funding has been provided to this portfolio in the 2019-20 budget.

There are no significant risks expected to impact on the portfolio's outturn position.

Health and Communities

The Health and Communities portfolio includes the Public Health budget of £39.477m, which is fully funded by the ring-fenced Public Health Grant for 2019-20. The forecast year-end position for the portfolio is an underspend of £0.220m. However, excluding Public Health, the portfolio is forecast to underspend by £0.314m. The main variances are:

Trading Standards, £0.176m underspend – reduced staffing costs following a restructure in December 2018 and one-off funding yet to be committed to support older people in respect of scams and doorstep crime.

A budget savings target of £0.157m has been allocated for 2019-20. £0.206m of savings initiatives have been identified, of which it is anticipated that £0.206m will be achieved by the end of the financial year.

Additional funding has been provided in the 2019-20 budget for the following growth items:

- Coroners - £0.270m, to establish new posts and increase daily fees to Assistant Coroners.
- Trading Standards (Older People Support) - £0.048m (one-off), to provide a programme to increase awareness and reduce instances of fraudulent activity against older people.

The main risks which could impact on the portfolio's outturn position are contained in Appendix Two.

Highways, Transport and Infrastructure

The Highways, Transport and Infrastructure portfolio is forecast to overspend by £1.151m, against a total budget of £77.316m. However, after the allocation of £2.000m of one-off funding from the Budget Management Earmarked Reserve, the portfolio is projected to underspend by £0.849m. Funding has been set aside in the Budget Management Earmarked Reserve for the purpose of meeting the shortfall in the Economy, Transport and Environment department's identified savings target. The intention is to allocate £2.000m of savings to Highways Maintenance in a future financial year, but the 2019-20 Highways budget remains the same as last financial year because of the use of this funding from reserves. Use of the reserve for this purpose was approved in the Revenue Budget reported to Council on 6 February 2019.

Before the allocation of the reserve funding detailed above, the main variances are:

Unallocated Budget Savings, £5.250m overspend – savings targets not yet allocated to specific services.

Planning and Development, £2.186m underspend – mainly due to additional inspection fee income, paid to the Council by building developers, under Section 38 and 278 of the Highways Act (1980). The high levels of fee income reflect the present state of the local economy and the large number of developments currently underway.

Winter Maintenance, £1.777m overspend – of the £1.473m budget for the winter service, £0.976m had already been spent by the end of August 2019. Further expenditure of £2.250m is forecast for the remainder of the year.

Highways Maintenance, £1.489m underspend – due to staff costs being allocated to capital budgets rather than revenue. Also, due to vacancies; however, these will reduce as the new Highways staff structure is filled.

Waste Management, £1.319m underspend – lower than expected waste tonnages and savings under the waste continuity arrangements.

The budget savings target for 2019-20 is £2.609m, with a further £3.321m target brought forward from previous years. Of this total target of £5.930m, £0.680m is expected to be achieved by the end of the financial year, with the expected base budget overspend being met from one-off funding, as explained above. Therefore there is currently a £5.250m forecast shortfall in achievement of budget savings, however the multi-year savings programme to 2023-24 does allow for some slippage to be covered by prior years' underspends, still delivering the savings target in total.

Additional funding has been provided in the 2019-20 budget for the main growth items:

- Waste Management - £1.500m, to cover the increased cost of delivering the waste treatment and disposal contracts across Derbyshire and increased cost of recycling credits.
- Highways Maintenance - £1.000m (one-off), to provide a co-ordinated programme of maintenance improvements.
- Public Transport - £0.500m, to maintain reasonable levels of public transport accessibility across Derbyshire.
- Water Body £0.100m (one-off), to enable the Council to meet its obligations to manage its water bodies under new regulations
- HS2 Co-ordination Officer £0.064m (one-off), to support representation of the Council's interests as the HS2 route is developed.
- Street Lighting Energy - £0.048m (one-off), to meet inflationary increases to the cost of street lighting energy.

The main risks which could impact on the portfolio's outturn position are contained in Appendix Two.

Any additional costs incurred from the identified risks will be met from the Budget Management earmarked reserve, the Economy, Transport and Environment Prior Year underspends earmarked reserve and the Winter Maintenance earmarked reserve, therefore none of these issues are expected to impact on the overall budget position for 2019-20.

Strategic Leadership, Culture and Tourism

A year-end underspend of £0.255m is projected. The main variances are:

Policy and Research, £0.148m underspend – due to vacancy control and reduced running costs.

Call Derbyshire, £0.085m underspend – due to vacancy control and staff turnover.

Tourism and Twinning, £0.083m underspend – reduced expenditure on tourism related activities.

Heritage, £0.071m overspend – the Environmental Studies Service has been allocated a savings target which has yet to be achieved.

The budget savings target for 2019-20 is £0.542m, with a further £0.159m target brought forward from previous years. All of this total target of £0.701m is expected to be achieved by the end of the financial year.

Additional funding has been provided in the 2019-20 budget for the following items:

- Community Managed Libraries - £0.742m (one-off), to fund the commitment to introduce community managed libraries.
- Thriving Communities - £0.368m, to focus on radically reshaping demand, unlocking community potential and creating an alliance for work and skills.
- Enterprising Council - £0.094m, to support transformational change.

There are no significant risks expected to impact on the portfolio's outturn position.

Young People

The Young People portfolio is forecast to overspend by £5.132m, against a total budget of £109.704m. However, after the allocation of £1.382m of one-off funding from the Budget Management Earmarked Reserve, the portfolio is projected to overspend by £3.750m. Funding has been set aside in the Budget Management Earmarked Reserve for the purpose of meeting the

shortfall in the Children's Services department's identified savings target. The intention is to allocate £1.382m of savings to Children's Services budgets in a future financial year, but the 2019-20 budgets have not been reduced by this amount because of the use of this funding from reserves. Use of the reserve for this purpose was approved in the revenue budget reported to Council on 6 February 2019.

However, it should be noted that the eventual overspend could be as high as £5.000m to £6.000m depending on the continued trend in the rate of placements for children in care.

The forecast outturn position includes £6.756m of Dedicated Schools Grant income, as a contribution to the cost of supporting Early Help services and children with additional needs. Income from this source is not guaranteed to continue at the same level in future years.

Before the allocation of the reserve funding detailed above, the main variances are:

Placements for Children in Care, £3.898m overspend – placement numbers have continued to rise steadily over the last six months. There are currently more placements required than can be funded from the allocated budget. The forecast overspend has increased since June due to new placements.

Unallocated Budget, £2.015m underspend – this represents budget released as a result of changes to the Early Help offer. It is being held to cover an anticipated £1.767m of grant income which the government has signalled will be withdrawn in 2020-21. In the interim it will help offset some of the portfolio's underspend against its current budget.

Education Support Services, £1.185m overspend – an increase in the number of children with Special Educational Needs (SEN) driving demand for the Psychology and the Planning and Assessment teams. Also, it is forecast that the decision not to increase the price per meal charged to schools will contribute £0.312m to the overspend on the school catering service.

Home to School Transport, £0.836m overspend – an increase in the number of journeys provided to children with SEN and an increase in the cost of those journeys, driven by economic factors and the need to provide more specialised vehicles.

Support to Children with Disabilities, £0.809m overspend – increasing demand for support and complexity of some individuals' needs.

Early Help and Preventative Services, £0.499m overspend – a shortfall in contributions from schools towards the Early Help offer, offset to some extent by vacant posts in the Multi-Agency and Youth teams. A review is being finalised which, when implemented, will result in a more targeted Early Help service.

Pensions Payable to Former Staff, £0.210m overspend – enhanced pension obligations payable to staff who left during the early 1990s.

A savings target of £3.013m has been allocated for 2019-20. Savings initiatives totalling £3.013m have been identified, of which £2.264m are expected to be achieved by the end of the financial year.

Additional funding has been provided in the 2019-20 budget for the main growth items:

- Placement Demand Pressures - £3.000m plus one-off funding of £5.000m, to support the increase in the demand for placements and the increasing complexity of children and young peoples' needs.
- Social Worker Recruitment - £1.300m plus one-off funding of £2.600m, as part of a four year recruitment plan to increase the number of social workers to ensure caseloads are at a healthy working level consistent with good practice.
- Home to School Transport (SEN) - £1.450m, to support the increased cost of transporting children and young people to school, pupil referral units or alternative provision when they have been excluded from mainstream schools.
- Increase in Special Guardianship Placements - £1.097m, to ensure the budget is sufficient to meet the current level of costs payable to those who have parental responsibility under a special guardianship order.
- Children in Care Legal Proceedings - £1.050m (one-off), reflecting the greater number of court proceedings and the increased use of external legal firms to present cases.
- Children's Homes - £0.450m, to provide additional staffing required to meet the needs of children and young people placed in homes.
- Care Leavers - £0.402m (one-off), to meet the cost of additional statutory duties towards care leavers.
- SEND Assessment and Planning - £0.275m, to provide additional staffing.
- Mobile Working - £0.260m (one-off), to develop solutions to enable more flexible working with the aim of achieving cost benefits and improvements to the timeliness of information.
- Complex Case Pooled Budget - £0.250m (one-off), contingency for the Council's contribution to the pooled budget reflecting the increasing levels of expenditure in recent years.
- Child Protection - £0.105m (one-off), to fund the cost of staff needed to respond to an increased number of children on protection plans. Staff will be reduced if the number of children on plans reduces.
- Children's Participation - £0.080m (one-off), to fund a delay to a planned budget reduction to the support provided to children and young people to participate in decision making. The service is seeking to identify alternative savings options.

- Foster Carers - £0.060m, to cover the inflationary increase to foster carer allowances from April 2019.

The main risks which could impact on the portfolio's outturn position are contained in Appendix Two.

Dedicated Schools Grant

The Dedicated Schools Grant (DSG) is a ring-fenced grant comprising four individual blocks: Schools Block, High Needs Block (HNB), Early Years Block and Central Block. Allocations of the blocks are governed by the Schools and Early Years Finance Regulations. Any underspend or overspend on the grant is carried forward to future years within the accumulated balance of the DSG Earmarked Reserve.

After utilising available balances from the DSG reserve, it was anticipated that 2019-20 HNB expenditure would exceed the allocated grant income by £0.281m. These deficits accumulate in the DSG reserve, but would have to be funded by earmarking £0.281m from the General Reserve. It was forecast that HNB overspends would total £9.222m between 2019-20 and 2022-23, after using available balances from the DSG reserve.

	2019-20	2020-21	2021-22	2022-23	Total
	£m	£m	£m	£m	£m
HNB Deficits to Fund	0.281	2.504	2.660	3.777	9.222

£9.222m represents the cumulative pressure on the General Reserve over the four year period.

However, on 4 September 2019, in the Spending Review 2019, the Government announced an additional £700m of High Needs Funding for special educational needs. The Department for Education intends to distribute this between authorities based on the High Needs Block within the DSG over the coming three years. Initial calculations suggest this additional funding will be sufficient to mitigate this pressure on the General Reserve in its entirety.

Summary

A Council portfolio underspend of £0.523m is forecast, after the use of £3.382m of Earmarked Reserves to support the Highways, Transport and Infrastructure and Young People portfolios. Any underspends in 2019-20 will be used to manage the budget in 2020-21.

Interest and Dividends received on balances is estimated to underspend by £0.597m, assuming that returns on the Council's investments in pooled funds remain robust and that these investments are held for all of the financial year. The interest base rate is currently 0.75%, however, the Council utilises a range of investments to maximise its income.

The Debt Charges budget is projected to underspend by £0.563m. This is based on forecast interest payments, anticipated Capital Financing Requirement (CFR), a Minimum Revenue Provision (MRP) of 2.5% in keeping with the policy reported to Cabinet on 22 November 2016 and a £4.500m one-off reduction in the Council's Capital Adjustment Account Reserve. This reduction is made on the basis that the amounts set aside to repay debt over the last ten years are well in excess of what is required to ensure the Council can repay its debts. An £8.000m one-off reduction for 2019-20 was reported to Council on 7 February 2018, however it is now proposed to delay some of the one-off reductions in 2019-20 and 2020-21 until 2021-22, in order to smooth the profile of the budget savings required in those years. The change to the profile of these reductions, compared to the profile previously reported in the Council's Five Year Financial Plan, is as follows:

	2018-19 £m	2019-20 £m	2020-21 £m	2021-22 £m	Total £m
Original Profile of Reductions	10.000	8.000	7.000	0.000	25.000
Revised Profile of Reductions	10.000	4.500	3.500	7.000	25.000

The Risk Management Budget is forecast to underspend by £9.366m. This includes an additional £5.117m of Business Rates Relief grant funding and a virement of £5.000m of budget from the Adult Care portfolio. It is proposed to use £5.000m of additional Business Rates Relief funding to establish a Business Rates Relief Earmarked Reserve, the purpose of which will be subject to further consideration by Members.

Corporate Adjustments are forecast to overspend by £0.665m. This is based on a prudent allowance for potential credit losses on the Council's non-rated investments.

Details of the Council's Earmarked Reserves balances as at 31 August 2019 are set out in Appendix One. A review of the Council's reserves balances will be reported to Cabinet in a separate report to this meeting.

A summary of the expected achievement of budget savings targets is provided at Appendix Three. The budget savings target for 2019-20 is £13.393m, with a further £3.480m target brought forward from previous years. The savings initiatives identified to meet this target currently fall short by £5.289m, therefore further proposals will need to be brought forward to ensure the Council continues to balance its budget. Of this total target of £16.873m, £10.835m is expected to be achieved by the end of the financial year. Therefore, there is a £6.038m forecast shortfall in achievement of budget savings. The resulting base budget overspend is offset to some extent by

one-off underspends or is being met from one-off funding from earmarked reserves.

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

3 Financial Considerations

As set out above.

4 Other Considerations

In preparing this report the relevance of the following factors has been considered: legal, prevention of crime and disorder, equality and diversity, human resources, environmental, health, property, transport and social value considerations.

5 Background Papers

Papers held in Technical Section, Finance & ICT, Room 137, County Hall.

6 Key Decision

No.

7 Is it necessary to waive the call-in period?

No.

8 Officer's Recommendation

That Cabinet:

- 8.1 Notes the 2019-20 budget monitoring position as at 31 August 2019.
- 8.2 Approves the revision to the profile of the one-off reductions to the Capital Adjustment Account Reserve from 2019-20 to 2021-22.
- 8.3 Approves the establishment of a Business Rates Relief Earmarked Reserve and a contribution of £5.000m from additional Business Rates Relief Grant into this reserve, the purpose of which will be subject to further consideration by Members.

PETER HANDFORD

Director of Finance & ICT

Earmarked Reserves as at 31 August 2019

Adult Care	£m
Older People's Housing Strategy	30.000
Other reserves	1.763
Total Adult Care	31.763
Corporate Services	
Loan Modification Gains/Losses	28.440
Insurance and Risk Management	20.069
Budget Management	19.626
Revenue Contributions to Capital	16.591
Planned Building Maintenance	5.932
Business Rates Strategic Investment Fund	4.889
Computer Purchasing	3.615
Uninsured Financial Loss	3.500
Property Insurance Maintenance Pool	2.837
Prior Year Underspends	2.561
Property DLO	2.503
Change Management	2.311
PFI Reserves	1.981
Community Priorities Programme	1.025
Other reserves	4.529
Total Corporate Services	120.409
Economic Development and Regeneration	
D2 Growth Fund	0.200
Markham Environment Centre	0.114
Skills Training	0.101
Other reserves	0.417
Total Economic Development and Regeneration	0.832
Health and Communities	
Domestic Abuse	2.060
S256/External Funding	0.254
Other reserves	0.349
Total Health and Communities	2.663
Highways, Transport and Infrastructure	
Prior Year Underspends	10.640
Winter Maintenance	2.000
Road Safety Public Service Agreement (PSA)	1.182
Waste Recycling Initiatives	0.598
IT Reserve	0.559

APPENDIX 1**Public**

Derby and Derbyshire Road Safety Partnership Reserve	0.500
Other reserves	1.494
Total Highways, Transport and Infrastructure	16.973

Strategic Leadership, Culture and Tourism

Policy & Research	1.044
Prior Year Underspends	0.913
Community Managed Libraries	0.742
Derbyshire Challenge Fund	0.466
Library Restructure	0.429
Derwent Valley Mills World Heritage Site	0.193
Other reserves	0.590
Total Strategic Leadership, Culture and Tourism	4.377

Young People

Tackling Troubled Families	4.083
Standards Fund (Schools)	1.170
Childrens Services IT Systems	0.746
School Rates Refunds	0.600
Youth Activity Grants	0.330
Foster Carer Adaptations	0.326
Other reserves	0.703
Total Young People	7.958

Total Portfolio Earmarked Reserves	184.975
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Schools

Schools Balances	25.776
Dedicated Schools Grant (DSG)	3.649

Total balances held for and on behalf of schools	29.425
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Public Health Grant	7.601
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Service	Risk	Sensitivity* £m	Likelihood (1 = Low, 5 = High)
*Sensitivity represents the potential negative impact on the outturn position should the event occur.			
Debt Charges			
Interest Payments	<p>If the Council needed to take out extra borrowing to fund additional capital expenditure, such as that associated with the purchase of the Waste Treatment Plant at Sinfin, this would impact on its annual interest payments.</p> <p>For example, an additional £30.000m of borrowing, from the Public Works Loans Board, repayable on maturity in 40 years, would cost an additional £0.918m each year at the current rate of 3.06%. If this borrowing were taken out in November 2019, the 5 month impact on the budget would be £0.383m.</p> <p>The Public Works Loans Board recently announced a 1% rise in its rates. The impact of this would be an additional annual cost of £0.300m on £30.000m of new borrowing (included above).</p>	0.380	4
Minimum Revenue Provision	<p>An additional £30.000m of borrowing, from the Public Works Loans Board, repayable on maturity in 40 years would require an additional £0.750m to be provided each year for repayment of the debt.</p> <p>If this borrowing were taken out in November 2019, the 5 month impact on the budget would be £0.313m.</p>	0.310	4

Service	Risk	Sensitivity* £m	Likelihood (1 = Low, 5 = High)
Adult Care			
None	No single risks over £0.500m	-	-
Corporate Services			
County Property	Loss of key personnel due to uncertainty over a review planned to be implemented from January 2020. Potential net loss of income.	0.200	3
Health and Communities			
Coroners	National shortage of Pathologists may impact by increasing fees	0.100	5
Highways, Transport and Infrastructure			
Highways and Countryside	Failure of assets such as roads, pavements, bridges, retaining walls, street lighting columns, safety fencing, gullies, countryside assets, canals, reservoirs.	1.500	4
Winter Maintenance	Impact of a severe winter.	1.500	4
Street Lighting Energy and Maintenance	Further energy price increases, or further slippage in implementation of the LED programme.	0.300	2
Flooding and/or extreme weather	Emergency response procedures are in place to minimise the impacts of these emergencies. However there is the potential subsequent costs of remedial activities.	1.000	3
Waste Management	Costs associated with resolving the future of the Waste Treatment Plant at Sinfin, including the possibility that some of these costs may not be considered capital in nature.	3.000	5
Young People			
Placements	Increased number of children requiring placements.	2.500	4
Social Care services	Increase in number of referrals meeting social care thresholds.	0.300	4

APPENDIX 2**Public**

Service	Risk	Sensitivity* £m	Likelihood (1 = Low, 5 = High)
	Inability to recruit and retain sufficiently experienced social workers.	1.000	3
Department wide	Data security breaches and the subsequent risk of serious damage to reputation and financial impact if fines are imposed	0.500	3
Multi-Agency Teams	Not meeting targets for Troubled Families data collection resulting in loss of income	0.300	3

APPENDIX 3

Budget Savings Monitoring 2019-20

Portfolio	Budget Savings Targets			Savings Initiatives Identified			Target not Identified	Actual Savings Forecast	Savings Shortfall
	Not yet achieved Brought Forward			Still to be Achieved			(Shortfall)/ Additional Identified Savings	Forecast to be achieved by Financial Year End	Actual (Shortfall)/ Additional Achievement of Savings Target
	Prior Year £m	Current Year £m	Total Target £m	Prior Year £m	Current Year £m	Total Identified £m	£m	£m	£m
AC	0.000	5.732	5.732	0.000	5.832	5.832	0.100	5.832	0.100
CS	0.000	1.340	1.340	0.000	1.152	1.152	(0.188)	1.152	(0.188)
EDR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
HC	0.000	0.157	0.157	0.000	0.206	0.206	0.049	0.206	0.049
HTI	3.321	2.609	5.930	0.000	0.680	0.680	(5.250)	0.680	(5.250)
SLCT	0.159	0.542	0.701	0.159	0.542	0.701	0.000	0.701	0.000
YP	0.000	3.013	3.013	0.000	3.013	3.013	0.000	2.264	(0.749)
Total	3.480	13.393	16.873	0.159	11.425	11.584	(5.289)	10.835	(6.038)

AC = Adult Care ; CS = Corporate Services ; EDR = Economic Development and Regeneration ; HC = Health and Communities ; HTI = Highways, Transport and Infrastructure ; SLCT = Strategic Leadership, Culture and Tourism ; YP = Young People

Age profile of debt, relating to income receivable, at 31 August 2019

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 Care						
0.948	6.566	1.041	0.903	0.256	0.639	10.353
9.2%	63.4%	10.1%	8.7%	2.5%	6.2%	100.0%
Children's Services						
0.361	1.296	0.065	0.052	0.011	0.016	1.801
20.0%	72.0%	3.6%	2.9%	0.6%	0.9%	100.0%
Economy, Transport and Environment						
0.634	3.871	0.642	0.051	0.023	0.010	5.231
12.1%	74.0%	12.3%	1.0%	0.4%	0.2%	100.0%
Commissioning, Communities and Policy						
0.809	1.822	0.262	0.087	0.026	0.175	3.181
25.4%	57.3%	8.2%	2.7%	0.8%	5.5%	100.0%
All Departments						
2.752	13.555	2.010	1.093	0.316	0.840	20.566
13.4%	65.9%	9.8%	5.3%	1.5%	4.1%	100.0%

The value of debt written off in the 12 months up to 31 August 2019

Department	£m
Adult Care	0.794
Children's Services	0.036
Economy, Transport and Environment	0.014
Commissioning, Communities and Policy	0.060
All Departments	0.904

Agenda Item No 6(b)

DERBYSHIRE COUNTY COUNCIL

CABINET

21 November 2019

Report of the Director of Finance & ICT

RESERVES POSITION
(STRATEGIC LEADERSHIP, CULTURE AND TOURISM)

1 Purpose of the Report

To note the current and forecast positions for both General and Earmarked Reserves and to approve the Reserves Policy.

2 Information and Analysis

Reserves Policy

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.

A range of safeguards are in place to prevent local authorities over-committing themselves financially. These include:-

- The requirement to set a balanced budget as detailed in Section 43 of the Local Government Finance Act 1992.
- The Chief Finance Officer's (Director of Finance's) duty to report on the robustness of estimates and adequacy of reserves when the Council is considering its budget requirement as set out in Section 27 of the Local Government Act 2003.
- Legislative requirement for each local authority to make arrangements for the proper administration of their financial affairs and that the Chief Finance Officer (Director of Finance) has responsibility for the administration of those affairs as set out in Section 151 of the Local Government Act 1972.

These requirements are reinforced by Section 114 of the Local Government Finance Act 1988, which requires the Chief Finance Officer to report to

Council if there is, or is likely to be, unlawful expenditure or an unbalanced budget.

The Council has in place a Reserves Policy which ensures the Council meets its statutory obligations and sets out the framework within which decisions are made regarding the level of reserves.

In line with this framework the balance and level of Earmarked and General Reserves are regularly monitored to ensure they reflect a level adequate to manage the risks of the Council.

General Reserve

The Council's General Reserve position was reported to Cabinet on 11 July 2019, as part of the Revenue Outturn Report 2018-19. The level of General Reserve projections have been updated as part of the updated Five Year Financial Plan 2019-20 to 2023-24, reported to Cabinet on 11 September 2019. General Reserves are forecast to be between £18m and £48m over the medium term.

Earmarked Reserves

Earmarked Reserves are a means of smoothing expenditure to meet known or predicted liabilities. Funds should be used for the item for which they have been set aside. Any funds no longer required should be transferred to the General Reserve.

Earmarked Reserves totalling £233.447m were held at 1 April 2019. Of this total, £125.625m (54%) is available to support future spending. Details of the balances are categorised in accordance with the Reserves Policy below.

Portfolio	Grants £m	Committed Liabilities £m	Funding Capital £m	Other £m	Not Controlled by Council £m	Total £m
AC	22.709	0.250	0.000	0.000	0.000	22.959
CS	0.000	0.000	0.000	111.153	23.950	135.103
EDR	0.000	0.718	0.114	0.000	0.000	0.832
HC	7.933	0.119	0.000	0.241	2.000	10.293
HTI	1.378	1.042	4.988	11.734	0.590	19.732
SLCT	0.374	2.145	0.000	1.041	0.431	3.991
YP	5.447	1.986	0.000	1.456	0.002	8.891
Total	37.841	6.260	5.102	125.625	26.973	201.801
Schools	5.524	0.079	0.000	0.000	26.043	31.646
Total	43.365	6.339	5.102	125.625	53.016	233.447

AC = Adult Care
CS = Corporate Services

EDR	= Economic Development and Regeneration
HC	= Health and Communities
HTI	= Highways, Transport and Infrastructure
SLCT	= Strategic Leadership, Culture and Tourism
YP	= Young People

The following Earmarked Reserves have a balance that is in excess of £5m:

Loan Modification Gains/Losses (£28.440m held at 1 April 2019; Corporate Services; Other) – held to meet the cost of higher interest charges arising on restructured loans which were remeasured when International Financial Reporting Standard 9 was adopted.

Revenue Contributions to Capital Expenditure (£17.081m held at 1 April 2019; Corporate Services; Other) – £0.489m is held to fund future capital expenditure. The balance of £16.592m has arisen as a consequence of the Council's strategic decision to fund its capital expenditure in 2018-19 from additional borrowing rather than its revenue budget.

Economy Transport and Environment (ETE) Prior Year Underspends (£9.286m held at 1 April 2019; Highways Transport and Infrastructure; Other) – held to finance anticipated overspends in the ETE budget because of a lag in the delivery of budget savings. These are expected to arise whilst delivering change in a managed way, to ensure that front line services are not unduly disrupted. It is forecast that this balance will be used by 31 March 2021.

Public Health (£7.601m held at 1 April 2019; Health and Communities; Grants) – the balance carried forward of the ring-fenced Public Health Grant.

Planned Building Maintenance (£6.282m held at 1 April 2019; Corporate Services, Other) – there are a number of building projects that are funded from this budget. Cabinet agree a schedule to be funded from this budget.

Older People's Housing Strategy Reserve (£22.676m held at 1 April 2019; Adult Care; Funding Capital Project) – held to fund a £30.000m capital investment in Older People's housing.

Insurance and Risk Management (£20.070m held at 1 April 2019; Corporate Services; Not Controlled by Council) – the Council keeps its payments to external insurance companies to a minimum by self-insuring much of its insurable risk. To cover self-insured risk, a contribution in lieu of premium is paid into an insurance fund, which comprises this reserve to cover expected liabilities and an insurance provision to cover incurred liabilities. Every four years an actuary performs an independent evaluation of the fund balance and the level of contributions. The last actuarial evaluation, completed in May

2018, confirmed that the total of this reserve and the insurance provision was adequate to meet current and anticipated liabilities.

Budget Management (£30.792m held at 1 April 2019; Corporate Services; Other) - to support the management of revenue budgets over the medium term. The Revenue Budget Report 2019-20 approved the use of one-off revenue support of £9.463m from this balance. The use of further one-off amounts have been forecast in the Five Year Financial Plan 2019-20 to 2023-24.

The Council's Earmarked Reserve balances were reviewed during Summer 2019. Departments have agreed to release £1.015m from balances, which will be used to maintain the Council's General Reserve at an adequate risk assessed level over the medium term. Details of the balances to be released are shown in Appendix One.

The table below summarises the forecast movement in Earmarked Reserves from the date of the review to 31 March 2020.

Portfolio	Reserves Brought Forward at 01.04.2019 £m	Planned Net Contribution /(Use) 2019-20 £m	Amounts to be Released to General Reserve £m	Forecast Reserves Carried Forward at 31.03.2020 £m
AC	22.959	(0.283)	0.000	22.676
CS	135.103	(37.929)	(0.800)	96.374
EDR	0.832	(0.611)	(0.115)	0.106
HC	10.292	(4.857)	0.000	5.435
HTI	19.732	(9.338)	(0.020)	10.374
SLCT	3.991	(1.852)	(0.050)	2.089
YP	8.892	(1.613)	(0.030)	7.249
Total	201.801	(56.483)	(1.015)	144.303
Schools	31.646	(3.748)	0.000	27.898
Total	233.447	(60.231)	(1.015)	172.201

The table below categorises projected Earmarked Reserves balances at 31 March for the next five years, in accordance with the Reserves Policy. Schools balances have been excluded from this analysis.

	Grants £m	Committed Liabilities £m	Funding Capital £m	Other £m	Not Controlled by Council £m	Total £m
31.03.2019	37.841	6.260	5.102	125.625	26.973	201.801
31.03.2020	30.906	2.887	2.699	82.325	25.486	144.303
31.03.2021	25.720	2.014	2.542	60.711	23.535	114.522
31.03.2022	23.503	1.856	2.561	47.242	21.817	96.979
31.03.2023	22.783	1.816	2.624	39.623	21.506	88.352

3 Financial Considerations

As set out above.

4 Other Considerations

In preparing this report the relevance of the following factors has been considered: legal, prevention of crime and disorder, equality and diversity, human resources, environmental, health, property, transport and social value considerations.

5 Background Papers

Papers held in Technical Section, Room 137, County Hall.

6 Key Decision

No.

7 Is it necessary to waive the call-in period?

No.

8 Officer's Recommendations

That Cabinet:

- (i) notes the current position on Earmarked Reserves;
- (ii) notes the details of the balances to be released from Earmarked Reserve balances;
- (iii) approves the allocation of £1.015m Earmarked Reserves released to the General Reserve.

PETER HANDFORD
Director of Finance & ICT

APPENDIX ONE

Details of Earmarked Reserves where an amount is to be released:

Portfolio	Reserve	AC £m	CS £m	EDR £m	HC £m	HTI £m	SLCT £m	YP £m	Total £m
CS	Change Management		0.300						0.300
CS	Computer Purchasing		0.500						0.500
EDR	D2N2 Demand Stimulation			0.100					0.100
EDR	D2N2 Digital Growth			0.015					0.015
HTI	IT Reserve					0.019			0.019
HTI	Procurement Support					0.001			0.001
SLCT	D2N2 Visitor Economy						0.050		0.050
YP	IT System reserve							0.030	0.030
Total		0.000	0.800	0.115	0.000	0.020	0.050	0.030	1.015

AC = Adult Care; CS = Corporate Services; EDR = Economic Development and Regeneration;
 HC = Health and Communities; HTI = Highways, Transport and Infrastructure;
 SLCT = Strategic Leadership, Culture and Tourism; YP = Young People

Agenda Item No 6(c)

DERBYSHIRE COUNTY COUNCIL

CABINET

21 November 2019

Report of the Director of Finance & ICT

TREASURY MANAGEMENT ANNUAL REPORT 2018-19
(CORPORATE SERVICES)

1 Purpose of the Report

To report on Treasury Management activities during the last financial year 2018-19 and to indicate the Council's compliance with the prudential indicators set by Council at its meeting of 7 February 2018, in accordance with the Treasury Management in the Public Services: Code of Practice and Cross-Sectorial Guidance Notes 2017 (the Code).

2 Information and Analysis

(i) Introduction

Treasury risk management at the Council is conducted within the framework of the Chartered Institute of Public Finance and Accountancy's Treasury Management in the Public Services: Code of Practice (the CIPFA Code) which requires the Council to approve a Treasury Management Strategy before the start of each financial year and, as a minimum, a semi-annual and annual treasury outturn report. This report fulfils the Council's obligation under the CIPFA Code to produce a Treasury Management Annual Report.

The Council's Treasury Management Strategy for 2018-19 was approved by Council on 7 February 2018, as part of the Prudential Code for Capital Finance, Capital Programme Approvals and Treasury Management Strategy Report. The Council has borrowed and invested substantial sums of money and is therefore potentially exposed to financial risks, including the loss of invested funds and the revenue effect of changing interest rates. The successful identification, monitoring and control of risk is therefore central to the Council's Treasury Management Strategy.

(ii) External Context

Economy

Annual UK Gross Domestic Product (GDP) growth was 1.4%, following slower

growth of 0.2% in the fourth quarter. The UK Consumer Price Inflation Index (CPI) for March 2019 remained at 1.9% year on year, just below the 2% inflation target. UK labour market data for the three months to March 2019 showed that the unemployment rate fell to a record low of 3.8% and the employment rate of 76.1% was the highest on record. The 3-month average annual growth rate for pay excluding bonuses was 3.3%, with real wages up 1.5%.

The Bank of England's Bank Rate (Base Rate) increased by 0.25% in August 2018 and remained at 0.75% for the remainder of 2018-19.

The original deadline for Britain's European Exit (Brexit) of 29 March 2019, came and went as the Prime Minister's deal was defeated for the third time by a majority of one (313 to 312). To avoid a "no-deal" scenario, an extension was requested from the European Union (EU). The EU agreed to a revised deadline of 31 October 2019.

Sterling depreciated against both the US Dollar and the Euro because of increased uncertainty.

The United States Federal Reserve continued to tighten policy by increasing interest rates throughout 2018, to a maximum policy rate target range of 2.25%-2.50% in December 2018, before a pause and review in March 2019.

The United States continues to be set on a path of protectionist trade policies and tensions with China in particular. The knock on effect of reciprocal tariffs has led the International Monetary Fund to downgrade its forecasts for global economic growth in 2019 and beyond.

Financial markets:

The FTSE 100 fell by 13% in December 2018 but had recovered 10% by 31 March 2019. UK Gilt yields continued to display significant volatility over the period on the back of ongoing economic and political uncertainty in the UK and Europe. Since October 2018, the 5-year benchmark gilt yield fell as low as 0.80% and there were similar falls in the 10-year and 20-year gilts over the same period, dropping from 1.73% to 1.08% and from 1.90% to 1.55%, respectively. Globally, the US yield curve inverted (10-year Treasury yields were lower than shorter US 3-month money market rates) during March 2019 and German 10-year Bund yields turned negative. The increase in UK Bank Rate pushed up money market rates over the year and 1-month, 3-month and 12-month LIBID (London Interbank Bid) rates averaged 0.53%, 0.67% and 0.94%, respectively, over the period.

Credit background:

The big four UK banks (Barclays, Bank of Scotland/Lloyds, HSBC and RBS/Natwest Bank plc) transferred their business lines into retail (ring-fenced)

and investment banking (non-ring-fenced) entities.

(iii) Local Context

On 31 March 2019, the Council had net borrowing of £39.961m arising from its revenue and capital income and expenditure. The underlying need to borrow for capital purposes is measured by the Capital Financing Requirement (CFR), while usable reserves and working capital are the underlying resources available for investment. These factors are summarised in table 1 below.

Table 1: Balance Sheet Summary

	31.3.19 Actual £m
General Fund CFR	536.209
Less: *Other debt liabilities	-72.822
Borrowing CFR	463.387
Less: Usable reserves	-366.731
Less: Working capital	-56.695
Net borrowing	39.961
 Borrowing CFR is comprised:	
External borrowing	313.124
Internal borrowing	150.263
	463.387

* finance leases, PFI liabilities and transferred debt that form part of the Council's total debt

The Council's strategy was to maintain borrowing and investments below their underlying levels, sometimes known as internal borrowing, in order to reduce risk and keep interest costs low. The treasury management position as at 31 March 2019 and the year-on-year change is shown in table 2 below.

Table 2: Treasury Management Summary

	31.3.18 Balance £m	2018-19 Movement £m	31.3.19 Balance £m	31.3.19 Rate %
Long-term borrowing	293.944	-7.320	286.624	4.68
Short-term borrowing	6.000	20.500	26.500	0.78
Total borrowing	299.944	13.180	313.124	4.30
Long-term strategic pooled funds	19.697	48.547	68.244	4.45
Long-term investments	39.010	-15.500	23.510	1.32
Short-term investments	165.516	-20.807	144.709	1.16
Cash and cash equivalents	39.650	-2.950	36.700	0.73
Total investments	263.873	9.290	273.163	1.92
Net borrowing	36.071	3.890	39.961	

Borrowing Activity

At 31 March 2019, the Council held £313.124m of loans, an increase of £13.180m, as part of its strategy for funding previous and current years' capital programmes. The year-end borrowing position and the year-on-year change is shown in table 3 below.

Table 3: Borrowing Position

	31.3.18 Balance £m	2018-19 Movement £m	31.3.19 Balance £m	31.3.19 Interest Rate %	31.3.19 WAM* Years
Public Works Loan Board	278.944	-7.320	271.624	4.69	17.9
Banks (LOBO)	5.000	0	5.000	4.50	20.4
Banks (fixed-term)	10.000	0	10.000	4.69	23.4
Local authorities (long-term)	0	0	0	N/A	N/A
Local authorities (short-term)	6.000	20.500	26.500	0.78	0.1
Total borrowing	299.944	13.180	313.124	4.30	16.8

*WAM – Weighted Average Maturity

The Council's chief objective when borrowing has been to strike an appropriately low risk balance between securing low interest costs and achieving cost certainty over the period for which funds are required, with flexibility to renegotiate loans being a secondary objective, should the Council's long-term plans change.

In furtherance of these objectives, no new long-term borrowing was undertaken in 2018-19, while £7.320m of existing loans were allowed to mature without replacement. This strategy enabled the Council to reduce net borrowing costs (despite foregone investment income) and reduce overall treasury risk.

The internal borrowing (reserves and working capital) of the Council at 31 March 2019 was £150.263m. If the Council had externally borrowed £150.263m over 18 years, at a rate of 2.29% (the PWLB Certainty Rate for 18 years, the average length of borrowing), the Council would have incurred additional interest of £3.441m. If the Council had invested this sum of £150.263m at 1.92% (the Council's investment return for 2018-19, including pooled funds), then the Council would have received £2.885m of interest. In 2018-19, the Council saved net interest of £0.556m by utilising internal borrowing.

With short-term interest rates remaining much lower than long-term rates, the Council considers it to be more cost effective in the near term to use both internal resources and short-term loans instead. The net movement in short-term loans is shown in table 3 above.

The Council continues to hold £5.000m of LOBO (Lender's Option Borrower's Option) loans, where the lender has the option to propose an increase in the interest rate at set dates, following which the Council has the option to either accept the new rate or to repay the loan at no additional cost. No banks exercised their option during the year.

Other Debt Activity

After £2.770m repayment of prior years' Private Finance Initiative contracts, finance leases and transferred debt liabilities, total debt other than borrowing stood at £72.822m on 31 March 2019, taking total debt to £385.946m.

Treasury Investment Activity

The Council holds significant invested funds, representing income received in advance of expenditure plus balances and reserves held. During 2018-19, the Council's investment balance ranged between £257.294m and £394.793m, because of timing differences between income and expenditure. The year-

end investment position and the year-on-year change is shown in table 4 below.

Table 4: Investment Position (Treasury Investments)

	31.3.18 Balance £m	2018-19 Movement £m	31.3.19 Balance £m	31.3.19 Income Return %	31.3.19 Weighted Average Maturity days
Banks and building societies (unsecured)	51.650	4.551	56.201	0.91	91
Government (including local authorities)	172.526	-34.516	138.010	1.16	225
Corporate Bonds	0	10.709	10.709	1.38	323
Registered Social Providers	20.000	-20.000	0	N/A	N/A
Money Market Funds	0	0	0	N/A	N/A
Pooled Funds – Strategic Bond Funds	0	4.865	4.865	3.26	N/A
Pooled Funds – Equity Income Funds	0	14.362	14.362	5.47	N/A
Pooled Funds – Property Funds	9.930	14.176	24.106	4.26	N/A
Pooled Funds – Multi Asset Income Funds	9.767	15.143	24.910	4.30	N/A
Total investments	263.873	9.290	273.163	1.92	201

Both the CIPFA Code and Government guidance require the Council to invest its funds prudently and to have regard to the security and liquidity of its treasury investments before seeking the optimum rate of return, or yield. The Council's objective when investing money is to strike an appropriate balance between risk and return, minimising the risk of incurring losses from defaults and the risk of receiving unsuitably low investment income.

In furtherance of these objectives and given the increasing risk and low returns from short-term unsecured bank investments, the Council has further diversified into a combination of either more secure, or higher yielding, asset classes during 2018-19, as shown in table 4 above. Around £50m available for longer-term investment was moved from bank and building society deposits into strategic bond, equity income, property and multi-asset funds.

As a result, investment risk was lowered, while the average rate of income return on investments has increased from 1.03% in 2017-18 to 1.92% in 2018-19.

The progression of credit risk and return metrics for the Council's investments managed in-house are shown in the extracts from the Council's external investment advisor's (Arlingclose) quarterly investment benchmarking in table 5 below.

Table 5: Investment Benchmarking – Treasury investments managed in-house

	Credit Score	Credit Rating	Bail-in Exposure	Weighted Average Maturity (days)	Rate of Return %
31.03.2018	4.18	AA-	17%	241	1.03
31.03.2019	4.15	AA-	33%	201	1.92
Similar Local Authorities	4.07	AA-	55%	692	1.56
All Local Authorities	4.20	AA-	55%	29	1.45

At 31 March 2019, the Council's portfolio of externally managed pooled strategic bond, equity income, property and multi-asset funds amounted to £68.243m. The Council holds these funds with the aim of receiving regular revenue income and because over the long-term their prices are relatively stable. During 2018-19 these funds generated a net return of £1.583m (2.32%), comprising a £2.982m (4.37%) income return, which has been used to support services in 2018-19 and a £1.399m (-2.05%) unrealised capital loss.

These funds have no defined maturity date but are available for withdrawal after a notice period. Their performance and continued suitability in meeting the Council's investment objectives are regularly reviewed. Strategic fund investments are made in the knowledge that capital values will move both up and down over months, quarters and even years; but with the confidence that over a three to five-year period total returns will exceed cash interest rates. In light of their performance over the medium-term and the Council's latest cash flow forecasts, investment in these funds has been increased during 2018-19 (see table 4).

In respect of planning for Britain's exit from the European Union, with little clarity as to whether there would be an agreed deal prior to leaving, the Council has ensured that there were enough funds available at either UK-domiciled banks or in Money Market Funds to provide sufficient liquidity,

particularly around the expected departure date of 29 March 2019. The Council also ensured that its account with the Debt Management Account Deposit Facility (DMADF) remained available for use in an emergency.

The Council's borrowing decisions are not predicated on any one outcome for interest rates. The Council maintained a balanced portfolio of short and long-term borrowing throughout 2018-19.

Other Non-Treasury Holdings and Activity

The definition of investments in CIPFA's revised Treasury Management Code now covers all the financial assets of the Council as well as other non-financial assets which the Council holds primarily for financial return. This is replicated in the Ministry of Housing, Communities and Local Government's (MHCLG) Investment Guidance, in which the definition of investments is further broadened to also include all such assets held partially for financial return. This includes service investments for operational and/or regeneration, as well as commercial investments which are made mainly for financial reasons.

At 31 March 2019, the Council held £7.908m of investments in loans to local businesses and subsidiaries:

- loans to subsidiaries - £0.500m - Derbyshire Developments Ltd;
- regeneration loan - £7.408m - Buxton Crescent & Thermal Spa Co Ltd.

This represents an increase of £5.763m on the previous year because of further investment in Buxton Crescent & Thermal Spa Co Limited.

These investments generated £0.312m of investment income for the Council, after taking account of direct costs, representing a rate of return of 6.20%.

Treasury Performance

The Council measures the financial performance of its treasury management activities both in terms of its impact on the revenue budget and its relationship to benchmark interest rates, as shown in table 6 below. Investment benchmarking is performed quarterly and debt benchmarking is performed annually.

Table 6: Performance

	Actual £m	Budget (CFR) £m	Over/ (Under) £m	Interest Actual %	Interest Other LA Benchmark %	Interest Over/ (Under) %
Borrowing	14.909	23.253	(8.344)	4.30	3.65	0.65
Investments	5.309	5.000	0.309	1.92	1.40	0.52

The Council's average interest rate on borrowing is higher than the Other Local Authority Benchmark because of the Council's longstanding pre-financial crisis debt; the Council has a higher average interest payable than other local authorities who have borrowed at the lower prevailing interest rates since then.

The Council achieved its 2018-19 investment strategy of achieving returns higher than the Other Local Authority Benchmark by 31 March 2019.

Compliance Report

The Director of Finance & ICT reports that all treasury management activities undertaken during 2018-19 complied fully with the CIPFA Code of Practice and the Council's approved Treasury Management Strategy.

Compliance with the authorised limit and operational boundary for external debt is demonstrated in table 7 below and compliance with specific investment limits is demonstrated in table 8 below.

Table 7: Debt Limits

	2018-19 Maximum £m	31 March 2019 Actual £m	2018-19 Operational Boundary £m	2018-19 Authorised Limit £m	Complied
Total debt	425.707	386.117	600.000	628.000	✓

Table 8: Investment Limits

	2018-19 Maximum £m	2018-19 Limit £m	March 2019 Actual £m	Complied
Any single organisation, except UK Central Government (+£30m Lloyds (Main Bank))	59.482	60.000	25.653	✓
Any group of organisations under the same ownership (Money Market Funds - Individual)	30.000	30.000	0.000	✓
Any group of pooled funds under the same management (CCLA)	30.000	30.000	29.454	✓
Negotiable instruments held in a broker's nominee account	10.709	100.000	10.709	✓
Foreign countries	0.016	50.000	0.000	✓
Registered providers	15.000	50.000	0.000	✓
Unsecured investments with Building Societies	1.000	100.000	0.000	✓
Money Market Funds – Total	95.000	200.000	0.000	✓
Non Treasury Investments (loans to unrated bodies)	7.908	50.000	7.908	✓
Non-Specified investments (Local Authority Loans > 365 days, Strategic Pooled Funds & Non-Treasury Loans)	133.634	150.000	129.289	✓

Treasury Management Indicators

The Council measures and manages its exposure to treasury management risks using the following indicators.

Security: The Council has adopted a voluntary measure of its exposure to credit risk by monitoring the value-weighted average credit rating of its investment portfolio. This is calculated by applying a score to each investment (AAA=1, AA+=2, etc.) and taking the arithmetic average, weighted by the size of each investment. Unrated investments are assigned a score based on their perceived risk.

	31 March 2019 Actual	2018-19 Target	Complied
Portfolio average credit rating	AA-	A-	✓

Liquidity: The Council has adopted a voluntary measure of its exposure to liquidity risk by monitoring the amount of cash available within a rolling three-month period and additional borrowing secured without giving prior notice.

	31 March 2019 Actual £m	2018-19 Target £m	Complied
Total cash available within 3 months	66.694	30.000	✓
Total sum borrowed in past 3 months without prior notice	82.750	30.000	✓

Interest Rate Exposures: This indicator is set to control the Council's exposure to interest rate risk. The upper limits on fixed and variable rate interest rate exposures, expressed as the proportion of net principal borrowed were:

	31.3.19 Actual	2018-19 Limit	Complied
Upper limit on fixed interest rate exposure	92	100	✓
Upper limit on variable interest rate exposure	8	40	✓

Fixed rate investments and borrowings are those where the rate of interest is fixed for at least 12 months, measured from the start of the financial year, or the transaction date if later. All other instruments are classed as variable rate.

Maturity Structure of Borrowing: This indicator is set to control the Council's exposure to refinancing risk. The upper and lower limits on the maturity structure of all borrowing were:

	31 March 2019 Actual	Upper Limit	Lower Limit	Complied
	%	%	%	
Under 12 months	13	40	0	✓
12 - 24 months	1	20	0	✓
24 months - 5 years	4	20	0	✓
5 - 10 years	12	20	0	✓
10 - 20 years	32	40	10	✓
20 - 30 years	28	40	10	✓
Over 30 years	9	40	0	✓

Time periods start on the first day of each financial year. The maturity date of borrowing is the earliest date on which the lender can demand repayment.

Principal Sums Invested for Periods Longer than 365 days: The purpose of this indicator is to control the Council's exposure to the risk of incurring losses by seeking early repayment of its investments. The limits on the long-term principal sum invested to final maturities beyond the period end were:

	Beyond 31 March 2020 £m	Beyond 31 March 2021 £m	Beyond 31 March 2022 £m
Actual principal invested beyond the year end	99.789	76.279	76.279
Limit on principal invested beyond the year end	150	125	100
Complied	✓	✓	✓

3 Considerations

In preparing this report the relevance of the following factors has been considered:- financial, legal, prevention of crime and disorder, equality and diversity, human resources, environmental, health, property, transport and social value considerations.

4 Background Papers

Treasury Management Strategy 2018-19.

Papers held in Technical Section, Finance & ICT Division, Room 137.

5 Key Decision

No.

6 Is it necessary to waive the call-in period?

No.

7 Officer's Recommendation

That Cabinet notes the Treasury Management Annual Report 2018-19 and notes the Council's compliance with the prudential indicators set by Council for 2018-19, in accordance with the terms of the Treasury Management in the Public Services: Code of Practice and Cross-Sectorial Guidance Notes 2017.

PETER HANDFORD

Director of Finance & ICT

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DERBYSHIRE COUNTY COUNCIL

CABINET

21 November 2019

**Joint Report of the Executive Director, Commissioning, Communities
and Policy and the Director of Finance & ICT**

**SUPPLIER EARLY PAYMENT DISCOUNT SCHEME
(CORPORATE SERVICES)**

1 Purpose of the Report

To provide details of the intention to procure an early payment discount scheme to be offered to suppliers of the Council who submit invoices for payment in respect of goods and services.

2 Information and Analysis

The scheme will enable the Council to achieve greater efficiencies around procurement activities and reduce ordering and invoice processing costs. It is also likely to provide a cost-reduction stream for re-investment into further process improvements helping to meet the Council's budget reduction targets. An added benefit is that it will allow us to develop better relationships with suppliers, improve their cash flow, contributing to a better trading position allowing benefits to be passed to their employees and the local economy.

Since the introduction of SAP in 2010 the Council has consistently improved its prompt payment to suppliers, now resulting in 93% of invoices being paid within 30 days. In order to achieve this level of performance numerous system and process improvements have taken place which have developed and improved the Council's ordering and payment cycles. These include greater use of purchase orders, scanned images in conjunction with electronic workflows, invoice consolidation and tolerances.

An early payment discount scheme works by our suppliers signing up to a voluntary agreement whereby they offer us a percentage discount, usually somewhere between 0.25% and 2% of invoice value in return for us making payment of their invoices sooner than the agreed contractual payment terms, this leads to payment generally within 10 to 20 days.

The Council's annual commercial spend is in the region of £450 million, so there is the potential to achieve further discounts beyond the estimated £200,000 already achieved by the current contractual negotiation processes. Initial headline spend figures would suggest a high potential rebate but not all

commercial spend will be in scope, such as supplier valuation payments, Adult Care and Childrens Services suppliers and utility company invoices. We currently maintain approximately 25,000 vendor accounts which include 15,000 commercial vendors.

Like many other Councils we have explored the possibility of carrying out a supplier engagement and discount scheme internally. Given the large volumes and dedicated on-going support required to achieve a successful scheme with no guarantee of generating additional income it would require a large upfront and continuing investment of internal resource. Its success could only be measured in the medium to long term, three to five years, which explains why public bodies have had little success and a reluctance to embark on such a scheme of their own accord.

Over recent years external third party providers have entered the market with various offerings. These providers would undertake the supplier engagement on our behalf and ensure the on-going systems and arrangements are in place to achieve a successful scheme for the supplier and the Council. It is the intention that a third party provider will be appointed from a non-DCC framework. In return for this they take a percentage of any new discounts achieved, usually in the region of around 50%. Each scheme varies with different focusses on different aspects of the supply chain with varying degrees of support and investment from the provider.

A number of other Councils and public bodies have entered into such arrangements and achieved successful outcomes. The main reason for the third party success is that they are focused on the task, and have developed an approach over time, and of course being in a position where they will only receive reward based upon results contributes to a positive outcome.

Cumbria County Council have had an early payment discount scheme in place for over 5 years and as a result are now achieving a £1million gross cost reduction stream along with improved supplier relationships and internal processes. Other Councils are achieving financial success although not perhaps on the same scale as Cumbria, as it will depend on the dynamics of each council's supplier base in relation to the services it provides in house and their current level of performance. The worse a payment function is currently the greater the ability to drive cost-reductions.

Given that Derbyshire has a prompt payment history of making the vast majority of payments within 30 days this may limit the potential for some suppliers to offer further discounts for earlier payment. Taking a cautious approach, based upon on an initial evaluation of our supplier spend and broad assumptions around take up, loss of cash flow and internal resource costs to facilitate and operate the scheme it is still envisaged that we could capture gross savings in the region of £100,000 each year.

The focus for Derbyshire would not be purely for financial gain as greater savings and efficiencies would be captured around improved processes and systems. An external provider would assist with this as a prerequisite of implementing and supporting an early payment discount scheme. Examples would include the availability of an invoice portal facility where suppliers would submit their invoices electronically which would enforce compliance around purchase orders and invoicing. This will in turn provide improved visibility of spend and identify areas for further focus.

It is expected that engagement with an external provider will give access to valuable experience and the impetus required to support and adopt a transformational change programme around procuring, ordering and payment processes. This approach concurs with the review and re-alignment of financial and procurement functions which is about to commence across the Council, and expected to deliver further savings and efficiencies for the whole organisation. It is accepted that any cultural change of this nature will take several years to reach maturity and achieve the desired efficiencies for both the contractor and the Council, so it is expected that any contractual arrangement will be a long term commitment as pay back on the investment will not begin to take place until the later years of the contract. It is therefore essential that all Departmental Officers and Teams are committed to the programme and the required operational changes that may need to be introduced.

The next step will be to engage further with the market to explore options and decide which third party provider products would be more compatible with the Council's current and future requirements. After which, in accordance with the Public Procurement Regulations 2015 and the Council's Financial Regulations and Procurement Protocols a business case will be prepared recommending entering into a contractual arrangement with a provider to begin engagement and implementation during 2020.

3 Financial Considerations

A Supplier Early Payment Discount Scheme is designed to generate a dedicated cost reduction stream for both the Council and the provider. It will take into account any internal resource costs and any upfront and/or on-going support provider costs. Based upon an initial evaluation it is anticipated that the Council will receive gross income in the region of £500,000 over a five year period with the majority of this generated in the latter years of the contractual arrangement. There is likely to be a minimum spend whichever scheme we sign up to and a portion of the rebate will be retained by the early payment provider as their payment.

Costs and income are not easily quantifiable as they will be dependent upon the success of the programme but the risk is low in that financial reward will be based upon results. Other financial benefits will be forthcoming as a result of improved internal processes and processing costs. Any additional resource

costs will be met from the discount income received with the surplus re-invested back into the process for further improvements.

4 Legal Considerations

As the procurement has not been included in the Departmental Service Plan for 2019-20, Cabinet approval to commence the procurement process is required. The procurement and the appointment of a third party provider must be conducted in accordance with the Public Procurement Regulations 2015 and the Council's Financial Regulations and Standing Orders in Relation to Contracts.

5 Social Value Considerations

A Supplier Early Payment Discount Scheme will provide added benefits to local business in that it will allow us to build better relationships with local suppliers, improve their cash flow, contributing to a better trading position which will be passed onto their employees and the local economy, benefitting the local community.

6 Other Considerations

In preparing this report the relevance of the following factors has been considered: prevention of crime and disorder, equality and diversity, human resources, environmental, health, property and transport considerations.

7 Background Papers

Papers held in Exchequer Section, Room 142, County Hall.

8 Key Decision

No.

9 Is it necessary to waive the call-in period?

No.

10 Officer's Recommendations

- (i) That Cabinet approves the procurement of an external third party provider to implement and deliver a supplier early payment discount scheme.
- (ii) That Cabinet approves the re-investment of supplier discount income for further process and system improvements, contributing to budget reduction targets.

- (iii) That Cabinet approves a transformational change programme around procuring, ordering and payment processes as part of a finance review across the Council.

EMMA ALEXANDER
Executive Director
Commissioning, Communities and Policy

PETER HANDFORD
Director of Finance & ICT

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DERBYSHIRE COUNTY COUNCIL**CABINET****21 November 2019****Report of the Executive Director Economy, Environment and Transport****CORPORATE ENVIRONMENT POLICY AND CARBON REDUCTION PLAN
(Economic Development and Regeneration)****1. Purpose of the report**

To seek approval for the Council's draft Carbon Reduction Plan and the updated Corporate Environment Policy which support the delivery of the Council's Climate and Carbon Reduction Manifesto.

2. Information and analysis

The Council has set out its commitment to tackling climate change in its Climate and Carbon Reduction Manifesto which was published on 13 May 2019. To deliver the Manifesto, the Council committed to lead by example and bring together local people, voluntary groups, other councils and businesses to take action together. As part of the Manifesto, the Council also pledged to produce further targets and objectives for carbon reduction within six months.

Over the last six months the Council has been working across the authority and with stakeholders to further develop and deliver commitments set out in the Manifesto. An update on overall progress and a new Derbyshire Environment and Climate Change Framework, which sets out the approach the Council and district and borough councils will take to tackle the broader climate change agenda are the subject of a separate report to Cabinet.

2.1 Draft Carbon Reduction Plan

To ensure the Council plays its part in reducing harmful emissions from its own estate and operations, work has been taking place to develop a new Carbon Reduction Plan. The aim of the Plan, which is attached at Appendix A for approval, is to reduce greenhouse gas emissions, including carbon emissions, from the Council's own estate and operations with the aim of having net zero greenhouse gas (GHG) emissions by 2032. It sets out GHG targets and details of how these targets could be achieved. The Plan is a vital component in supporting the Council Manifesto commitment to lead by example.

The Council has already made good progress in reducing greenhouse gas emissions from its own estate and operations. Latest provisional figures show that

the Council has reduced emissions from a baseline of 42,966 tonnes of carbon dioxide and equivalent greenhouse gases (CO₂e) in 2009/10 to 22,059 in 2018/19. This represents a reduction of 48% from the baseline.

Whilst good progress has been made, further actions will be required to ensure the Council achieves the target of net zero GHG emissions by 2032. The draft Plan sets out proposed actions and the Council's proposed approach moving forward. Key actions include:

- Continuing property rationalisation so that the Council owns fewer buildings and uses those that remain more efficiently
- Further promoting and supporting employee behaviour change to reduce business travel and the use of energy in Council buildings
- Continuing to implement energy efficiency measures in Council buildings, such as insulating pipework and installing lighting controls
- Continuing to reduce emissions from street lighting by replacing sodium bulbs with LED lighting, and implementing part-night lighting and night-time dimming
- Further exploring opportunities for small and large scale renewable energy generation on the Council's estate
- Electrifying the fleet of vehicles owned by the Council and de-carbonising Heavy Goods Vehicles
- Increasing the number of electric pool cars so that employees use these for business travel rather than their own cars.

Work has taken place to estimate the likely reduction in emissions arising from these and other actions set out in the draft Plan. This has enabled projected emissions figures to be produced to assist the Council in developing a roadmap and timetable for achieving net zero greenhouse gas emissions by 2032. Projections suggest that emissions could be reduced by 93% to 2,760 tonnes CO₂e by 2032. By offsetting the remaining emissions through carbon capture and storage by trees, the Council could become 'greenhouse gas neutral' by 2032.

The Carbon Reduction Plan will be regularly reviewed and updated to monitor and evaluate progress and to take account of new technologies and developments as they become available. Data will be collated, analysed and monitored through the corporate performance management system. It is recommended that an annual report on progress will be made to Cabinet.

2.2 Corporate Environment Policy

The Carbon Reduction Plan supports the wider Corporate Environment Policy, which sets out the Council's commitment to managing the environmental impacts of its operations and improving its environmental performance. The Policy covers water use, reducing waste, minimising pollution, protecting the natural and built environment and using the Council's purchasing power to reduce negative environmental impacts and improve the environmental standards of the products and services the Council purchases. The Policy has been updated to reflect the new

targets set out in the Carbon Reduction Plan and is now attached at Appendix B for approval.

The Environment Policy will be supported through two further policies which are currently in development. Guidance on water and energy use and management, for staff, will be provided through a Corporate Utilities Policy. In addition, a Corporate Heating, Ventilation and Cooling Policy is being developed to provide guidance on this area of work.

2.3 Moving forward

Work to reduce greenhouse gas emissions from the Council estate and operations is being co-ordinated by the Council's Environmental Sustainability Group. Promotion of the Environment Policy and the Carbon Reduction Plan within the Council and to contractors will be taking place to ensure all employees and contractors understand the commitments the Council has made and the contribution they can make.

Training is currently available through an on-line Sustainability training course and through training provided by the Local Authority Energy Partnership (LAEP) of which the Council is a partner. The LAEP provide a full-day 'Carbon Literacy' training programme and a half-day 'Pathfinder' training programme. Through the provision of a training and development plan, it is recommended that work take place to ensure opportunities are available for Member development on the climate change agenda and that staff are encouraged to undertake climate change training as appropriate.

3. Considerations

In preparing this report the relevance of the following factors has been considered: legal, prevention of crime and disorder, equality and diversity and human resources considerations.

4. Financial Considerations

Feasibility and businesses cases will be produced where appropriate for the actions in the plan. These will include identifying sources of funding where needed. It is expected that some actions, for instance, rationalisation of property and use of LED lighting will have financial benefits.

5. Environmental Considerations

The plan supports the Council's commitment to tackle climate change as set out in its Climate and Carbon Reduction Manifesto and also supports the wider Corporate Environment Policy which sets out the Council's commitment to managing the environmental impacts of its operations and improving its environmental performance. The main focus of the plan is how the Council can play its part in reducing harmful emissions, including carbon emissions, from its own estate and operations. The plan does not include key risks to Council services from climate

change or how it might respond in future to a changing climate, as this will be the subject of a future report.

6. Health

Actions outlined in the plan are likely to have positive benefits for health and wellbeing through improved air quality and increased physical activity from people walking and cycling more.

7. Property considerations

The work described here includes significant changes to the Council's property portfolio. This is described in detail in the Council's Asset Management Framework approved by Council in March 2019 which sets out how the effective use of land and property assets will support the delivery of the Council's strategic goals, including its ambition to become an Enterprising Council.

8. Transport Considerations

The plan outlines measures to further reduce carbon emissions from its fleet of vehicles, including measures to electrify vehicles owned by the Council, de-carbonise Heavy Goods Vehicles and increase the number of electric pool cars so that employees use these for business travel rather than their own cars.

9. Background papers

[Derbyshire Climate and Carbon Reduction Manifesto - May 2019](#)
[Report to Cabinet March 2019 - Property Asset Management Framework](#)

10. Key Decision – No

11. Call – in

Is it required that call-in be waived in respect of the decisions proposed in the report? No

12. Officer's Recommendations

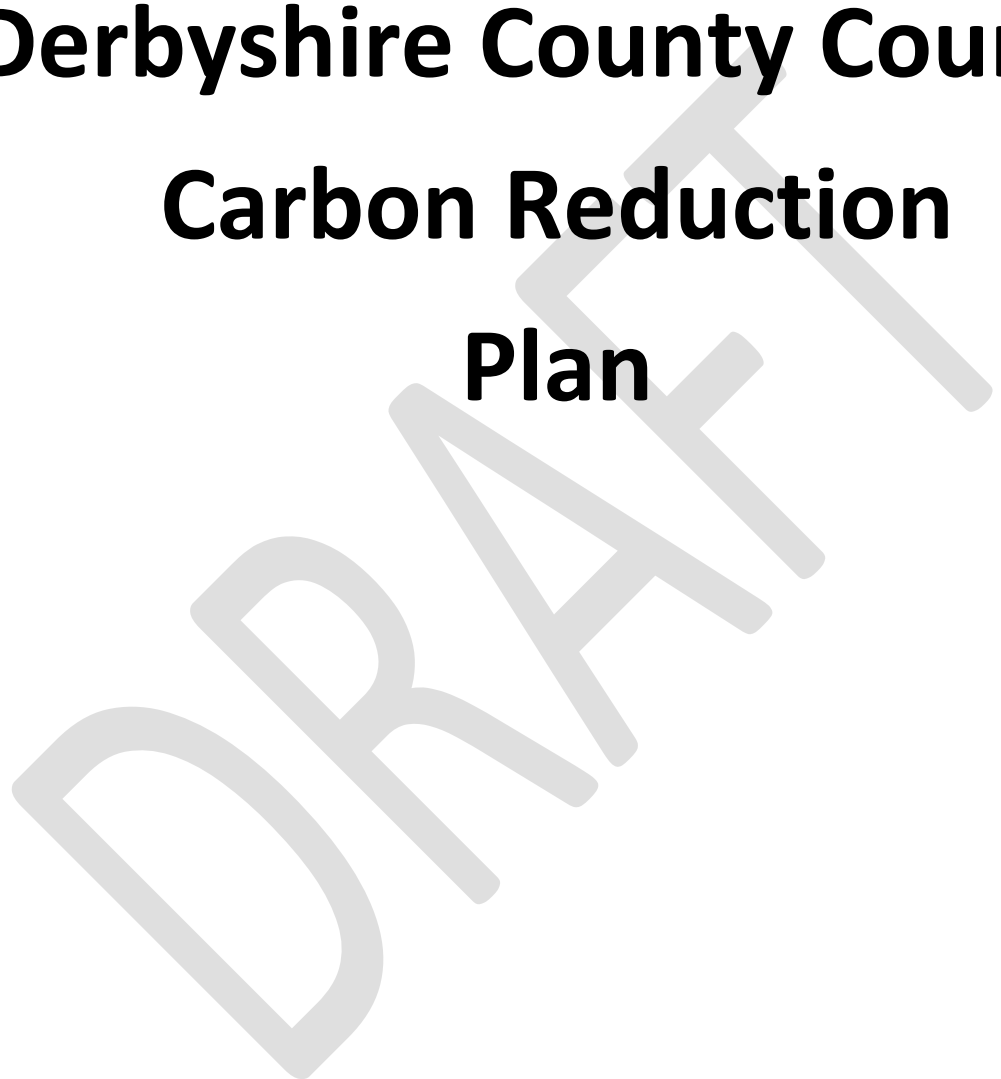
It is recommended that Cabinet:

1. Note progress to date in reducing greenhouse gas emissions from the Council estate and operations.
2. Approve the Council's draft Carbon Reduction Plan.
3. Adopt the aim to have net zero greenhouse gas emissions by 2032 as set out in the Plan.
4. Approve the updated Corporate Environmental Policy.

5. Approve proposals to put in place a training and development plan for officers and Members.
6. Receive an annual report on further progress in reducing greenhouse gas emissions from the Council estate and operations in November 2019.

Mike Ashworth
Executive Director - Economy, Transport, Environment

Derbyshire County Council Carbon Reduction Plan



October 2019

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1 Introduction

Derbyshire County Council remains committed to putting the principles of sustainable development into action in everything it does. This is so that development meets the needs of today without compromising the ability of future generations to meet their own.

The Council is increasingly determined to have a positive effect on the environment and to avoid any unintended consequences through its actions. The Council has revised its corporate Environment Policy to strengthen its environmental commitments, no more so than in reducing the Council's impact on climate change.

The Council is now setting new environment and climate change targets for the future. Wider environmental commitments were set out in a series of pledges in the Council's Climate and Carbon Reduction Manifesto in May 2019, which place the Council at the forefront of climate change action. The Council will lead the way on tackling greenhouse gas emissions by:

- Using its influence and role as a community leader to work with partners, businesses and communities to tackle climate change through a common framework for action across the county.
- Getting its own house in order by reducing the emissions from its own estate and operations to net zero greenhouse gas emissions.

This Plan sets out the actions the Council will undertake to reduce emissions from its own operations to net zero.

2 Context

The Intergovernmental Panel on Climate Change (IPCC) Special Report 'Global Warming of 1.5°C' (2018) is clear on the causes and the effects of climate change on the world. The report states that the primary driver of long term global warming is carbon dioxide emissions (CO₂) and that global temperatures relate to increased cumulative CO₂ emissions from human activity, primarily from energy use. This will result in significant loss of ecosystems and biodiversity along with increased impacts on human health and the economy. The world is already around 1°C warmer than preindustrial times and is currently on track to reach between 3-4°C global temperature increase by 2100 if no action is taken.

The United Nations Framework Convention on Climate Change (UNFCCC) Paris Agreement (2015), to which the UK is a signatory, aims to:

“strengthen the global response to the threat of climate change by keeping a global temperature rise this century well below 2°C above pre-industrial levels and to pursue efforts to limit the temperature increase even further to 1.5°C.”

The UK will deliver on the Paris Agreement by vigorously pursuing a target to reduce greenhouse gas (GHG) emissions to ‘net zero’ by 2050, ending the UK’s contribution to global warming within 31 years. This was enshrined in law in June 2019 through amendments to the 2050 GHG emissions reduction target in the Climate Change Act 2008 from at least 80% to at least 100%, otherwise known as ‘net zero’.

In 2009, the Council responded to the Act by setting targets to reduce the emissions produced from its own estate and operations. GHG emissions have reduced by 48% between 2009/10 and 2018/19.

3 Aim

The aim of the Council’s Carbon Reduction Plan is to:

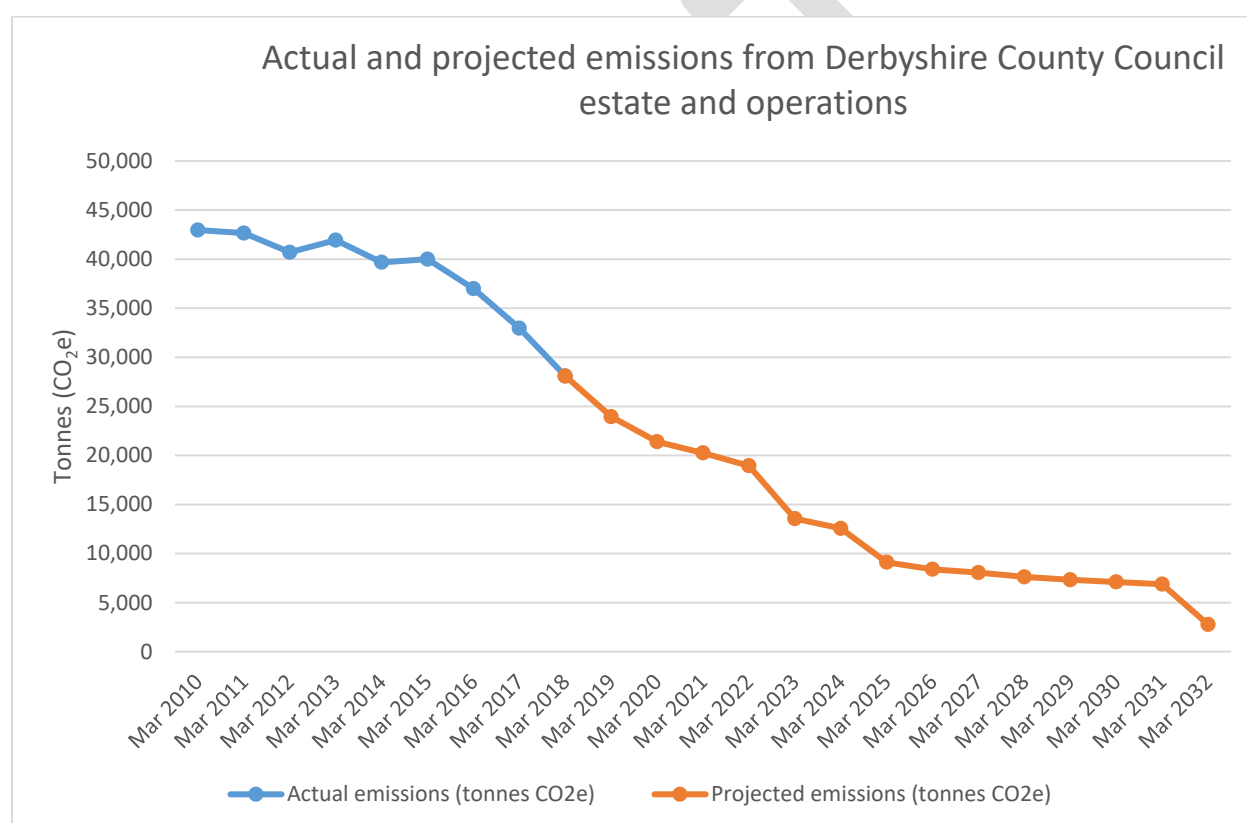
Reduce greenhouse gas emissions from its own estate and operations with the aim of having net zero greenhouse gas emissions by 2032

In May 2019, the Council pledged to set out a plan and timetable to make Derbyshire County Council ‘carbon neutral’. This Plan lays out proposals to enable the Council to have net zero GHG emissions by 2032. It sets out GHG targets and details of how those targets could be achieved.

Projections suggest that that emissions could be reduced by 93% by 2031/32. By offsetting the remaining emissions through carbon capture and storage by trees, the Council could become ‘greenhouse gas neutral’ by 2032. Interim GHG reduction targets are given in the table below.

Year	Council emissions (tonnes CO ₂ e) ¹	Emissions reduction target (against a 2009-10 baseline)
2009/10	42,965	-
2021/22	18,944	55%
2026/27	8,056	81%
2031/32	2,760	93%

The graph below shows actual and projected emissions for the Council on an annual basis. Details of what is included in the GHG emissions data and how the emissions resulting from the Council operations and estate are calculated can be found at Appendix A.



4 Key actions to become carbon neutral

The Council records GHG emissions from its own estate and operations from property, streetlighting, core and grey fleets.

Emissions from property will be reduced through a combination of property rationalisation, behaviour change, energy efficiency measures, generation of

¹ CO₂e = carbon dioxide and equivalent greenhouse gases

renewable electricity on Council property and purchasing renewable energy generated elsewhere.

Emissions from streetlighting will be reduced through a programme of LED bulb replacement, part-night lighting and night-dimming and through the purchase of renewable electricity generated elsewhere.

Emissions from core fleet (vehicles owned by the Council) and grey fleet (vehicles owned by employees but used for business travel) will be reduced through the electrification of cars and vans, behaviour change and de-carbonisation of HGVs.

The estimated reduction in emissions from these actions are summarised at key milestone dates in the following table. The dates shown coincide with the end of the UK carbon budget periods set by the government. Some reduction in emissions from the Council estate will occur due to external factors. The amount of renewable electricity generated in the UK and fed into the national grid is increasing each year thus reducing the emissions from electricity used by the Council. This is known as 'the greening of the grid'. Technological developments increase the efficiency of vehicles each year thus reducing emissions for each mile driven. This is referred to as 'with improved vehicle efficiency' in the table below.

Summary of key actions to become carbon neutral

Source of emissions	Key Action	Emissions (tonnes CO ₂ e)				
		Baseline emissions (2009/10)	Actual emissions (2018/19)	Projected milestone emissions (2021/22)	Projected milestone emissions (2026/27)	Projected emissions (2031/32)
Property	Property rationalisation			-157	-488	
	Behaviour change			-638		
	Low cost energy efficiency				-950	
	Deep retrofit				-1,640	
	Microgeneration				-42	
	Large scale renewables				-1,545	
	Purchase renewable electricity					-137
	Purchase renewable gas					-3,894
	Sub-total (with greening of the grid)	15,666	10,023	9,800	4,703	664
Streetlighting	LED, part-night & dimming programmes			-2,526		
	Purchase renewable electricity				-4,035	
	Sub-total (with greening of the grid)	18,121	6,617	4,035	0	0
Core fleet	Increase electric pool cars			+32	+108	
	Electrification of vans			-60	-300	-300
	Decarbonisation of HGV >17t				-120	-200
	Decarbonisation of HGV 7.5-17t				-40	
	Decarbonisation of HGV 3.5-7.5t				-72	-120
	Sub-total (with improved vehicle efficiency)	4,589	2,564	2,595	2,122	1,487
Grey fleet	Reduction in mileage			-250	-369	-132
	Increased use of electric pool cars			-120	-400	
	Electrification of grey fleet				-500	-500
	Sub-total (with improved vehicle efficiency)	4,589	2,854	2,514	1,232	609
Grand Total		42,966	22,059	18,944	8,056	2,760
% reduction		-	48%	55%	81%	93%

5 Reducing emissions from Council property

Although GHG emissions resulting from heating and powering the Council's buildings (excluding schools) have reduced by 21% between 2010 (15,666 tCO₂e) and 2018 (12,322 tCO₂e), they account for around 44% of the overall emissions from the Council's operations. As such, for the Council to achieve net zero GHG emissions, a concerted effort is required to both reduce energy consumption through improved efficiencies and to increase the amount of renewable energy generation.

In March 2019, Cabinet approved the Council's new Asset Management Framework (AMF), which sets out how the effective use of land and property assets will support the delivery of the Council's strategic goals, including its ambition to become an Enterprising Council. The AMF sets out 5 property asset management objectives and how they will contribute to the Council's net zero GHG ambition.

The AMF also identifies the need for a number of procedures, policies and protocols to deliver strategic property asset management, ensuring consistency and the optimum use of land and property assets, many of which are currently in development. These policies will also ensure that energy related matters are taken in to consideration within the life cycle of the property, from its acquisition to its disposal.

5.1 Key actions to reduce emissions from Council property

Key actions to reduce emissions from Council property between 2019 and 2032 are given below.

Property rationalisation

Key actions	Continuing to dispose of buildings which have been identified as surplus or are currently vacant and awaiting disposal
Emissions reduction	645 tCO ₂ e
Notes	<ul style="list-style-type: none"> • Further properties may be identified as service reviews are undertaken and property needs are identified in line with the AMF and resulting protocols • Some uncertainty remains regarding ownership of buildings in the future resulting in challenges for decision making about energy efficiency measures • The acquisition of new buildings is not factored into calculations

Behaviour Change

Key actions	<ul style="list-style-type: none"> • Deliver an extensive programme of awareness raising and behaviour change to all employees and building users
Emissions reduction	638 tCO ₂ e
Notes	<ul style="list-style-type: none"> • Previous initiatives include an 'Eco-champion training' programme; production and distribution of environmental mini-guides and carbon reduction training • Full and half day training is being provided by the Local Authority Energy Partnership of which the Council is a partner with the potential to cut emissions between 5-15% per person • A report by Npower and The Centre for Economics and Business Research on "Carbon Psychology" suggests that analysing employee behaviour and using a scientific model to combine psychology and behavioural economics to provide a bespoke strategy can bring about behavioural change in the organisation to reduce emissions by between 6-10%

Deep retrofit

Key actions	Deep retrofit of buildings taking a whole building approach using a range of energy conservation measures, materials and construction methods to bring about an overall improvement in the building's energy performance
Emissions reduction	1,640 tCO ₂ e
Notes	<ul style="list-style-type: none"> • Based on the Council's worst energy performing buildings GHG emissions could be reduced by 30% • This figure is a blanket estimate across the highest energy consuming buildings and any projects would be subject to further building energy analysis, feasibility and business cases

Low cost energy efficiency

Key actions	Insulating pipework, setting and checking boiler controls, installing lighting controls and installing loft insulation
Emissions reduction	950 tCO ₂ e
Notes	<ul style="list-style-type: none"> This figure is a blanket estimate across the whole operational estate and any projects would be subject to further feasibility and business cases

Renewable energy from microgeneration sources

Key actions	Quadruple the amount of installed microgeneration installed on the Council's operational buildings
Emissions reduction	42 tCO ₂ e
Notes	<ul style="list-style-type: none"> The Council currently has 54kWp of installed capacity from small-scale energy generation using solar and wind power generating around 50,145kWh each year

Renewable energy from large scale energy generation sources

Key actions	Install 8.1MW of solar photovoltaic panels on Council owned sites generating around 6.98GWh of electricity
Emissions reduction	1,545 tCO ₂ e
Notes	<ul style="list-style-type: none"> The Council has previously undertaken a scoping study to identify Council owned sites that may have been suitable for sub 5MW ground mounted solar PV systems. At that time, 2 sites, which had the capacity for a 3.7MW and 4.4MW, were deemed suitable. Identified schemes did not proceed as the Government announced the early closure of the subsidies The figures quoted above provide an example of what levels of energy can be generated and the associated reduction in GHG emissions Revenue funding is being sought to procure a consultant to undertake feasibility and initial business case development of micro and large scale renewable energy projects

Procurement of renewable electricity

Key actions	Procure a renewable electricity tariff through the Council's utility supply contract
Emissions reduction	Varies according to how much renewable electricity is purchased
Notes	<ul style="list-style-type: none"> Renewable Energy Guarantees Origin certificates (REGOs) allow electricity suppliers to prove to their final customers that a given share of energy was produced from renewable sources. One REGO certificate is issued for each MWh of renewable output to generators of renewable electricity The cost of purchasing the REGO is £0.30 per MWh. Based on 2017/18 consumption, this would add a further £4k onto the total electricity spend, which in 2017/18 was £1.5M As REGOs do not reduce energy consumption, it is not recommended that they are purchased as a way in which to become a nearly zero carbon organisation. However, REGOs could be purchased once all other energy efficient and renewable energy generation projects have been undertaken Once other measures have been undertaken, the Council would need to procure 729MWh of electricity at an additional cost of £218 for the REGOs

Procurement of Green Gas

Key actions	Procure green gas through the Council's gas supply contract
Emissions reduction	Varies according to how much green gas is purchased
Notes	<ul style="list-style-type: none"> There is limited availability of green gas Based on 2017/18 consumption, the procurement of green gas would have incurred an additional £298k on the £888k gas bill Should green gas be purchased once energy efficiency measures have been installed as outline above, then the additional annual cost could be in the region of £181k

Greening of the grid

Key actions	No action required by the Council
Emissions reduction	112t/CO ₂ e by 2026 (if proposed measures are undertaken)
Notes	<ul style="list-style-type: none"> It is suggested by industry that the carbon intensity of the electricity grid will be half of current levels by 2030

The outline projects highlighted above give an indication of the initiatives that should be taken forward to work towards carbon neutrality across the Council's estate. These measures could reduce property related emissions from 15,666 tCO₂e in 2009/10 to 664 tCO₂e in 2031/32 with a 37% reduction by 2022; 70% by 2027 and 95% by 2032. The majority of those savings come from renewable electricity projects and greening of grid electricity.

These proposals assume that current sources of energy for heating (gas, oil and solid fuel) remain the same. To further reduce emissions, alternatives to gas, oil and solid fuel need to be sought for the Council's operational buildings. A feasibility study looking at the re-heat of County Hall is to be undertaken and will include renewable energy systems. The findings of this will help inform the future viability of renewable heat systems in the Council's estate.

6 Reducing emissions from streetlighting

Emissions from streetlighting have reduced by 63.5% between 2009/10 and 2018/19 and account for approximately a third of the Council's total emissions. The reductions have been achieved through a programme which replaces sodium bulbs with LED lighting, part-night lighting and night-time dimming. This programme is due to be completed by 2022, after which time there are no further planned reductions other than the greening of the grid. Indeed, electricity use for streetlighting may begin to increase after this time as new developments will require new streetlighting.

6.1 Key actions to reduce emissions from streetlighting

Key actions to reduce emissions from streetlighting between 2019 and 2032 are given below.

Completion of LED, part-night and night-dimming programme

Key actions	Completion of LED, part-night and night-dimming programme
Emissions reduction	2,526 tCO ₂ e
Notes	<ul style="list-style-type: none"> This programme is due for completion by March 2022

Procurement of renewable electricity

Key actions	Procurement of renewable electricity supply
Emissions reduction	4,091 tCO ₂ e
Notes	<ul style="list-style-type: none"> There are no further technological improvements currently available to reduce GHG emissions once the LED programme is complete This measure would be subject to a feasibility and business case

7 Reducing emissions from Council-owned fleet

Emissions from the Council's fleet of vehicles fell from 4,589 tonnes of CO₂e in 2010 to 2,662 tonnes CO₂e in 2018, a reduction of 42%. In 2018, the core fleet consisted of:

- 263 medium/large diesel vans
- 68 HGV rigid vehicles (>3.5-7.5tonnes)
- 5 HGV rigid vehicles (>7.5-17tonnes)
- 58 HGV rigid vehicles (>17tonnes)

7.1 Key actions to reduce emissions from Council-owned fleet

Key actions to reduce emissions from Council-owned fleet between 2019 and 2032 are given below.

Heavy Goods Vehicles replacement programme

Key actions	Begin a programme to replace HGVs in 2024 with low-carbon emission vehicles combined with use of satellite navigation, awareness of driver style and use of a Vehicle Management System
Emissions reduction	64 tCO ₂ e per year
Notes	<ul style="list-style-type: none"> • Low emission HGV vehicles are still not widely available although several councils are trialling different alternatives powered by biofuel, hydrogen or electricity • It is anticipated that the availability, reliability and effectiveness of these vehicles will improve sufficiently that the Council will begin a replacement programme in 2024 following trials of different vehicles subject to development of a feasibility and business case • The Council currently keeps HGVs for ten years and these are replaced on a rolling programme

Light Goods Vehicles replacement programme

Key actions	Begin a programme to replace 20 diesel vans each year with electric vans, following trials of different vehicles, in 2021
Emissions reduction	60 tCO ₂ e per year
Notes	<ul style="list-style-type: none"> • The motor industry predicts that electric light goods vehicles will play an increasingly important role in the UK van market over the next few years with a large increase in the choice of vehicle available as issues regarding range-anxiety, charging and weight are overcome • A large increase in the number of electric light goods vehicles would require significant investment in the charging infrastructure at Council depots as well as 'home-charging' of council-owned vehicles

Introduction of electric pool cars

Key actions	Increase the number of electric pool cars to replace some of the grey fleet mileage
Emissions reduction	73 tCO ₂ e per year
Notes	<ul style="list-style-type: none"> Seven electric vehicles are planned for 2019/20 with more planned for the following financial year The extent to which electric pool cars are to replace the grey fleet is subject to further consideration

8 Reducing emissions from the grey fleet

The grey fleet is the vehicles owned by employees but used for business travel. Grey fleet mileage fell by 22.3% between 2009-10 and 2018-19. However, during this period emissions fell by 36% due to the increased efficiency of vehicles. The technological improvements in vehicles are set to continue alongside the growth in electric car ownership. By 2040, no new fossil fuel cars or vans will be sold in the UK with most of the sales being replaced by sales in electric vehicles.

Electrification of grey fleet

Key actions	A gradual increase in the numbers of electric vehicles owned by staff and used for business travel
Emissions reduction	100 tCO ₂ e per year
Notes	<ul style="list-style-type: none"> By 2022-23 it is anticipated that at least 5% of mileage year on year will switch from fossil fuel to electric vehicles

Reduction in grey fleet mileage

Key actions	A reduction in mileage of 3% each year for ten years through an awareness and behaviour change programme e.g. through increasing use of video-conferencing to reduce the need to travel
Emissions reduction	751 tCO ₂ e over ten years
Notes	<ul style="list-style-type: none"> A behaviour change programme would need to be undertaken to achieve this

9 Other Council emissions

Emissions from schools within the Council portfolio are not included in the data presented above, although the data is collected. When schools leave the Council portfolio to become Academies, their emissions are no longer the responsibility of the Council. This can lead to a false impression that emissions from schools are reducing more rapidly than the reality. Initial modelling of the data to 2032 indicates a gradual reduction in emissions from schools. Further modelling will be undertaken and a separate carbon reduction plan for schools will be developed.

The Council currently measures the key sources of emissions from its estate and operations but recognises that there are also less significant sources of emissions which are not currently measured (at Appendix A). It will become increasingly important to address emissions from sources other than property, streetlighting and fleet. Where possible remaining emissions will be quantified and action plans developed to reduce them. Actions are already being taken such as the electrification of equipment, e.g. lawnmowers, and procurement which takes sustainability into account.

10 Carbon sequestration

Projections indicate that by 2032 it is feasible for the Council to reduce its emissions by 93% with remaining emissions of 2,760 tonnes CO₂e/year. Future technological solutions and funding sources may allow for these remaining emissions to be avoided. However, in the instance that they cannot be avoided it will be necessary to sequester or 'store' the equivalent amount of carbon. It is recommended that any carbon sequestration used in the calculations of emissions should be on the Council's estate.

11 Moving forward

Technological advances, behaviour changes, societal norms and our understanding of climate change and GHG emissions will change throughout the period of this plan. An annual review of the Council's emissions and future projections will therefore be undertaken to ensure the plan remains up to date and fit for purpose.

All actions are subject to further feasibility studies and business cases and individual detailed actions plans will be drawn up for each action.

Whilst individual actions will be undertaken by all departments, the monitoring of emissions will be overseen by the Environmental Sustainability Group. An annual report, summarising actions undertaken and the impact on emissions will be produced in the autumn of each year.

DRAFT

Appendix A

1. **Terminology:** 'Carbon neutral' is considered a synonym for 'net zero carbon'. Any carbon offsetting or carbon sequestration included in the calculation of emissions will take place within the county.
2. **Carbon Neutral Definition:** In order to mitigate the effects of climate change, CO₂ emissions need to be reduced to net zero. Carbon neutrality is achieved when emissions produced are offset by the amount of emissions taken from the atmosphere or by eliminating carbon emissions altogether.
3. **Net Zero Greenhouse Gas (GHG) emissions definition:** this can be confused with net zero carbon emissions, but when used accurately, includes all GHG emissions not just carbon dioxide. This is the same concept as net zero carbon emissions but conveys a net zero emissions target for CO₂ and all non-CO₂ gases.
4. In this instance carbon dioxide and equivalent greenhouse gases include the following greenhouse gases as covered by the Kyoto Protocol: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF₆) and nitrogen trifluoride (NF₃).
5. Council activities are identified as Scope 1, 2 or 3 according to the UK Government's definition²:
 - 5.1 Scope 1 are direct emissions from those activities owned or controlled by the Council, e.g. emissions from solid fuel burners.
 - 5.2 Scope 2 emissions or 'energy indirect emissions' are those released into the atmosphere that are associated with the Council's consumption of electricity, heat, steam and cooling. These indirect emissions are a consequence of the Council's energy use but occur at sources it does not own or control.
 - 5.3 Scope 3 or other indirect emissions are a consequence of the Council's actions that occur at sources it does not control and which are not classed as Scope 2 emissions, e.g. grey fleet travel, waste disposal, materials or fuels the Council purchases.
6. The GHG emissions from the Council's estate and operations will include emissions from:
 - 6.1 Energy used in street and road lighting (excluding traffic lights)

²

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/726911/2018_methodology_paper_FINAL_v01-00.pdf

- 6.2 Energy used to power and heat our property and buildings (via electricity and gas metering and billing and from oil and solid fuel bills)
 - 6.3 Core fleet (vehicles owned by the Council) using miles travelled
 - 6.4 Grey fleet (vehicles owned by staff and used for business) using mileage claims
 - 6.5 Miles travelled by rail
7. GHG emissions will not be collected from:
- 7.1 Embedded emissions from items we purchase (these remain with the manufacturer in the place and country where the item was made)
 - 7.2 School transport
 - 7.3 Traffic lights
 - 7.4 Hire cars
 - 7.5 Plant and machinery
 - 7.6 Waste
 - 7.7 Water
 - 7.8 Refrigerant and other fugitive emissions
 - 7.9 Air travel
 - 7.10 Staff travel to and from work
 - 7.11 Emissions from schools are not included in the figures as schools leaving the local education authority portfolio artificially reduce the emissions total from this sector. Schools' data is collected through energy bills and mileage data and is analysed separately.
8. Carbon sequestration is not currently used by the Council to offset its emissions. However, as emissions become increasingly difficult to eliminate, it will become necessary to offset its emissions and to use carbon capture and storage methods.
9. GHG emissions are calculated using the Government's annual conversion factors which convert kWh, tonnes of fuel or mileage into Kg of carbon dioxide or equivalent greenhouse gases.

APPENDIX B

CORPORATE ENVIRONMENT POLICY

Derbyshire County Council is committed to putting the principles of sustainable development into action in everything the authority does, so that development meets the needs of today without compromising the ability of future generations to meet their own needs. Managing our environment sustainably will be a part of making Derbyshire a place:

- With resilient and thriving communities
- With happy, healthy people and families
- With a strong, diverse and adaptable economy
- Which is great to live in, visit and work.

We recognise the impact we have on the environment and society through the delivery of our operations and are committed to protecting the environment by minimising any adverse environmental impact, while creating opportunities for enhancing positive environmental effects to improve the quality of life for people. Our flagship commitment is to reduce the greenhouse gas emissions from our own estate and operations to net zero carbon by 2032.

We will encourage and enable all our employees to do what they can to translate these commitments into practice. We will also work with our contractors and suppliers to improve our environmental performance. This policy will, therefore, be communicated to all employees and contractors working for or on behalf of the County Council.

We will monitor our environmental performance by setting organisational objectives and targets and report on our progress.

In developing the Environment Policy, the Council is publicly setting out its commitment to continual environmental improvement. The Environment Strategy and Action Plan set out the work the Council will undertake to implement this policy.

CORPORATE ENVIRONMENT POLICY

In everything we do, Derbyshire County Council is committed to...

Reducing greenhouse gas emissions to net zero carbon by 2032

Identifying, adopting and promoting technologies and practices to reduce the emissions of greenhouse gases, including carbon dioxide, from our estate and operations including Council property, street lighting and fleet and employee travel.

Using water efficiently in the Council's buildings and operations

Using water efficiently in our buildings and operations and ensuring improvements are made to the measurement and monitoring of water consumption across our estate to inform water saving practices.

Reducing waste

Eliminating, reducing, reusing, composting and recycling wastes where possible. Managing our remaining wastes in accordance with our Duty of Care obligations.

Minimising pollution

Minimising, with the goal of eliminating, the release of any pollutant which may cause damage to health or the environment whether from air, land or water.

Protecting the natural and built environment

Protecting, conserving and enhancing the environment, habitats, biodiversity and heritage.

Ensure all staff are able to implement the Corporate Environment Policy

Raising awareness, educating and training employees and those working on our behalf to ensure that all staff have the knowledge, skills and understanding to implement the Environment Policy.

Ensuring that the Council's purchasing power is used positively

Ensuring that the Council's purchasing power is used to reduce negative environmental impacts and to improve the environmental standards and social value of products and services the Council purchases.

We will do this by...

Partnership Working

Working closely with employees, other organisations, interested groups and individuals, where appropriate, to further the aims of this Policy.

Objective Setting

Continually improving our environmental performance by setting realistic but challenging objectives and targets and regularly reviewing our progress as set out in the Environment Strategy and Action Plan.

Legal Compliance

Complying with relevant environmental legislation, Council policies and other commitments and striving to deliver best practice.

Environmental Management Systems

Promoting, operating and extending environmental management systems to control, monitor and enhance our environmental performance and communicating this Policy to all employees and contractors.

Policy Review

Reviewing this Environment Policy every three years in view of changes to the Council's activities and priorities in light of new local, national and international developments.

Agenda item No.6f**DERBYSHIRE COUNTY COUNCIL****CABINET****21 November 2019****Report of the Executive Director Economy, Environment and Transport****DELIVERING THE CLIMATE AND CARBON REDUCTION MANIFESTO
(Economic Development and Regeneration)****1. Purpose of the report**

To outline progress on the delivery of the Council's Climate and Carbon Reduction Manifesto and to seek approval to adopt the Derbyshire Environment and Climate Change Framework and the Derbyshire Low Emission Vehicle Strategy.

2. Information and analysis**2.1 Background**

On 13 May 2019, the Council published its Climate and Carbon Reduction Manifesto, recognising the global challenge of climate change (attached at Appendix A). The Manifesto sets out the Council's commitment to take a strategic leadership role in bringing together partners and stakeholders across Derbyshire to work together to tackle climate change and is supported by a Motion approved at Full Council on 15 May 2019 containing a number of additional pledges to tackle climate change. Both the Manifesto and the Motion make a commitment to produce further targets and objectives for reducing carbon emissions across Derbyshire within six months.

There have been significant developments to tackle climate change globally and nationally. Agreement was reached at the United Nations Framework Convention on Climate Change Paris Agreement in 2015 to limit the global temperature rise to a maximum of 2°C. Significant work has been carried out as a result of this agreement to calculate the cumulative amount of carbon dioxide (CO₂) emissions permitted to keep the earth within a certain temperature threshold, in this instance a global temperature rise of 2°C above pre-industrial levels. This is known as the global carbon budget. The global carbon budget has then been divided amongst individual countries, including the UK. Further work has been undertaken by The Tyndall Centre, on behalf of the Government, to allocate the UK carbon budget amongst local authority areas. In September 2019 local carbon budgets were made available at district and borough level. To support work at a county level, local carbon budgets have subsequently been aggregated to produce a carbon budget for the county.

There is currently no legal requirement for local authorities to take action to meet local carbon budgets, however in view of the UK's commitment to achieve at least net carbon zero emissions in the UK by 2050, emissions targets are likely to be set for local authorities at some point in the future.

2.2 Progress on delivering the Derbyshire Climate and Carbon Reduction Manifesto

Since the launch of the Manifesto in May 2019, the Council has been working to develop and deliver agreed pledges. The Council has made significant progress on a number of areas as follows:

- Further reduced carbon emissions from the Council's estate and operations by 48% from 2010 levels (2018/19 data)
- Produced a draft Council Carbon Reduction Plan, subject to a separate report to Cabinet, to establish a roadmap for the Council to further reduce carbon emissions from its own estate and operations with the aim of having net zero carbon emissions by 2032
- Shared best practice with counterparts in China on coalfield remediation and renovation in order to reduce the impact of climate change
- Carried out over 300 energy audits across the county through the Derby and Derbyshire Energy Efficiency project, with over 110 businesses accessing funding for low carbon projects resulting in savings of 860 tonnes of carbon being made.
- Prepared to launch the DE-Carbonise Project as part of the county's clean growth agenda, working with local businesses to carry out carbon audits, produce carbon reduction reports, provide guidance and grant funding and to develop supply chains. This work now includes low emissions transport.
- Put in place plans for the installation of 39 fast and 11 rapid electric vehicle charge points in public areas across the county
- Installed five dual electric vehicle charge points at Council premises with plans to introduce electric vehicles and electric bikes to the Council fleet.
- Developed the commitment to minimise and eliminate single use plastics wherever possible
- Contributed to the 'Good Practice Guidance for Local Government' through membership of The Association of Directors of Environment, Economy, planning and Transport
- Sought agreement from Derbyshire Chief Executives Group to work collaboratively and contribute resources to deliver a Framework for Derbyshire to tackle climate change
- Brought together local authority partners across the county to develop a co-ordinated approach to tackling climate change
- Planned a seminar for officers, leaders and elected members to understand Derbyshire's carbon budgets and potential carbon reduction pathways in more detail.

The Council has also been working with partners to develop the Derbyshire Environment and Climate Change Framework and the Derbyshire Low Emission Vehicle Infrastructure Strategy as follows:

- **Derbyshire Environment and Climate Change Framework**

Although it is important that the Council leads by example and gets its own house in order, emissions from the Council's own estate and operations account for approximately 0.8% of the total emissions across the county. Tackling county-wide emissions is a much harder task requiring joint action by communities, businesses, all local authorities and other public sector organisations. Precedent for partnership working on climate issues was set through the development and delivery of the Derbyshire Climate Change Charter (2014-2019) during which time county-wide emissions fell by 14%.

Building on this work, the Council has led the development of the Derbyshire Environment and Climate Change Framework in partnership with Derbyshire Chief Executives. The Framework is attached at Appendix B for consideration and approval. The Framework will support a co-ordinated approach to reducing carbon emissions, in line with carbon budgets, across all local authorities in Derbyshire and will provide a focal point for wider partnership working. The Framework will also ensure that all pledges set out in the Climate and Carbon Reduction Manifesto are delivered in a co-ordinated way across a range of strategies and plans at a county and district and borough level. Further detail on the links between the Manifesto pledges and the Framework is attached at Appendix C.

Derby City, as a unitary council has its own carbon budget which is not included within these figures. However, a close working relationship with the Council to tackle climate change would prove both beneficial and effective in reducing emissions across the county as a whole.

Under the Framework, key county-wide and district-wide strategies, covering energy, transport, waste, air quality, economic development and natural capital, housing and planning will each contribute to achieving the carbon budget for the county and the aim of net zero carbon emissions by 2050. Derbyshire's Waste Strategy 'Dealing with Derbyshire's Waste' was approved in 2013 and the Local Transport Plan in 2011. Details of the Low Emission Vehicle Infrastructure Strategy (2019-2029) are given below. The Energy Strategy and Good Growth Strategy are in draft form and the Natural Capital Strategy is currently at the planning stage. The Air Quality Strategy is awaiting approval by the Health and Well-being Board. Further work will also need to be undertaken to explore and estimate the reduction in emissions to be achieved by actions within the strategies in order to understand how they contribute to the overall carbon budget.

It is recommended that Cabinet now formally adopt the Derbyshire Environment and Climate Change Framework. All local authorities in Derbyshire have been engaged in the development of the Framework. Chief Executives have endorsed

the Framework and are strongly recommending its adoption through their own cabinet or committee process. This partnership approach will ensure a countywide response to climate change, increasing the influence and impact of the subsequent strategies and action plans.

- **Low Emissions Vehicle Infrastructure Strategy**

Reducing emissions from transport in Derbyshire is a key part of the overall approach to tackling climate change and this is a key component of the Derbyshire Environment and Climate Change Framework. Encouraging the take up and use of low emissions vehicles in Derbyshire is a fundamental part of the overall approach to reducing emissions from transport. The Council has recently undertaken widespread engagement with partners to shape future priorities and to develop a new Low Emissions Vehicle Infrastructure Strategy for Derbyshire. This is now attached at Appendix D for consideration and approval.

This Strategy demonstrates a local commitment to promote the uptake and deployment of low emission vehicles including electric, hydrogen and e-bikes. The expectation is that most low emission vehicle users will choose to charge at home but the development of a public charging network will provide confidence for residents, businesses, public transport operators, community groups, tourists and leisure industries to use low emission vehicles in Derbyshire. The Strategy and accompanying Action Plan set out how locally, the need for a network which represents good value for money, responds to changing demands and embraces new technologies, will be met.

Moving forward

It is clear that local authorities alone cannot achieve the necessary reduction in emissions in Derbyshire. Climate change is widely recognised by organisations, businesses and the general public as one of the most critical challenges in the world currently and there is widespread desire to tackle it. However, understanding of how people can help is less widely understood. It will therefore be necessary to gain a mutual understanding and consensus of the issues and solutions to ensure effective planning, co-ordination and implementation of the work moving forwards.

A Climate Change Communications Plan has recently been developed to ensure that the Council has an effective programme of work in place. The Plan focuses on a social media campaign demonstrating how the Council is committed to protecting the environment. A Climate Summit will also be held in March 2020 to present the Framework and proposals to reduce emissions in order to publicise the work and to seek wider support. An ongoing programme of community conversations will also be developed to ensure the continuing involvement of all stakeholders in the county's drive to tackle climate change.

Work to deliver and monitor the framework will be co-ordinated by the Derbyshire Environment and Climate Change Officer Working Group, which comprises officers from the county, district and borough councils in Derbyshire. Oversight of the Framework will be provided by the Derbyshire Chief Executives' Group and formal governance arrangements will be developed. As set out above, the development

and implementation of a range of key strategies will be fundamental to the success of the Framework and to reducing emissions across Derbyshire. Progress on these strategies will be reported to Cabinet, as appropriate, on a regular basis, as part of the monitoring arrangements for each Strategy. Reports on the overall delivery of the Framework and the Manifesto pledges will be brought to Cabinet every six months. These reports will provide an overview of the key actions undertaken and planned to reduce the county's emissions, and will provide updated figures, when available, on actual emissions by district and borough and for the county as a whole.

A key manifesto pledge is to call on the UK government to ensure the level of investment and national planning regulations support the Council's climate change ambitions. Additional work is needed within the next six months to understand the national landscape around climate change and to urge government to support local authorities in delivering meaningful action.

To ensure progress is maintained to help deliver the Low Emission Vehicle Infrastructure Strategy a cross Council working group will be established. It will also be necessary to engage with a range of external stakeholders, including colleagues from all Derbyshire's local planning authorities. Governance and monitoring of the Strategy will be undertaken through the Environmental Sustainability Group, and reports will be made to Cabinet on a regular basis.

3. Financial Considerations

The development and implementation of strategies and action plans to achieve net zero carbon emissions across the county is likely to have significant financial implications not only for the county council but also for other public sector organisations, industry and commerce, transport and domestic sectors. Some actions will require additional funding though some may provide cost savings over time, e.g. thermal insulation of buildings. Government funding is available for some projects, most notably those relating to energy and transport though there is the need to lobby government to recognise the financial implications of decarbonisation in order to gain further financial support.

4. Environmental Considerations

Reducing emissions across the county and achieving net zero carbon emissions would support global efforts to tackle climate change and would have benefits into the long-term future. These would include reducing the loss of ecosystems and biodiversity and the negative impact on human health.

5. Health Considerations

Reducing emissions across the county would support global efforts to tackle climate change reducing the negative impact on human health and the economy. Actions emerging from the strategies are likely to have positive benefits for health and

wellbeing through improved air quality and increased physical activity from people walking and cycling more.

6. Transport Considerations

Implementation of the LEVI Strategy will see a significant improvement in the infrastructure available to charge electric vehicles. This will result in an increase in the number of electric vehicles across the county and a reduction in the number of fossil-fuel cars. This will have positive impacts on air quality and noise pollution.

7. Property Considerations

The Council aims to lead by example and tackle climate change by reducing emissions on its own estate. Actions to achieve this are set out in the Council's Carbon Reduction Plan.

8. Other Considerations

In preparing this report the relevance of the following factors has been considered: legal, prevention of crime and disorder, equality and diversity and human resources considerations.

9. Background papers

[Derbyshire Climate and Carbon Reduction Manifesto - May 2019](#)
[Climate Change Motion 15 May 2019](#)

10. Key Decision – No

11. Call – in

Is it required that call-in be waived in respect of the decisions proposed in the report? No

12. Officer's Recommendations

It is recommended that Cabinet:

1. Note progress in delivering the Climate and Carbon Reduction Manifesto
2. Formally adopt the Environment and Climate Change Framework
3. Request that the UK government provide financial support for de-carbonisation and ensure that national planning regulations support our efforts to reduce greenhouse gas emissions in Derbyshire
4. Approve the Low Emission Vehicle Strategy

5. Receive reports every six months on further progress in delivering the Framework and the Climate and Carbon Reduction Manifesto
6. Receive further reports on progress in delivering the Low Emission Vehicle Strategy.

Mike Ashworth
Executive Director Economy, Transport, Environment

Derbyshire Climate and Carbon Reduction Manifesto May 2019

The challenge of global climate change and our need to reduce carbon emissions, cut waste and be greener in all we do has never been so great.

We have made great strides in Derbyshire over the last two years but there is always so much more we can and should do.

We are tackling unnecessary waste, reducing emissions from our street lighting by 63% and overall emissions from our operations by 34% since 2010, actively supporting new electric vehicle charging points across the county and introducing measures to reduce single-use plastics across the Council.

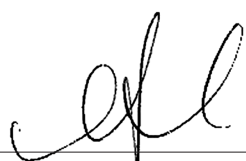
This Derbyshire Climate and Carbon Reduction Manifesto takes our commitments a step further and makes a strong public statement – one to which the people of Derbyshire can hold us accountable.

In leading by example and bringing together local people, voluntary groups, other councils and businesses to tackle climate change we believe we will win hearts and minds and work to put climate change on everyone's agenda in Derbyshire.

My Cabinet and I are firmly committed to tackling climate change and we hope you will join us on this challenging but vitally important journey.

A handwritten signature in black ink, appearing to read 'Barry Lewis'.

Derbyshire County Council Leader, Cllr Barry Lewis

A handwritten signature in black ink, appearing to read 'Simon Spencer'.

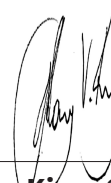
Councillor Simon Spencer, Cabinet Member for Highways, Transport and Infrastructure and Deputy Leader

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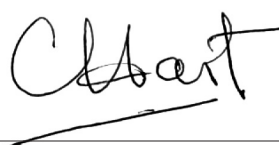
Councillor Angelique Foster, Cabinet Member for Council Services

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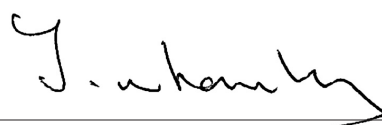
Councillor Alex Dale, Cabinet Member for Children and Young People

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Councillor Tony King, Cabinet Member for Economic Development and Regeneration

A handwritten signature in black ink, appearing to read 'Carol Hart'.

Councillor Carol Hart, Cabinet Member for Health and Communities

A handwritten signature in black ink, appearing to read 'Jean Wharmby'.

Councillor Jean Wharmby, Cabinet Member for Adult Social Care

Derbyshire Climate and Carbon Reduction Manifesto

May 2019

We pledge to:

- Reduce greenhouse gas emissions from the Council's buildings and operations by 55% by 2022 compared to 2010.
- Work with borough and district councils, utilities and property developers to champion eco-homes fit for the future and to help communities and businesses become less dependent on energy
- Work with Derbyshire businesses and local government partners in China, Japan, India and other countries to reduce carbon emissions in business and tourism activities
- Support renewable energy generation, both large scale and microgeneration, on the Council's land and buildings and in our communities working alongside partners such as D2N2 and the Midlands Energy Hub
- Promote energy efficiency, including reducing energy use in older buildings and through the use of smart technology
- Support low carbon businesses to establish and flourish in Derbyshire, creating new jobs across the county
- Foster green energy entrepreneurs to develop renewable or zero carbon energy production
- Attract companies into Derbyshire who will carry out research and development and upskill the workforce in partnership with universities and training providers
- Use the Council's buying power to support businesses and schools to become more sustainable
- Support and promote the development of low carbon travel and low emission vehicles, introduce electric vehicles into the Council fleet and explore opportunities for low carbon fuels for HGVs
- Develop through our close partnerships with district and borough councils solutions that minimise waste, particularly food waste and single-use plastics, and increase recycling
- Ensure we buy and use goods which are more sustainable and can be reused or recycled and wherever possible waste products are used to benefit the local economy
- Call on the UK Government to ensure the level of investment and national planning regulations support the Council's ambitions to reduce greenhouse gas emissions in Derbyshire
- Produce further targets and objectives for carbon reduction, within six months, after considering latest recommendations made to the UK Government

Derbyshire Environment and Climate Change Framework

October 2019

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1 Foreword

To be developed

DRAFT

2 Climate Change

The Intergovernmental Panel on Climate Change (IPCC) Special Report 'Global Warming of 1.5°C' (2018) is clear on the causes and the effects of climate change on the world. The report states that the primary driver of long term global warming is carbon dioxide (CO₂) emissions and that global temperatures relate to increased cumulative CO₂ emissions from human activity, primarily from energy use. This will result in significant loss of ecosystems and biodiversity along with increased impacts on human health and the economy. The world is already around 1°C warmer than preindustrial times and is currently on track to reach between 3- 4°C global temperature increase by 2100 if no action is taken.

Action on climate change can deliver many local benefits, including lower energy bills, economic regeneration and the creation of local jobs, reductions in fuel poverty and improved air quality. The co-benefits of action on climate change are widely recognised and have been summarised below.

<p>Health and wellbeing</p> <p>Health and wellbeing are improved as a result of improved air quality through reduced use of combustion engine vehicles, increased activity from people walking or cycling more, as well as through reduced fuel poverty from more energy efficient homes.</p>	<p>Economy</p> <p>Investing in initiatives to reduce carbon emissions can create a wealth of economic opportunities and jobs in the low carbon economy.</p>
<p>Equity and social cohesion</p> <p>Action on climate change can improve equity and social cohesion through focusing on the most vulnerable in society, such as action to alleviate fuel poverty.</p>	<p>Community resilience</p> <p>Action to reduce carbon emissions can also increase the resilience of cities and their communities to future changes in energy prices and energy systems, as well as potentially increasing resilience of communities and infrastructure to the impacts of climate change.</p>

Summarised from Ashden 'Climate Action Co-Benefits Toolkit'.

3 Carbon budgets and trajectories

The United Nations Framework Convention on Climate Change (UNFCCC) Paris Agreement (2015), to which the UK is a signatory, aims to:

“strengthen the global response to the threat of climate change by keeping a global temperature rise this century well below 2°C above pre-industrial levels and to pursue efforts to limit the temperature increase even further to 1.5°C.”

The Paris Agreement commits the global community to take action to tackle climate change. Global temperature is directly linked to the amount of CO₂ in the atmosphere. As CO₂ levels rise, so do global average temperatures. It will be possible to limit global warming by limiting the total quantity of CO₂ released to the earth’s atmosphere. In order to limit global warming to 2°C it has been calculated the world can only emit a certain quantity of CO₂ to the atmosphere. This is the global carbon budget which is then divided amongst individual countries according to the Paris Agreement.

The UK will deliver on the Paris Agreement by vigorously achieving its carbon budget and pursuing a target to reduce greenhouse gas emissions to ‘net-zero’ by 2050, ending the UK’s contribution to global warming within 31 years. This was enshrined in law in June 2019 through amendments to the 2050 greenhouse gas emissions reduction target in the Climate Change Act 2008 from at least 80% to at least 100%, otherwise known as ‘net zero’.

3.1 Derbyshire’s carbon budgets and trajectories

The UK carbon budget is further apportioned to local authority areas, although the budgets are not solely the local authority’s responsibility. The recommended budgets reflect the actual emissions from industry and commerce, transport and domestic sectors with a suggested periodic reduction. Each local authority area is allocated a carbon budget based on ‘grandfathering’. A grandfathering approach allocates carbon budgets based on recent emissions data (from 2011-2016). Budgets reflect a local area’s particular profile and are consistent with each area’s ability to make a fair contribution to the Paris Agreement. For instance High Peak area has high industrial emissions and consequently its allocated carbon budget is higher than other district and borough areas to reflect this. The carbon budget for each local authority area is then divided further into carbon budgets for five-year periods in-line with the UK carbon budget periods. This allocation produces a carbon emissions pathway or trajectory for each area for the period 2018-2100.

The recommended carbon budget for Derbyshire is set out below. The county has a maximum cumulative carbon budget of 51.2 million tonnes of CO₂ for the period 2018-2100. Budgets periods are aligned with the budget periods in the Climate Change Act. It is worth noting that the first carbon budget (2018-22) is already 18 months into commencement and 38.1 million tonnes of CO₂ is the budget now remaining until 2100.

3.2 Periodic carbon budgets for 2018-2100

The suggested periodic carbon budgets for 2018-2100 are given below. The rapid decarbonisation shown gives an indication of the scale of the task ahead for everyone in Derbyshire. Individuals, communities, industry, transport and public sector organisations must all play their part.

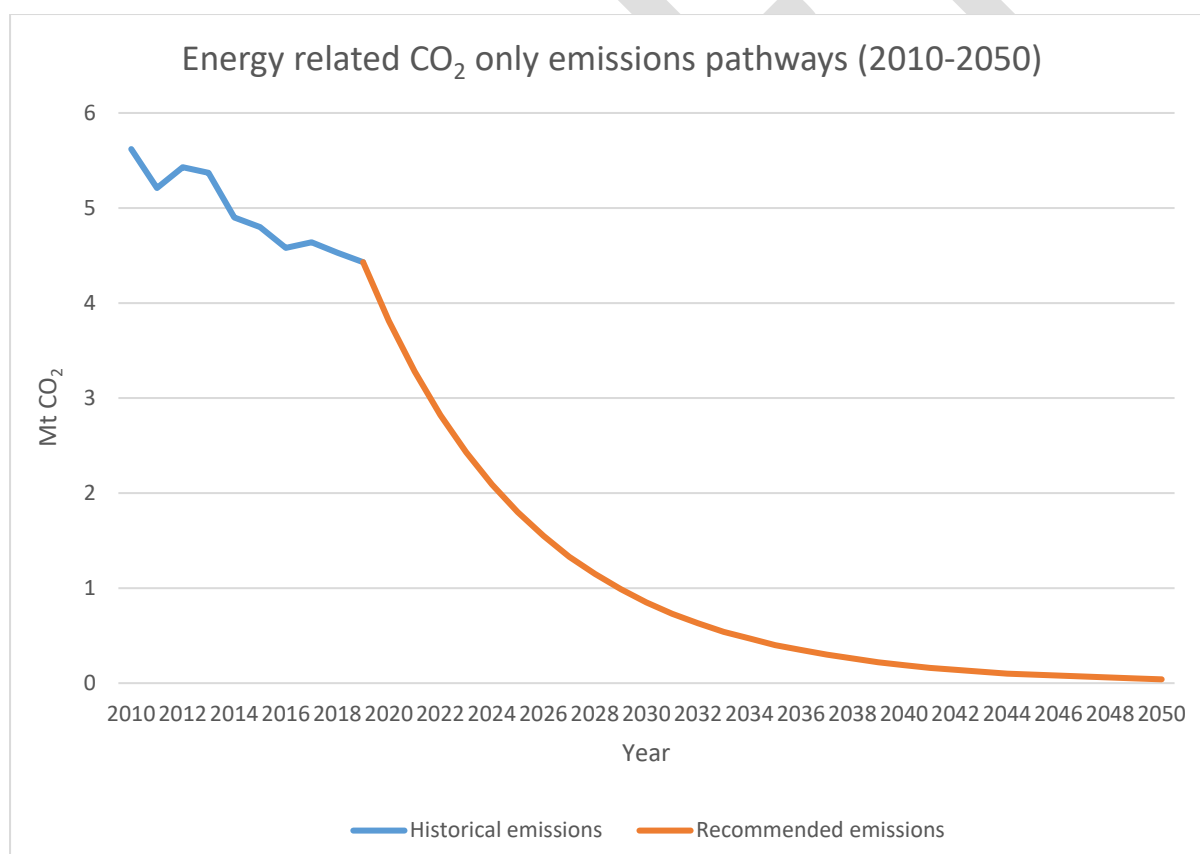
Local authority area	Energy only recommended carbon budget (million tonnes CO ₂)							Total 2018-2100
	2018-2022	2023-2027	2028-2032	2033-2037	2038-2042	2043-2047	2048-2100	
Amber Valley	2.8	1.4	0.7	0.3	0.2	0.1	0.1	5.5
Bolsover	4.2	1.9	0.8	0.4	0.2	0.1	0.1	7.5
Chesterfield	1.9	1.0	0.5	0.2	0.1	0.1	0.1	3.8
Derbyshire Dales	2.4	1.2	0.6	0.3	0.1	0.1	0.1	4.7
Erewash	2.3	1.1	0.6	0.3	0.1	0.1	0.1	4.5
High Peak	8.4	3.7	1.6	0.7	0.3	0.1	0.1	14.8
North East Derbyshire	2.2	1.1	0.6	0.3	0.1	0.1	0.1	4.4
South Derbyshire	3.0	1.5	0.7	0.3	0.1	0.1	0.1	5.7
Derbyshire (total)	27.3	12.9	5.9	2.7	1.2	0.6	0.5	51.2

3.3 Pathway projection for the county of Derbyshire

The carbon budgets for Derbyshire show that an immediate and rapid programme of decarbonisation is needed if the county is to make its fair contribution to delivering the Paris Agreement's commitment to staying 'well below 2°C and pursuing 1.5°C' global temperature rise.

In 2016/17 6.77 million tonnes of CO₂ were emitted. Without action to reduce these levels of emission, the county would emit its entire carbon budget within 6 years from 2020. The level of decarbonisation is illustrated on the graph below.

Year	Reduction in Annual Emissions
2020	20.5%
2025	63.6%
2030	83.4%
2035	92.4%
2040	96.5%
2045	98.4%
2050	99.3%



4 Response of local authorities in Derbyshire

Reducing greenhouse gas emissions is clearly everyone's responsibility and, whilst local authorities have no statutory responsibility for reducing emissions in line with the Climate Change Act, they do need to produce plans that influence emissions (e.g. transport, local plans, housing, minerals plans, procurement). They are therefore uniquely positioned to take a leading role in tackling climate change.

The Committee on Climate Change, in its report 'Net Zero – The UK's contribution to stopping global warming', recognised the role of local authorities in tackling climate change:

"Cities and local authorities are well placed to understand the needs and opportunities in their local area, although there are questions over whether they have sufficient resources to contribute strongly to reducing emissions. They have important roles on transport planning, including providing high-quality infrastructure for walking and cycling, provision of charging infrastructure for electric vehicles, and ensuring that new housing developments are designed for access to public transport. They can improve health outcomes for people who live and work in the area by implementing clean-air zones that discourage use of polluting vehicles and other technologies."

In addition to their regulatory and strategic functions, councils across Derbyshire recognise the role they play as community leaders, major employers, large-scale procurers and, for the districts and boroughs, their influence on social housing.

In recognition of these roles and the need to work to carbon budgets which cover county, borough and district areas, the following local authorities have pledged to work together to tackle climate change and provide leadership across Derbyshire:

- 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
- Derbyshire County Council

The Peak District National Park Authority and Derby City Council are key partners. The National Park sits within six different counties which makes it difficult to calculate its carbon budget. However, managing emissions from agriculture, transport and quarrying clearly are a key part of the work in Derbyshire. Derby City Council is a unitary authority with its own allocated carbon budget. Opportunities for joint working will be sought to create a co-ordinated and effective approach between all local authorities.

5 The Derbyshire Environment and Climate Change Framework

Councils across Derbyshire have been working closely together to develop this Framework. The Environment and Climate Change Framework seeks to reduce greenhouse gas emissions to levels which are consistent with the allocated carbon budgets for Derbyshire and to reduce carbon emissions to net zero by 2050.

The Framework contains carbon budgets and suggested trajectories, outlining an approach to tackle climate change and improve the environment, which can be adopted by all partners across the county. A summary of the Framework and its outline structure is set out in section 5.1.

The Framework will allow relevant strategies and action plans to be adaptive over time and respond to research findings, technological developments and cultural and economic changes as they occur.

The Framework does not encompass actions to adapt to a changing climate which will be addressed in a separate document.

5.1 Environment and Climate Change Framework

Overarching Framework	Environment and Climate Change Framework						
Programme	Environment and Climate Change Programme (based on carbon budgets and trajectories)						
Theme	↑ Energy ↓	↑ Travel ↓	↑ Resources ↓	↑ Air Quality ↓	↑ Economy ↓	↑ Natural environment ↓	↑ Partnership working ↓
Relevant policies, strategies & plans	Energy Strategy (draft)	LEVI Strategy (2019-2029) (draft) Local Transport Plan 3 (2011-2026)	Derbyshire's Waste Strategy (Dealing with Derbyshire's Waste 2013-2026) (approved)	Health and Well-being Board Air Quality Strategy (2020-2030) (draft)	Good Growth Strategy (2020-2030) (draft)	Natural Capital Strategy (2020-2030) (proposed)	District & borough area-wide policies and plans e.g. Local Plans, supplementary planning guidance
Key delivery partners	Local authorities, residents, VCS, businesses, Distribution Network Operators, Midlands Energy Hub	Local authorities, Go Ultra Low Nottingham, businesses, VCS, hospitals, residents	Local authorities, residents, businesses	Derbyshire Health and Well-being board, local authorities, businesses, residents	Local authorities, businesses, D2EE, Local Economic Partnership (D2N2), VCS, Midlands Energy Hub	Local authorities, Trent Valley Landscape Partnership, Peak District National Park, Local Nature Partnerships, VCS	Local Authorities, social housing providers, residents, businesses, VCS

<i>Other relevant plans / policies</i>	<p>Derbyshire Cycle Plan Derbyshire Infrastructure Plan Local Planning Authority planning policies National Park Management Plan Lowland Derbyshire Biodiversity Action Plan Local Flood Risk Management Strategy D2N2 Energy Strategy D2N2 Local Industrial Strategy (in development) Derbyshire Climate Change Risk Assessment and Adaptation Framework (planned 2020- onwards)</p>
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6 Key strategies

The Framework sets out the key strategies which partners will develop and implement to achieve collective ambitions. Together these strategies will tackle climate change and contribute to an overall reduction in greenhouse gas emissions across Derbyshire as a whole. In addition, individual strategies will set out localised action at borough and district level. The co-ordinated strategies have areas of mutual interest and are often inter-linked.

6.1 County-wide strategies

Seven county-wide strategies contribute to the Environment and Climate Change Framework:

Derbyshire Energy Strategy (2020-2030)	<p>The proposed Energy Strategy sets out a framework to ensure a common understanding of the challenges and opportunities arising from changes in the energy sector. The Strategy enables co-ordinated effort in delivery of responses to these changes across the county with a suggested ambition to use 100% clean energy for power, heat and transport, supporting strong and resilient communities.</p> <p>Key achievements to date:</p> <ul style="list-style-type: none"> • Reduced emissions from streetlighting by 63% between 2009-10 and 2018-19 • Invested over £60 million since 2012 in direct and indirect energy saving measures such as external wall insulation, installation of new heating systems improved roof insulation, new windows and doors and new roofs by Chesterfield Borough Council's Housing Service. Further expenditure of £1.88m is planned in 2019/20 on direct energy saving measures.
Low Emission Vehicle Infrastructure Strategy (2019-2029)	<p>The Low Emission Vehicle Infrastructure Strategy for Derbyshire demonstrates a local commitment to promote the uptake and deployment of low emission vehicles, including electric, hydrogen and e-bikes. The expectation is that most low emission vehicle users will choose to charge at home but the development of a public charging network will provide the confidence for residents, businesses, public transport operators, community groups, tourists and leisure industries to use low emission vehicles in Derbyshire. The Strategy and accompanying Action Plan sets out how, locally, the need for a network which represents good value for money, responds</p>

	<p>to changing demands and embraces new technologies will be met.</p> <p>Key achievements to date:</p> <ul style="list-style-type: none"> • Plans to install 39 fast and 11 rapid electric vehicle (EV) chargepoints in public areas across the county in 2020 approved • Installed five dual EV chargepoints at county council premises with plans to introduce electric vehicles and electric bikes to the Council fleet.
Derbyshire Local Transport Plan (2011-2026)	<p>The vision of the Derbyshire Local Transport Plan is to achieve a transport system that is both fair and efficient, promotes healthier lifestyles, safer communities, safeguards and enhances the natural environment and provides better access to jobs and services. The five transport goals are:</p> <ul style="list-style-type: none"> • Supporting a resilient local economy • Tackling climate change • Contributing to better safety, security and health • Promoting equality of opportunity • Improving quality of life and promoting a healthy natural environment. <p>Key achievements to date:</p> <ul style="list-style-type: none"> • Developed the Key Cycle Network across Derbyshire • Worked with schools to increase sustainable travel through the Modeshift Stars programme • Developed the innovative Buxton Town Travel Plan • Explored mobility options and maximised walking and cycling for work in the East Midlands Manufacturing Zone • Improved walking and cycling access to the rail station through Ilkeston Gateway • Increased the reuse and recycling of road planings in road maintenance • Managed gullies and drains through an intelligence-led approach.
Dealing with Derbyshire's Waste (2013-2026)	<p>Derbyshire and Derby City's revised Joint Municipal Waste Management Strategy, 'Dealing with Derbyshire's Waste' sets out a vision and framework to help manage waste sustainably for the communities of Derbyshire and Derby City up to 2026. The Strategy includes priorities for action over the next five years and provides a framework for how the 10 councils will work to:</p>

	<ul style="list-style-type: none"> • Reduce the amount of waste produced • Reuse, recycle and compost as much material as possible • Find the most sustainable solutions to deal with any waste produced. <p>Key achievements to date:</p> <ul style="list-style-type: none"> • Achieved a recycling rate of 60.3% in 2017-18 in the Derbyshire Dales – one of the highest recycling rates in the country • Increased recycling rates across the county over the last twenty years from below 10% to more than 48% • Encouraged schools to become Eco Schools by providing teacher training, classroom support and interactive theatre productions.
Health and Well-being Board Air Quality Strategy (2020-2030)	<p>The partners of the Health and Wellbeing Board are producing an Air Quality Strategy for Derbyshire and Derby City to reduce the health impact of air quality for the people of Derbyshire. The cumulative effect of a range of interventions has the greatest potential to reduce local air pollution and improve population health. The Strategy will address three key priorities to seek to reduce the sources of pollution, prioritising those which offer additional health benefits, alongside intervention which mitigate the impacts in health. These three priorities are: facilitate travel behaviour change; reduce sources of air pollution and mitigate against the health impacts of air pollution</p> <p>Key achievements to date:</p> <ul style="list-style-type: none"> • Developed a supplementary planning guidance document in conjunction with East Midlands Air Quality Network to provide developers and planners with guidance on how to improve air quality through good design practice • Developed a combined Derbyshire County and Derby City annual status report, mapping air quality trends • Developed an air quality map for the county • Raised awareness of air quality as part of Clean Air Day.
Good Growth Strategy (2020-2030)	<p>The Good Growth Strategy will provide a framework to examine how economic growth, protection of the natural environment, continued reduction in carbon emissions and generation of renewable energy are delivered in Derbyshire. The Strategy is closely aligned to the D2N2 Local Industrial</p>

	<p>Strategy and the UK's Industrial Strategy. Increasing productivity, creating good jobs and boosting earning power as well as helping protect the climate and environment upon which we and future generations depend are key themes.</p> <p>Key achievements to date:</p> <ul style="list-style-type: none"> • Carried out free energy surveys and given grants and advice to improve energy efficiency and reduce emissions for businesses in Derbyshire and Derby through the award-winning D2 Energy Efficiency (D2EE) project • Shared best practice, developed by the County Council, on coalfield remediation and renovation with counterparts in China in order to reduce the impact of climate change.
<p>Natural Capital Strategy (2020-2030)</p>	<p>Natural Capital has been defined by the UK's Natural Capital Committee as: "the elements of the natural environment which provide valuable goods and services to people such as clean air, clean water, food and recreation".</p> <p>Natural Capital refers to elements such as woodlands, grasslands, minerals, soils and watercourses. Certain types of Natural Capital can be finite, such as minerals, others can be replenished and enhanced.</p> <p>Well managed Natural Capital, enhanced in the correct locations, will assist in making the county more resilient to flooding; ensure there is depth in the type and number of insects to pollinate our crops and contribute to clean watercourses that support biodiversity: among a wide range of other benefits. Access to the natural environment provides health and wellbeing benefits helping Derbyshire's workforce to be productive and healthy and reduce burden on Health Service resources.</p> <p>The Strategy will set out plans to ensure Derbyshire's Natural Capital assets remain in good order to positively impact on Derbyshire's economy and the lives of its residents. The Strategy will examine the type of ecosystem services, such as carbon capture and storage, that are required, alongside the Natural Capital elements that are appropriate to Derbyshire's diverse, yet distinct, landscape character types. This will help reinforce the county's attractive natural environment.</p> <p>The Strategy will also be influenced by national and regional targets for Natural Capital, such as the Forestry</p>

	<p>Commission's desire to see a tree coverage of the UK to increase from 13% to 17%.</p> <p>Key achievements to date:</p> <ul style="list-style-type: none"> • Protected the uplands of Derbyshire and surrounding counties with many benefits including acting as a carbon store through The Moors for The Future Partnership • Planted nearly 9 million trees in the National Forest • Produced a baseline assessment of the natural capital of the area covered by the Lowland Derbyshire and Nottinghamshire Local Nature Partnership
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6.2 District and borough-wide strategies

The eight borough and district councils collaborating on this Framework will each have their own relevant policies, strategies and plans.

The key document for each area will be the Local Plan. Local Plans are plans for the future development of the local area drawn up by the local planning authorities in consultation with the community. They set out a framework for the future development of an area on a 15-year horizon including how the planning system will support the transition to a low carbon future and take a proactive approach to the mitigation of, and adaptation to, climate change.

6.3 Internal emissions policies

Local authorities have direct control over emissions from their internal operations and are also working to reduce these. Links to relevant webpages and documentation are set out in the table below.

Derbyshire County Council	Corporate Environment Policy Derbyshire County Council Carbon Reduction Strategy
Amber Valley Borough Council	Amber Valley Borough Council have passed a Council motion relating to climate change, information found here
Bolsover District Council	Carbon Reduction Plan (2019-2030)
Chesterfield Borough Council	Environmental policies
Derbyshire Dales District Council	Climate Change
Erewash Borough Council	Erewash Borough Council have passed a Council motion relating to climate change, information found here
High Peak Borough Council	Environmental studies
North East Derbyshire District Council	Reduce, Reuse, Recycle, Rethink: Climate Change Action Plan (2019-2030)
South Derbyshire District Council	SDDC Corporate Plan (due November 2019) SDDC Action Plan for Nature (due 2020)

7 Non-carbon greenhouse gas emissions

Many different gases contribute to global warming. Greenhouse gases covered by the UNFCCC's Kyoto Protocol are carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons and sulphur hexafluoride. CO₂ is the most abundant of the greenhouse gases.

The carbon budgets described in Section 3 cover CO₂ and do not include other greenhouse gases. However, in order to limit global warming to a maximum of 2°C, action also needs to be taken to reduce emissions of the other gases, notably methane and nitrous oxide. Key sources of methane in the UK are agriculture, landfill waste, natural gas leakage and coal mining. Key sources of nitrous oxide in the UK are agricultural soils, fuel combustion (particularly transport) and nitric acid production.

Given the rural nature of much of Derbyshire, reducing the generation of greenhouse gases from agriculture is essential if targets are to be met.

Strategies and associated action plans identified in the Framework will set out how commitments to reduce emissions of non-CO₂ greenhouse gases will be met, although these will not be quantified until such times as robust data is available.

8 Carbon Offsetting

Carbon sequestration reduces atmospheric levels of CO₂ by capturing the gas and storing it so helping to limit climate change. Carbon dioxide can either be captured where it is created (e.g. power plants or industrial processes) and then stored, for instance, underground, or can be removed from the atmosphere using natural processes. Avoiding CO₂ emissions in the first place is clearly more preferable. However, recognising that some emissions are hard to avoid, carbon sequestration is an alternative option that should be considered and planned.

Carbon capture and storage methods currently available and suitable for Derbyshire include:

- Tree planting, as trees store carbon in their trunks as they grow
- Restoration of peat moorlands, as carbon is stored in the mosses which form peat
- Changes in agricultural practices to lock carbon into the soil and vegetation
- Greenwalls (suitable for urban areas), as they store carbon as the plants grow

Biological measures for carbon sequestration, notably tree-planting, will be identified within the Natural Capital Strategy to help compensate for non-CO₂ emissions and any remaining CO₂ emissions.

Large scale chemical and physical processes for capture and storage of carbon are relatively new technologies which may become viable options for Derbyshire in the future. Developments will be monitored and incorporated into relevant strategies as required.

9 Modelling carbon budgets and developing strategies

On-going work will link the carbon budgets to individual strategies in the Framework. Modelling of carbon emissions and carbon capture and storage over time will be undertaken in order to understand potential pathways to meet carbon budget commitments. This modelling will enable emissions from potential initiatives across all strategies in the Framework to be calculated, ensuring the carbon budget for each period is not exceeded.

Undertaking modelling in this way will initiate the development of action plans for each of the strategies set out in the Framework.

10 Delivery of the Framework

10.1 Partners

Action to reduce greenhouse gas emissions can only be achieved through co-ordinated and concerted effort from everyone – residents, voluntary organisations, businesses, public organisations and transport and agriculture sectors. Everyone needs to take action and every action, no matter how small or large, is important.

It is therefore, essential that understanding and consensus are gained to ensure effective planning, co-ordination and implementation of the work moving forwards.

10.2 Communication and engagement

An on-going process of community engagement will be developed. Conversations within the boroughs and districts and across the county are needed to ensure that all communities, be they commerce, industry, agricultural, village, town or educational, are engaged with the process. This needs to be a two-way process to ensure:

- A mutual understanding of climate change and how it affects Derbyshire and elsewhere
- A shared knowledge of what could be done in Derbyshire to tackle climate change and the barriers faced
- The opportunity, to shape strategies and priorities, is available to everyone

- Agreement on the role individuals, communities and organisations have in tackling climate change
- Appropriate support is in place to enable work to be undertaken across the county to tackle climate change

Considerable work is already being undertaken through a range of channels as set out below:

Channel	Description
'Everybody's Talking about Climate Change' web-site	A web-site funded by the Local Authority Energy Partnership where residents and community groups can find out more about climate change action in Nottinghamshire and Derbyshire (Click on the link here)
Community Climate Action Network	A monthly newsletter funded by the Local Authority Energy Partnership
Carbon Literacy and Carbon Pathways training	Full and half-day training provided through the Local Authority Energy Partnership
Social media campaigns	A campaign run by Derbyshire County Council: #fightingclimatechange and #gogreenDerbyshire
Eco-schools programme	An education programme for schools provided by Derbyshire County Council which provides access to learning about sustainable living (click here)
Liaison with a range of climate change interest groups	Informal talks and discussions between local authorities and climate change interest groups

Further cross-county and local engagement will take place to enable the two-way process of communication and action, outlined above, to take place. This will demonstrate how local action is linked to delivery of the key strategies.

10.3 Climate Summit

A Climate Summit, led by Derbyshire County Council, will take place in March 2020. The Summit will seek to engage a wide range of partners and will present further actions which will be taken forward under the Environment and Climate Change Framework. The Summit will be a vehicle to launch the new Energy Strategy and will demonstrate how de-carbonising and decentralising energy can provide benefits to Derbyshire's residents, businesses, public organisations and visitors.

10.4 Governance arrangements

The Framework will be co-ordinated and monitored by the Derbyshire Environment and Climate Change Officer Working Group, which is comprised of officers from the county, district and borough councils in Derbyshire.

Oversight of the Framework is being provided by Derbyshire Chief Executives' Group and, moving forward, formal governance arrangements will be developed to ensure overall accountability and strategic direction.

10.5 Monitoring of the Framework

Action Plans to support each Strategy will be produced and these will set out clear targets for reducing carbon emissions. Where appropriate, identified projects will be subject to relevant feasibility studies and business cases.

Overall delivery of the Framework will be monitored and reported on a regular basis. This will ensure that progress is being made, plans are on track to deliver the overall county carbon budget and any necessary early interventions to address under performance are made. Technological developments are occurring all the time with more expected, particularly in the field of carbon sequestration and energy storage. Strategies will need to be adaptive, regularly reviewed and updated as technological, economic and cultural developments occur.

11 Further information

For further information about the Environment and Climate Change Framework, please contact

Policy and Research
Derbyshire County Council
County Hall
Matlock
Derbyshire DE4 3AG

Email: policy@derbyshire.gov.uk

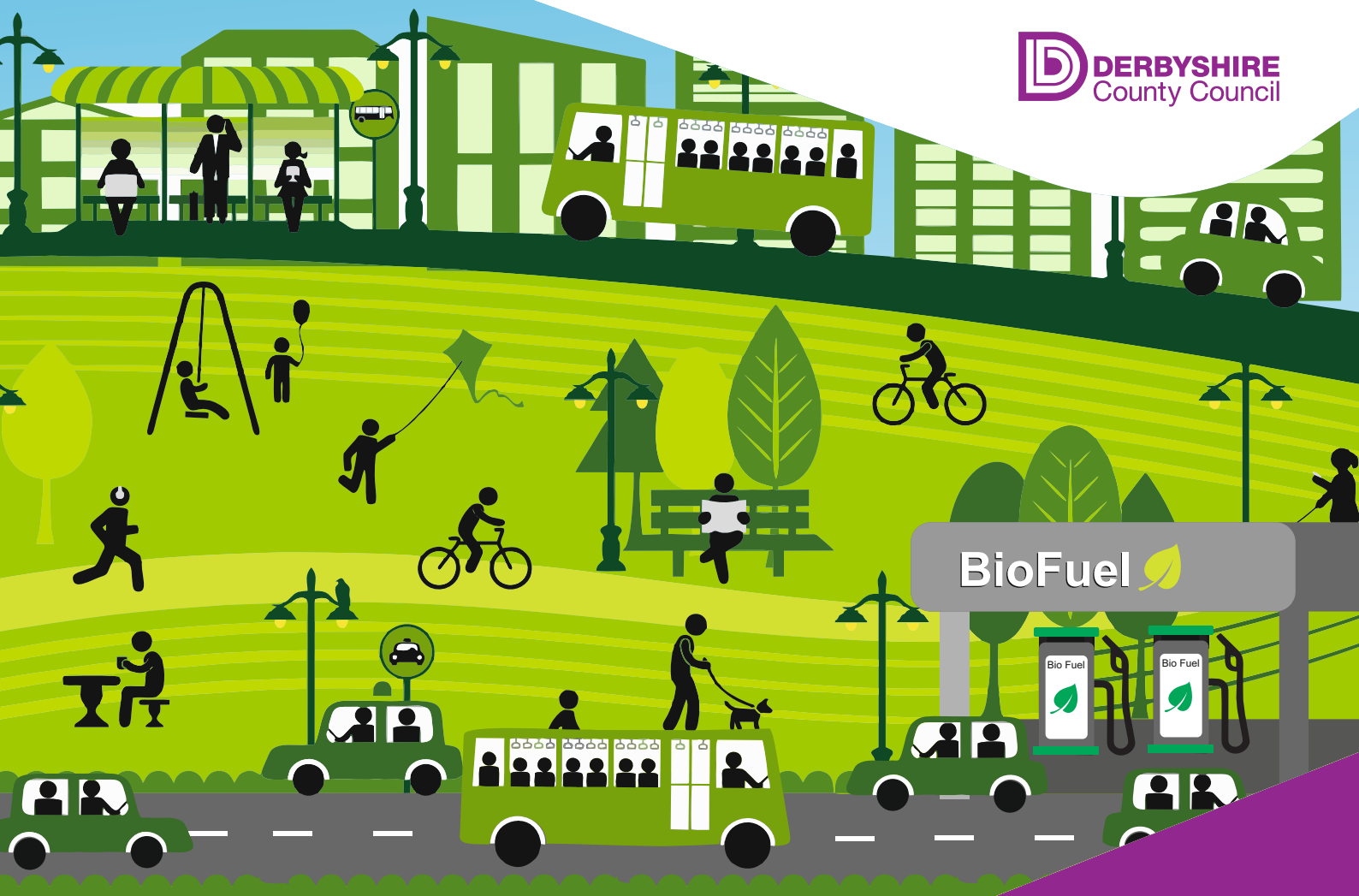
Telephone: **Call Derbyshire 01629 533190**

Appendix C

Linking the Manifesto Pledges to the Environment and Climate Change Framework

	Corporate Environment Strategy	Derbyshire Energy Strategy	LEVI Strategy	Dealing with Derbyshire's Waste 2013-	H&WBB Air Quality Strategy (2020-	Clean Growth Strategy	Natural Capital Strategy	Other
Climate and Carbon Reduction Manifesto Pledge								
Reduce greenhouse gas emissions from the Council's buildings and operations by 55% by 2022 compared to 2010	✓		✓		✓			
Work with borough and district councils, utilities and property developers to champion eco-homes fit for the future and to help communities and businesses become less dependent on energy		✓			✓	✓	✓	
Work with Derbyshire businesses and local government partners in China, Japan, India and other countries to reduce carbon emissions in business and tourism activities			✓			✓	✓	
Support renewable energy generation, both large scale and microgeneration, on the Council's land and buildings and in our communities working alongside partners such as D2N2 and the Midlands Energy Hub	✓	✓				✓		
Promote energy efficiency, including reducing energy use in older buildings and through the use of smart technology		✓				✓		
Support low carbon businesses to establish and flourish in Derbyshire, creating new jobs across the county		✓				✓		
Foster green energy entrepreneurs to develop renewable or zero carbon energy production		✓				✓		
Attract companies into Derbyshire who will carry out research and development and upskill the workforce in partnership with universities and training providers						✓		
Use the Council's buying power to support businesses and schools to become more sustainable	✓				✓	✓		

Support and promote the development of low carbon travel and low emission vehicles, introduce electric vehicles into the Council fleet and explore opportunities for low carbon fuels for HGVs	✓		✓		✓	✓		
Develop through our close partnerships with district and borough councils solutions that minimise waste, particularly food waste and single-use plastics, and increase recycling				✓				
Ensure we buy and use goods which are more sustainable and can be reused or recycled and wherever possible waste products are used to benefit the local economy				✓				
Call on the UK Government to ensure the level of investment and national planning regulations support the Council's ambitions to reduce greenhouse gas emissions in Derbyshire			✓		✓	✓		✓
Produce further targets and objectives for carbon reduction, within six months, after considering latest recommendations made to the UK Government								✓



Appendix D

Low Emission Vehicle Infrastructure (LEVI) Strategy 2019-2029

Derbyshire County Council
February 2019

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Forward

Derbyshire County Council recognises that demand for low emission vehicles is beginning to increase significantly, as the benefits in relation to air quality and public health, become increasingly evident.

This strategy aims to set out the Council's plans, in partnership with other stakeholders, as to how it intends to support the development for a growing public charge network that will provide confidence to residents and visitors to use LEV's in Derbyshire.

Councillor Tony King
Cabinet Member for Economy Development and Regeneration

1. Introduction

1.1 Background

A low emission vehicle or LEV is defined as a motorised vehicle which emits lower levels of harmful emissions, this can include Battery Electric Vehicles (BEVs), Plug in Hybrid Electric Vehicles (PHEV) and Hydrogen Fuel Cell Electric Vehicles (HFCEV).

Whilst the majority of vehicles currently on our roads are powered by petrol or diesel fuel, this trend is expected to change rapidly in the coming years. Overwhelming evidence has demonstrated that emissions from road transport, and in particular diesel powered vehicles, are causing pollution which contributes to poor air quality and is harmful to public health. It is estimated that around 70% of the harm to health linked to poor air quality, originates from transport emissions. Battery electric vehicles provide substantially lower greenhouse gas emissions than fossil fuel cars, even when taking into account the electricity used to fuel and produce the battery, and provides the lowest greenhouse gas fuel source (66% lower than petrol cars). With transport emissions being a significant contributor to climate change, the government has committed to end the sale of new conventional petrol and diesel cars and vans by 2040 and to accelerate the shift to low carbon transport. Policy makers, vehicle manufacturers, transport innovators and national and local governments are therefore working to advance technologies and adoption in the use of alternative fuels. Currently the sector employs 15,000 people in the UK and one in eight zero emission cars brought in Europe are made in the UK. It is estimated the global market for low emission vehicles could be worth £1-2 trillion per year by 2030.

1.2 A Strategy for Derbyshire

As transport users make the transition to low emission vehicles over the next few years, there is a growing need for Derbyshire County Council to adopt a Low Emission Vehicle Infrastructure (LEVI) Strategy. A strategy for Derbyshire will demonstrate a local commitment to promote the uptake and deployment of LEV's, including electric, hybrid, hydrogen and e-bikes. This LEVI Strategy and accompanying action plan sets out how, locally, we will meet the need for a network which represents good value for money, responds to changing demands and embraces new technologies.

Whilst the expectation is that most LEV users will choose to charge at home, development of a public charging network will provide the confidence for residents, businesses, public transport operators, community groups, tourists and leisure industries to use LEV's in Derbyshire.

This strategy will therefore form a fundamental part, in the wider context, of the Council's longer term policy and project work.

2. The Policy Context

2.1 National Policy

There has been a range of national policy and strategy announcements to facilitate the shift to low emission transport in recent years including;

- The Carbon Plan (2011), the Clean Growth Strategy (2017), the Industrial Strategy (2017): these include Government plans for the reduction of greenhouse gases and identify that transport has a critical role in meeting the Climate Change Act 2008 obligations.
- Queens Speech (2017) and Automated Electric Vehicles Bill (2018): announcing a fund of £800m for investment into new driverless and zero-emission vehicle technology to boost the Industrial Strategy. The Government will set a target for almost every car and van to be zero emission by 2050, require motorway service areas and large petrol stations to install electric vehicle charge points, and ensure common infrastructure standards. It will also invest £200m in researching and testing driverless car infrastructure (Connected Autonomous Vehicles or CAV) and £600m during this parliament to support ultra-low emission vehicles.
- United Nations Paris Agreement on Climate Change (2015): The UK Government is determined to turn this challenge into an opportunity by setting the lead and standard for future transport technologies and to limit global warming to well below 2°C.
- Air Quality Plan for nitrogen dioxide (NO₂) (2017): outlining the UK's plans for reducing roadside NO₂ concentrations. In addition, the Government announced its plans to ban new diesel and petrol vehicles from sale in the UK from 2040. Ministers also unveiled a £255m fund to help councils tackle emissions, including proposals for clean air zones to tackle pollution issues caused by traffic in some of the country's most congested cities.
- Road to Zero Strategy (2018): confirming the Government's ambition to see at least half of new cars to be ultra-low emission by 2030 as part of plans to make the UK the best place in the world to build and own an electric vehicle.

2.2 Regional Context: The East Midlands

The East Midlands' automotive expertise is globally renowned. The region is at the forefront of developing the next generation of road vehicles and is a world-leading centre for advanced manufacturing, technology and low carbon technology.

The East Midlands is fast becoming an electric region with more charge points being installed than ever before, thanks to projects such as;

- Plugged-in Midlands,
- Nottingham City's Go Ultra Low initiative
- Office of Low Emission Vehicle grants.

Government agencies and local authorities have a role in supporting the next generation of vehicles by developing policies to ensure provision of LEVI in the region as well as also providing for the potential for hydrogen fuel cell infrastructure (HFCI).

Regional organisations, such as Midlands Connect, are now revising their own strategies to include provision to encourage further development of LEVI in the region.

2.3 Local Context: Derbyshire

At a local government level, collaboration with Boroughs and Districts will be key to maximising the development of LEVI and ensuring a consistent approach across the County which meets local needs.

As the local planning authority and as managers of off street car parks, the Districts and Boroughs will be instrumental, in partnership with the Highways Authority, in securing LEVI through new developments and providing LEVI in the car parks they own and manage.

2.4 Current and emerging policies to support LEVI

Building on the Derbyshire Climate Change Charter 2014-2019, the Council is currently developing an Environment and Climate Change Framework covering energy, transport, waste, air quality, good growth and natural capital. When combined these strategies will provide the building blocks that will facilitate the delivery of the pledges contained within the Derbyshire Climate and Carbon Reduction Manifesto, published in May 2019.

The LEVI Strategy and Action Plan is a key component of this Framework and the diagram below details the structure behind this Framework, demonstrating how each strategy is linked to individual themes that, in turn, feed into the Manifesto pledges and Framework

<i>Overarching Strategy</i>	Environment and Climate Change Framework						
<i>Action Plan</i>	High Level Action Plan (2019-XXXX) based on Climate and Carbon Reduction Manifesto Pledges and carbon budgets						
<i>Theme</i>	↑ Energy ↓	↑ Transport ↓	↑ Resources ↓	↑ Air Quality ↓	↑ Economy ↓	↑ Natural environment ↓	↑ Partnership working ↓
<i>Relevant policies, strategies & plans</i>	Energy Strategy (2019-2022)	LEVI Strategy (2019-2029) Local Transport Plan 4 (2021 – 2033)	Derbyshire's Waste Strategy (Dealing with Derbyshire's Waste 2013-2026)	Air Quality Strategy (2020-2030)	Good Growth Strategy (2020 – 2030)	Natural Capital Strategy (2020 – 2030)	District & borough area-wide policies and plans e.g. housing, planning

Within the Districts and Boroughs, policies are currently being developed to include provision for supporting the advance of electric/hydrogen vehicles in the market. This is summarised in Appendix A. At a local level, communities are being encouraged to support the provision of LEVI through the inclusion of policies in their Neighbourhood Plans.

3. Overview of Current Situation

3.1 Ultra-Low Emission Vehicles

The UK has seen a surge in demand for ultra-low emission vehicles. In 2017 Ultra-Low Emission Vehicles (ULEVs) accounted for a small proportion of UK vehicles, just over 100,000, by the beginning of 2019 this has increased to over 200,000 vehicles, registered in the UK. The pace of demand and advancing technology means that by 2025 this is expected to have increased significantly to around 1 million (OLEV).

Figures suggest the growth of EV car ownership in Derbyshire is increasing at a rate higher than many other areas (see Figure's 1 and 2 below). From October 2017 to September 2018 the number of registered plug-in vehicles in Derbyshire increased by 69%. It is now estimated that the number of registered electric or plug-in hybrid vehicles has grown to 1,720 as at September 2018. As the number of registered electric, or plug-in, vehicles continues to rise sharply in coming years, it is important that the Council, in collaboration with partner organisations, develops a Strategy to ensure infrastructure is in place to meet changing demands of Derbyshire residents, business and visitors.

Figure 1: EV's per 1,000 Population – Derbyshire Districts

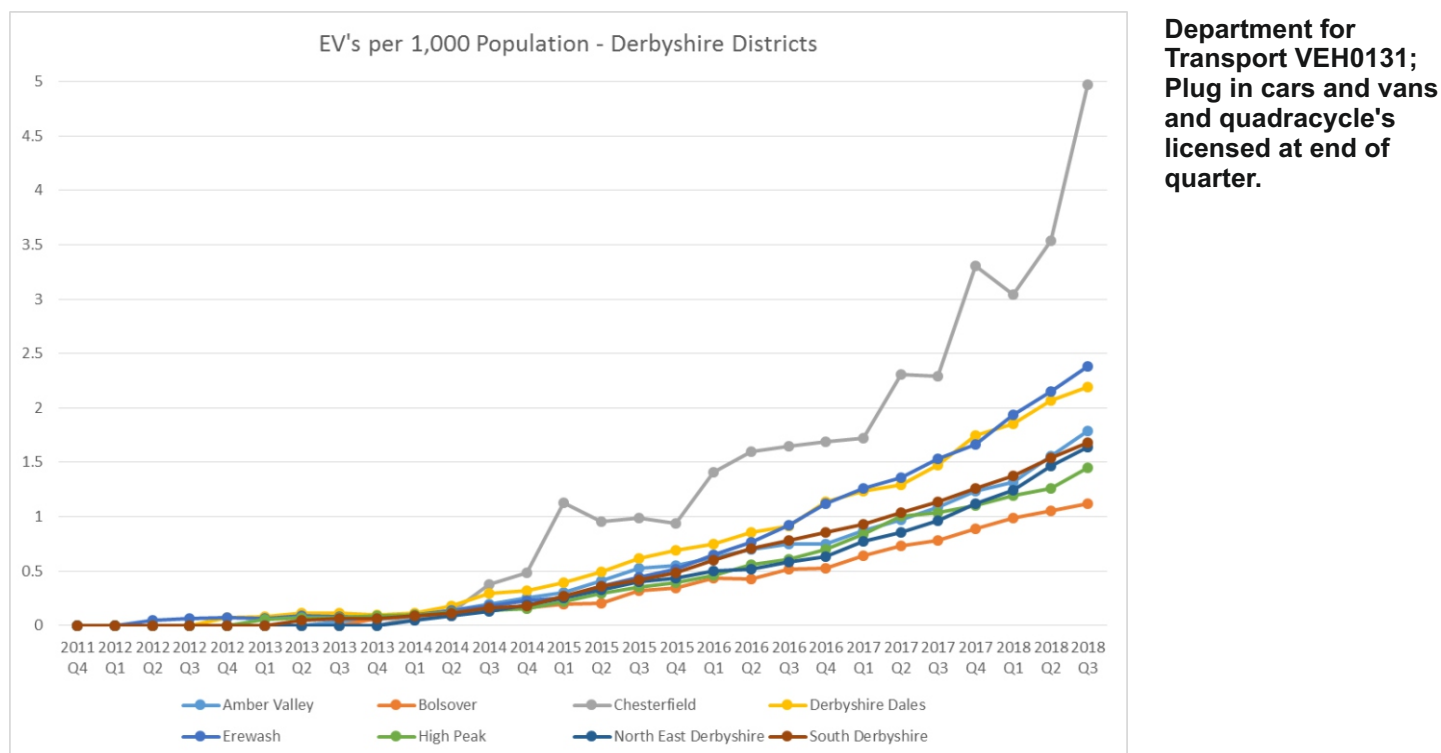
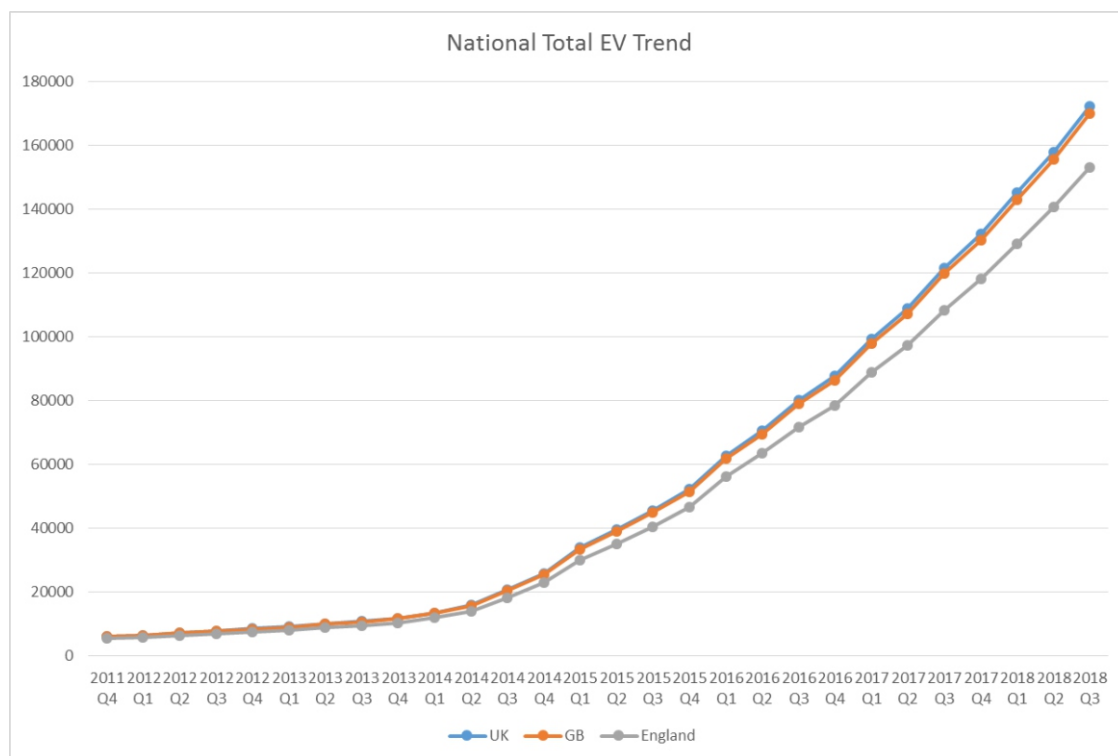


Figure 2: National Total EV Trend



Department for Transport VEH0131; Plug in cars and vans and quadracycle's licensed at end of quarter.

Within the private domestic vehicle market, plug in hybrid electric vehicles are growing at the fastest rate (Information about the various forms of electric vehicles can be found in Appendix B).

LGV, HGV and other more specialised forms of transport (public transport, taxi's etc) are referred to later in this strategy.

3.2 Current charging/fuelling infrastructure in Derbyshire

There are a number of private and public charge points across Derbyshire, these can be found through [Zapmap](#). Zapmap can also be used to search for charge point locations within individual districts and boroughs.

- [Amber valley](#)
- [Bolsover](#)
- [Chesterfield](#)
- [Derbyshire Dales](#)
- [Erewash](#)
- [High Peak](#)
- [North East Derbyshire](#)
- [South Derbyshire](#)

The majority of current charge points are found within private locations including leisure facilities such as hotels and private employers. In terms of electric vehicles there are currently four power levels associated with EV charging. These are slow, fast, rapid and super chargers (details can be found in Appendix C).

A number of suitable locations are currently being assessed within District, Borough, County Council and National Park owned car parks, in partnership through the [Go Ultra Low Charge Point Project](#).

Residents and businesses with a postcode in Nottingham, Nottinghamshire, Derby or Derbyshire, can currently register for a [D2N2 card](#) to take advantage of reduced charging tariffs.

3.3 Increasing the LEVI in Derbyshire

To increase infrastructure availability in the most cost effective way, it will be important to map current provision and expected demand; take account of the commercial market; consider grid capacity; ensure provision meets the needs of the various ULEV types and ensure systems are standardised and user friendly.

To achieve a well-balanced and well used provision, a number of factors need careful consideration;

- Traffic Regulation Orders and parking restrictions
- District Network Operator (DNO) engagement
- Grid connection and the possible need for buffer battery storage where the existing grid is not capable of supporting a charge point e.g. in more isolated rural areas
- Liaison with providers of private or limited public access charge points e.g. shopping centres – and the potential to include such units within a Derbyshire charge point network
- Preliminary requests for pre-qualification offers from charge point and back office operators / suppliers to identify the most suitable partnership model(s) that could support a councils-led network.

Residential On Street

Across Derbyshire there is a need to develop Residential on-street charging facilities, to meet the needs of both residents, without private parking, and visitors. There are a number of considerations required to develop effective residential on street parking systems, including;

- Ensuring provision is targeted effectively
- Mechanisms to ensure fair usage such as Controlled Parking Zones to ensure flexible use of parking
- Innovative charging technologies to maximise space, including street light column and kerbside charge points.
- Undertake soft market testing exercises to assess and explore on-street provision.
- Work with local district and borough councils to identify public facing car parks, close to residential areas where off-street parking is not an option and where demand is evident, so that residents without off-street parking can access electric vehicle charge points close to their homes.

3.4 Specialist Transport Sectors

Taxis

From 1 January 2018, all taxis licensed for the first time must be zero emission capable (ZEC). For Private Hire Vehicles (PHVs) the requirements are staggered, with the ZEC requirement for all new PHVs presented for licensing being applied from 2020. Regardless of age, all vehicles granted a private hire licence for the first time after 1 January 2023 will be zero emission capable. These vehicles are in use for long periods and so require high-speed charging facilities in strategic or central locations that are convenient for railway stations, town centres and the main highway network.

Light Commercial Vehicles (LCV)

Light Commercial Vehicles (LCV) have grown in use across Derbyshire over the last decade. This may be because of the growing service economy in the area, including an increase in demand for deliveries to homes as a result of internet shopping; often referred to as 'last mile delivery'. This represents a need to provide rapid 'top up' charging which supports the commercial LGV market.

Other fleet or essential user car drivers in small-medium enterprises (SMEs) adopting EVs/PHEVs and HFCEVs will also require the ability to rapidly charge their cars, for example if their occupation

involves driving between many different destinations each day. In such cases rapid charge points on motorways and major trunk roads may not service their requirements – and alternative ‘in town’ rapid charging hubs may be a consideration.

The Strategy will therefore need to consider the provision of off-street rapid charging facilities in areas of high anticipated demand, in addition to a standard fast charging network.

Freight

The technology to support freight is less advanced than the domestic market in terms of low emission vehicles. Hydrogen is currently expensive within the consumer market, however may well be suited to the HGV and fleet markets. Hydrogen vehicles emit around 10% less greenhouse gases than a diesel HGV and 43% lower than a petrol car. Within Derbyshire a Hydrogen generating station is proposed for Colliery Close, Staveley S43 3QE. This was granted planning consent by North East Derbyshire District Council (NEDDC) on 9th November 2017, subject to conditions. The proposal provides a single, publicly accessible fuelling point which it is proposed be open before the end of November 2020. It is likely that gas may provide an interim solution for the freight industry.

At this time there are no other proposals for publicly accessible hydrogen fuelling stations in the county.

Public Transport - Bus

Exhaust emissions from buses have been improving steadily for a number of years due to the increasingly stringent limits set on the new Euro emissions standard engines. The introduction of new vehicles fitted with these engines, has meant there are currently now a number of bus services within Derbyshire operating these lower emission vehicles. There are, however, currently no alternative-fuelled vehicles operated by the major operators on their commercial services or by the County Council in Derbyshire.

Case Study

There has been considerable investment in electric and bio gas bus technology in the region. In Nottingham the City Council has 58 electric buses in operation on its network of supported bus services, representing the largest electric bus fleet in the UK outside of London. Nottingham City Transport, the main city bus operator in Nottingham, has chosen to invest in Bio Gas as an alternative clean bus technology. Currently 53 Bio Gas double decker buses are being introduced onto their services and they are developing a gas fuelling facility. Stagecoach Yorkshire who provided services in the north east of the county have introduced a limited number of electric hybrid buses in the Sheffield area. These take their power from a combination of diesel and electricity, recycling the energy created from braking and storing it in batteries to power the vehicles.

With this considerable experience of using alternative fuelled buses in the region there is real potential for bus companies in Derbyshire to learn from local experience and best practice. This will be particularly important for operators who’s services begin their route in Derbyshire and then travel onto Derby and Nottingham, which are both considering the introduction of clean air zones.

Electric Car Clubs

There is currently one car club operator within the County, which has been successfully operating since 2015 by Derbyshire Community Health Services (DCHS). The Council will need to consider support to be offered to develop the car club sector and provide appropriate infrastructure.

E-Bikes

E-bikes provide the lowest emission mode of powered transport. E-Bikes are becoming increasingly

popular within Derbyshire for both leisure and utility journeys, and are particularly well suited to support cycling in more rural areas, providing pedal assistance to the rider for hills and longer distances. E-bikes can be used on cycle pathways, cycle ways and used in the same way as regular pedal cycles.

E-bikes can provide a viable solution to replace short journeys. For the majority of short journeys and days out, E-Bikes will not generally require re-charging during the day. Provision within businesses, cafes, hotels and bed & breakfast accommodation. could provide suitable infrastructure for short journey users to re-charge E-Bike batteries (this will sometimes be by allowing access to a standard 3-pin 13 Amp socket).

For longer journeys range anxiety is an issue, particularly in hilly areas. Infrastructure will therefore be required to meet the needs of these users. Charging can take approximately 2 hours, however 80% power charge can be achieved within shorter periods of time, with costs to the electricity provider of around 7p for a full charge.

The purchase cost is higher than that of a regular bike and therefore it will be important to share best practice around workplace salary sacrifice schemes. Adequate storage is also an important consideration due to the cost of E-bikes. The strategy will therefore need to consider the importance of ensuring suitable storage at appropriate locations.

Hire schemes can provide an important mechanism to increase accessibility and reduce barriers of initial cost. Such schemes can facilitate users to convert to E-bikes for short journeys in urban areas.

3.5 Sources of funding

Depending on the type of electric vehicle charge point, the initial cost of purchase, installation and maintenance of the units and installation works are likely to be substantial, especially if electrical works are required to meet the energy demands required. In addition, there are the statutory order costs for equipment siting, bay designation and enforcement. Sources of funding will also need to consider wider infrastructure identified in this strategy for hydrogen-powered vehicles and e-bikes. The Council will consider a wide range of potential funding sources. These will include assessing:

- Private partners and other commercial deals
- Office for Low Emission Vehicles (OLEV) grant funds
- Development levies such as Section 106 funding or Community Infrastructure Levy
- Corporate Capital funding
- Other

4. The Strategy

4.1 Our Vision:

Derbyshire County Council will work collaboratively with local partners to accelerate the adoption of low emission vehicles across the county, and in doing so make a major contribution to improving local air quality and to reducing greenhouse gas emissions.

5. Policies

Ten strategic policy statements will guide the implementation of Derbyshire County Councils Low Emission Vehicle Infrastructure strategy. These policy statements have been developed following consultation with a range of partner organisations and stakeholders. A working group will ensure the implementation of the strategy through the development of broad actions covering the 10 year period of the strategy and an annual action plan with defined and measurable actions and leads. Governance and monitoring of the strategy will be undertaken through the Environmental Sustainability Group, through quarterly reporting of progress on the annual action plan.

LEVI 1 Derbyshire County Council (DCC) will work with partners on the provision and delivery of low emission vehicle infrastructure across the county

Outcomes	Performance Measure
<ul style="list-style-type: none">• Derbyshire will have a network of mixed speed public charging infrastructure which is affordable, consistent, accessible and user friendly for residents and visitors.• Derbyshire will support the uptake of low emission vehicles in the commercial sector.• Residents with no off-street parking will be able to charge their electric vehicle through provision of on-street charge points.• The use of LEVs and LEVI across the county will be monitored and evaluated.• Annual monitoring and evaluation processes in place.• Maximised opportunities available through the procurement process to achieve the best possible outcome for Derbyshire.• Derbyshire will be a 'safe haven' for e-bike users.	<ul style="list-style-type: none">• Number of low emission charging facilities.• Number of e-bike charging facilities.

LEVI 2 DCC will adopt a partnership approach to trial new LEV technologies and explore opportunities to innovate

Outcomes	Performance Measure
<ul style="list-style-type: none"> Innovate and use best available techniques in order to maximise the opportunities for Derbyshire considering both the vehicle and the infrastructure required. Opportunities to trial new approaches and technology will be explored. 	<ul style="list-style-type: none"> Number of opportunities for innovation engaged with.

LEVI 3 DCC will work through the planning system and with private developers and landowners to provide LEVI

Outcomes	Performance Measure
<ul style="list-style-type: none"> Number of developments with low emission vehicle infrastructure installed. 	<ul style="list-style-type: none"> LEVI provision will be included at the planning stage of all developments.

LEVI 4 DCC will adopt a partnership approach to review current parking management policies

Outcomes	Performance Measure
<ul style="list-style-type: none"> There will be a consistent and effective approach to the policies and practice of parking management for EV chargepoint locations to provide a positive customer experience and remove uncertainty for end users whilst allowing flexibility to adapt to future market demands and changes. 	<ul style="list-style-type: none"> Number of local planning authorities with consistent parking management policies.

LEVI 5 DCC will work with partners to raise awareness of low emission travel

Outcomes	Performance Measure
<ul style="list-style-type: none"> Residents, businesses and visitors will be aware of the low emission vehicle market and of the infrastructure provided to support their use. 	<ul style="list-style-type: none"> Progress against LEVI Communications Action Plan.

LEVI 6 DCC will provide LEVI for its employees

Outcomes	Performance Measure
<ul style="list-style-type: none">Derbyshire County Council will provide infrastructure required to support the use of LEV amongst employees.Derbyshire County Council will facilitate the take up of LEVI amongst employees.	<ul style="list-style-type: none">Number of LEV chargepoints installedNumber of LEV initiatives deployed

LEVI 7 DCC will deploy LEV's within its pool fleet

Outcomes	Performance Measure
<ul style="list-style-type: none">Derbyshire County Council will accelerate deployment of LEVs within its pool fleet.	<ul style="list-style-type: none">No. of LEV's within County Council pool fleet.

LEVI 8 DCC will work with partners to support private industry and public sector organisations to deploy LEV's within fleets

Outcomes	Performance Measure
<ul style="list-style-type: none">Derbyshire County Council in collaboration with partners will support private industry and public sector organisation to accelerate the deployment of LEVs within fleets.	<ul style="list-style-type: none">Number of partner organisations engaged with

LEVI 9 DCC will work in partnership to support public transport and taxi operators embrace alternative fuel technologies and infrastructure

Outcomes	Performance Measure
<ul style="list-style-type: none">Derbyshire County Council will maximise opportunities to support public transport and taxi operators to embrace alternative technologies and infrastructure.	<ul style="list-style-type: none">No. of public transport and taxi operators engaged with.

LEVI 10 DCC will embed the LEVI Strategy and Action Plan within the context of an umbrella Derbyshire Clean Growth Strategy

Outcomes	Performance Measure
<ul style="list-style-type: none">Derbyshire County Council will provide strategic leadership in the implementation of the LEVI strategy.	<ul style="list-style-type: none">LEVI Strategy embedded within the Derbyshire Clean Growth Strategy

Appendix A

Local Plans

The National Planning Policy Framework (NPPF) states that the Planning System should be genuinely plan-led with plans providing a positive vision for the future, addressing housing needs and other economic, social and environmental policies. They should be prepared with the objective of achieving sustainable development and be aspirational but deliverable (Chapter 3 – NPPF). Transport issues should be considered from the earliest stages of plan-making and development proposals so that opportunities from existing or proposed transport infrastructure, and changing technologies are realised (Chapter 9 - NPPF).

The local plans of the Derbyshire Boroughs and Districts are currently at a variety of stages in the plan-making process, several include policies saved from previous iterations of the local plan. The policies contained in the adopted or emerging plans are summarised below where these policies (or draft policies) are relevant and provide links to the provision of LEVI which may be used in the determination of development proposals to secure the provision of LEVI.

The relevant policies, key issues and strategic objectives identified during the plan-making process are summarised below:

High Peak Borough Local Plan 2016 – 2031 (adopted April 2016)

Key Issue 3: addressing the challenges of Climate Change.

Strategic Objective 5: To address, mitigate and adapt to the effects of climate change on people, wildlife and places; promoting the safeguarding and prudent use on natural resources.

Policy CF 6: Requiring that new development can be integrated within existing and proposed transport infrastructure to further ensure choice of transportation method...

Derbyshire Dales Local Plan 2017 – 2033 (adopted December 2017)

Key issue 3: Addressing the challenges of climate change.

Strategic Objective 5: To address, mitigate and adapt to the effects of climate change on people, wildlife and places.

Strategic objective 9: To protect and facilitate the necessary infrastructure, connectivity, services and facilities to support the development of the District and connectivity.

SO10: To support development that minimises risks to safety and health as a result of... pollution and climate change

So14: To increase the opportunities for travel using sustainable forms of transport by securing improvements to public transport, walking and cycling infrastructure.

Amber Valley Local Plan (adopted 2006)

The draft Amber Valley Local Plan 2011 – 2028 draft has been withdrawn, therefore the relevant policies remain those saved policies of the 2006 Local Plan. However, these should now be given appropriate weight in light of the changes to the 2018 revised NPPF and further emerging government policy. The saved policies do not include reference to the provision of LEV charging infrastructure or the promotion of LEVs.

Chesterfield Borough Council Local Plan: Core Strategy 2011 - 2031 (adopted 24 July 2013)

Policy CS20 Influencing the Demand for Travel seeks to;

"Reduce congestion, improve air quality and encourage more active and healthy lifestyles, the Council will seek to maximise walking, cycling and the use of public transport through the location and design of development and parking provision. Priority will be given to measures to encourage more sustainable travel choices.

To secure this aim, the council will expect development proposals to demonstrate the following:

e) Provision of opportunities for charging electric vehicles where appropriate"

It is anticipated that the Core Strategy will be replaced by the Local Plan 2018 - 2033 which extends the ambition to enable the provision of LEV charging infrastructure by the inclusion of the revised policy LP23 below.

LP23: Influencing the Demand for Travel. To reduce congestion, improve environmental quality and encourage more active and healthy lifestyles, the council will seek to maximise walking, cycling and the use of public transport through the location and design of development and parking provision. Priority will be given to measures to encourage more sustainable travel choices.

To secure this aim, the council will expect development proposals to demonstrate the following (in priority order):

f) Provision of opportunities for charging electric vehicles where appropriate.

All residential proposals with off street parking provision dedicated to individual properties should include provision for charging electric vehicles on each property. Residential and commercial proposals with shared provision should include spaces with charging provision where practical.

North East Derbyshire District Local Plan 2014 – 2034 (Publication draft)

Key issue d) Improve health outcomes in a district with an above average percentage of retired people and people suffering poor health.

Policy ID3: Sustainable Travel. The Council will seek to maximise walking, cycling, and the use of public transport through the location and design of new development, with the aim of reducing congestion, and improving air quality and health.

Proposals for major developments will be required to promote sustainable travel through necessary interventions as set out in the priority order below:

c) Optimisation of the existing highway network to prioritise walking, cycling, public transport and other forms of sustainable travel such as measures to prioritise the need of pedestrians above the car, and improved cycle and bus lanes, and charging infrastructure for electric vehicles for example.

Bolsover District Local Plan 2016 – 2033 (Consultation draft)

SS1: Sustainable Development. In order to contribute to sustainable development in Bolsover District, development proposals should:

c) Locate development with the aim of reducing the need to travel and to contribute to the improvement of sustainable transport.

South Derbyshire District Local Plan 2011 – 2028 (adopted)

Key issue: The causes and effects of climate change will need to be addressed through energy and water management.

Key issue: New development will need to be accompanied by a wide range of infrastructure, services and facilities to address future and existing deficiencies.

Strategic objective: To reduce the need to travel and to encourage necessary travel to be by sustainable modes of transport...

Policy INF2 Sustainable Transport, E Parking: Development should include appropriate car parking provision having regard to:

f) the need to encourage the use of low emission vehicles.

Erewash Borough Local Plan Saved Policies 2005 (amended 2014)

Policy T9 – Travel Plans: Requires developers to submit travel plans to where necessary to make proposals acceptable.

Peak District National Park Core Strategy 2011 – 2026 (adopted 2011)

GSP3: Development Management Principles: includes a statement that particular attention will be paid to:

h. use of sustainable modes of transport and;

k. adapting to and mitigating the impact of climate change, particularly in respect of carbon emissions, energy and water demand.

Erewash Borough Council Core Strategy 2011 – 2026 (adopted 2014)

The adopted core strategy policy 14: Managing Travel Demand does not directly promote the facilitation of LEV charging infrastructure, it does however make reference to 'encouraging sustainable modes of transport'.

Policy 14: Managing Travel Demand

1. The need to travel, especially by private car, will be reduced by securing new developments of appropriate scale in the most accessible locations following the Spatial Strategy in Policy 2, in combination with the delivery of sustainable transport networks to serve these developments.

2. Development sites should be readily accessible by walking, cycling and public transport, but where accessibility deficiencies do exist these will need to be fully addressed. The effective operation of the local highway network and its ability to provide sustainable transport solutions should not be compromised.

3. A hierarchical approach to ensure the delivery of sustainable transport networks to serve, in particular, the sustainable new neighbourhood at the Stanton Regeneration Site (Policy 20), will be adopted which will seek to provide (in order of priority): site specific and area wide travel demand management (measures to reduce travel by private car and incentives to use walking, cycling and public transport for appropriate journeys, including intensive travel planning); improvements to walking and cycling facilities and public transport services that are provided early in the build out period of new developments and that are sufficient to encourage sustainable modes of transport; optimisation of the existing highway network to prioritise walking, cycling and public transport that are provided early in the build out period of new developments, such as measures to prioritise the need of pedestrians above the car and improved or new cycle and bus lanes; and highway capacity enhancements to deal with residual car demand where the initiatives required under points (a) to (c) above are insufficient to avoid significant additional car journeys.

4. There will be a level of iteration between the stages of the hierarchy above to ensure their effective delivery and the implementation of the approach will have regard to the needs of people with mobility difficulties.

Appendix B

Types of Ultra Low Emission Vehicles

- Battery Electric Vehicles (BEVs) – these rely solely on battery power and can travel between 50 and 300 miles on a single charge. Current examples seen on our roads include the Nissan Leaf, BMW i3 and the Tesla S saloon. 2015 saw a 48 per cent increase in pure electric registrations compared to 2014
- Plug-in Hybrid Electric Vehicle (PHEV) – these employ a conventional petrol or diesel engine alongside an electric motor. They have a relatively short range on electric power (20-40 miles) but the use of both drive systems can return figures in excess of 130 miles per gallon equivalent. Examples include the Mitsubishi Outlander SUV, the newer Toyota Prius PHEV and the BMW i8 sports car. 2015 saw a 137 per cent increase in plug in-hybrid registrations compared to 2014.
- Hydrogen Fuel Cell Electric Vehicles (FCEV) – still currently at a development stage with limited production due to the difficulties of hydrogen production, storage and refuelling. As no charging is needed, and with the lack of any significant hydrogen refuelling infrastructure these are not being considered as part of the current low emission transport strategy but could be a future consideration for the County as the technology matures.
- E-Bikes
- Other E-Powered two Wheelers

Appendix C

Power levels of EV Charging

- Slow / trickle - 3kW: this is the oldest standard and can typically be supplied by a standard household 3-pin plug, a wall or post mounted purpose built unit or via a street light charge point. A typical full charge of an electric vehicle (from empty) takes between 7 and 8 hours, meaning that it is most suited for overnight charging at or near home or work, and the number of users in a 24 hour period is low (typically 1 – 2).
- Fast - 7kW a newer standard that requires a dedicated power source and connecting cable type. A typical full charge on an electric vehicle takes 3-4 hours, meaning that 3 or 4 users a day could fully charge. This supply is becoming common in many current on-street or public car park charge points, as well as in supermarkets and businesses. 22kW units can be deployed for faster charging where 3-phase charging is available e.g. multi-storey car parks.
- Rapid - 43kW AC / – 50kW DC : a high power rapid charging option to suit the needs of users who need to charge their electric vehicle quickly to keep them in use, such as taxis, commercial vehicles or company cars. An 80% charge from empty typically takes 30-40 minutes for a standard EV e.g. Nissan Leaf, allowing for a high number of charges per day. Rapid points are now available at most motorway service stations. Although smaller designs are becoming available, these units are relatively large and expensive compared to lower power units and require significant local grid connection capacity which can impact upon locations for rapid charge point installations.



3kW charge point



7kW charge point post



Rapid 50kW charger

Examples of charge point technology in the UK

Supercharge Rapid – 120-140kW: these are currently installed exclusively by Tesla – enabling their larger battery powered EV range (60-120kWh capacity) to charge quickly e.g. Tesla Model ‘S’ can charge up to 80% in about 40 minutes or add 170 miles of range in about 30 minutes.

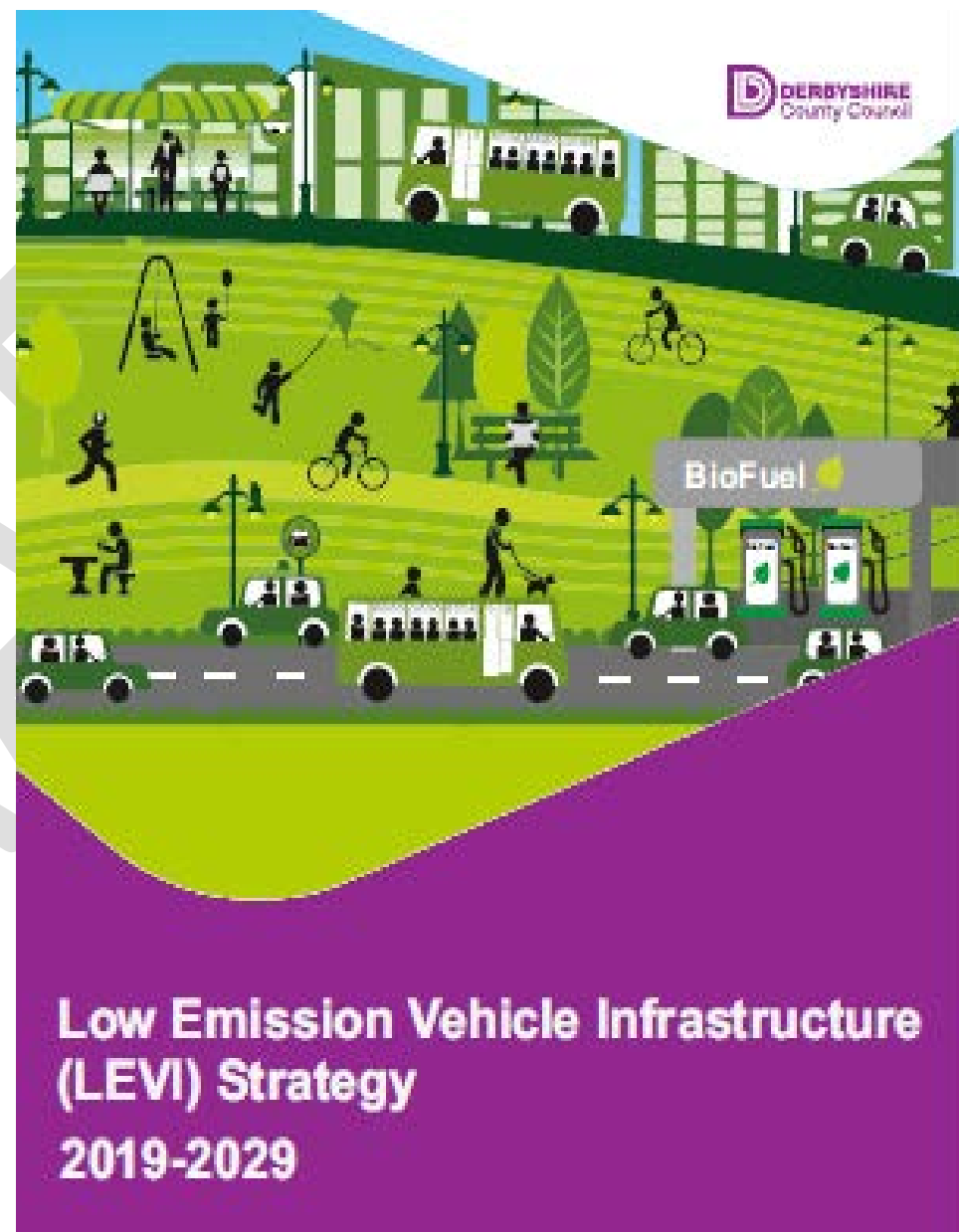


Superchargers will become increasingly important as other high powered EVs enter the UK market e.g. VW and JLR models. Tesla has indicated that arrangements with other EV manufacturers are likely to enable such EVs to access the Tesla supercharge highway. They also expect that their Tesla models will be able to fully charge within 10 minutes in future.

Derbyshire County Council

LEVI Strategy

Action Plan 2019 - 2029



LEVI-1 Derbyshire County Council (DCC) will work with partners on the provision and delivery of low emission vehicle infrastructure across the county

Outcome	Actions	Timescale	Priority	Lead
Derbyshire will have a network of mixed speed public charging infrastructure which is affordable, consistent, accessible and user friendly for residents and visitors	Establish current provision	May 2019	High	Sustainable Travel Team
	Carry out consultation to establish current and potential future demand and requirements for LEVI	December 2019	High	Sustainable Travel Team
	Work with the district and borough councils, the Peak District National Park Authority, suppliers and other partners to identify suitable locations for EV charge points and other LEV infrastructure	February 2019	High	Sustainable Travel Team/Network Planning & LPA's
	Work with the district and borough councils, the Peak District National Park Authority, suppliers and other partners to help deliver a network of mixed speed EV charge points, including the adoption of a soft market test approach to maximise commercial opportunities.	March 2020	High	As above
Derbyshire will support the uptake of low emission vehicles in the commercial sector	Liaise with all LPA's to establish demand and locations for e-taxi infrastructure provision	March 2020	Low	Sustainable Travel Team & LPA's
	Explore options to consult with the commercial sector to identify market demand for LEVI	December 2019	High	Sustainable Travel Team

Residents with no off-street parking will be able to charge their electric vehicle through the provision of suitable, alternative charging infrastructure	<p>Work with partners to deliver alternative arrangements suitable for residents who do not have access to off-street charging facilities.</p> <p>Trial on-street charging technologies.</p>	March 2021	High	Sustainable Travel Team/Streetlighting & LPA's
The use of LEVs and LEVI across the county will be monitored and evaluated	Use the smart capability of charge points to monitor and understand the dynamic use of LEVI	Ongoing (annual)	Medium	Sustainable Travel Team/Highways Strategy/Policy & Research/Chargemaster/other providers
	Develop annual monitoring processes in order to understand and support current and future use of LEVI (See Appendix D for further information on monitoring)	Ongoing (annual)	Medium	Policy & Research
Maximised opportunities available through the procurement process to achieve the best possible outcome for Derbyshire	Utilise the framework procurement policy in place for the next 10 years through BP Chargemaster to the advantage of Derbyshire	Ongoing	High	Corporate Finance
	Explore opportunities to procure suppliers through existing and future frameworks	Ongoing	High	Corporate Procurement
	Secure necessary capital funds	March 2020	High	Sustainable Travel Team

	Consider opportunities to generate revenue where appropriate	Ongoing	High	Sustainable Travel Team
	Embed LEVI within social value considerations as part of any procurement processes	Ongoing	Medium	Corporate Procurement
Derbyshire will be a 'safe haven' for e-bike users	Map market demand for E-Bike provision	December 2019	High	Sustainable Travel Team and local planning authorities/Sustrans

LEVI-2 DCC will adopt a partnership approach to trial new LEV technologies and explore opportunities to innovate				
Outcome	Actions	Timescale	Priority	Lead
Innovate and use best available techniques in order to maximise the opportunities for Derbyshire considering both the vehicle and the infrastructure required	Work with infrastructure and vehicle providers and manufacturers to trial new technologies where appropriate	Ongoing	Medium	Sustainable Travel Team
	Work with districts and boroughs to identify suitable locations to trial new technologies	Ongoing	Medium	Sustainable Travel Team /Streetlighting and LPA's
	Explore and trial innovative opportunities such as e-car clubs; e-bike schemes; kerbside, street light column and hydrogen technologies	Ongoing	High	Sustainable Travel Team /Streetlighting and LPA's
	Facilitate innovation and the development of LEVs and associated technologies by working with local OEMs to provide opportunities to test and develop technologies in local towns, rural areas and the highway network	Ongoing	Medium	Sustainable Travel Team and LPA's/OEM's
Opportunities to trial new approaches and technology will be explored	Undertake soft market testing approaches to establish best value and best practise for both on street provision and the wider LEVI market e.g. on-street lamp post charging, rapid charging hubs, 'drive and ride' demonstrations	December 2019	High	Sustainable Travel Team/Streetlighting/Policy & Research – Performance & Public Health – Air Quality

	Take advantage of sector expertise to help shape provision and delivery e.g. CENEX and EST. Utilise this support and engagement to host regular awareness raising campaigns and open day events	Ongoing	High	Sustainable Travel Team
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LEVI-3 DCC will work through the planning system and with private developers and landowners to provide LEVI

Outcome	Actions	Timescale	Priority	Lead
LEVI provision will be included at the planning stage of all developments	Work with planning authorities to ensure policies seek to support and accelerate the development of low emission vehicle infrastructure	March 2020 and ongoing	High	Planning Services and LPA's
	Ensure DCC Planning and Development Control use planning conditions (S106/S278 and CIL)) to enhance the network and embed in planning application validation processes – applicants must demonstrate how they have incorporated LEVI into their development schemes	March 2020 and ongoing	High	As above/Highways Development Control and LPA's
	Adopt supplementary planning guidance to make provision for LEVs and LEVI including e-bikes, storage and car clubs	March 2020 and ongoing	High	Planning Services and LPA's
	Provide advice and guidance and explore the potential for incentives such as business rates incentives to support the local visitor sector	March 2020 and ongoing	Medium	Economic Development and LPA's
	Work with organisations and provide relevant advice to encourage uptake of grants to deliver LEVI	Ongoing	Medium	As above/Sustainable Travel Team and LPA's

LEVI-4 DCC will adopt a partnership approach to review current parking management policies				
Outcome	Actions	Timescale	Priority	Lead
There will be a consistent and effective approach to the policies and practice of parking management for EV chargepoint locations to provide a positive customer experience and remove uncertainty for end users whilst allowing flexibility to adapt to future market demands and changes	Agree with partners how EV chargepoint bays could be effectively managed and adapt parking management policies on issues such as tariffs and signage as necessary	March 2020	High	Sustainable Travel Team/Network Planning and LPA's
	Share regional best practice i.e. greater geographical spread than Derbyshire Parking Board	March 2020	High	MSIG
	Agree enforcement options and measures to ensure misuse is minimised	March 2020	High	Sustainable Travel Team/Network Planning and LPA's

LEVI-5 Derbyshire County Council will work with partners to raise awareness of low emission travel

Outcome	Actions	Timescale	Priority	Lead
Residents, businesses and visitors will be aware of the low emission vehicle market and of the infrastructure provided to support their use	<p>Develop a complementary LEVI Communications action plan to include:</p> <ul style="list-style-type: none"> • Provision of web based information on the County Council's website • Provision of web based information on relevant partner websites • Utilisation of appropriate media channels to promote LEVI • Provision of advice and guidance re LEVs to residents and businesses • Awareness raising of the potential of electric bikes in line with the objectives contained within the Derbyshire Cycle Plan (e.g. e-bike hire, e-bike charging infrastructure, cycle network) • Myth busting approach to help reduce anxieties on issues such as costs, range, pence per mile and charging options • Public awareness raising events about e-bikes, cargo bikes, car share schemes, car clubs, and LEVs • Liaison with local dealerships to increase understanding and confidence and to promote benefits of LEVs • Raise awareness of harmful vehicle emissions and other pollutants and how to minimise these • Develop Mobility As A Service (MaaS) techniques 	July 2019	High	Sustainable Travel Team & Communications

	<ul style="list-style-type: none"> • Ensure LEVI is suitably advertised and signposted 			
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LEVI 6- DCC will facilitate take up of LEV for its employees

Outcome	Actions	Timescale	Priority	Lead
Derbyshire County Council will provide infrastructure required to support the use of LEV amongst employees	Map infrastructure requirements at DCC locations	March 2020	High	Sustainable Travel Team
	Secure funding from appropriate sources	Ongoing	High	Sustainable Travel Team
Derbyshire County Council will facilitate the take up of LEV amongst employees	Consider schemes to enable staff to switch to LEVs such as salary sacrifice schemes	Ongoing	Medium	Sustainable Travel Team & Corporate HR
	Raise awareness, promote the benefits and dispel myths around LEVs including e-bikes	Ongoing	High	Sustainable Travel Team & Communications

LEVI 7 - DCC will deploy LEV's within its pool fleet

Outcome	Actions	Timescale	Priority	Lead
Derbyshire County Council will accelerate deployment of LEVs within its pool fleet	Prepare business case to consider the options for LEV procurement within DCC pool fleet	April 2019	High	Fleet Services
	Implement infrastructure required to support LEVs within the Council pool fleet	Ongoing	High	Sustainable Travel Team/Fleet Services /Corporate Property
	Plan future demand and vehicle type	Ongoing	High	Fleet Services
	Ensure promotion of LEV within Council fleet through the utilisation of signage on vehicles	Ongoing	High	Fleet Services

LEVI 8 - DCC will work with partners to support private industry and public sector organisations to deploy LEV's within fleets

Outcome	Actions	Timescale	Priority	Lead
Derbyshire County Council in collaboration with partners will support private industry and public sector organisations to accelerate the deployment of LEV's within fleets	<p>Work with partners to promote and help support the private and public sector to convert to LEVIs through the use of;</p> <ul style="list-style-type: none"> • Fleet reviews • Awareness raising campaigns • Appropriate funding opportunities • Sharing best practice 	March 2020 And ongoing	High	Sustainable Travel Team & Fleet Services

LEVI 9 - DCC will work in partnership to support public transport and taxi operators embrace alternative fuel technologies and infrastructure

Outcome	Actions	Timescale	Priority	Lead
Derbyshire County Council will maximise opportunities to support public transport and taxi operators to embrace alternative technologies and infrastructure	<p>Support Public Transport and Taxi operators to convert to LEV's through:-</p> <ul style="list-style-type: none"> • Specify potential use as part of County Council supported service contracts • Utilise devolved BSOG payments for supported services to reward operators who use LEV's on services • Utilise funding arrangements which are long term and sustainable • Work with District and Borough Council partners to assess and implement mechanisms to support taxi operators • Explore new technologies to support the public transport and taxi operator sectors 	Ongoing	Medium	Sustainable Travel Team/Local Bus Team & LPA's

LEVI 10 DCC will embed the LEVI Strategy and Action Plan within the context of a Derbyshire Clean Growth Strategy

Outcome	Actions	Timescale	Priority	Lead
Derbyshire County Council will provide strategic leadership in the implementation of the LEVI strategy	Provide advocacy and community leadership with respect of the various policy statements within the strategy.	On going	High	Sustainable Travel Team/Policy & Research – Performance and Public Health – Air Quality
	Facilitate cultural and organisation change to reduce emissions through measures including remote working, best practice in LEVs.	On going	High	Strategic Director/Service Director - ETE
	Provide leadership in strategic planning process to support development of infrastructure including electricity, hydrogen and other fuels	On going	High	Strategic Director/Service Director - ETE

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Author: Jill Beacham (x36549)

Agenda Item No.6 (g)

DERBYSHIRE COUNTY COUNCIL

CABINET

21 November 2019

**Joint Report of the Executive Director for Children's Services and
the Executive Director for Commissioning, Communities and Policy**

**INSURANCE CAPITAL MAINTENANCE POOL ALLOCATIONS IN
2019 – (Young People/Corporate Services)**

1. Purpose of Report

To seek approval for the jointly funded capital maintenance projects under the Insurance Capital Maintenance Pool for 2019-20.

2. Information and Analysis

The Insurance Capital Maintenance Pool (IMP) is a building capital maintenance scheme for those schools that joined for the period 2018-2021. Under the IMP, projects with a value of between £20K and £40K for primary schools and between £50K and £100K for secondary schools are jointly funded by the IMP and the School Condition element of the Children's Services Capital Budget if the project is deemed to be a priority condition in accordance with the condition survey, or the works are considered to be urgent in nature upon the advice of the surveying team.

The projects detailed in Annex A are further schemes that are proposed for 2019-20.

3. Financial Considerations

The IMP generates funding from the schools that join the scheme. 158 schools have joined and generated a fund of £3.021m. The schemes listed in Annex A detail IMP expenditure of £1,195,800.

On 26 July 2018, Cabinet approved £1m from the 2018-19 Children's Services Capital Programme for school condition - Children's Services contribution to IMP schemes and contingency capital maintenance. Allocations for Children's Services contributions towards IMP schemes totalling £506,000 were approved by Cabinet on 21 March 2019. An allocation of £221,000 for urgent works at Norbury Primary School was reported to Cabinet on 6 June 2019 leaving an unallocated balance of £273,000. A further £500,000 for school condition - Children's Services contribution to IMP schemes and contingency capital maintenance was approved by Cabinet on 11 July 2019 as part of the 2019-20 Capital Programme giving a balance of £773,000.

The joint funding IMP allocations identified in Annex A for funding from the school condition - Children's Services contribution to IMP schemes and contingency capital maintenance funds amount to £452,000 which, if approved, will leave a balance of £321,000 available to fund further joint funded IMP or contingency capital maintenance schemes.

4. Property Considerations

The properties listed in Annex A are owned by or leased to Derbyshire County Council. The works will be procured and carried out through County Property.

5. Other Considerations

In preparing this report the relevance of the following factors has been considered: Prevention of Crime & Disorder, Equality of Opportunity and Environmental, Legal, Health, Human Resources, Social Value and Transport Considerations.

6. Background Papers

These are held on file in the Children's Services Development Section and County Property.

7. Key Decision

No.

8. **Call-in.** Is it necessary for the call-in period to be waived in respect of the decisions being proposed in this report?

No.

9. **Strategic Director's Recommendations**

That Cabinet approves the projects detailed in Annex A, and the expenditure of £1,195,800 from IMP and £452,000 from the Children's Services Capital Fund.

Jane Parfremment, Executive Director for Children's Services/ Emma Alexander, Executive Director for Commissioning, Communities and Policy

Annex A

School	Sub-Element	Cost	Notes	IMP Funding	Match Funding
Anthony Gell School	Floors and Stairs	£40,000	Floor in Block 02 is uneven and needs taking up and relaying.	£40,000	£0
Ashbourne Hilltop Primary & Nursery School	Roof Windows	£40,000	Single patent glazed roof lights to 012 and 008 with lead flashings.	£20,000	£20,000
Belper St John CE Primary School	Alarm Panel	£36,500	Alarm and panel requires upgrade due to outdated system.	£20,000	£16,500
Blackwell Primary School	Ceilings	£15,000	Replace defective suspended filler joist suspended concrete floor to Store room 018 as per recommendations of DCC Structural Engineer.	£15,000	£0
Bolsover Infant School	Roof	£20,000	Carry out masonry repair work to high level chimneys.	£20,000	£0
Burbage Primary School	Flat coverings	£39,000	Flat roofing: Renew leaking felt flat roof coverings over offices.	£20,000	£19,000
Cavendish Junior School	Wall Structure	£12,000	Repointing to front elevation. Replacement of rotten gable cladding.	£12,000	£0
Clowne Infant School	Window & Door Framing	£40,000	Renew defective timber windows and doors to boiler room and internal quad area.	£20,000	£20,000
Clowne Infant School	Boiler	£39,000	Boiler Replacement	£20,000	£19,000
Clowne Junior School	Roof Windows	£20,000	Replace leaking roof windows with commercial grade Velux windows.	£20,000	£0
Cotmanhay Infant School	lighting	£24,000	Upgrade emergency lighting provision to current standards.	£20,000	£4,000
Creswell Junior School	Boiler	£12,000	Replacement boiler and pipework alterations.	£12,000	£0
Cromford CE C Primary School	Flat Roof	£30,000	Replacement of 61m2 of flat roofing to include 4x rooflights.	£20,000	£10,000
Doveholes Primary School	External Areas	£18,000	Pedestrian tarmac surface loose and uneven to various areas	£18,000	£0
Draycott Primary School	External Windows	£40,000	Renewal of rotten timber framed, single glazed windows, to rear of building.	£20,000	£20,000
Dronfield Infant School	Boiler	£12,000	Boiler Replacement	£12,000	£0
Duckmanton Primary School	Roof Windows	£15,000	Upgrade defective flashing detail to roof windows.	£15,000	£0

Earl Sterndale Primary School	Walls fences and gates	£25,000	Dry stone wall to perimeter is defective and is in need of rebuilding.	£20,000	£5,000
Earl Sterndale Primary School	Heating Plant Project	£16,500	Boiler Replacement	£16,500	£0
Elmsleigh Infant School	External Walls	£20,000	Replace loose/damaged clay wall tiles including for replacement timber framework, insulation and bat survey, poor condition, price increase for tower scaffolding	£20,000	£0
Eureka Primary School	External Landscaping	£25,000	Resurface worn damaged areas of existing vehicular tarmac surface finish including for the access road..	£20,000	£5,000
Fairfield Infant School	Window & Door Framing	£35,000	External timber doors and windows to be replaced with aluminium. 3no double doors and frames Block 01 room 064 and 3no double doors and frames block 02 rooms 001,002 & 003	£20,000	£15,000
Fairmeadows Primary School	Mechanical Ventilation	£40,000	Service closure: renewal required of extract system and mechanical plant in main school kitchen.	£20,000	£20,000
Hartington CE Primary School	Cold Water Project	£18,300	Remove internal lead pipe and under ground supply from road.	£18,300	£0
Hartshorne CE (C) Primary School	Kitchen	£15,000	Generally in poor condition. Brickwork spalling and paint work flaking, vinyl floor and fittings aged. Recommend scheme of refurbishment up to standard for kitchen hygiene.	£15,000	£0
Hartshorne CE (C) Primary School	Heating Plant Project	£12,000	Essential heating boiler relocation and associated pipework.	£12,000	£0
Highfield Hall Primary	Window & Door Framing	£40,000	Block 01 Veranda to side of hall. Replace timber with Kawneer system. Grade 2 listed.	£20,000	£20,000
Highfields School Upper Site	Fire Doors	£45,000	Renew FD30 fire doors following advice from TFRA and Fire Service.	£45,000	£0
Hulland CE (Voluntary Controlled) Primary School	Roof Windows	£30,000	Aluminium framed S/G roof lights above school hall repeatedly leak.	£20,000	£10,000
Hunloke Park Primary	Doors & Glazed Screens	£20,000	Fire precaution work as identified on the technical fire risk assessment.	£20,000	£0
Kensington Junior School	Boiler	£38,000	Boiler replacement and associated equipment.	£20,000	£18,000
Kensington Junior School	Window & Door Framing	£40,000	Renew inoperable timber windows to rooms CL023, ST054, LI022, CL012, CRP010, CL009. Works to include replacing damaged double glazed units to CL020, condensation evident.	£20,000	£20,000
Ladycross Infant School	Heating Plant Project	£40,000	Boiler Replacement	£20,000	£20,000

Ladywood Primary School	Lighting	£16,500	Part rewire and emergency lighting - obsolete existing fittings.	£16,500	£0
Lenthall Infants School	Window & Door Framing	£35,000	CLASP high level leaking windows to be replaced and renew defective external cladding.	£20,000	£15,000
Linton Primary School	Alarm Panel	£26,000	Upgrade Fire Alarm & Emergency lighting system.	£20,000	£6,000
Little Eaton Primary School	Boiler	£31,000	Boiler & pipework replacement	£20,000	£11,000
Meadows Primary School	Boiler	£17,500	Boiler Replacement	£17,500	£0
New Bolsover Prim & Nursery School	Alarm Panel	£30,000	8 zone conventional panel manual system, Blocks are not currently linked on one system.	£20,000	£10,000
New Mills School	Boiler	£26,000	Boiler Replacement	£26,000	£0
Overseal Primary School	lighting	£22,000	Part rewire and relighting to identified areas.	£20,000	£2,000
Padfield Primary School	External Areas	£21,000	Rebuild defective access steps and uneven concrete banking.	£20,000	£1,000
Palterton Primary School	Window & Door Framing	£25,000	Timber veranda in poor condition. Replace. include for 2no. double doors	£20,000	£5,000
Park Infant School	Window & Door Framing	£30,000	Renew all timber windows and doors in nursery in powder coated alloy D/G	£20,000	£10,000
Parwich Primary School	External Walls	£40,000	Rebuild defective retaining wall as identified by structural engineers. Located within conservations area.	£20,000	£20,000
Parwich Primary School	Alarm Panel	£24,000	Renew fire alarm system	£20,000	£4,000
Riddings Infant & Nursery School	Flat Roof	£15,000	Strip and recover failed asphalt roof covering over boiler room 014, part below ground.	£15,000	£0
Spire Infant & Nursery School	Boiler	£12,000	Boiler Replacement to Nursery Block	£12,000	£0
Spire Junior School	Heating Plant Project	£32,000	Replacement of cast iron pipework.	£20,000	£12,000
St Peters Primary School	Window & Door Framing	15,000.00	Repair/replace steel framed single glazed windows set in buildings detailed stone work with suitable alternative.	£15,000	£0
St. George's CE Primary School	Heating Plant Project	£27,000	Renew heating plant. Works to include upgrading gas supply from the metre house to the boiler house.	£20,000	£7,000
Unstone St Marys Infant School	Alarm Panel	£17,500	Replace fire alarm system	£17,500	£0
Whaley Bridge Primary School	Boiler	£26,500	Replacement of Beesto Berkley boilers	£20,000	£6,500
Whitfield St James Primary School	Window & Door Framing	£35,000	Defective timber windows to be replaced with double glazed and reinforced PVC units.	£20,000	£15,000

Whitwell Primary School	Heating Plant Project	£38,500	Boiler Replacement	£20,000	£18,500
William Rhodes Primary School	Pitched Coverings & Insulation	£22,500	Pitched roof recover required to area adjacent to Parkside.	£20,000	£2,500
William Rhodes Primary School	Heating Plant Project	£20,000	CWS and water heater upgrade.	£20,000	£0
Wirksworth Junior School	Boiler	£37,500	Boiler replacement and upgrading gas supply	£20,000	£17,500
Woodthorpe CE Primary School	Alarm Panel	£27,500	Upgrade fire alarm system and emergency lighting.	£20,000	£7,500
St James Primary School	Wall Structure	£10,500	Essential Boiler repairs and asbestos removal.	£10,500	£0
Park Junior School	External Walls	£15,000	Defective cladding panels due to water ingress. Loose units require removing to repair sub structure and resecure areas of cladding.	£15,000	£0
Copthorne Community Infant School	Flat Roof	£40,000	Recover leaking felt flat roof coverings using a cut to fall insulation system. Works to include rainwater drainage and replacement rooflights.	£20,000	£20,000
		£1,647,800		£1,195,800	£452,000

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Author: Jill Beacham (x36549)

Agenda Item No.6 (h)

DERBYSHIRE COUNTY COUNCIL

CABINET

21 November 2019

Report of the Executive Director for Children's Services

**CHILDREN'S SERVICES CAPITAL PROGRAMME 2019-20 –
URGENT DECISION TAKEN BY THE EXECUTIVE DIRECTOR FOR
CHILDREN'S SERVICES**

1. Purpose of Report

To note an urgent decision taken by the Executive Director for Children's Services to approve a further allocation from the Children's Services Capital Programme 2019-20 for the new primary school at Highfields Farm.

2. Information and Analysis

The Decision was taken by the Strategic Director for Children's Services on 17 September 2019. A copy of that report is attached at Appendix A.

On 14 September 2017 (minute number 252/17), Cabinet approved a consultation on the opening of a new primary school at Highfields Farm to accommodate the pupils from a development of 1200 houses. On 11 January 2018 (minute number 11/18) Cabinet received a report on the outcome of that consultation. Cabinet approved the process of inviting expressions of interest from multi academy trusts to run the school under the 'free school presumption' process and interviews with various multi-academy trusts took place in May 2018. The Authority's assessment of the applications was forwarded to the Department for Education (DfE) and Spencer Academy Trust was also selected for this second school. Since then the Authority has been working with the Trust to develop the project with a view to opening the school in September 2020.

Under the terms of the Section106 agreement, the developer was required to provide £4,384,581 in capital funds for the primary school and those funds were reported to Cabinet on 11 July 2019. On 26 July 2018, Cabinet approved an additional £1,126,000 (minute number 190/18) to provide a total of £5,510,581 to build a one form entry school. The contract for the school was also awarded under the SCAPE framework approval for which was given by Cabinet as detailed above and the start of construction is imminent. In view of the short timescales for delivering the school, a modern form of construction (modular) was selected. Under this form of construction, the sections of building are constructed off site under factory conditions and then craned into position on site. This is the first time Derbyshire County Council has used this form of construction for a complete school but a similar school has recently been delivered for Derby City Council as well as other Authorities across the Country.

The tender price was received from the framework contractor and the total price was £6.2M which was £689,419 above the available budget. Under the terms of the S106, there is scope for the Authority to request a further £228,672 as the tender prices has exceeded the original S106 contribution. The shortfall would then be reduced to £460,747 which would have to be funded from the Children's Services capital budget for 2019-2020. As the additional S106 contribution is yet to be secured, it was proposed that the full sum of £689,419 be approved on the basis that the S106 contribution will be refunded in due course.

To achieve an opening date in September 2020, the contract required agreement by 20 September 2019. On the current programme, the school is due to be completed on 18 August 2020 which is a tight timescale leaving little scope for delays. Within that programme there is a booked manufacturing slot with the off-site construction company and failure to achieve those programme dates could result in a significant delay with the school. The Trust, in relation to another new school, has indicated that whilst it would accept a short period of temporary arrangements, if the delay was prolonged, it would wish to delay the opening for a full academic year. Such a delay would be unacceptable to the residents of the new development and would place significant strain on places at nearby schools.

The Cabinet Member for Young People was consulted and in agreement with this strategy.

3. Financial Considerations

The financial considerations are explained in Section 2. At the time of the decision, the balance of the Children's Services Capital budget as last reported on 11 July 2019 was £5,196,357. After the approval of £689,419 from condition funding for the new primary school at Highfields

Farm the balance was reduced to £4,506,938. Since then further approvals by Cabinet and approvals made under delegated powers by the Executive Director for Children's Services and the Head of Development (to be reported in a future Cabinet paper) leave a current unallocated balance of **£3,471,986**.

4. Social Value Considerations

This allocation will support the provision of high quality education in the County and meet the needs generated by the large scale housing growth.

5. Legal Considerations

The Council's Constitution provides that "notwithstanding any other provision of the Constitution Strategic Directors shall have the power, after discussion, if practicable, with the Leader of the Council or the relevant Cabinet Member or Chair, to take such actions deemed to be necessary and expedient in matters requiring urgent consideration and which, because of the timescale involved, or the need to safeguard the interests of the County Council, cannot be dealt with by submission to the next following meeting of the Council, Cabinet, Cabinet Member or Committee."

6. Other Considerations

In preparing this report the relevance of the following factors has been considered:- prevention of crime & disorder, equality of opportunity, environmental, health, legal & human rights, human resources, property and transport considerations.

7. Officer Recommendation

That Cabinet notes the urgent decision taken on 17 September 2019 by the Executive Director for Children's Services for the approval of £689,419 for the new primary school at Highfields Farm.

Jane Parfremment
Executive Director for Children's Services

DERBYSHIRE COUNTY COUNCIL

**URGENT DECISION TAKEN BY THE EXECUTIVE DIRECTOR OF
CHILDREN'S SERVICES**

16 September 2019

Report of the Executive Director for Children's Services

**CHILDREN'S SERVICES CAPITAL PROGRAMME 2019-20 –
FURTHER ALLOCATIONS**

8. Purpose of Report

To approve a further allocation from the Children's Services Capital Programme 2019-20 for the new primary school at Highfields Farm.

9. Information and Analysis

On 14 September 2017 (minute number 252/17), Cabinet approved a consultation on the opening of a new primary school at Highfields Farm to accommodate the pupils from a development of 1200 houses. On 11 January 2018 (minute number 11/18) Cabinet received a report on the outcome of that consultation. Cabinet approved the process of inviting expressions of interest from multi academy trusts to run the school under the 'free school presumption' process and interviews with various multi-academy trusts took place in May 2018. The Authority's assessment of the applications was forwarded to the Department for Education (DfE) and Spencer Academy Trust was also selected for this second school. Since then the Authority has been working with the Trust to develop the project with a view to opening the school in September 2020.

Under the terms of the Section106 agreement, the developer was required to provide £4,384,581 in capital funds for the primary school and those funds were reported to Cabinet on 11 July 2019. On 26 July 2018, Cabinet approved an additional £1,126,000 (minute number 190/18) to provide a total of £5,510,581 to build a one form entry school. The contract for the school was also awarded under the SCAPE framework approval for which was given by Cabinet as detailed above and the start of construction is imminent. In view of the short timescales for delivering the school, a modern form of construction (modular) was selected. Under

this form of construction, the sections of building are constructed off site under factory conditions and then craned into position on site. This is the first time Derbyshire County Council has used this form of construction for a complete school but a similar school has recently been delivered for Derby City Council as well as other Authorities across the Country.

The tender price has been received from the framework contractor and the total price is £6.2M which is £689,419 above the available budget. Under the terms of the S106, there is scope for the Authority to request a further £228,672 as the tender prices has exceeded the original S106 contribution. The shortfall would then be reduced to £460,747 which would have to be funded from the Children's Services capital budget for 2019-2020. As the additional S106 contribution is yet to be secured, it is proposed that the full sum of £689,419 be approved on the basis that the S106 contribution will be refunded in due course.

To achieve an opening date in September 2020, the contract requires agreement by 20 September 2019. On the current programme, the school is due to be completed on 18 August 2020 which is a tight timescale leaving little scope for delays. Within that programme there is a booked manufacturing slot with the off-site construction company and failure to achieve those programme dates could result in a significant delay with the school. The Trust, in relation to another new school, has indicated that whilst it would accept a short period of temporary arrangements, if the delay was prolonged, it would wish to delay the opening for a full academic year. Such a delay would be unacceptable to the residents of the new development and would place significant strain on places at nearby schools.

The Cabinet Member for Young People has been consulted and is in agreement with this strategy.

10. Financial Considerations

The financial considerations are explained in Section 2. On 11 July 2019, the balance of the Children's Services Capital budget was £5,196,357. There is however a Cabinet paper on circulation at present that will be considered on 10 October 2019. If that paper is accepted, the available balance will be £4,557,795. If this proposal is approved, the balance of £3,868,376 will be available for future allocation.

11. Social Value Considerations

This allocation will support the provision of high quality education in the County and meet the needs generated by the large scale housing growth.

12. Legal Considerations

The Council's Constitution provides that "notwithstanding any other provision of the Constitution Strategic Directors shall have the power, after discussion, if practicable, with the Leader of the Council or the relevant Cabinet Member or Chair, to take such actions deemed to be necessary and expedient in matters requiring urgent consideration and which, because of the timescale involved, or the need to safeguard the interests of the County Council, cannot be dealt with by submission to the next following meeting of the Council, Cabinet, Cabinet Member or Committee."

13. Other Considerations

In preparing this report the relevance of the following factors has been considered:- prevention of crime & disorder, equality of opportunity, environmental, health, legal & human rights, human resources, property and transport considerations.

14. Officer Recommendation

That the Executive Director for Children's Services approves a further allocation of £689,419 for the new primary school at Highfields Farm.

Jane Parfremment
Executive Director for Children's Services

DERBYSHIRE COUNTY COUNCIL

CABINET

21 November 2019

**Joint Report of the Executive Directors for Adult Social Care and Health
and Commissioning, Communities and Policy**

VOLUNTARY AND COMMUNITY SECTOR GRANTS

**Adult Social Care, Health and Communities, Strategic Leadership,
Culture and Tourism**

1. Purpose of the Report

To seek Cabinet approval extend recurrent payments to Voluntary and Community Sector (VCS) organisations for a period of six months from 1 April 2020 to 30 September 2020.

2. Information and Analysis

At Cabinet on 28 February 2019, the County Council agreed plans to undertake a council wide review of VCS grants. It was agreed that the review would:

- Consider all grants provided by the Council to VCS organisations in Derbyshire and subsequently develop a coordinated and consistent council wide approach to allocate future resources
- Consider the support provided by the Council to VCS infrastructure organisations across Derbyshire, in collaboration with partners, and develop a new model for allocating funding moving forward which supports the Council's ambitions and priorities.

During the review process, it will be important to ensure that all current grant funded organisations are not adversely affected and that the security and stability of the sector is maintained. Details of payments to VCS organisations during the 2019/20 were approved by Cabinet on 28 February 2019. It is therefore proposed that funding for all 2019/20 grant funded organisations as set out below, is maintained for the first six months of the 2020/21 financial year, i.e. until 30 September 2020, whilst the review continues.

It is recommended that further details of the grants review will be presented to Cabinet in January 2020.

2.2 Extension of Grant Funding to VCS Infrastructure Providers

VCS Infrastructure provider organisations offer information, support, guidance, training, funding advice for groups, promote good practice and provide a voluntary sector perspective to the statutory sector at strategic level forums.

Adult Care currently has 12 infrastructure support grant arrangements, whilst Policy and Research have eight grant arrangements across the county. These are set out in Appendix A. It is recommended that funding is provided to the identified organisations for a period of six months from April 2020, in line with current grant allocation arrangements.

It is recommended that a report setting out the VCS infrastructure support proposals is presented to Cabinet in January 2020.

2.3 Extension of General VCS Grants

The Council currently funds a range of voluntary and community sector organisations across the county. A full list of these is set out in Appendix B. Adult Care has 41 grants arrangements with VCS providers that are subject to yearly renewal to assist them to deliver a range of preventative services that complement other funded care and support services. This also includes a grant allocation of a £18,000 combined budget which provides a contribution to around 90 luncheon clubs per year (the number varies as it is a yearly application and award process). These awards, and a brief description of each grant are set out in Appendix B Table 1.0.

Adult Care has a further nine grant arrangements with VCS providers that are now part of Public Health preventative services. These awards, and a brief description of each grant is set out in Appendix B Table 2.0.

Policy and Research have a further eight grant arrangements with providers across the county who offer specialist legal and employment advice or offer support to BME communities, including providing a forum for BME residents to consult with Council representatives in relation to issues affecting their members. These awards and a brief description of what each grant supports is set out in Appendix B Table 3.0.

The Arts Service has ten grant arrangements with VCS provides that are subject to yearly application and award, with nine community arts organisations in receipt of annual funding for a number of years. These organisations receive funding for different arts based activities, including contributions towards core running costs, purchase of specified assets, and the running of specific events. These awards and a brief description each grant is outlined in Appendix B Table 4.0.

3. Financial Considerations

The table below summarises the budget allocations for the six month period April to September 2020 against each grant area.

Adult Care VCS Grants		
Grant	Number	Cost
VCS Infrastructure Providers	12	£134,134
General VCS Funding	29	£374,416
Total	41	£508,550

Public Health Grants		
Grant	Number	Cost
50+ Forums	9	£3,243
Total	9	£3,243

All the proposed Adult Care allocations are based on funding agreed in respect of the 2019-20 year and can be met from the appropriate Adult Care budgets.

Corporate VCS Grants		
Grant	Number	Cost
VCS Infrastructure Providers	8	£69,212
General VCS Funding	8	£63,534
Total	16	£132,746

With regard to the Corporate VCS Grants, the proposal to extend payments for a six month period to 30 September 2020 the costs of which be met from within existing budgets.

Arts Service Grants		
Grant	Number	Cost
Community arts groups	9	£62,116
Live and Local rural and community touring	1	£6,791
Total	10	£68,907

The Five Year Financial Plan, agreed by Cabinet on 11 September 2019, identified a budget saving of £208,000 from April 2020 by examining alternative ways to deliver the arts service and also reviewing the current arrangements for awarding grants to organisations. Therefore there will be no revenue budget to cover the cost of arts grants from April 2020 and any budget shortfall will be met from existing reserves.

4. Human Resources Considerations

The voluntary and community sector organisations included as part of this report are independent of Derbyshire County Council and therefore there are no human resources considerations. However, with regard to any organisation providing services to children or vulnerable adults, approval of financial support is conditional on the existence within these organisations of appropriate procedures assessing suitability to work with children or vulnerable adults.

5. Legal Considerations

The Council is permitted to make such payments under the “General Power of Competence” set out in the Localism Act 2011. A grant agreement shall be used to set out the terms and conditions for which the grant is made. The recipient of the grant is not contractually obliged to deliver the services, although the Council would seek to claw back the grant in appropriate circumstances where there was significant non-compliance of any grant conditions.

6. Other Considerations

In preparing this report the relevance of the following factors has been considered: Legal and human rights, equality of opportunity, health, environmental, transport, property and crime and disorder considerations.

7. Background Papers

None

8. Key Decision

Yes

9. Is it required that the Call-in period be waived in respect of the decisions being proposed within this report?

No

10. Officer's Recommendations

It is recommended that Cabinet:

1. Notes progress on the review of voluntary and community sector grants.

2. Receive a further report on VCS infrastructure proposals and Grant review update in January 2020.
3. Approve the proposed grant allocation of £713,446 to VCS organisations for six months from April 2020 to September 2020 for activity as set out in this report.
4. Receive a further report outlining the proposals for how VCS organisations will be funded beyond September 2020 be brought to Cabinet for approval in July 2020.

Helen Jones and Emma Alexander
Executive Directors for Adult Social Care & Health and Commissioning,
Communities and Policy

Appendix A – Grant payments for Infrastructure Support

Adult Care grant payments for Infrastructure support		
Organisation Name	Brief description of what the grant is provided for/activity it supports, including the type of service	Funding 1 st April – 30 th Sept 2020
Amber Valley CVS	Provision of infrastructure support and self Help Group funding.	10,974
Amber Valley CVS	Volunteer training, support and brokerage.	£6,457
Infrastructure support for Bolsover	No current provider – allocated funding is currently held in Adult Care Grant Budget	£3,555
Derbyshire Dales CVS	Provision of information, support, guidance, training and funding advice to new and existing local voluntary and community groups, engagement with local voluntary groups and VCS organisations to represent their views with statutory partners, and administration of a small grants programme	£10,578
Derbyshire Voluntary Action	Provision of support to health and social care voluntary and community sector groups and organisations, in particular the administration of the small grants scheme	£9,083
Erewash Voluntary Action CVS	Infrastructure support and volunteering activity, including fund for self-help groups	£30,048
High Peak CVS	Provision of generic and specialist voluntary and community sector infrastructure support to local groups, including administration of local self-help budget to support local group development	£2,062
New Mills Volunteer Centre	Provision of a range of activities for older housebound people, including the provision of volunteering	£10,882
South Derbyshire CVS	Contribution towards the provision of infrastructure support and volunteering service	£18,442
The Bureau (Volunteer Centre Glossop)	Contribution towards the provision of volunteer led activities	£9,588

Appendix A – Grant payments for Infrastructure Support

The Volunteer Centre (Chesterfield)	Elderfriends befriending project and volunteer support	£8,518
VCS Peaks and Dales	Contribution towards the provision of volunteer led activities and befriending services	£15,118
	Total	£134,134

Policy and Research grant payments for Infrastructure support		
Organisation Name	Brief description of what the grant is provided for/activity it supports, including the type of service	Funding 1 st April – 30 th Sept 2020
Amber Valley CVS	To support its core activities in developing local voluntary and community groups and strengthening the capacity of the sector as a whole within the county. This includes development, liaison, representation, providing services and strategic partnership working.	£7,689
Derbyshire Dales CVS	To support its core activities in developing local voluntary and community groups and strengthening the capacity of the sector as a whole within the county. This includes development, liaison, representation, providing services and strategic partnership working.	£7,689
Erewash Voluntary Action CVS	To support its core activities in developing local voluntary and community groups and strengthening the capacity of the sector as a whole within the county. This includes development, liaison, representation, providing services and strategic partnership working.	£7,689
High Peak CVS	To support its core activities in developing local voluntary and community groups and strengthening the capacity of the sector as a whole within the county. This includes development, liaison, representation, providing services and strategic partnership working.	£7,689
Links CVS	To support its core activities in developing local voluntary and community groups and strengthening the capacity of the sector as a whole within the	£15,378

Appendix A – Grant payments for Infrastructure Support

	county. This includes development, liaison, representation, providing services and strategic partnership working.	
South Derbyshire CVS	To support its core activities in developing local voluntary and community groups and strengthening the capacity of the sector as a whole within the county. This includes development, liaison, representation, providing services and strategic partnership working.	£7,689
Rural Action Derbyshire	To support its core activities in developing local voluntary and community groups and strengthening the capacity of the sector as a whole within the rural areas of the county.	£7,689
BME Infrastructure	Provides a corporate approach to engagement with BME groups across the county. It supports the two BME Forums operating in the north and the south of the county and engages with hard to reach communities in developing and shaping the authority's services in a coherent way.	£7,700
	Total	£69,212

Appendix B – Grant payments to VCS organisations

1.0 - Adult Care grant payments to VCS organisations		
Organisation Name	Brief description of what the grant is provided for/activity it supports, including the type of service	Funding 1st April – 30th Sept 2020
Amber Valley CVS	Befriending service for older disabled people	£3,229
Age Concern (Chesterfield)	Information, advice and befriending services for older people	£5,371
Age UK Derby & Derbyshire	Countywide Mobile Information Service / Information Roadshow	£9,774
Age UK Derby & Derbyshire	Hulland Ward Day Care	£12,636
Age UK Derby & Derbyshire	Bakewell Day Care	£83,451
Age UK Derby & Derbyshire	Erewash Careline Service	£2,250
Age UK Derby & Derbyshire	Bakewell / Buxton Befriending Service	£24,005
Age UK Derby & Derbyshire	First Taste - Provision of arts education workshops for older people in residential establishments and day care centres located in the Derbyshire Dales area.	£2,600
Barlborough Darby and Joan Luncheon Club	Luncheon Club	£784
Bolsover Woodlands Enterprise	Provides opportunities for people with learning disabilities to gain practical training and work experience in conservation and woodland management as well as managing Derbyshire's countryside.	£29,356
Borrowbrook Home Link	Offers support to older adults living in the Borrowash / Ockbrook area. Including the provision of advice and info., regular home visiting service for housebound older people, monthly community lunch club, drop in coffee	£1,400

Appendix E – Grant payments to VCS organisations

	mornings, a monthly Friendship / Befriending Club for older people and outings.	
Chesterfield and District African / Caribbean Community Association	Provides a range of activities for the African Caribbean community, with funding provided acting as a contribution to the Organisers salary and the provision of a range of activities, which includes a luncheon club for older African / Caribbean people.	£10,141
Derbyshire Autism Services Group	Provision of services for vulnerable adults with autism spectrum conditions.	£13,042
Derbyshire Dales Careline	Telephone befriending service to elderly, disabled and vulnerable adults living in the south Derbyshire Dales locality.	£1,005
Dronfield Welcome Club.	Weekly Club for older people where they can meet and socialise, and includes the provision of lunch. The majority of the people who attend Dronfield Welcome Club are housebound and / or live on the own. Funding is used towards the cost of transport and carers.	£315
Eckington and District Monday Club	Provides a voluntary service each Monday for adults with learning disabilities. It is a social meeting but included in the club are Independent living skills, mentoring, befriending, advice and a different activity each week. Also we organise holidays and day trips out, otherwise denied to most members.	£1,608
Erewash Voluntary Action CVS	Shopping Service for older people and vulnerable adults.	£15,856
Eventide Luncheon Club	Luncheon Club.	£5,000
Glebe Field Centre (Crich)	Provision of day services to older people.	£6,000
Glossopdale Furniture Project	To provide good quality affordable furniture and other household items to people on low incomes. Providing free furniture packs to people who have previously been homeless and are given a new tenancy, but who are not eligible for any financial help.	£16,067
Greenaway Workshop	Greenaway Workshop provides therapeutic care in a meaningful structured day for people with long term health conditions be it physical disabilities, sensory impairment or mild learning difficulties, for those who reside in Mid-	£5,081

Appendix E – Grant payments to VCS organisations

	North Derbyshire, with printing and cane chair renovation being the main activities.	
Heanor Salcare	Contribution towards services, in particular the provision of recycled furniture and other household items to people on low income living in the Amber Valley area. General service info: Salcare provides a range of support and services incl.: Food bank, Community kitchen, Charity shop, Furniture warehouse, Drop in for welfare and benefit advice, Community laundry, Confidential space for clients to meet with other agencies, Work placements and volunteer opportunities.	£27,027
Ilkeston and District CVS - Flamsteed	Contribution towards Centre Manager salary	£2,511
Ilkeston and District CVS	Funding to support the provision of day care	£7,673
Mencap - Swadlincote Gateway Club	Everyone who attends is an adult with learning disability. A range of activities are provided that meet people's interests and support their wellbeing e.g. sports and crafts activities.	£1,338
Our Vision Our Future	A self-advocacy group run for and by adults aged 18 and over with learning disabilities, which including visual, sensory, physical disabilities, autism, Asperger's, limited mobility, memory and communication problems.	£15,188
Ripley Neighbourhood Care Scheme	Delivers a once weekly day service for older people living in the Stanley Common area. Financial support is to assist with the club's running expenses.	£1,185
South Derbyshire CVS	Provision of a social car scheme	£3,703
South Derbyshire CVS	Provision of a volunteer befriending service for all adults in South Derbyshire (known as The Connect Befriending Service)	£16,924
Stanley Common Eventide Community Hall	Provision of a range of activities for vulnerable people living in the Stanley Common and surrounding area, in particular the employment of a Community Development Worker	£5,000
Stepping Stones (Amber Valley)	Provision of day care for older people	£7,775

Appendix E – Grant payments to VCS organisations

The Bureau (Volunteer Centre Glossop)	Contribution towards the provision of the Time Out shopping service	£10,968
Voluntary and Community Services Peaks and Dales	Contribution towards the provision of a Volunteer Car Scheme	£8,153
Various Organisations	Luncheon clubs, older people clubs and clubs for disabled people. This amount is the total budget for the year.	£18,000
	Total	£374,416

2.0 - Public Health grant payments to VCS organisations

Organisation Name	Brief description of what the grant is provided for/activity it supports, including the type of service	Funding 1 st April – 30 th Sept 2020
Derbyshire 50+ Forums: Ashbourne	50+ Forums give people the opportunity to: come together in their local area to take action on issues that are important to them; engage with and influence services that impact on older lives; get information and advice; and socialise and connect with others and build friendships.	£338
Derbyshire 50+ Forums: Belper	50+ Forums give people the opportunity to: come together in their local area to take action on issues that are important to them; engage with and influence services that impact on older lives; get information and advice; and socialise and connect with others and build friendships.	£354
Derbyshire 50+ Forums: Bolsover	50+ Forums give people the opportunity to: come together in their local area to take action on issues that are important to them; engage with and influence services that impact on older lives; get information and advice; and socialise and connect with others and build friendships.	£650
Derbyshire 50+ Forums: Clay Cross	50+ Forums give people the opportunity to: come together in their local area to take action on issues that are important to them; engage with and influence services that impact on older lives; get information and advice; and socialise and connect with others and build friendships.	£298

Appendix E – Grant payments to VCS organisations

Derbyshire 50+ Forums: Glossop	50+ Forums give people the opportunity to: come together in their local area to take action on issues that are important to them; engage with and influence services that impact on older lives; get information and advice; and socialise and connect with others and build friendships.	£460
Derbyshire 50+ Forums: Heanor	50+ Forums give people the opportunity to: come together in their local area to take action on issues that are important to them; engage with and influence services that impact on older lives; get information and advice; and socialise and connect with others and build friendships.	£238
Derbyshire 50+ Forums: Ilkeston	50+ Forums give people the opportunity to: come together in their local area to take action on issues that are important to them; engage with and influence services that impact on older lives; get information and advice; and socialise and connect with others and build friendships.	£495
Derbyshire 50+ Forums: Long Eaton	50+ Forums give people the opportunity to: come together in their local area to take action on issues that are important to them; engage with and influence services that impact on older lives; get information and advice; and socialise and connect with others and build friendships.	£290
Derbyshire 50+ Forums: Matlock	50+ Forums give people the opportunity to: come together in their local area to take action on issues that are important to them; engage with and influence services that impact on older lives; get information and advice; and socialise and connect with others and build friendships.	£120
	Total	£3,243

3.0 - Policy and Research grant payments to VCS organisations

Organisation Name	Brief description of what the grant is provided for/activity it supports, including the type of service	Funding 1 st April – 30 th Sept 2020
Asian Association of Chesterfield and North Derbyshire	To support the core costs of the organisation and strengthen the capacity of the BME sector as a whole within the county. They undertake variety of functions and organise activities to support their communities of interest	£1,872

Appendix E – Grant payments to VCS organisations

Chesterfield African Caribbean Community Association	To support the core costs of the organisation and strengthen the capacity of the BME sector as a whole within the county. They undertake variety of functions and organise activities to support their communities of interest	£1,872
Chesterfield Muslim Association	To support the core costs of the organisation and strengthen the capacity of the BME sector as a whole within the county. They undertake variety of functions and organise activities to support their communities of interest	£911
Derbyshire Chinese Welfare Association	To support the core costs of the organisation and strengthen the capacity of the BME sector as a whole within the county. They undertake variety of functions and organise activities to support their communities of interest	£1,093
Muslim Welfare Association	To support the core costs of the organisation and strengthen the capacity of the BME sector as a whole within the county. They undertake variety of functions and organise activities to support their communities of interest	£911
BME Infrastructure	BME Consultation	£6,613
Derbyshire Law Centre	To support its core costs in providing specialist legal advice, assistance and representation through face-to-face and telephone services at its main office in Chesterfield and other locations throughout the county.	£45,062
Specialist Advice South Derbyshire CAB	To support its core costs in providing specialist employment advice in South Derbyshire.	£5,200
Total		£63,534

4.0 - Arts Service grant payments to VCS organisations

Organisation Name	Brief description of what the grant is provided for/activity it supports, including the type of service	Funding 1 st April – 30 th Sept 2020
Buxton Festival	To carry out participatory arts work with disadvantaged groups	£2,862
Fleet Arts	To carry out participatory arts work with disadvantaged groups	£9,003
High Peak Community Arts	To carry out participatory arts work with disadvantaged groups	£9,003
Junction Arts	To carry out participatory arts work with disadvantaged groups	£7,600
Learning Through Arts	To carry out participatory arts work with disadvantaged groups	£8,014
Level Centre Ltd	To carry out participatory arts work with disadvantaged groups	£12,463

Appendix E – Grant payments to VCS organisations

Live and Local	To carry out participatory arts work with disadvantaged groups	£6,791
Orchestras Live	To carry out participatory arts work with disadvantaged groups	£3,189
People Express	To carry out participatory arts work with disadvantaged groups	£8,161
Wash Arts	To carry out participatory arts work with disadvantaged groups	£1,821
	Total	£68,907

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