

# Public Document Pack



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PUBLIC

To: Members of Cabinet

Wednesday, 2 October 2019

Dear Councillor,

Please attend a meeting of the **Cabinet** to be held at **2.00 pm** on **Thursday, 10 October 2019** in Committee Room 1, County Hall, Matlock, DE4 3AG, the agenda for which is set out below.

Yours faithfully,

A handwritten signature in cursive script that reads 'Janie Berry'.

**JANIE BERRY**  
**Director of Legal Services**

## **A G E N D A**

### **PART I - NON-EXEMPT ITEMS**

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

4. Cabinet minutes (Pages 1 - 10)

To confirm the non-exempt minutes of the meeting of Cabinet held on 11 September 2019

5. Cabinet Member Meetings minutes

To receive the non-exempt minutes of Cabinet Member Meetings as follows:

5 (a) Young People - 3 September 2019 (Pages 11 - 14)

5 (b) Health & Communities - 5 September 2019 (Pages 15 - 18)

5 (c) Strategic Leadership, Culture & Tourism - 5 September 2019 (Pages 19 - 22)

5 (d) Highways, Transport & Infrastructure - 12 September 2019 (Pages 23 - 28)

5 (e) Corporate Services - 19 September 2019 (Pages 29 - 32)

Non-Exempt reports

To consider the following reports:

6 (a) Derby and Derbyshire Annual Casualty Report 2018 - Executive Director Economy, Transport and Environment (Pages 33 - 62)

6 (b) Joint Working in Chesterfield Borough to deliver Major Regeneration and Economic Growth - Executive Director Economy, Transport and Environment (Pages 63 - 80)

6 (c) Achieving Public Health 0-19 Outcomes - Section 75 Agreement between Derbyshire County Council and Derbyshire Community Health Services NHS Foundation Trust - Director of Public Health (Pages 81 - 84)

6 (d) Children's Services Capital Programme 2018-19 Healthy Pupil Capital Fund - Executive Director Children's Services (Pages 85 - 88)

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

**PART II - EXEMPT ITEMS**

(Cabinet is asked to consider the exclusion of the public from the meeting for the remaining items on the agenda to avoid disclosure of exempt information)

8.       Declarations of Interest

To receive declarations of interest (if any)

9.       Cabinet Minutes (Pages 89 - 94)

To confirm the exempt minutes of the meeting of Cabinet held on 11 September 2019

10.      Cabinet Member Meetings Minutes

To receive the exempt minutes of Cabinet Member Meetings as follows:

10 (a)   Young People - 3 September 2019 (Pages 95 - 96)

10 (b)   Health & Communities - 5 September 2019 (Pages 97 - 100)

10 (c)   Corporate Services - 19 September 2019 (Pages 101 - 102)

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PUBLIC

Agenda Item 4

**MINUTES** of a meeting of **CABINET** held on 11 September 2019 at County Hall, Matlock.

**PRESENT**

Councillor B Lewis (in the Chair)

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

Apologies for Absence were received on behalf of Councillor T King.

**Declarations of Interest**

There were no declarations of interest made.

**144/19      MINORITY GROUP LEADERS' QUESTIONS**

It was acknowledged that the Minority Group Leader had submitted questions, but as Councillor A Western was not present, an undertaking was made to provide a written response.

**145/19      MINUTES RESOLVED** that the non-exempt minutes of the meetings of Cabinet held on 11 July 2019 be confirmed as correct records and signed by the Chairman.

**146/19      CABINET MEMBER MEETINGS - MINUTES RESOLVED** to receive the non-exempt minutes of Cabinet Member meetings as follows:

- (a) Corporate Services – 27 June, 18 July & 1 August 2019
- (b) Health & Communities – 27 June 2019
- (c) Young People – 8 July & 6 August 2019
- (d) Highways, Transport & Infrastructure – 11 July 2019
- (e) Economic Development & Regeneration – 8 August 2019
- (f) Adult Care – 15 August 2019

**147/19      BUDGET MONITORING 2019-20 (as at 30 June 2019)**  
(Strategic Leadership, Culture and Tourism) Cabinet was updated with the Revenue Budget position for 2018-19 as at 30 June 2019.

The report gave details of the controllable budget position by Cabinet Member Portfolios and further reports would be considered at Audit Committee and Council in accordance with the Budget Monitoring Policy and Financial Regulations.

A total portfolio underspend of £2.515m was forecast after the use of £2.622m of Earmarked Reserves to support the Highways, Transport and Infrastructure portfolio as detailed in the report. Any underspends in 2019-20 would be used to manage the budget in 2020-21.

The Debt Charges budget was projected to break-even, whilst the Risk Management Budget was forecast to underspend by £0.047m, to be used to support the management of a balanced budget in future years.

Details of the Council's Earmarked Reserves balances as at 30 June 2018 were detailed in Appendix One to the report, with a review of the Council's reserves balances to be reported to Cabinet later in the year.

**RESOLVED** to (1) note the 2019-20 budget monitoring position as at 30 June 2019; and

(2) approve the virement of £5.000m base budget from Adult Care to the Risk Management budget.

**148/19      CAPITAL BUDGET MONITORING TO MONTH 3 2019-2020**

(Strategic Leadership, Culture and Tourism) Cabinet was informed of the latest budget monitoring position for open capital schemes. The report reflected those schemes that were currently under way and have had previous Cabinet approval. Each scheme had a nominated budget holder who was responsible for ensuring the scheme stayed within budget and who verified the projected spend against their allocated schemes. The report contained some schemes that were open at 1 April 2019 but had been completed and closed in year.

The current budget for open schemes was approximately £673m, with the latest monitoring showing a forecast overspend over the life of the projects of £0.018m. The position statement by department was attached as Appendix 1 to the report.

**RESOLVED** to note the current position on the monitoring of Capital schemes.

**149/19      FINANCIAL STRATEGY**

(Strategic Leadership, Culture and Tourism) Approval was sought for the Council's Financial Strategy. The purpose of the Financial Strategy was to set out the Council's financial priorities and provide a financial framework for the Council to ensure the Council's financial operations contribute to the Council's strategic and policy objectives as outlined in the Council Plan 2017-2021.

The key components of the Strategy were to:

- Set out the framework for the financial operation of the Council which supported the strategic and policy objectives in the Council Plan;
- Ensure resources were allocated to achieve Council Plan objectives;
- Ensure cost effective, affordable service delivery that delivered value for money;
- Supported delivery of the Council's Enterprising Council Programme;
- Maximised resources available to the Council;
- Ensure Council Tax levels were kept within reasonable levels;
- Integrated Service Plans into the budget process.

The Council's Financial Regulations stated that the Strategy should be reviewed annually to remain consistent with the Council Plan and to ensure that the Financial Strategy drove the Five Year Financial Plan, Capital Programme and Revenue Budget. The Strategy had been reviewed and it was proposed that there were no changes to the Strategy, as attached to the report at Appendix One, other than to update the Financial Resilience section for current information.

**RESOLVED** to approve the Financial Strategy.

**150/19**      **FIVE YEAR FINANCIAL PLAN** (Strategic Leadership, Culture and Tourism) The Director of Finance and ICT sought approval to the updated Five Year Financial Plan (the Plan) for the period 2019-20 to 2023-24 and asked Cabinet to note the uncertainty and risks set out in the report and the budget savings forecast to be required to help balance the budget over the medium-term, along with budget savings proposals. Reference was made to the Chancellor's recent 2019 Spending Review announcements, providing further funding. The Plan would be revised accordingly once the actual figures were made known.

The Plan was a medium-term financial plan which set out the overall shape of the Council's budget by establishing what resources were available for allocation to reflect Council and community priorities. The Council Plan set out service and organisational priorities. This was reflected in the development of the Plan. The Plan had been updated to reflect the outcomes from the Local Government Finance Settlement 2019-20 and the Autumn Budget 2018.

The Plan showed that a total of £63m of budget savings were required over the period 2019-20 to 2023-24. In headline terms the Council had identified measures which should help achieve substantially all of the budget gap over the period of the Plan. The Plan was attached at Appendix One to the report.

The Cabinet Member for Health & Communities informed Cabinet of an amendment to the Budget Savings Proposals, in that the Trading Services

weight restriction work would continue by way of a transfer of funds from the Economy, Transport & Environment budget.

**RESOLVED** that Cabinet recommend to Council that it:

- (1) approve the Five Year Financial Plan, as amended;
- (2) note the uncertainty and risks set out in the report;
- (3) note the budget savings proposals set out in the report; and

(4) note that departments will be asked to make further savings over the Plan period to reduce reliance on the General Reserve and help meet future emerging pressures.

**151/19      PREPARATION OF BUDGET 2020-21** (Strategic Leadership, Culture and Tourism) The Director of Finance and ICT sought approval for the proposed timetable for the Council's 2020-21 budget preparation and procedures and the associated consultation arrangements.

The production of the Council's budget was undertaken in accordance with the requirements of the Council's Constitution, which required that a timetable be publicised by Cabinet for making proposals to the full Council in relation to the annual Revenue Budget, along with arrangements for consultation with stakeholders, which should be for a period of not less than six weeks. The proposed timetable was attached at Appendix 1 to the report.

A key element of the Council's budget setting process was consultation with stakeholders and it was proposed to undertake the following consultation activities, as determined by the Director of Finance & ICT and Policy and Research, in consultation with the Leader of the Council:

- Four focus groups to frame the public budget consultation survey questions, highlighting how residents' priorities and areas of Council funding need can differ.
- Online Residents Survey, including public budget consultation questions informed by the focus groups alongside the annual survey in respect of the Council Plan.
- The consultation was to be publicised with members of the Citizens' Panel; respondents to past consultations who had consented to such contact; articles on the Council's internal and external websites, in Our Derbyshire employee newsletter and Derbyshire Now; promotion in employee payroll letters; Facebook/Instagram paid-for campaigns; E-newsletters to community groups, parish councils, partner organisations and community publications; media releases and blogs; and organic social media campaigns.
- Statutory consultation with business ratepayers.
- Consultation with trade unions.

- Consultation with Improvement and Scrutiny Committee.

Cabinet would take account of the consultation when drawing up firm proposals to the Council and the results would be communicated after the consultation had ended.

As in previous years an initial Equality Impact Assessment would be undertaken at a corporate level and it was anticipated that this corporate assessment would help identify areas where there was a significant risk of adverse impact which would then be subject to a full equality impact assessment. Alongside the budget consultation, the budget saving proposals in the updated Five Year Financial Plan would be considered to assess which proposals would need a separate targeted consultation with staff, the public and/or with current / potential service users. The outcomes of these processes would be reported to Council and Cabinet as part of the budget process and specific assessments / consultation outcomes reported to Cabinet before decisions were made on individual services.

The Council's Five Year Financial Plan (the Plan) 2019-20 to 2023-24 had been updated during 2019-20 and the results were included in a separate report to the meeting. The Plan would be updated again as part of the budget setting process, to reflect the Government's Autumn Budget, the outcome of the anticipated Comprehensive Spending Review and the Provisional Local Government Finance Settlement, which were expected to be announced in November 2019 and December 2019 respectively.

The Council had in place a Reserves Policy which sets out the framework within which decisions would be made regarding the level of reserves. In line with this framework, the balance and level of reserves over the medium-term were regularly monitored to ensure they were adequate to manage the risk of the Council. This covered both the General and Earmarked Reserves. The results of a review of the General Reserves Position were included in a separate report to the meeting. A review of the Earmarked Reserves Position was being undertaken, with the results to be included in a report to Cabinet in November 2019.

**RESOLVED** to (1) approve the timetable for completion of the 2020-21 budget, including arrangements for consultation with stakeholders and the carrying out of an assessment of the need for full equality impact assessment on budget saving proposals;

(2) note the proposals for reviewing and updating the Five Year Financial Plan; and

(3) note the arrangements for reviewing Earmarked Reserves and updating the General Reserve projections.

**152/19      CONSULTATION ON PROPOSED ADDITIONAL SMOKEFREE PUBLIC SPACES ACROSS DERBYSHIRE** (Health and Communities) Cabinet was updated with a summary of the findings of the consultation to create additional smoke-free public spaces across Derbyshire, specifically aimed at protecting children from the dangers of second hand smoke.

**RESOLVED** to (1) note the outcomes from the Additional smoke-free public spaces consultation, and

(2) delegate any further approvals required to take forward expansion of smoke-free places agenda to Health and Wellbeing Board.

**153/19      PUBLIC HEALTH FUNDING FOR DOMESTIC ABUSE SERVICES** (Health and Communities) A request was made to Cabinet to retrospectively authorise public health funding to the value of £2.000m to be transferred to the Community Safety department for the purpose of re-procuring domestic abuse services for Derbyshire.

**RESOLVED** to retrospectively authorise public health funding to the value of £2.000m to be transferred to the Community Safety department for the purpose of delivering domestic abuse services across Derbyshire.

**154/19      CHILDCARE SUFFICIENCY ASSESSMENT REVIEW 2019-2020** (Children's Services) Cabinet was updated on the outcome of the Childcare Sufficiency Assessment Review 2019-2020 as required by S11 of the Childcare Act 2006.

The Childcare Act 2006 was introduced to give every child the best start in life and parents / carers a greater opportunity to balance work and family life. The Act placed a duty on local authorities to improve outcomes for young children, reducing inequalities between them. The Childcare Act gave local authorities a key role in shaping the childcare market for their area.

**RESOLVED** to agree the draft as Derbyshire County Council's response to the Government's requirements.

**155/19      CHILDREN'S SERVICES CAPITAL PROGRAMME 2018-19 – S106 PROJECT ALLOCATIONS AND FURTHER ALLOCATIONS PAPER 1** (Young People) Cabinet was informed of a capital project at Dunston Primary and Nursery Academy, with approval sought for the allocation of Children's Services Capital funding to allow the project to proceed ahead of the receipt of S106 developer funding.

**RESOLVED** to approve the allocation of £190,562 basic need funding to support the project at Dunston Primary and Nursery Academy in anticipation of further S106 funding.

**156/19      CHILDREN'S SERVICES CAPITAL PROGRAMME 2018-19 – S106 PROJECT ALLOCATIONS PAPER 2** (Young People) Cabinet was informed of the receipt and availability of recent Section 106 developer contributions, with approval sought for the allocation of those contributions to projects in line with the individual Section 106 agreements. Approval was also sought for, where appropriate, procurement exercises to be undertaken to commission services and to undertake works associated with the schemes.

**RESOLVED** to (1) note the receipt / availability of S106 funding and approve the following allocations:

- Overseal Primary School, Findern: £66,351
- Chellaston Fields New Primary School: £83,529
- Chellaston Academy: £128,902
- Belmont Primary School: £134,311
- Stanton Primary School: £87,425
- Melbourne Junior School: £24,588
- Hasland Infant School: £10,000

(2) approve that, where appropriate, procurement exercises be undertaken to commission services and undertake works associated with the schemes.

**157/19      ESTABLISHMENT OF THE DERBY AND DERBYSHIRE SAFEGUARDING CHILDREN PARTNERSHIP** (Young People) Cabinet was updated regarding the establishment of the Derby and Derbyshire Safeguarding Children Partnership. Following the permissions granted by Cabinet on 21 March 2019 a process was undertaken to determine which authority should host the combined partnership arrangements. This culminated in a decision by the Chief Officers of the statutory safeguarding partners (Derbyshire County Council, Derby City Council, Derby and Derbyshire CCG, Tameside and Glossop CCG and Derbyshire Constabulary) on 25 February 2019 that Derby City Council should host the business unit for the partnership.

**RESOLVED** to (1) approve the delegation of functions as outlined;

(2) approve the proposed transfer of two members of staff under TUPE arrangements, but to note the future proposals of the new Partnership.

(3) note the arrangements for the operation of the Derby and Derbyshire Safeguarding Children Partnership to commence on 29 September 2019.

**158/19      CORPORATE PROPERTY FUTURE DELIVERY** (Corporate Services) Cabinet approval was sought on proposals to commence the next stages in respect of the implementation of a new operating model for the Corporate Property division. A further report, titled 'Corporate Property Future Delivery and Outline Business Case' containing information not for publication was considered separately by Cabinet in the exempt part of the meeting.

In February 2019 Cabinet considered a review undertaken by Ernst Young in respect of the Corporate Property division, agreeing to the redesign of the service, in particular with respect to non-core property services:

- to approve in principle the externalisation of the Facilities Delivery service;
- to approve in principle the externalisation of the Design & Build service; and
- the redesign of the Repairs & Maintenance service and the externalisation of the balance of the service.

The report addressed the above three recommendations, following on from a Cabinet report in July 2019 which established a new structure for the senior management and extended management teams within the division, as well as a new operating model.

The new operating model had six new sections with clear areas of responsibility and a certain and stable supply chain to deliver non-core property services was required. The report addressed the supply chain and once complete would:

- ensure Corporate Property had capacity and expertise to support the Enterprising Council programme;
- strengthen the Corporate Property function to better meet the service delivery requirements of the operational departments; and
- provide a basis to secure revenue and capital savings from future realignment of the property portfolio, including the necessary capacity and expertise.

There were a number of options for externalisation available to the Council, for which a Business Case had been prepared in accordance with best practice HM Treasury Guidance. The Business Case, attached to the exempt report, had five sections within it, each to be updated as the next stages of the implementation was progressed. The five sections were:



- Strategic Fit – description of the Council’s requirement and its contribution to the Council Plan 2019-2021, ‘Working for Derbyshire’;
- Options Appraisal – an assessment of the options available to the Council, having regard to cost, benefit and risk;
- Affordability – a consideration of the financial issues arising from the preferred option(s);
- Commerciality – this set out the potential commercial arrangement with any third parties; and
- Achievability – this addressed the ‘how’ of undertaking the next stages including procurement.

**RESOLVED** to note the content of the report.

**159/19 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 July 2019.
3. To receive the exempt minutes of Cabinet Member meetings as follows:
  - (a) Corporate Services – 27 June, 18 July & 1 August 2019
  - (b) Young People – 6 August 2019
4. To consider exempt reports as follows:-
  - (a) County Property Future Delivery and Outline Business Case – Executive Director Commissioning, Communities and Policy (contains information relating to labour relations matters)
  - (b) Proposal for the Future Human Resource (HR) Delivery Model to support the Council’s Strategic Priorities – Executive Director Commissioning, Communities and Policy (contains information relating to labour relations matters)
  - (c) Urgent decision taken by the Executive Director Economy, Transport and Environment – Long Term Waste Management Contract – update – 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))

- (d) Urgent decision taken by the Executive Director Economy, Transport and Environment – Extension to appointment of External Legal Advisors - 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))
- (e) Development of a New Care Home at Bennerley Avenue, Cotmanhay – Executive Director Adult Social Care and Health (contains information relating to the financial or business affairs of any particular person (including the Authority holding that information))

PUBLIC

**MINUTES** of a meeting of the **CABINET MEMBER – YOUNG PEOPLE** held on 3 September 2019 at County Hall, Matlock.

**PRESENT**

Cabinet Member - Councillor A Dale

Also in attendance – Councillors J Coyle and J Twigg

**53/19** **MINUTES** **RESOLVED** that the minutes of the meeting of the Cabinet Member for Young People held on 6 August 2019 be confirmed as a correct record and signed by the Cabinet Member.

**54/19** **CONFIRMATION OF NOMINATIONS OF SCHOOL GOVERNORS** **RESOLVED** to approve the nomination of the following persons to serve as Local Authority Governors:-

|              |   |                                  |
|--------------|---|----------------------------------|
| N Hoy        | - | Clowne Infant and Nursery School |
| S Johnston   | - | South Normanton Nursery School   |
| K Oxspring   | - | Clowne Junior School             |
| H Hazelhurst | - | Buxton Community School          |
| A Clarke     | - | Mickley Infant School            |
| C Haynes     | - | Ashover Primary School           |

**55/19** **YOUTH ACTION GRANTS – RE-ALLOCATION OF FUNDING**

The Youth Action Grants Programme runs for a period of two years from May 2018 until May 2020, with three levels of funding, small grants (up to £500), medium (up to £5,000) and large (up to £10,000), across four grants covering youth activity, community safety, community activity and physical/sports activity.

The target for the Youth Action Grants was to give out 750 small grants over the 2 year programme, which was now in year 2, however the number of applications received and awarded were low and there was a risk that the scheme would not meet its target number of grants awarded. In addition to applications receiving funding following the Round 5 assessment panel, 2 medium and 5 large grants totalling £49,319 were assessed as high quality applications and therefore meeting criteria suitable for funding. These applications could not be funded due to the budget being oversubscribed. It was therefore recommended that consideration be given to using some of the funding allocated to the small grants to support medium and large grants. Transferring funding to the medium and large grants would enable these applications to be funded, creating new projects and opportunities for young people across Derbyshire.

**RESOLVED** (1) to reallocate £49,319 from the small grants funding to the medium and large grants funding in order to fund applications meeting criteria in Round 5; and

(2) to delegate to the Executive Director for Children's Services the decision to reallocate funding within the scheme between the small, medium and large grants streams following the end of the next round of medium and large grants in May 2020 in consultation with the Cabinet Member for Young People.

**56/19      BUDGET MONITORING 2019-20 – PERIOD 3** The Cabinet Member was informed of the Revenue budget position of the Young People portfolio for 2019-29 up to the end of June 2019 (Period 3), budget savings, growth and one-off funding, risks and earmarked reserves.

The net controllable budget for the Young People portfolio is £110.607m and the Revenue Budget Monitoring Statement prepared at period 3 indicated that there was a projected year-end overspend of £4.200m to £6.000m 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 £0.814m), Support for children with disabilities (overspend £1.248m), Children's Safeguarding services (overspend £0.079m), Early Help and Preventative services (overspend £0.445m), Home to School Transport (overspend £0.595m), Education Support services (overspend £1.213m), Pensions payable to former staff (overspend £0.242m), Redundancies (break-even), and Unallocated budget (underspend £1.572m).

The value of the savings initiatives identified for implementation in the current year was £3.013m and it was forecast that £2.258m 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.

**57/19      DEDICATED SCHOOLS GRANT MONITORING 2019-20 – PERIOD 3**

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 June 2019 (Period 3).

The expected Dedicated Schools Grant income was £381.314m plus the approved use of reserves for 2019-20 was £1.611m, making total income available to fund expenditure of £382.925m. The Revenue Budget Monitoring Statement prepared at period 3 indicated that there was projected year-end expenditure of £384.765m. The expected overspend was £1.840m, however this included the benefit of £0.407m underspend which was ring-fenced to schools. The overspend falling to the Authority was therefore £2.246m. Earmarked reserves of £0.894m were available to support this overspend.

The key variances were Central School Services Block (underspend £0.190m), Re-pooled school funding (underspend £0.407m), High Needs Block (overspend £2.127m), and Dedicated Schools Grant Income (overspend £0.300m).

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.

**58/19      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 6 August 2019.
2. To consider the exempt Report of the Executive Director for Children's Services on Special Education Needs Strategic High Needs Review (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 HEALTH AND COMMUNITIES** held on 5 September 2019 at County Hall, Matlock.

**PRESENT**

Councillor C Hart – Cabinet Member

Also in attendance: Councillor Stuart Swann

**29/19**      **MINUTES**      **RESOLVED** that the non-exempt minutes of the meeting of the Cabinet Member for Health and Communities held on 27 June 2019 be confirmed as a correct record and signed by the Cabinet Member.

**30/19**      **BUDGET MONITORING 2019-20 PERIOD 3** The joint report outlined the revenue budget position of the health and Communities portfolio for 2019-20 up to the end of 30 June 2019.

There was a projected year-end underspend of £0.643m; this included the projected year-end underspend against the ring-fenced Public Health Grant of £0.346m. The significant areas that made up the projection were tabled within the report. The majority of the expected underspend had been generated from activity-based contracts and services such as Sexual Health and Smoking Cessation; some of this would be used to mitigate the effects of a cut of £1.071m to the ring-fenced Public Health Grant in 2019-20 and the continuing uncertainty over future levels of Public health funding.

Plans were in place that committed the whole of the Public Health reserve, including £1m for the School Crossing Patrol Service over 3 years, £0.4m to Derbyshire Community Health Services NHS FT to support transition to the new 0-19 Public Health Nursing Section 75 agreement and further funding to continue the provision of the Action Grants programme during 2019-20.

The Trading Standards underspend was attributed to planning for the achievement of the future savings requirement for the period 2019-22, one-off funding to support older people in relation to scams and doorstep crime, vacancies and additional income.

The Budget Savings Targets were tabled within the report and showed performance against each initiative. The portfolio received one-off allocations of £0.048m to provide a sustained awareness programme over three years to reduce fraudulent activity against older people and £0.014 one-off funding from POCA for the technical development of Digital MOT on-line risk assessment hosted by Safer Derbyshire website.

A risk level of two had been identified with the coroner's service which could negatively impact. The total Earmarked Reserves were listed within the report, totalling £10.334m to support future expenditure.

**RESOLVED** to note the report.

**31/19      REVENUE OUTTURN 2018-19** The joint report gave the final outturn 2018-19 and set out to identify significant variations in expenditure for the budget.

There had been an underspend on £2.790m against the ring-fenced Public Health budget; the controllable underspend against the rest of the portfolio was £0.28m. These areas were detailed in the table within the report.

There was a Public Health underspend of £2.790m which had been generated from activity-based contracts and services and some of the underspend would be used to mitigate the effects of a cut of £1.071m to the ring-fenced Public Health Grant in 2019-20 and the continuing uncertainty over future levels of funding. These were listed within the report.

Community Safety had seen an underspend of £0.150m which was in relation to staff vacancies, additional grant funding and a reduction of expenditure on one-off projects. Registrars had seen an underspend of £0.102m due to vacancy control and more than anticipated revenue generation from services provided.

The report also showed savings of £0.147m and a detailed analysis of the portfolio's earmarked reserves totalling £10.213m.

**RESOLVED** to note the revenue outturn position for 2018-19 and the balance of earmarked reserves as at 31 March 2019.

**32/19      DERBYSHIRE FOOD FOR LIFE PROGRAMME** The report sought approval to agree an additional £70,000 grant funding to support Food for Life for the year of September 2019 to August 2020 as proposed in the Public Health Service Plan.

Food for Life (FFL), a national evidence-based programme bringing schools and their surrounding communities together around the core ethos of healthy, tasty and sustainable food, was about the intervention work being done to change food culture and supports schools to take a whole school approach that sees them grow their own food; organise trips to farms; source food from local producers; set up school farmers' markets; hold community food events; provide cooking and growing clubs for pupils and their families; serve freshly prepared, well-sourced meals and provide an attractive and welcoming dining environment so lunchtimes were a positive, social feature of the school day.



The programme was delivered by The Soil Association providing one to one support to schools, engaging the wider local community, Derbyshire-based food networks and groups, plus directly supporting school caterers. Schools have access to the FFL Awards framework, resources and HQ support for 2-3 years, a full suite of training programmes for teaching staff in cooking, food growing, farm visits and schools farmers' markets, plus cooks' networks. The year culminated in celebration events and also provided regular reporting and monitoring of impacts.

Cabinet member approval to grant fund FFL was given in 2017 and 2018: provision of additional funding would enable FFL in Derbyshire to build on a proven programme of work already delivered across the county successfully over the previous six years. The programme aimed to prevent ill health in the future by encouraging healthy habits in young people, using schools as a setting to have maximum impact.

The programme had been working in Derbyshire since 2013 and had made significant impact across schools as well as across the DCC catering services. An additional £15,000 was agreed by Cabinet in February 2019 to fund an additional 15 schools as well as 4 specialist training sessions, however this did not support the continuation of the FFL co-ordinator to work with schools.

The FFL has had significant impact on the school catering offer across Derbyshire. Nearly 47,000 "Food for Life Served Here" standard meals were to over 350 primary schools in Derbyshire every day, with food freshly prepared from scratch, was sustainable and included locally sourced ingredients including 5% of total ingredients being organic produce.

It was proposed that additional funding from September 2019 – August 2020 would support:

- 15 additional schools packages in targeted areas;
- 1-1 support of FFL coordinator and additional staff resource to work with minimum 30 schools (including existing schools);
- increase the number and range of training sessions to support schools and hold two celebration events;
- to continue supporting DCC catering services to maintain the Silver FFL Catering Mark across Primary Schools and Bronze across secondary schools, nationally recognised standards, developed to reflect best practice in healthy and sustainable school meals; and
- to use part of the grant funding to promote and market the scheme to increase awareness of the brand which will benefit DCC Catering services and also encourage more schools to sign up.

Discussions around a sustainable wider model had started and a proposal was being formulated in readiness for 2020 - 2021.

**RESOLVED** to approve a grant of £70,000 to Food for Life for a period of 12 months, commencing in September 2019.

**33/19      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 the Procurement of Replacement Case Management System for Coroner's Services (contains information relating to the financial or business affairs of any particular person (including the Authority holding that information)).

PUBLIC

**MINUTES** of a meeting of the **CABINET MEMBER FOR STRATEGIC LEADERSHIP, CULTURE AND TOURISM** held on 5 September 2019 at County Hall, Matlock

**PRESENT**

Cabinet Member – Councillor B Lewis

**13/19** **MINUTES RESOLVED** that the minutes of the meeting held on 10 June 2019 be confirmed as a correct record and signed by the Cabinet Member.

**14/19** **COMMUNITY PRIORITIES PROGRAMME** In May 2016 Members agreed to establish a £2.271m Community Priorities Programme. The Programme was initially established to run for two years targeting designated geographical areas. This involved devolving funds to a local level to support community activities, particularly activity which helped communities to help themselves, supported the Council's priorities and worked alongside the Thriving Communities approach.

On 14 September 2017, Cabinet were provided with an update on the projects supported by the programme and approved changes to the programme's scope to ensure the best use of available funding. Since that date, a further 150 projects totalling £936,461 had been approved. Further details about each project was attached at Appendix A to the report. Total spend on the Community Priorities Programme to date was £2,114,484 with 285 projects supported. In addition, four projects were currently being progressed to the value of £14,541 which would bring the total spend throughout the life of the programme to £2,129,025.

The programme had now been active for a total of three years, including a one year extension to maximise the allocation of funding across all areas of the county. The programme was no longer taking applications and as such it was recommended that remaining funds totalling £141,975, not committed at this point in time, be returned to the General Reserve and the programme be formally closed.

Whilst applications to the programme were no longer being accepted, many of the funded projects would continue and, in cases where funding had recently been awarded, monitoring would commence. To ensure effective monitoring of projects, officers would continue to work on the programme over the next six months to ensure funds approved had been, or were in the process of being, spent on agreed activity.

**RESOLVED** to (1) note the 150 projects totalling £936,461 that had been approved since the last update report to Cabinet on 14 September 2017 and the total programme spend of £2,129,025;

(2) approve the return of unspent programme funds totalling £141,975 to General Reserves and to confirm the formal closure of the programme; and

(3) note the work that is taking place to evaluate the programme and receive a report on the outcome of the evaluation at a future Cabinet Member meeting in due course.

**15/19      URGENT DECISIONS TAKEN BY THE EXECUTIVE DIRECTOR COMMISSIONING, COMMUNITIES AND POLICY – WHALEY BRIDGE HARSHIP FUND AND WHALEY BRIDGE BUSINESS HARSHIP FUND**

On 1 August 2019, residents and businesses in Whaley Bridge and the New Mills area had been evacuated following the partial collapse of the dam spillway at Toddbrook Reservoir. To ensure those affected by the evacuations and in financial hardship, did not suffer further financial difficulties, it was necessary for the Council to put in place support mechanisms for those at greatest risk.

Due to the urgency of the support required by both residents and local businesses, an urgent decision was sought from the Executive Director for Commissioning, Communities and Policy for permission to use the existing Derbyshire Discretionary Fund to establish a Hardship Fund for local residents and a public donation telephone line. A further urgent decision, to establish a Hardship Fund for local businesses was also sought. Together, both funds provided a package of support for those affected. Details of both these decisions were appended to the report for information.

**RESOLVED** that the report be noted.

**16/19      BUDGET MONITORING 2019-20 – PERIOD 3 (AS AT 30 JUNE 2019)** The net controllable budget for the Strategic Leadership, Culture and Tourism portfolio was £10.720m. The Revenue Budget Monitoring Statement prepared at period 3 indicated that there was a projected year-end underspend of £0.280m. The key variances were as follows:-

Communications – underspend £0.099m

The main underspend related to staffing and running expenses.

Policy and Research – underspend £0.111m

The main underspends related to staff vacancy, VCS grant to Bolsover CVP (no longer in operation) and a reduction in running costs.

Call Derbyshire – underspend £0.111m

The underspend related to staff turnover and vacancy control.

Budget reductions totalling £0.701m had been allocated for the year. It was forecast that £0.701m of savings would have been achieved by the year-end, and these were detailed in the report.

The portfolio had received the following additional budget allocations in 2019-20:

- (i) Thriving Communities £0.368m (on going)  
Funding to concentrate on three priorities in respect of rolling out the Council Plan commitment across Derbyshire: radically reshaping demand, unlocking community potential and creating an alliance for work and skills.
- (ii) Enterprising Council £0.094m (ongoing)  
Support for this programme of transformational change, which would affect the whole organisation and was a Council Plan commitment.
- (iii) Community Managed Libraries - £0.742m (one off)  
Funding for the Council Plan commitment to introduce community managed libraries.

Earmarked reserves totalling £2.384m were currently held to support future expenditure and details of these reserves were presented.

**RESOLVED** to note the report.

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PUBLIC

**MINUTES** of a meeting of the **CABINET MEMBER FOR HIGHWAYS, TRANSPORT AND INFRASTRUCTURE** held at County Hall, Matlock on 12 September 2019

**PRESENT**

Cabinet Member - Councillor S A Spencer

Also in attendance - Councillor G Hickton.

**43/19      PETITION    RESOLVED** (1) to receive the under-mentioned petition:-

| Location/Subject  | Signatures | Local Member         |
|---|------------|----------------------|
| Furness Vale - Request for Speed Cameras and Evaluation of Volume of Traffic an State of the Road | 408        | Councillor A Fox     |
| Hartshorne, Adjacent to 53/55 Brookdale Road – Reinstatement of Footway                           | 23         | Councillor L Chilton |

(2) that the Strategic Director – Economy, Transport and Environment investigates and considers the matters raised in the petition.

**44/19      MINUTES    RESOLVED** that the Minutes of the meeting of the Cabinet Member for Highways, Transport and Infrastructure held on 11 July 2019 be confirmed as a correct record and signed by the Cabinet Member.

**45/19      PETITION - WELLINGTON STREET, BENNETT STREET AND WELBECK ROAD, LONG EATON – REQUEST FOR PARKING RESTRICTIONS**

Following receipt of a petition from the Head Teacher of Longmoor Primary School requesting new double yellow lines and for the operating times of the School Keep Clear Zig Zag markings to be extended on Wellington Street, Bennett Street and Welbeck Road, Long Eaton, investigations have been undertaken.

In 2012, a Traffic Regulation Order was implemented to make it illegal for vehicles to stop on the School Zig Zag markings at the start and end of the school day. These operated Monday to Friday, 8am – 9am and 3pm – 4pm. Although school requested extension of the restriction times to cover the entire school day, the numbers of children arriving or leaving outside of the start and end of the school day for school clubs and pre-school sessions, were much lower and there was no congestion at these times. The timings of the restrictions currently in place were also more likely to be respected by people who live close to the school. Changes

to the times of operation on the School Keep Clear Zig Zag markings on Newstead Road were not recommended.

To keep the junctions and crossing points clear of parked vehicles on Wellington Street, Bennett Street, Welbeck Road and Newstead Road, it was felt that it would be appropriate to consider a proposal for the introduction of double yellow lines. The proposals would be ranked and placed on the ranking list for future Traffic Regulation Orders to be pursued.

**RESOLVED** (1) to refuse the extension of operating times on the School Keep Clear Zig Zag Markings for Newstead Road, Long Eaton;

(2) to support the proposal for the future introduction of the No Waiting at Any Time (double yellow lines) on Bennett Street, Wellington Street, Newstead Road and Welbeck Road, Long Eaton; and

(3) that the Local Member and Lead Petitioner be informed of the decision.

#### **46/19      UPDATE ON SOUTH EAST MANCHESTER RAIL STUDY**

The Cabinet Member was updated on the results of the South East Manchester Rail Study. The study summary report of the study was attached to the report.

The study covered a number of rail routes which originated in the Greater Manchester area and served communities in Derbyshire, including Glossop, Buxton and the Hope Valley. The study was commissioned and led by Transport for Greater Manchester (TfGM) as part of a series of similar projects it was undertaking of rail services in its area with Derbyshire County Council officers providing additional specialist support.

Concepts were developed into realistic operational timetables taking account of the demands for freight traffic where appropriate and any infrastructure enhancements required to deliver the proposals were identified.

The study concluded with a series of suggested next steps based on further development of the best options. In Derbyshire, the proposals were for developments on the Glossop, Hope Valley, Buxton corridors and potential to improve accessibility to the rail network from Chapel-en-le-Frith Central station.

Further development of the proposals would require Derbyshire and TfGM to work with other partners in the rail industry, including Network Rail, the train operators and Transport for the North to make the case for their inclusion in the future development plans for rail in the north. Some of the proposals would benefit from investment decisions which have already been agreed, such as the Hope Valley rail line upgrade which was due to be implemented by 2024.



**RESOLVED** (1) to note the results of the study and the potential for improvements to rail services in the High Peak and north Derbyshire Dales areas it had identified; and

(2) to agree that officers from the County Council continue to work with Transport for Greater Manchester, Transport for the North and other stakeholders from the rail industry to further develop the next step proposals identified in the study.

**47/19 REVIEW OF CHARGES AND PAYMENT FOR COMMERCIAL WASTE, ABANDONED VEHICLES, RECYCLING CREDITS AND EXCESS MILEAGE**

The charges and payments made to District and Borough Councils for the disposal of commercial waste and abandoned vehicles; and payments for recycling credits and excess mileage relating to the delivery of waste management services within the County, detailed in the report and have been subject to an annual review. It was proposed to increase the abandoned vehicle payments to £40.72 per vehicle which took into account the annual adjustment based on the Retail Price Index (RPI); Recycling Credits in accordance with the statutory 3% increase to £58.29 per tonne; and the excess mileage payments, linked to the RPI, to £0.98 per tonne per mile, or £39.08 per hour travelled. It was requested that due to the recent changes to the waste contract the commercial waste disposal recharge rate for 2019-20 be further assessed and a report submitted to a future Cabinet Member meeting.

Approval for all the new proposed annual rates has historically been requested each year but it was proposed that, in the future, approval would be sought on a bi-annual basis with the next 2020-21 rates being calculated using the reported methods and implemented without submitting a report. It was anticipated that this would greatly reduce the time taken to process Waste Collection Authority recharges and receive their payments, particularly at the start of the year.

**RESOLVED** (1) that following recent changes to the waste contract the commercial waste disposal recharge rate for 2019-20 would be reported to a future meeting of the Cabinet Member;

(2) to approve the abandoned vehicle rate for 2019-20 at £40.72 per vehicle in accordance with the Agency Agreement;

(3) to approve the recycling credit rate for 2019-20 at £58.29 per tonne;

(4) to approve the excess mileage payment for 2019-20 at £0.98 per tonne per mile or £39.08 per hour travelled; and

(5) the submission of future Cabinet Member reports, requesting approval for proposed new annual recharge/payment rates, be undertaken on a bi-annual basis from 2019-20.

#### **48/19      ANNUAL REPORT OF PROGRESS OF DERBYSHIRE'S LOCAL FLOOD RISK MANAGEMENT STRATEGY**

The Cabinet Member received an update on the progress made in delivering Derbyshire's Local Flood Risk Management Strategy (LFRMS) in 2018-19. The full annual review was set out in the Appendix 1 to the report.

Notable highlights, in terms of delivery since the approval of the LFRMS, included completion of 682 planning responses relating to flood risk (27% increase from previous year); completion of 49 land drainage consents; continued support, to encourage developers to take up Sustainable Drainage Systems (SuDS) for new development; ongoing development of a local guidance/standard for SuDS; utilising natural flood risk management techniques to reduce flood risk; ongoing partnership working with other risk management authorities to identify and implement flood risk schemes; and seeking and maximising external funding for flood mitigation schemes.

**RESOLVED** to note and welcome the progress made on delivering Derbyshire's Local Flood Risk Management Strategy in 2018-19.

#### **49/19      USE OF PUBLIC RIGHTS OF WAY FOR THE 2019 EDINBURGH TRIAL**

The County Council had received a request for the Motor Cycle Club to be authorised to hold trials along seven public footpaths located in or close to the National Park, including Litton Public Footpath 7 (known as "Litton Slack"), as part of the 2019 Edinburgh Trial (the Trial) which was to take place on 5 October 2019.

The promotion or taking part in a motor vehicle trial on a public footpath, public bridleway or restricted byway required a prior authorisation by the County Council, under Section 33 of the Road Traffic Act 1988. This could only happen if the Council was satisfied that the relevant landowner(s) and occupier(s) had given consent in writing to the use.

The Council's formal policy on motorised vehicles in the countryside was still contained in the Countryside Service 'Management of Green Lanes' document, approved by Cabinet on 24 July 2012. Policy Statement 8 provides that "*The Council will support efficiently organised Motor Trial events where organisers can demonstrate that liaison with the Police, local communities, landowners and conservation bodies has been carried out*". This document also referred to the County Council's guidelines for motor vehicle trials, which were originally approved by the Cabinet Member – Environmental Services in 2009, as "the Code of Practice for the authorisation of Motorised Trials on Non-Classified Highways and Rights of Way" and contained 10 paragraphs of 'key requirements' and 'guidelines'.

The Trail would involve a significant number of competitors in vehicles comprising motorcycles and motor cars of a variety of types and ages, each with valid insurance. No four wheel drive vehicles or 'off road' tyres were allowed. It was a timed event, not a race, over a period of less than a day from start to finish.

The Edinburgh Trial was inaugurated by the Motor Cycle Club in 1904 and up to 2009, it included Litton Slack. In September 2018, the Cabinet Member approved the authorisation of a trial which allowed this tradition to be revived for the 2018. With ongoing monitoring and the subsequent recovery of the sites following last year's Trial there appeared to be no reason to withhold consent.

The Organisers have gained the consent of the various landowners and notified the Peak District National Park Authority (PDNPA). The Heritage and Culture Team within the PDNPA has raised concerns about the possibility of long-term damage to the use of Litton Footpath 7 (Litton Slack) which also passed through a Site of Special Scientific Interest (SSSI). The 2018 Trial took place following a period of wet weather. Although there was visible scarring of the surface at Litton Slack from last year's event, the surface has recovered and no exceptional concerns or long-term issues have been reported.

**RESOLVED** that the Executive Director – Economy, Transport and Environment be approved, on behalf of the County Council, to issue authorisation of Section 33 of the Road Traffic Act 1988, for the running of trials between motor vehicles as requested by the organisers of the 2019 Edinburgh Trial event, subject to any conditions such as he may see fit.

**50/19      REVENUE OUTTURN 2018-19** The final statement setting out the final revenue controllable outturn position for the Highways, Transport and Infrastructure Portfolio for 2018-19 was attached to the report. Net controllable expenditure was £76.781m against a budget of £77.974m, resulting in a controllable underspend of £1.193m

Key variances included Highway Maintenance (overspend of £0.352m), Public and Community Transport (underspend of £0.323m), Waste Management (underspend of £2.403m), Planning and Development (underspend of £1.639m); Resources and Improvement (underspend of £0.303m); and Unallocated Savings (overspend of £3.321m).

Growth items in the 2018-19 budget were Waste Management (£2.476m ongoing and £0.634m one-off); Highway Maintenance (£1.500m ongoing and £1.000m one-off); Public Transport (£2.600m ongoing); Street Lighting (£0.148m one-off); Planning Development Management and Obligation Monitoring Systems (£0.110m one-off) and HS2 Co-ordination Officer (£0.064m one-off).

Bids against the 2018-19 Economy, Transport and Environment Department underspend of £1.400m have been put forward, which leaves a balance of £0.331m underspend to cover slippage in delivery of the budget savings and other one-off projects to be agreed at future Cabinet Member meetings.

Budget savings totalling £2.127m were allocated for the year, with a brought forward figure from previous years of £2.794m, giving an overall target to date for 2018-19 of £4.921m. A total of £1.106m savings were achieved by the year end.

Due to slippage, the street lighting LED project and Road Safety savings were not fully achieved in 2018-19, but are expected to be achieved in full in 2019-20. Unidentified savings £3.815m are going to be carried forward into 2019-20.

Earmarked Reserves relating to the portfolio, totalling £19.732m, were currently held to support future expenditure.

**RESOLVED** to note the report.

**51/19      BUDGET MONITORING 2019-20 – PERIOD 3**      The net controllable budget for the Highways, Transport and Infrastructure portfolio was £77.460m. The Revenue Budget Monitoring Statement, prepared at Period 3, indicated that there was a projected year-end overspend of £2.622m. This overspend would be supported by the use of £2.622m of earmarked reserves.

The key variances included Waste Management (underspend £0.994m), Public and Community Transport (underspend £0.787m), Winter Maintenance (overspend £1.027m), and Planning and Development (underspend £1.105m).

Budget reductions totalling £2.609m were allocated for the year, with a brought forward figure from previous years of £3.321m. This has resulted in total reductions to be achieved of £5.930m at the start of the year. The short fall between the target savings figure and the savings identifies for 2019-20 was £5.250m.

Growth items and one-off funding in the 2019-20 budget included Waste Treatment and Disposal (£1.500m ongoing), Highways Maintenance (£1.000m one-off), Public Transport (£0.500m ongoing), Water Body (£0.100m one-off), HS2 Co-ordination Officer (£0.064m one-off) and Street Lighting (£0.048m one off).

Earmarked reserves relating to this portfolio, totalling £19.453m, were currently held to support future expenditure. Risks and the debt position were also detailed in the report.

**RESOLVED** to note the report.

PUBLIC

**MINUTES** of a meeting of the **CABINET MEMBER FOR CORPORATE SERVICES** held on 19 September 2019 at County Hall, Matlock

**PRESENT**

Cabinet Member – Councillor A Foster

**54/19** **MINUTES RESOLVED** that the minutes of the meeting held on 1 August 2019 be confirmed as a correct record and signed by the Cabinet Member.

**55/19** **BUDGET MONITORING 2019-20 – PERIOD 3 (AS AT 30 JUNE 2019)** The net controllable budget for the Corporate Services portfolio was £48m. The Revenue Budget Monitoring Statement prepared at period 3 indicated that there was a projected year-end underspend of £0.532m. The significant areas which made up this projection were detailed in the report and the key variances were as follows:-

**Finance & ICT - £0.860m underspend**

The division was planning to make significant savings from restructuring various parts of the business over the next three years, with the first tranche of the review being implemented in 2020-21. The underspend was as a result of vacancy control, which would assist in managing the restructure more effectively.

**County Property - £0.583m overspend**

This was made up of an overspend of £0.600m on Industrial Development. Whilst the occupancy of the industrial sites was currently running at 92%, there were a number of units that were leased on 'below market rates' to organisations that had charitable status. In addition there were a number of units where the Council provided rent free periods as an incentive to attract businesses and offset maintenance requirements. The income target was challenging and work was underway to ensure the units were placed on a sustainable basis moving forward.

**Legal Services - £0.318m overspend**

Although the budget was increased by £300k, the demand for services had meant that there was still a need to employ agency staff, which accounted for most of the overspend. A review was currently underway to examine a different model for delivering legal services, which would manage both service demand and costs more effectively.

**Human Resources - £0.230m underspend**

The major area of underspend related to vacancies. The Division was currently undergoing a review of the HR function within the council, and was centralising the function. The review would make a significant contribution towards the 2020-21 and 2021-22 savings targets. Holding vacancies would help to contribute towards the savings targets in future years.

The value of the savings initiatives which had been identified for implementation in the current year was £1.152m. It was forecast that £1.152m of savings would have been achieved by the year-end.

The portfolio had received the following additional budget allocations in:

ICT strategy - £0.200m ongoing - This would be used to ensure that ICT was aligned with the requirements of the business, in particular in delivering the Enterprising Council programme.

Legal Services - £0.300m ongoing - The growth was being utilised to support the provision of services due to the level of demand.

Enterprising Council £0.150m (one off) - Support for the programme of transformational change, which would affect the whole of the Council.

Learning Management System £0.083m (one off) - The funds would be used to project manage the replacement of the Council's Learning Management system

SSC HR consultant - SAP development £0.045m (one off) - There would be increased support for the HR SAP development team which would enable the section to focus on generating more financial savings.

The risks that could negatively impact on the portfolio's forecast outturn position reported in the Forecast Summary were highlighted.

Earmarked reserves totalling £82.470m were currently held to support future expenditure. Details of these reserves were presented.

**RESOLVED** to note the report.

**56/19**      **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 1 August 2019.

2. To consider the exempt reports of the Executive Director Commissioning, Communities and Policy on:-
  - a) Acceptance of Offer: Former Gladys Buxton Centre, Dronfield  
(contains information relating to the financial or business affairs of any particular person (including the Authority holding that information))
  - b) Transfer of Waste Sites to a New Operator  
(contains information relating to the financial or business affairs of any particular person (including the Authority holding that information))

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**Agenda Item No. 6(a)**

**DERBYSHIRE COUNTY COUNCIL**

**CABINET**

**10 October 2019**

Report of the Executive Director – Economy, Transport and Environment

**DERBY AND DERBYSHIRE ANNUAL CASUALTY REPORT 2018  
(HIGHWAYS, TRANSPORT AND INFRASTRUCTURE)**

(1) **Purpose of Report** To bring to Cabinet's attention the Derby and Derbyshire Annual Casualty Report 2018 and to seek approval for the wider publication of the report, both in electronic and printed form.

(2) **Information and Analysis** The Casualty Report is an annual publication that ensures information on road traffic collision trends is publicly available.

The report shows what has been achieved in road traffic casualty reduction within the areas variously covered by Derbyshire County Council, the Derby and Derbyshire Road Safety Partnership (DDRSP) and Derby City Council, as well as detailed analysis of casualty trends within each Local Authority District/Borough. The report will be used to guide casualty reduction work for each area.

Performance in casualty reduction is shown in the report as measured against agreed indicators. These use, as the baseline, the annual average number of killed and seriously injured (KSI) casualties between 2005 and 2009. The report links with the Community Safety Strategies, Public Health Joint Strategic Needs Analysis, Derbyshire County Council's Council Plan, DDRSP's Strategy and the Local Transport Plans, with a strong emphasis on reducing road casualties.

In 2018, across the DDRSP area, the total number of casualties reduced for the fourth year running to a new record low number of 2,076 recorded injury casualties. The overall trend for recorded injury collisions was also of reductions, with a level of 1,660 collisions in 2018.

However, KSI casualties increased from 364 to 405 (11%) in the DDRSP area comparing 2018 with 2017, representing the highest level since the year of 2014. Fatalities, up from 36 to 51, were at their highest level in the last 12 years in 2018.

In the Derbyshire County Council area, during 2018, a total of 1,537 people were injured in Police reported collisions, of whom 42 people died and 288 were seriously injured.

When measured against agreed KSI casualty reduction target, the DDRSP area is currently 18% above the 2018 annual target and therefore not on track to meet the 2020 target.

There were varied reasons for the increase in killed and serious casualties in Derbyshire in 2018, but undoubtedly the fine summer played a part in attracting a higher volume of vulnerable recreational road users to Derbyshire.

Casualty increases in other road user groups are more difficult to explain such as the reasons behind the higher than average level of pedestrians killed or seriously injured in the month of November, or of car passengers in December. There were also higher than usual numbers of older car passengers killed or seriously injured in some summer months of 2018.

Detailed analysis of trends and patterns allows consideration of the most relevant priority groups on which to focus casualty reduction efforts. Current Derbyshire County Council priority groups are motorcyclists, adult pedal cyclists and older car drivers. Due to recent increases in casualties a new group, pedestrians, has been added to Derbyshire County Council priorities. Children and young car drivers will always be central to road safety too.

Established road safety initiatives in Derbyshire include workshops and training sessions aimed at different age groups of motorcyclists and summer and winter Motorcycle Awareness Campaigns, including publicity and road-side posters on relevant routes. Smartrider and County Rider schemes provide pedal cyclist training to primary and junior school pupils and adults. Driving Safer for Longer sessions are held, providing advice and support for older car drivers aged 65 and over. First Gear is a training course which is run providing pre-driver training for 15 to 17 year olds.

The next few years will see safety improvements enabled from the Department for Transport (DfT) Safer Roads Fund award of nearly £6.8 million on A619, A5004 and A5012. As well as engineering measures and improvements to infrastructure, this award will include educational resources. New initiatives are planned, such as the use of virtual reality headsets with 360° immersive technology, with imagery tailored towards particular road user groups, such as motorcyclists or older car drivers.

Subject to Cabinet's approval, it is proposed that the Casualty Report will be available to all on Derbyshire County Council and Road Safety Partnership websites. Printed copies will be available for distribution to key officers where required.

The Casualty Report will continue the data-led approach to casualty reduction, highlighting the nature of problems, allowing detailed analysis to ascertain priorities, producing profiles of problem areas and tailoring solutions accordingly.

(3) **Financial Considerations** The production of the documents will be funded from existing budgets. Production and distribution costs total £30.

(4) **Social Value Considerations** The analysis of collision and casualty data ensures the Casualty Report provides the evidence and information to guide work in the areas of road traffic casualty reduction. This ensures that society benefits from reducing numbers of injured road users and that scarce resources are used most effectively.

### **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 and transport considerations.

(5) **Key Decision** No.

(6) **Call-In** Is it required that call-in be waived in respect of the decisions proposed in the report? No.

(7) **Background Papers** Held on file within the Economy, Transport and Environment Department.

(8) **OFFICER'S RECOMMENDATIONS** That Cabinet:

8.1 Notes the current trends in road casualties as reported in the 'Derby and Derbyshire Annual Casualty Report 2018'.

8.2 Approves its wider publication both in electronic and printed form.

**Mike Ashworth**  
**Executive Director – Economy, Transport and Environment**



# DERBY AND DERBYSHIRE ANNUAL CASUALTY REPORT 2018





# Derby and Derbyshire Annual Casualty Report 2018

## Executive Summary

The Derby and Derbyshire Road Safety Partnership (DDRSP) is focused on reducing the number and severity of road safety casualties in the area covered by both Derby City and Derbyshire County Councils. The Partnership comprises partners from both councils, Derbyshire Constabulary, Derbyshire Fire and Rescue Service and Highways England.

In 2018 the total number of reported casualties - killed, seriously injured and slight - from road traffic collisions across the Partnership area continued to reduce. After an unexpected peak in 2014, the trend of annual decreases has continued and, in 2018, it is believed that total casualties were the lowest since the Second World War.

However, while the number of slight casualties in the DDRSP area continued to fall, this trend was not echoed by killed and serious (KSI) casualties. KSIs rose unexpectedly to their highest level since the 2014 peak, with fatalities rising from 36 to 51, their highest level for the last 12 years and an unprecedented 42% increase on the preceding year. Over the same period, serious casualties increased from 328 to 354, a rise of 8%. KSIs in total were 18% above the 2018 milestone and therefore not on track to meet the 2020 target.

Compared with 2017, KSI casualties in 2018 increased in almost all road user groups. Motorcyclist casualties continue to be a priority. Many casualties have been linked to the heatwave of that year, with above average casualties of riders on large motorbikes, riders over 40 years and at weekends. In urban areas such as Derby, there were above average injuries of riders on small and mid-range bikes. A programme of training initiatives developed for different age groups of motorcyclists will continue.

Children and young car drivers will always be central strands of road safety initiatives, including the teaching of life-long skills. An acclaimed Partnership venture is the Young Driver Education Programme which is rolled out annually to 16 and 17 year olds. Work-related casualties, including driving for work and commuting, will also continue to be a focus for DDRSP.

Evidence shows that the popularity of pedal cycling, both as a leisure activity and mode of transport, has continued to increase. Unfortunately, casualty levels have also increased and programmes of cycle related training are in place. Older car drivers form another road user group with a slower pace of reduction than expected, so there is a focus on educational sessions for this particular group. A recent increase in numbers of pedestrians killed and seriously injured means that new and innovative actions will be targeted towards this vulnerable group.

Established educational and training schemes continue to deliver results and are constantly updated to be responsive to changes in the wider world.

# Derby and Derbyshire Annual Casualty Report 2018

# Derby and Derbyshire Annual Casualty Report 2018

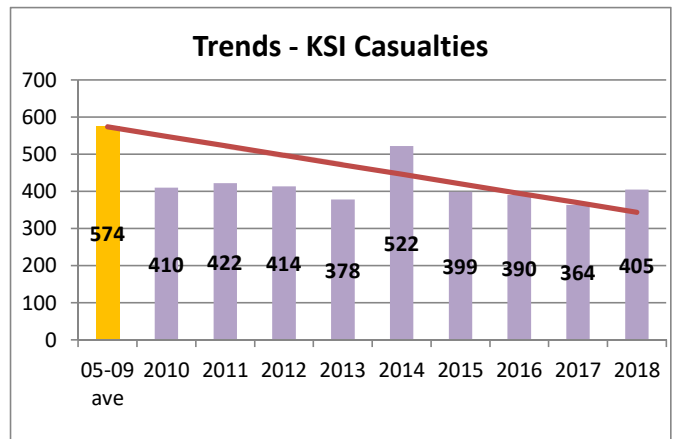
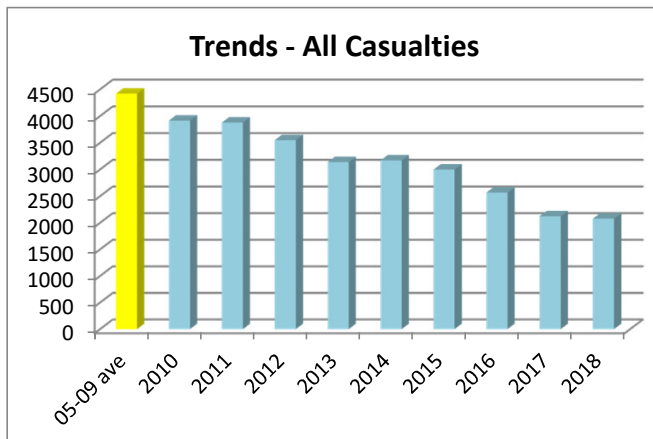
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# Derby and Derbyshire Road Safety Partnership

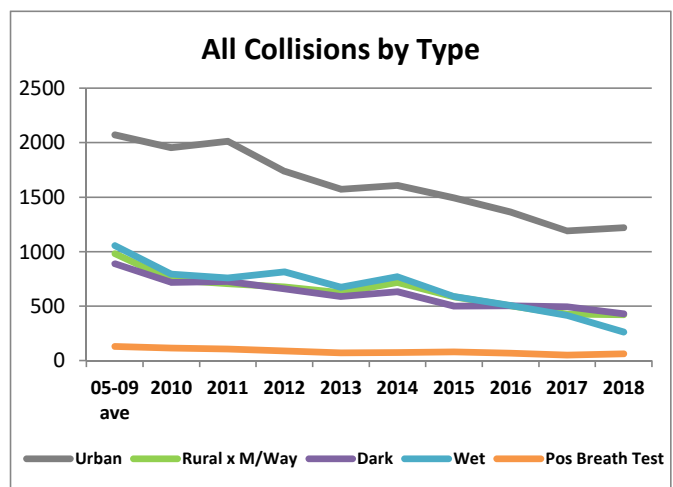
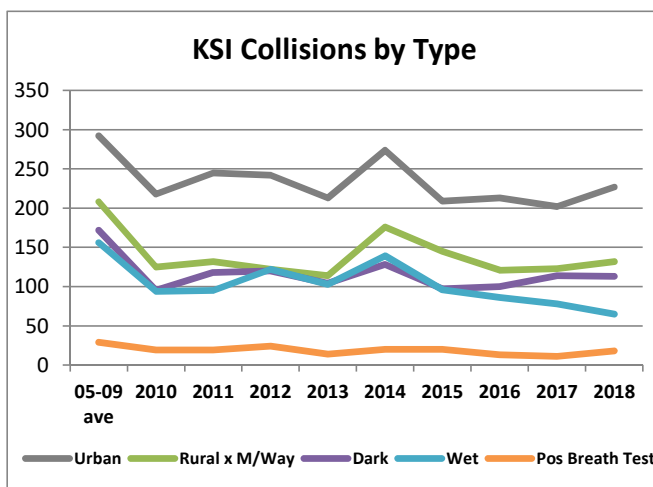
## Summary of Trends 2005 to 2018

| Collisions |            |            |             |             | Year             | Casualties |            |            |             |             |
|------------|------------|------------|-------------|-------------|------------------|------------|------------|------------|-------------|-------------|
| Fatal      | Serious    | KSI        | Slight      | Total       |                  | Fatal      | Serious    | KSI        | Slight      | Total       |
| <b>46</b>  | <b>468</b> | <b>514</b> | <b>2700</b> | <b>3214</b> | <b>05-09 ave</b> | <b>51</b>  | <b>523</b> | <b>574</b> | <b>3844</b> | <b>4418</b> |
| 30         | 323        | 353        | 2467        | 2820        | <b>2010</b>      | 30         | 380        | 410        | 3506        | 3916        |
| 38         | 347        | 385        | 2435        | 2820        | <b>2011</b>      | 39         | 383        | 422        | 3456        | 3878        |
| 23         | 350        | 373        | 2152        | 2525        | <b>2012</b>      | 25         | 389        | 414        | 3134        | 3548        |
| 22         | 311        | 333        | 1953        | 2286        | <b>2013</b>      | 25         | 353        | 378        | 2758        | 3136        |
| 35         | 423        | 458        | 1941        | 2399        | <b>2014</b>      | 36         | 486        | 522        | 2647        | 3169        |
| 24         | 334        | 358        | 1789        | 2147        | <b>2015</b>      | 25         | 374        | 399        | 2598        | 2997        |
| 32         | 306        | 338        | 1576        | 1914        | <b>2016</b>      | 35         | 355        | 390        | 2177        | 2567        |
| 34         | 296        | 330        | 1310        | 1640        | <b>2017</b>      | 36         | 328        | 364        | 1758        | 2122        |
| <b>48</b>  | <b>313</b> | <b>361</b> | <b>1299</b> | <b>1660</b> | <b>2018</b>      | <b>51</b>  | <b>354</b> | <b>405</b> | <b>1671</b> | <b>2076</b> |
| 4%         | -33%       | -30%       | -52%        | -48%        | % below average  | 0%         | -32%       | -29%       | -57%        | -53%        |



The 2018 level of 2076 casualties was the lowest since 1945 and 53% (2342) below the 2005 to 2009 average. However, KSI casualties were at their highest level (405) since 2014, 29% (169) below the 2005 to 2009 average and not on track to meet Derbyshire's target of a 50% reduction by 2020.

It is evident that in 2014 and 2018, with long spells of summer weather, there were above average levels of collisions involving motorcyclists, pedal cyclists and older car drivers. In early 2018, KSI casualty levels were suppressed due to snowfalls from January to early April.

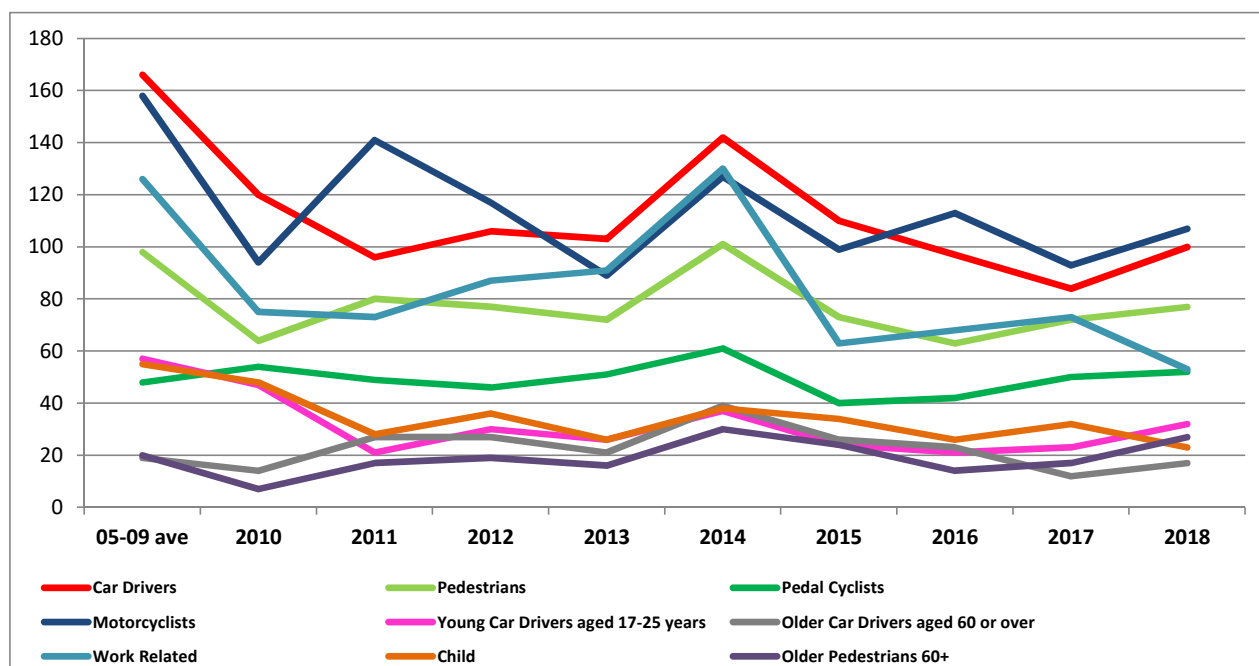


KSI collisions on wet road surfaces peaked in 2014 then reduced, but collisions in the hours of darkness have not reduced. Both rural and urban collisions increased in 2018 compared with 2017. In particular, groups to focus on are older car drivers, adult pedal cyclists, motorcyclists and pedestrians.



# Derby and Derbyshire Road Safety Partnership

## Killed and Serious Road User Casualty Trends



The Partnership brings together people who are experts in enforcement, engineering and education and enables joint working by Derbyshire County Council, Derby City Council, Derbyshire Fire and Rescue Service, Derbyshire Constabulary and Highways England in order to have a multi-agency approach to casualty reduction with particular emphasis on the priority groups.

In 2018, KSI casualties in all the big road user groups increased compared with 2017, except for work related casualties and children. Based on evidence of recent casualty trends, definable groups to influence and the proportion that the casualty group comprises, the following are currently priorities for casualty reduction initiatives for DDRSP - Motorcyclists, Young Car Drivers, Work Related Casualties.

Three other groups, Adult Pedal Cyclists, Older Car Drivers and Pedestrians are already priority groups for Derbyshire County Council whilst Motorcyclists are a priority group for both organisations.

# **Derby and Derbyshire Road Safety Partnership**

## **Casualty Priority Groups and Casualty Reduction Activities**

### **Motorcyclists (27% of KSI casualties in last 3 years)**

In 2018, 107 motorcyclists were killed or seriously injured on Derbyshire's roads, including 11 fatalities.

This was the second highest year after a peak in 2014, and the highest for riders of small bikes under 125cc. Motorcyclists were not on track at 13% or 12 casualties above the 2018 casualty reduction milestone.

Although KSI casualties involving large bikes over 500cc reduced at a faster pace than small bikes, larger bikes were consistently the higher proportion (51% in 2018), whereas small bikes comprised 41%. The proportion of riders killed or seriously injured on 50cc or under reduced in recent years, 50cc to 125cc and over 500cc remained stable but mid-range bikes of 125 to 500cc grew, especially after 2013. This may be due to younger riders upgrading to larger bikes. The age group with most growth in casualties riding 125cc to 500cc bikes was 19 to 21 years. At the other end of the age spectrum, all riders involved in collisions have gradually become older with increasing proportions of 54 to 68 year olds.

DDRSP works in schools and colleges to educate young drivers and riders and provides Compulsory Basic Training Plus for young riders.

DDRSP provides Enhanced Rider Scheme training for riders and runs an annual summer motorcycle safety campaign for leisure riders.

### **Young Car Drivers (7% of KSI casualties in last 3 years)**

Having remained fairly stable in the preceding three years, the number of young car drivers killed or seriously injured increased in 2018 (32), but this level was still below the milestone required to meet the 2020 casualty reduction target by 9% or 3 casualties. 180 young car drivers were injured on Derbyshire's roads in 2018, comprising 9% of all casualties, but 501 people were injured in collisions where a young car driver was involved, comprising 24% of all casualties.

Young car driver KSI casualties increased on both urban and rural roads in 2018 compared with the preceding two years. 81% of young car driver collisions occurred less than 10 miles from the young driver's home.

DDRSP provides the award winning Young Driver Education Programme, which is available to all schools and colleges and recognised nationally as a benchmark programme.

### **Work Related Casualties (on way to/from work or driving for work, including pedestrians injured) (17% of KSI casualties in last 3 years)**

Work related KSI casualties were consistently on track to meet the 2020 target except in 2014 and were at their lowest level of the last thirty years in 2018 (53). In 2018, 406 collisions or 24% of collisions on Derbyshire's roads involved one or more drivers/riders on a work related journey.

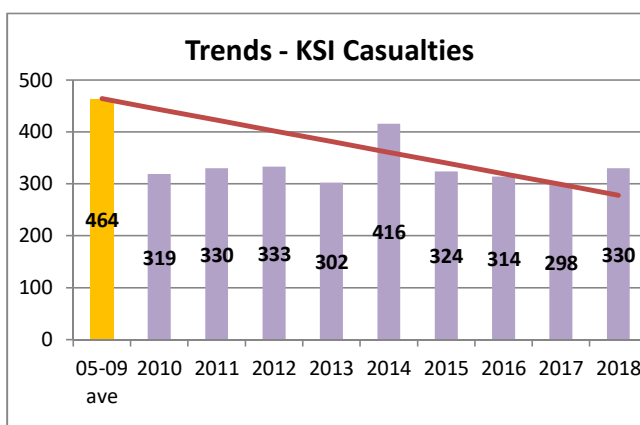
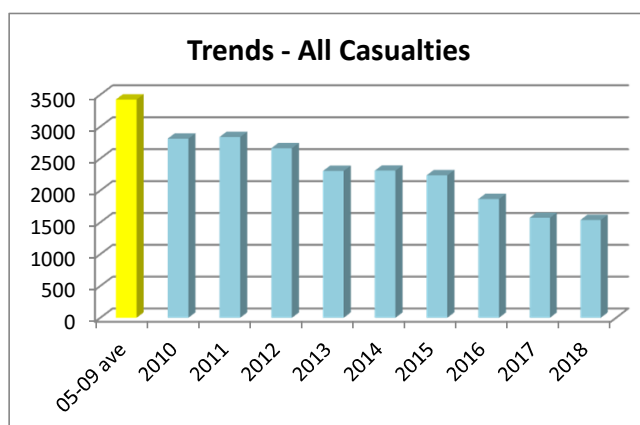
After 2014, there was a reducing trend in KSI collisions involving both driving for work and commuting. Driving for work collisions levelled in the last 2 years, whereas commuter collisions increased then reduced.

DDRSP's Occupational Road Risk Priority Group is working with Highways England in supporting small and medium enterprises to implement or improve their own safe driving policies.

# Derbyshire County Council

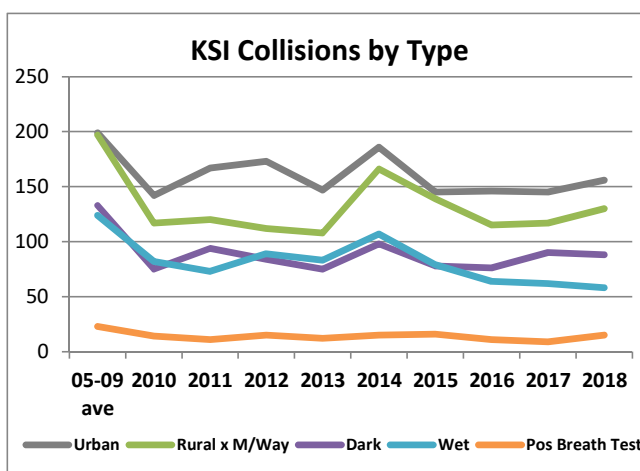
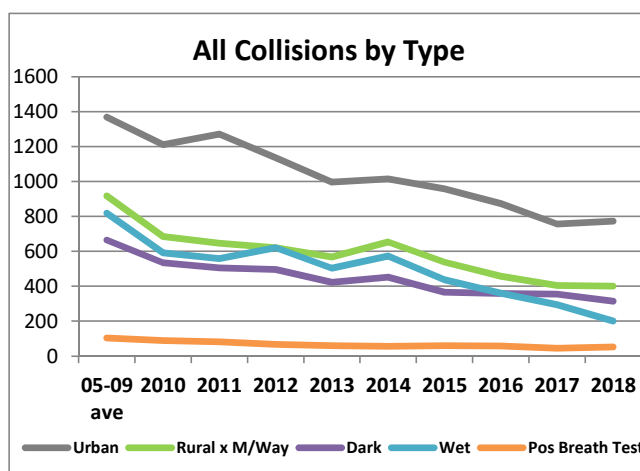
## Summary of Trends 2005 to 2018

| Collisions |            |            |             |             | Year             | Casualties |            |            |             |             |
|------------|------------|------------|-------------|-------------|------------------|------------|------------|------------|-------------|-------------|
| Fatal      | Serious    | KSI        | Slight      | Total       |                  | Fatal      | Serious    | KSI        | Slight      | Total       |
| <b>40</b>  | <b>369</b> | <b>409</b> | <b>2039</b> | <b>2448</b> | <b>05-09 ave</b> | <b>45</b>  | <b>419</b> | <b>464</b> | <b>2959</b> | <b>3424</b> |
| 29         | 240        | 269        | 1753        | 2022        | <b>2010</b>      | 29         | 290        | 319        | 2492        | 2811        |
| 34         | 261        | 295        | 1722        | 2017        | <b>2011</b>      | 35         | 295        | 330        | 2506        | 2836        |
| 19         | 275        | 294        | 1573        | 1867        | <b>2012</b>      | 21         | 312        | 333        | 2328        | 2661        |
| 21         | 240        | 261        | 1394        | 1655        | <b>2013</b>      | 24         | 278        | 302        | 2004        | 2306        |
| 29         | 331        | 360        | 1382        | 1742        | <b>2014</b>      | 30         | 386        | 416        | 1895        | 2311        |
| 22         | 266        | 288        | 1276        | 1564        | <b>2015</b>      | 23         | 301        | 324        | 1913        | 2237        |
| 29         | 236        | 265        | 1112        | 1377        | <b>2016</b>      | 31         | 283        | 314        | 1552        | 1866        |
| 30         | 237        | 267        | 916         | 1183        | <b>2017</b>      | 32         | 266        | 298        | 1273        | 1571        |
| <b>39</b>  | <b>249</b> | <b>288</b> | <b>905</b>  | <b>1193</b> | <b>2018</b>      | <b>42</b>  | <b>288</b> | <b>330</b> | <b>1207</b> | <b>1537</b> |
| -3%        | -33%       | -30%       | -56%        | -51%        | % below average  | -7%        | -31%       | -29%       | -59%        | -55%        |



The 2018 level of 1537 casualties was the lowest of the years since the end of the Second World War and 55% (1887) below the 2005 to 2009 average.

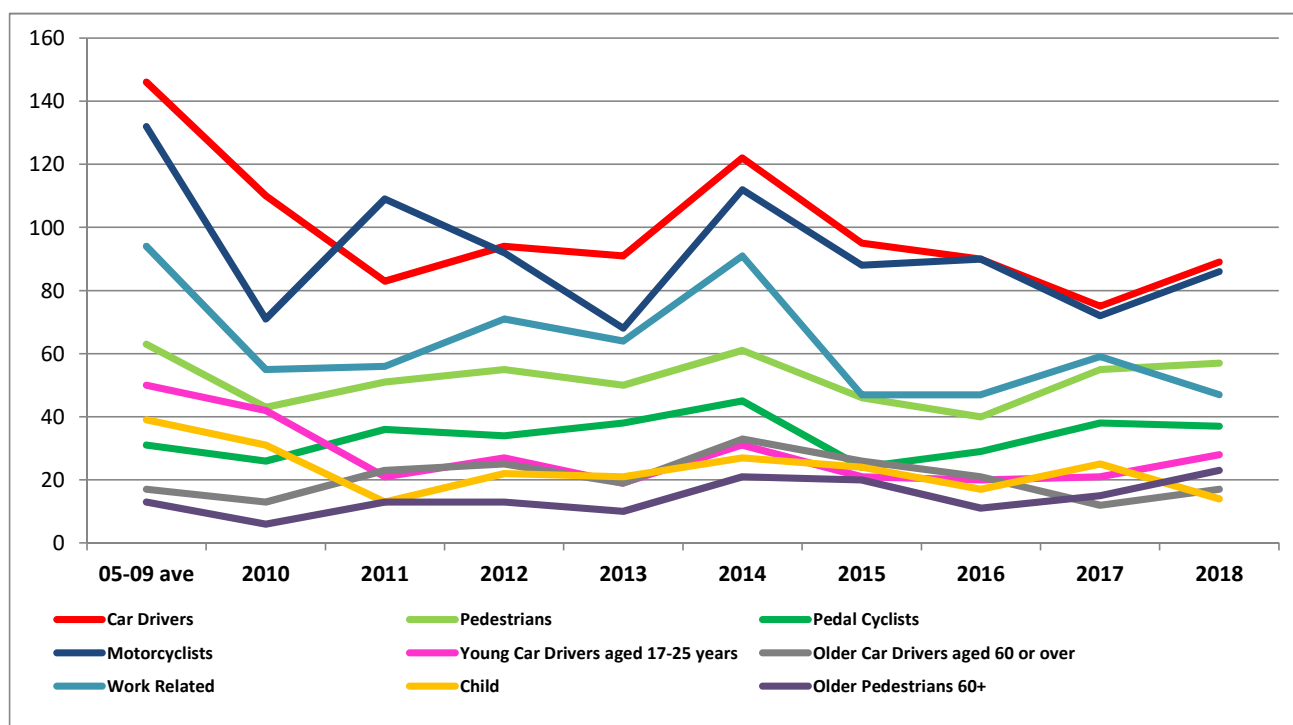
After a peak in 2014, KSI casualties reduced in the following three years then increased in 2018, another year with fine summer weather. The 2018 level of 330 KSI casualties was 29% (134) below the 2005 to 2009 average and not on track to meet Derbyshire's target of a 50% reduction by 2020.



Urban and rural KSI collisions peaked in 2014, reduced and stabilised for three years, then increased in 2018 and were not on track to meet the 2020 target. Collisions on urban roads were further adrift from the 2018 milestone than collisions on rural roads. Groups to focus on are older car drivers, pedestrians, pedal cyclists, motorcyclists, urban commuters and rural roads in the hours of darkness.

# Derbyshire County Council

## Killed and Serious Road User Casualty Trends



KSI casualties increased in almost all road user groups in 2018 compared with 2017, but pedestrians, pedal cyclists and young car drivers were closest to the 2014 peak. Based on evidence of recent trends and the proportion the casualty group comprises, the following are currently priorities for casualty reduction initiatives within the DCC area. Pedestrians are a new priority as KSI casualties were above the milestone targets in the last few years.

### Adult Pedal Cyclists (10% of KSI casualties in last 3 years)

Adult pedal cyclist KSI casualties were not on track to meet the annual milestones for the last 8 years and were 20 casualties above the 2018 milestone. Casualties on rural roads reduced slower than those on urban roads but casualties on urban roads were a greater proportion (59%). Analysis has been carried out on adult pedal cyclist collisions on gradients and on conflicts involving goods vehicles. There is evidence that Derbyshire's hills attract recreational cyclists.

### Older Car Drivers aged 60 and over (5% of KSI casualties in last 3 years)

Older car driver KSI casualties were not on track to meet the annual milestones for the last 8 years, and in 2018, were 6 casualties (55%) above the milestone. Since 2013, female older drivers in collisions reduced at a slower pace, but male casualties were a greater proportion (69%).

### Motorcyclists (26% of KSI casualties in last 3 years)

KSI motorcyclist casualties were on track to meet the 2020 target from 2015 to 2017 but were 9% (7 casualties) above in 2018. Groups to focus on include 17-20 year olds on smaller bikes on urban roads and riders aged 45 or over on urban and rural roads. In May 2018, at the start of the fine weather, the highest monthly motorcyclist casualties were recorded since August 2014. Analysis shows that, in the last 5 years, only 3% of riders in Derbyshire Dales lived within 2 miles of their collision and over a quarter lived more than 21 miles away. It is evident that Derbyshire's roads attract recreational bikers who may not be familiar with the roads.

### Pedestrians (16% of KSI casualties in last 3 years)

In 2018, pedestrian KSI casualties were 19 casualties (50%) above the milestone. An increase in older pedestrians of 60 years and over killed or seriously injured (23) was evident in 2018, the highest level of the years from 2005 onwards. However, child pedestrians were the fastest reducing age group and met the 2018 milestone.

Children killed or seriously injured comprise 6% of Derbyshire's road casualties, and will always be a focus of road safety initiatives.

# Derbyshire County Council

## Casualty Reduction Activities

Derbyshire County Council (DCC) continues to use an evidence-led approach to casualty reduction. Analysis of collision trends directs work to the geographic locations and road user groups with the highest risk.

DCC maintains the core body of education and training work in schools and colleges with children and young adults through Road Safety Officers. The Child Safety Audit identifies areas and demographic groups where road safety risk is highest. Every nursery, school and college has access to free resources and support for road safety learning, but areas of highest risk also receive proactive, dedicated support in the classroom from Road Safety Officers.

Established work includes:

- Child car seat checks to advise members of the public and professionals responsible for the care and transportation of children.
- Supporting Health Promotion Teams with a range of child car seat advice leaflets.
- Smartrider which provides pedal cycle training for Year 6 pupils in primary and junior schools.
- County Rider Adult Cyclist Training Programme for anyone aged 18 years or over who lives, works or studies in Derbyshire.
- First Gear Training Course which provides pre-driver training for 15 to 17 year olds.
- Driving Safer for Longer, a session providing advice and support for older drivers aged 65 and over who live in Derbyshire.
- Pre Compulsory Basic Training (CBT) workshops enabling 15 to 18 year old motorcyclists to learn from a two hour safety workshop.
- CBT Plus giving a 3 hour moped training session to Derbyshire residents aged up to 23 years old.
- Enhanced Rider Scheme (ERS) providing motorcyclists with a free 2 hour practical motorcycle riding skills check.
- 20 biker events at dealers across the county and 3 biker first aid courses for Derbyshire residents.
- An annual summer Motorcycle Awareness Campaign including roadside posters on the worst rural routes and summer and winter campaigns centred on junctions, including locations in Derby.

Engineering is an essential element of road safety. Each year, detailed investigations lead to a programme of Casualty Reduction Schemes which have a direct and positive effect. Schemes carried out in 2015 led to a 67% decrease in collisions (comparison of 3 years before implementation of schemes with 3 years afterwards).

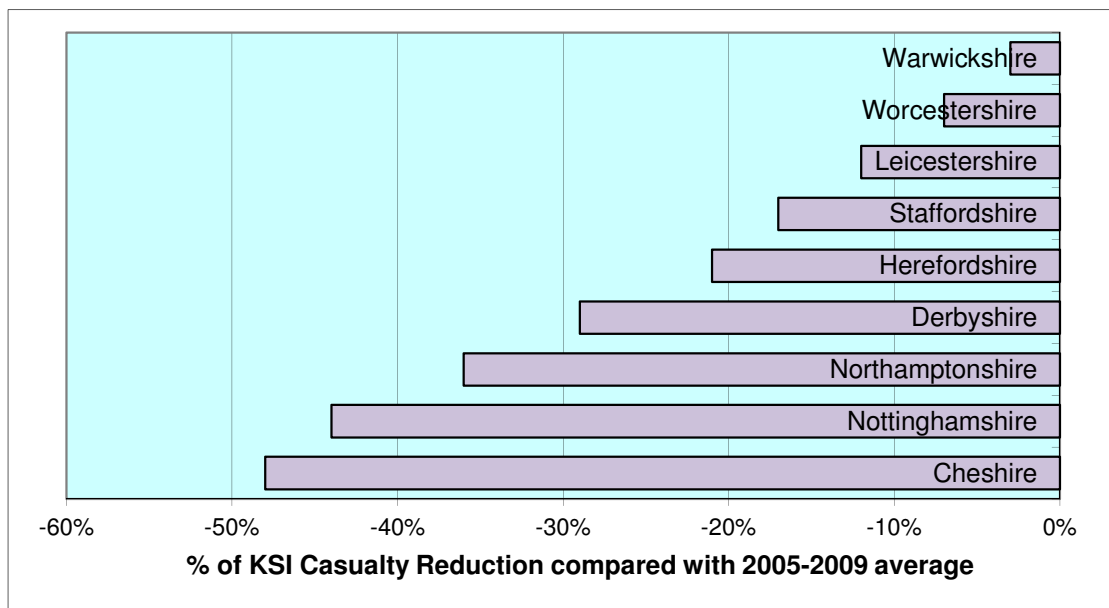
Partnership work is a key element. DCC is the lead member of the Derby and Derbyshire Road Safety Partnership and contributes to all the priority groups.

DCC participates in regional 'Bare Bones' and 'Shiny Side Up' partnerships which address motorcyclist casualties, the Midlands Service Improvement Group which shares best practice and are members of Road Safety GB, the leading national road safety organisation.

The Department for Transport Safer Roads Fund bid will enable use of headsets with immersive technology, using imagery tailored to individual road user groups. DCC is also working towards the Safe System approach including assessments of safer infrastructure on the worst routes.

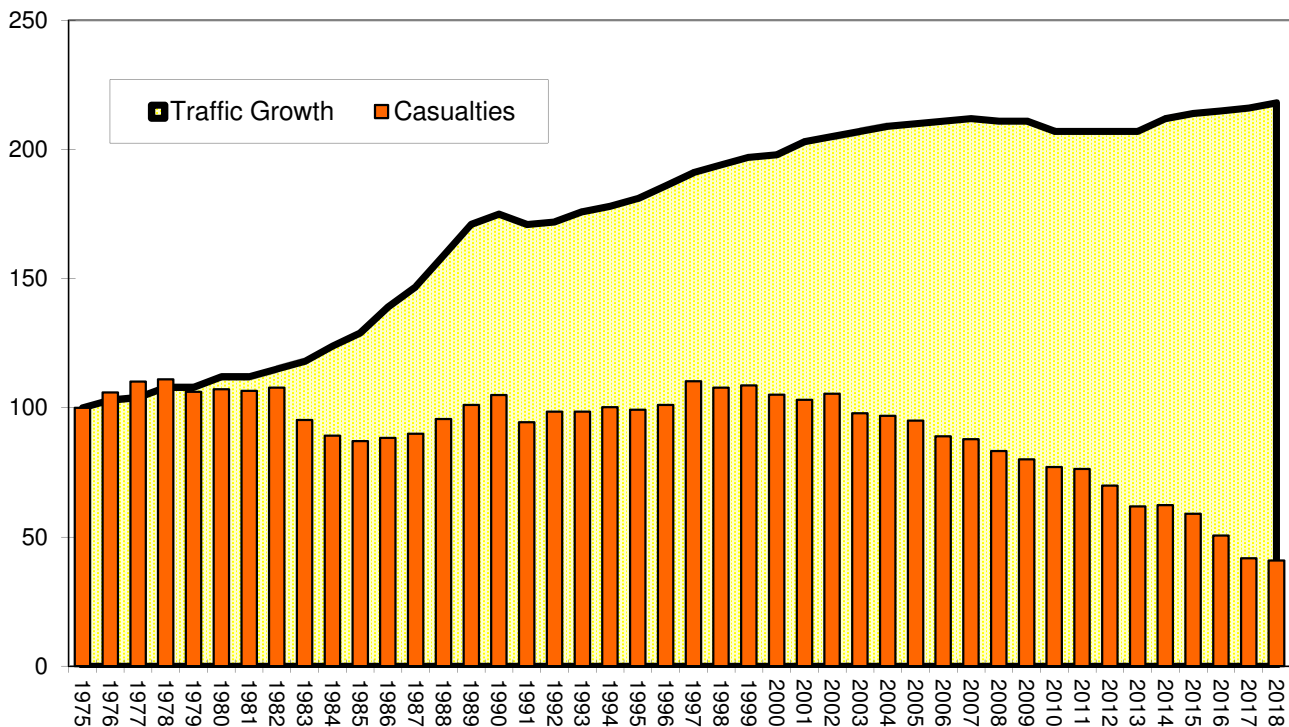
## Derbyshire County Council

### Comparison with other East Midlands Local Authorities



The fastest pace of KSI casualty reduction up to 2018 occurred in Cheshire. By 2018, KSI casualties in Derbyshire had reduced at a faster pace than in Great Britain as a whole. In Derbyshire, KSI vulnerable road user casualties (pedestrians, motorcyclists and pedal cyclists) followed a similar trend to that of Great Britain and reduced at a slower pace than total casualties.

### Casualties and Traffic Flow Trends 1975-2018

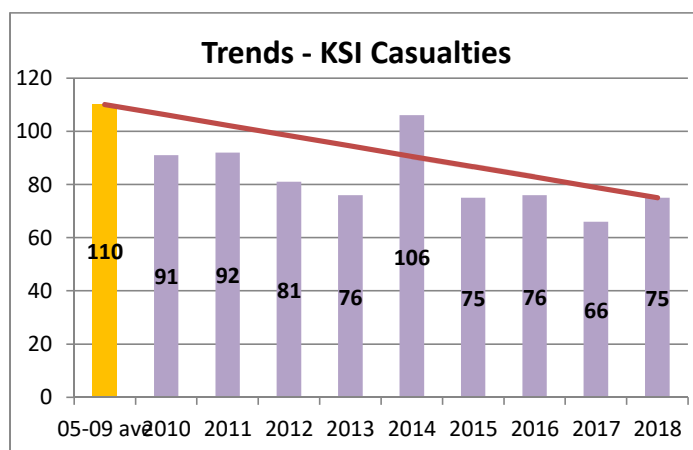
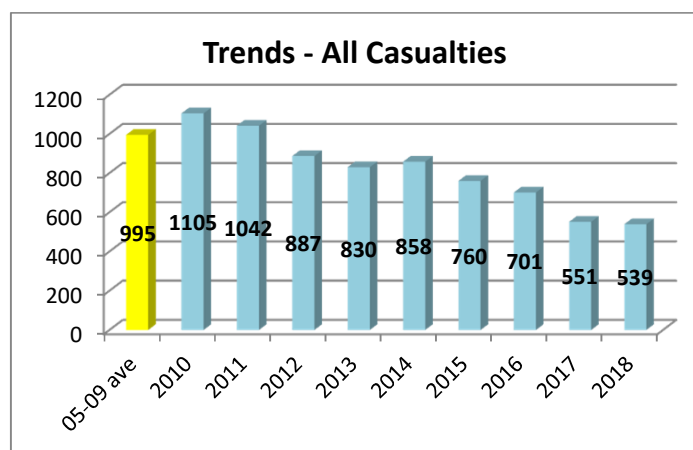


In 2018, traffic flow was more than double (118%) that of 1975, whilst casualties had more than halved (-59%) over the 43 years. Casualties increased to a peak in 1997 with another in 2002, followed by a decreasing trend. Traffic flows remained fairly static from 2010 to 2013 but increased in each of the last five years. Changes in the economy and weather patterns influence both traffic flows and casualty levels.

# Derby City Council

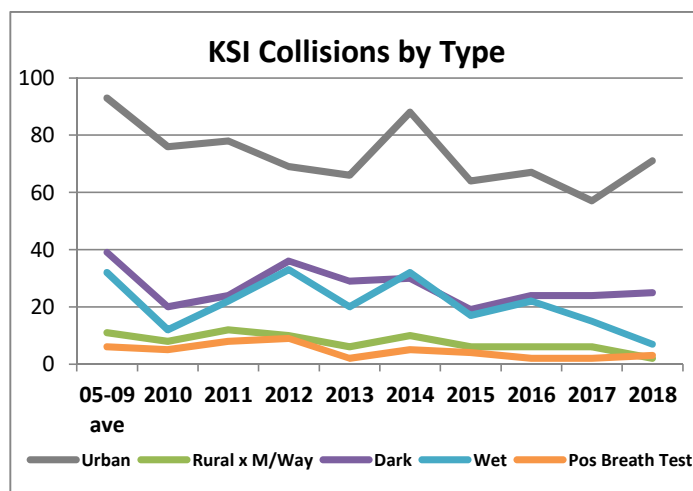
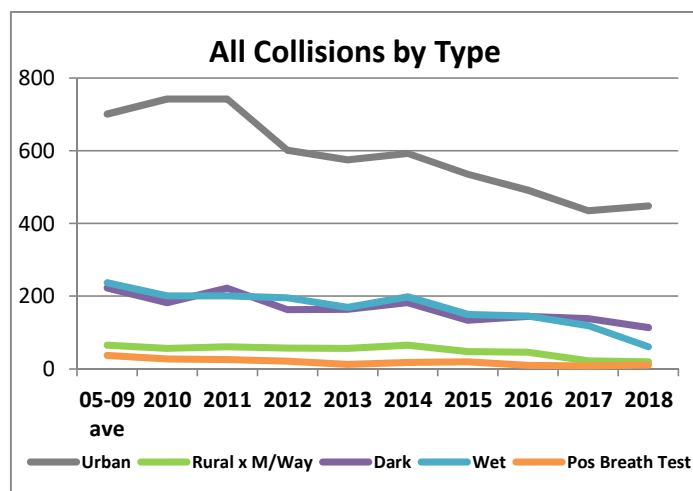
## Summary of Trends 2005 to 2018

| Collisions |         |      |        |       | Year            | Casualties |         |      |        |       |
|------------|---------|------|--------|-------|-----------------|------------|---------|------|--------|-------|
| Fatal      | Serious | KSI  | Slight | Total |                 | Fatal      | Serious | KSI  | Slight | Total |
| 6          | 99      | 105  | 661    | 766   | 05-09 ave       | 6          | 104     | 110  | 885    | 995   |
| 1          | 83      | 84   | 714    | 798   | 2010            | 1          | 90      | 91   | 1014   | 1105  |
| 4          | 86      | 90   | 713    | 803   | 2011            | 4          | 88      | 92   | 950    | 1042  |
| 4          | 75      | 79   | 579    | 658   | 2012            | 4          | 77      | 81   | 806    | 887   |
| 1          | 71      | 72   | 559    | 631   | 2013            | 1          | 75      | 76   | 754    | 830   |
| 6          | 92      | 98   | 559    | 657   | 2014            | 6          | 100     | 106  | 752    | 858   |
| 2          | 68      | 70   | 513    | 583   | 2015            | 2          | 73      | 75   | 685    | 760   |
| 3          | 70      | 73   | 464    | 537   | 2016            | 4          | 72      | 76   | 625    | 701   |
| 4          | 59      | 63   | 394    | 457   | 2017            | 4          | 62      | 66   | 485    | 551   |
| 9          | 64      | 73   | 394    | 467   | 2018            | 9          | 66      | 75   | 464    | 539   |
| 50%        | -35%    | -30% | -40%   | -39%  | % below average | 50%        | -37%    | -32% | -48%   | -46%  |



In 2018, all casualties were at their lowest level since the end of the Second World War and 46% below the 2005 to 2009 average.

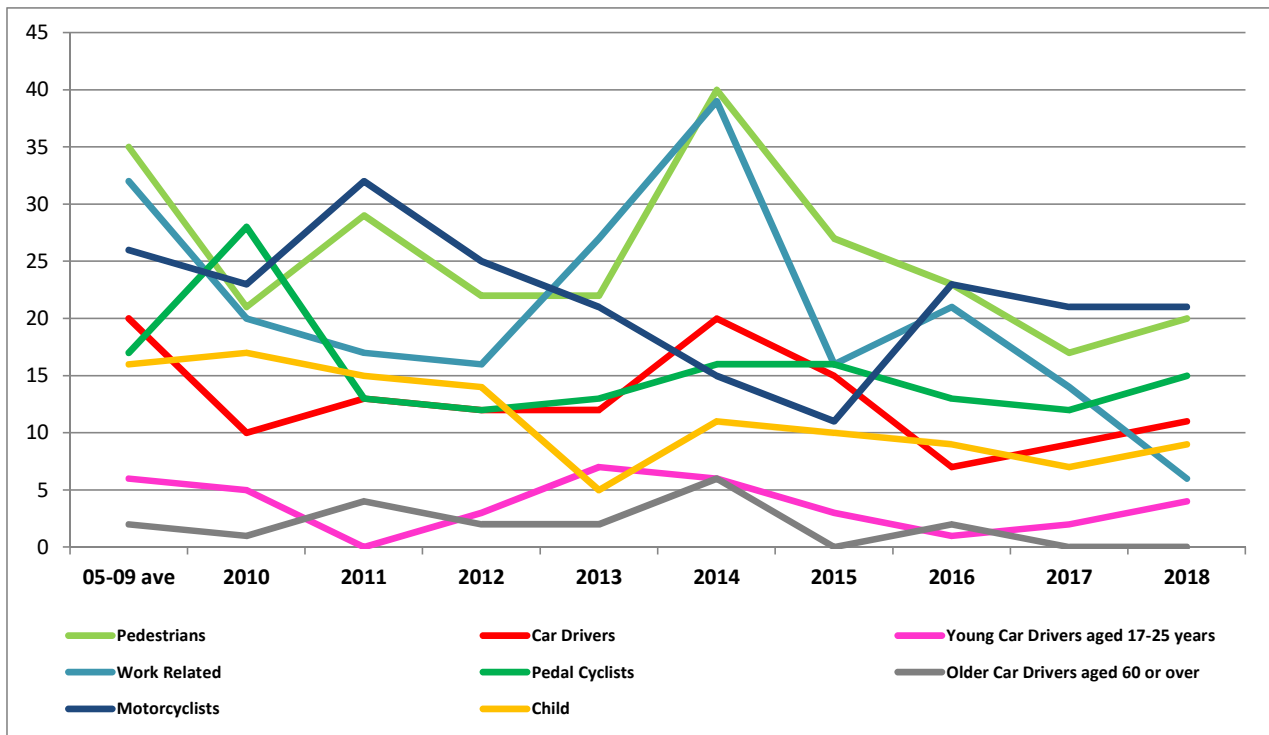
After a rise in 2014, killed and serious casualties reduced and remained fairly level apart from a drop in 2017. In 2018, KSI casualties were 32% below the 2005 to 2009 average and on track to meet Derby City's target of a 40% reduction by 2020.



KSI collisions on wet road surfaces reduced in 2018 but those in the hours of darkness remained stable. Collisions where a positive breath test was obtained remained at an encouragingly low level.

# Derby City Council

## Killed and Serious Road User Casualty Trends



In 2018, there was a slight upturn in KSI casualties involving pedestrians, pedal cyclists, car drivers and young car drivers but motorcyclists reduced for the second year running. No older car drivers were killed or seriously injured.

The casualty pattern in Derby is different from that of Derbyshire County Council area. In the City, pedestrians, motorcyclists, work related casualties and collisions in the hours of darkness comprise higher proportions. In the last 3 years, over half (55%) of motorcyclists injured in the City were riding small bikes under 125cc, compared with 43% in the the County Council area.

In 2018, groups not on track to meet the 2020 KSI casualty reduction target were pedal cyclists, motorcyclists and older pedestrians of 60 years or over.

Derby City Council continues to work with local communities and partners to support casualty reduction measures and road safety initiatives.

Data supplied by the Police is used to identify collision hotspots and road safety concerns, and to develop specific measures that help to tackle them.

This includes:

- Adult cycle confidence training
- Road safety engineering works
- Enforcement of parking and traffic restrictions

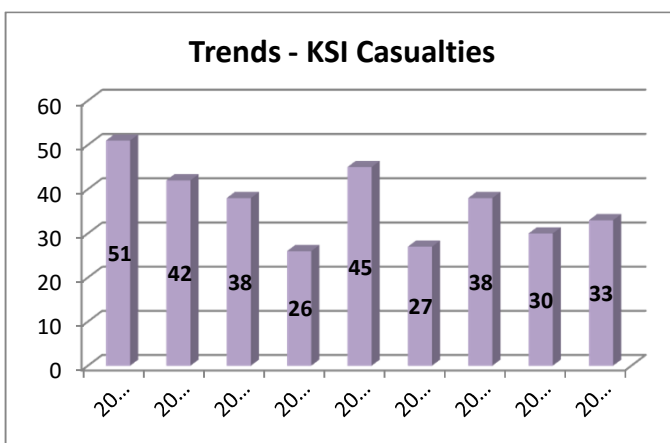
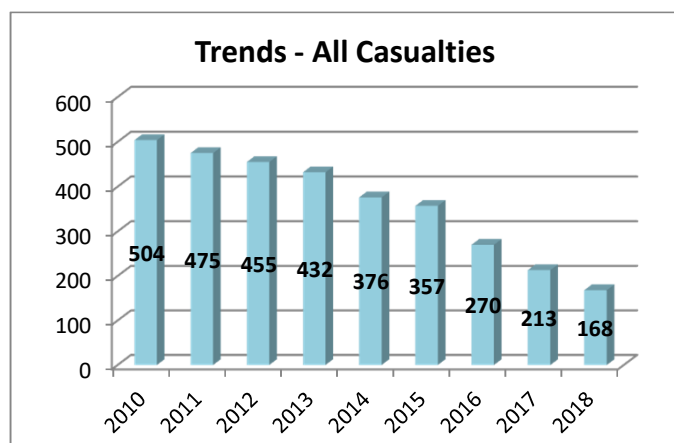
Derby City Council supports road users to help them travel safely, producing on-line guidance and advice targeted at vulnerable and higher risk groups.



# Highways England Roads in Derby and Derbyshire

## Summary of Trends 2010 to 2018

| Collisions |         |     |        |       | Casualties |       |         |     |        |       |
|------------|---------|-----|--------|-------|------------|-------|---------|-----|--------|-------|
| Fatal      | Serious | KSI | Slight | Total | Year       | Fatal | Serious | KSI | Slight | Total |
| 5          | 32      | 37  | 282    | 319   | 2010       | 8     | 43      | 51  | 453    | 504   |
| 7          | 24      | 31  | 266    | 297   | 2011       | 5     | 37      | 42  | 433    | 475   |
| 4          | 31      | 35  | 242    | 277   | 2012       | 4     | 34      | 38  | 417    | 455   |
| 3          | 21      | 24  | 266    | 290   | 2013       | 4     | 22      | 26  | 406    | 432   |
| 2          | 38      | 40  | 226    | 266   | 2014       | 2     | 43      | 45  | 331    | 376   |
| 0          | 19      | 19  | 203    | 222   | 2015       | 0     | 27      | 27  | 330    | 357   |
| 7          | 23      | 30  | 165    | 195   | 2016       | 7     | 31      | 38  | 232    | 270   |
| 7          | 21      | 28  | 123    | 151   | 2017       | 7     | 23      | 30  | 183    | 213   |
| 8          | 16      | 24  | 94     | 118   | 2018       | 8     | 25      | 33  | 135    | 168   |



Roads in the County of Derbyshire and City of Derby which are maintained by Highways England are the M1 motorway, A628, A50 and parts of the A38, A52, A5111, A516 and A6.

Total casualties on the trunk road network in Derby and Derbyshire fell by 21% (45), comparing 2018 with 2017. KSI casualties reduced from 2010 to 2013 and have fluctuated since then. In 2018, motorway collisions comprised 1.2% of the County's total collisions whilst other trunk road collisions accounted for 6%.

## Priorities

Highways England has implemented the Asset-led Delivery Model in the East Midlands to improve the planning and programming of major project schemes and maintenance on the Strategic Road Network.

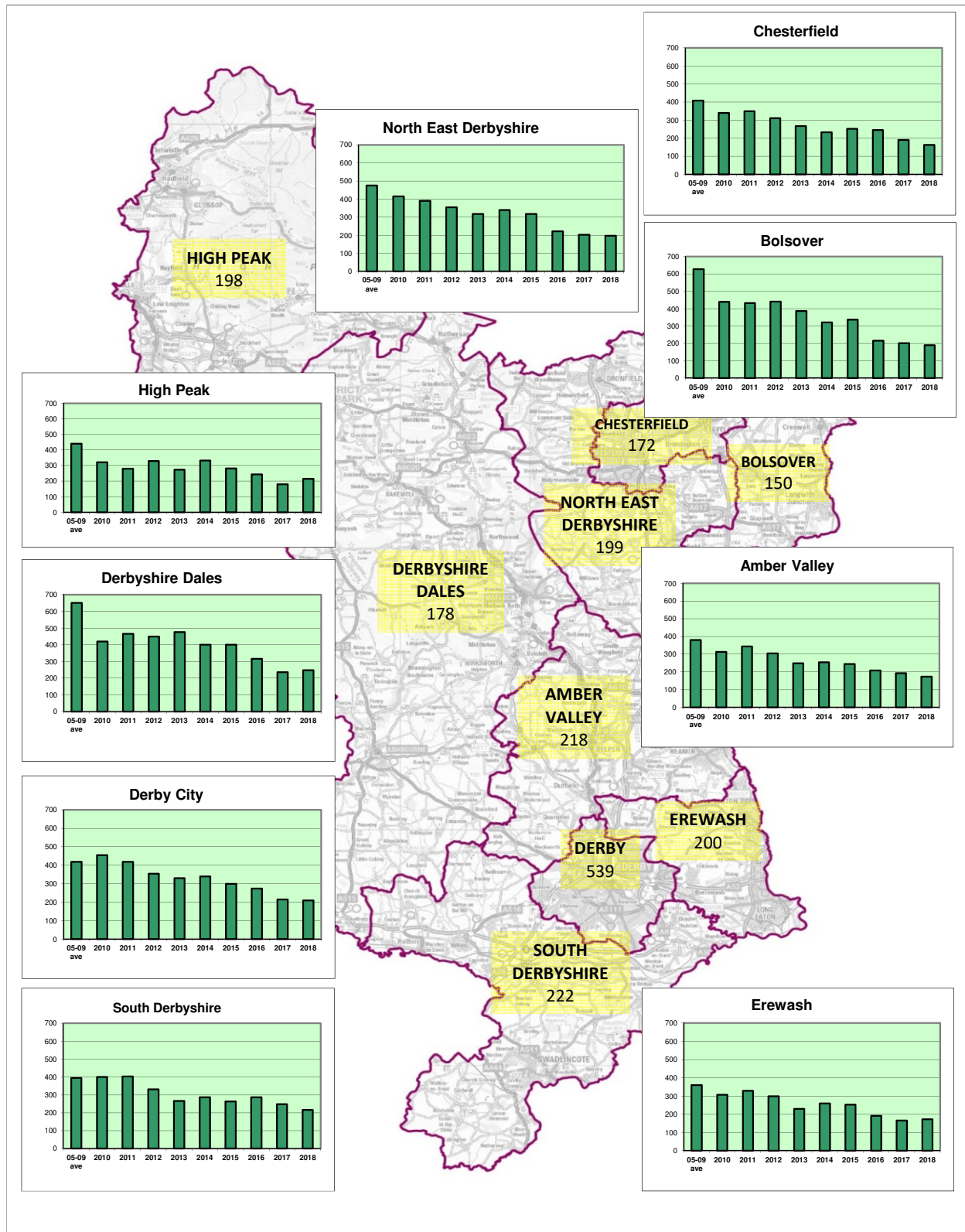
Highways England has agreed a Performance Specification that sets out the 8 key areas which the Government and the Strategic Roads Network Monitor will measure for both the network and company performance. These areas are:

- Making the network safer
- Improving user satisfaction
- Supporting the smooth flow of traffic
- Encouraging economic growth
- Delivering better environmental outcomes
- Helping cyclists, walkers and other vulnerable users
- Achieving real efficiency
- Keeping the network in good condition

Highways England aims to have a network where no one should be harmed when travelling or working on our roads. A new target has therefore been agreed, of an ongoing reduction in network KSIs to support a decrease of at least 40% by the end of 2020 against the 2005 to 2009 baseline.

# Casualty Trends by District

## Casualties per Hundred Thousand Population

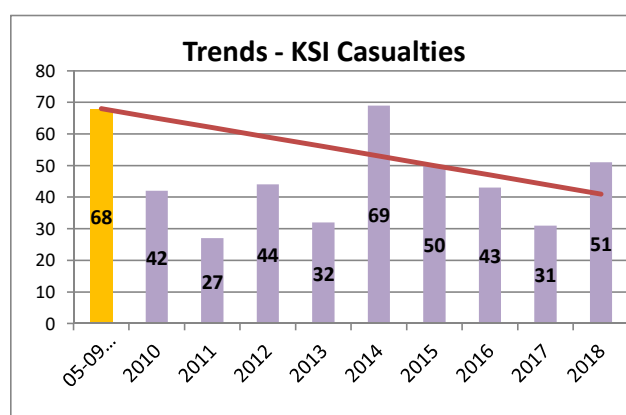
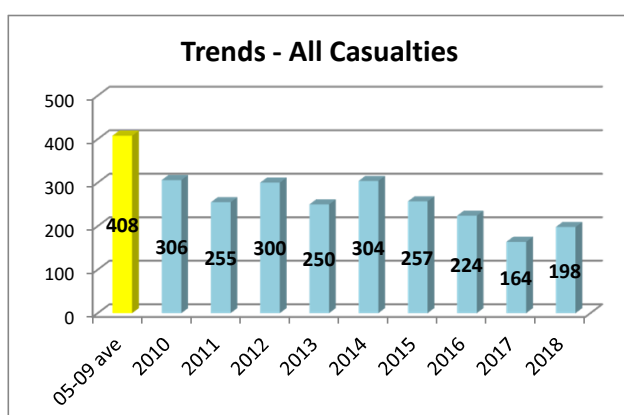


Tourism, including recreational motorcyclists, pedal cyclists and car drivers influence casualties in some districts. Also, the motorway has an effect, particularly in Bolsover. Casualties per hundred thousand population generally decreased from 2010 to 2018, apart from in 2014. In 2018, there were increases in High Peak, Derbyshire Dales and Erewash, possibly due to recreational road users in the fine summer of 2018.

# High Peak

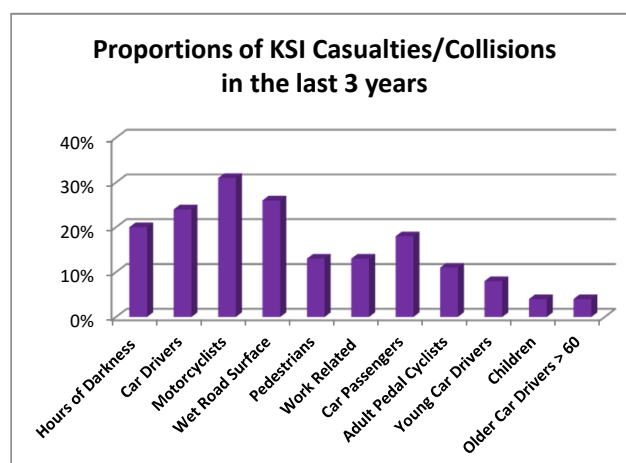
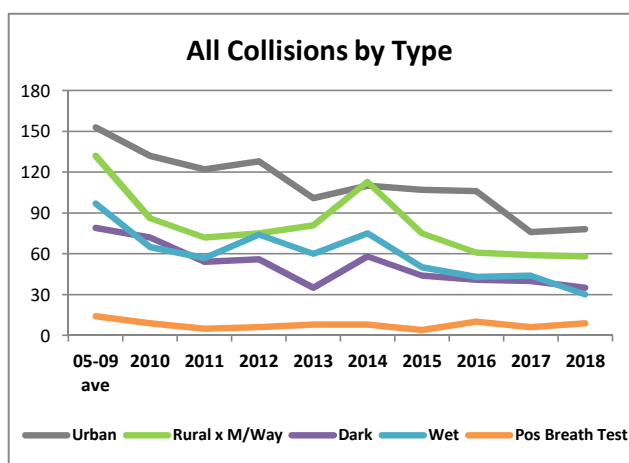
## Summary of Trends 2005 to 2018

| Collisions |         |      |        |       | Year            | Casualties |         |      |        |       |
|------------|---------|------|--------|-------|-----------------|------------|---------|------|--------|-------|
| Fatal      | Serious | KSI  | Slight | Total |                 | Fatal      | Serious | KSI  | Slight | Total |
| 6          | 53      | 59   | 226    | 285   | 05-09 ave       | 7          | 61      | 68   | 340    | 408   |
| 4          | 30      | 34   | 184    | 218   | 2010            | 4          | 38      | 42   | 264    | 306   |
| 2          | 25      | 27   | 167    | 194   | 2011            | 2          | 25      | 27   | 228    | 255   |
| 2          | 36      | 38   | 165    | 203   | 2012            | 2          | 42      | 44   | 256    | 300   |
| 3          | 27      | 30   | 152    | 182   | 2013            | 3          | 29      | 32   | 218    | 250   |
| 7          | 50      | 57   | 166    | 223   | 2014            | 7          | 62      | 69   | 235    | 304   |
| 4          | 37      | 41   | 141    | 182   | 2015            | 5          | 45      | 50   | 207    | 257   |
| 5          | 31      | 36   | 131    | 167   | 2016            | 7          | 36      | 43   | 181    | 224   |
| 1          | 29      | 30   | 105    | 135   | 2017            | 1          | 30      | 31   | 133    | 164   |
| 6          | 33      | 39   | 97     | 136   | 2018            | 8          | 43      | 51   | 147    | 198   |
| 0%         | -38%    | -34% | -57%   | -52%  | % below average | 14%        | -30%    | -25% | -57%   | -51%  |



In 2018, casualties increased slightly from their lowest level in 2017 and were 51% (210) below the 2005 to 2009 average.

After a peak in 2014, killed and serious casualties reduced up to 2017 but increased in 2018 to a similar level to 2015. The 2018 level of 51 was 25% (17) below the 2005 to 2009 average and not on track to meet the 2020 casualty reduction target.



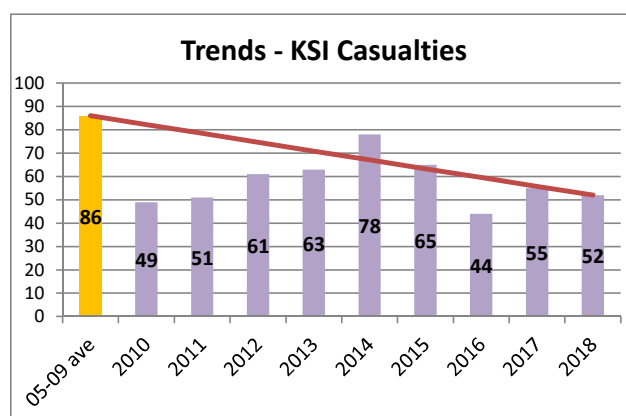
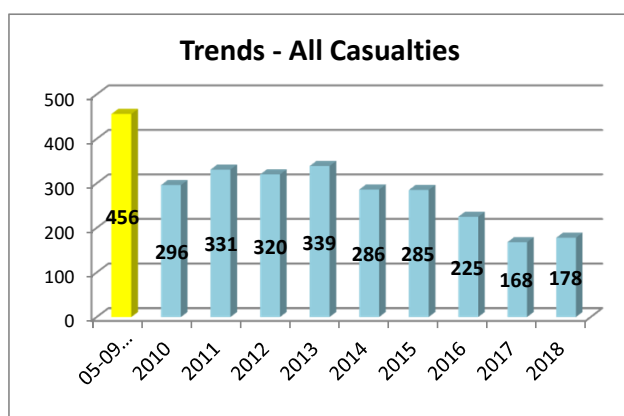
Bars in the proportions graph are in order of size of the groups in DCC as a whole. Hours of Darkness, Wet Road Surface and Alcohol Related are based on collisions, whilst other groups are based on casualties.

Groups with a slower pace of reduction in KSI casualties up to 2018 were adult pedal cyclists, pedestrians, older car drivers and young car drivers. Although motorcyclist casualties have reduced since 2015, in 2018, they still comprised 31% of KSI casualties.

# Derbyshire Dales

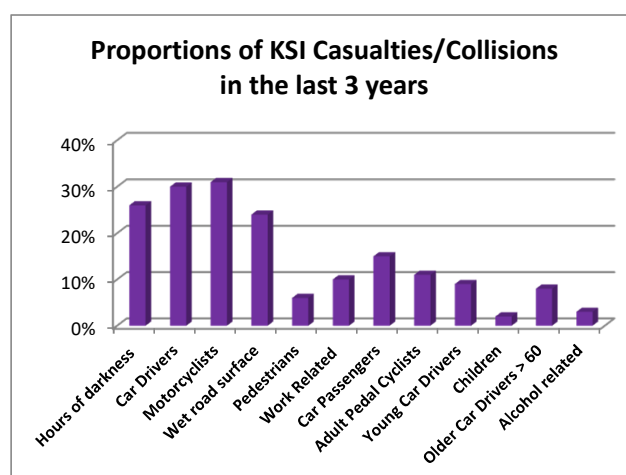
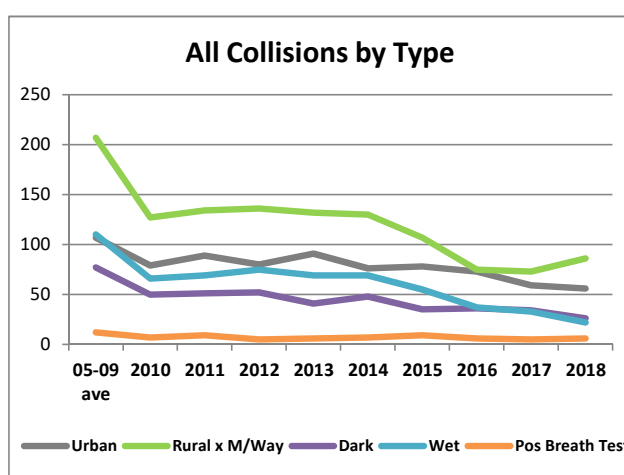
## Summary of Trends 2005 to 2018

| Collisions |         |      |        |       | Year            | Casualties |         |      |        |       |
|------------|---------|------|--------|-------|-----------------|------------|---------|------|--------|-------|
| Fatal      | Serious | KSI  | Slight | Total |                 | Fatal      | Serious | KSI  | Slight | Total |
| 9          | 65      | 74   | 240    | 314   | 05-09 ave       | 10         | 76      | 86   | 370    | 456   |
| 4          | 35      | 39   | 167    | 206   | 2010            | 4          | 45      | 49   | 247    | 296   |
| 9          | 33      | 42   | 181    | 223   | 2011            | 9          | 42      | 51   | 280    | 331   |
| 2          | 45      | 47   | 169    | 216   | 2012            | 2          | 59      | 61   | 259    | 320   |
| 7          | 40      | 47   | 176    | 223   | 2013            | 7          | 56      | 63   | 276    | 339   |
| 8          | 55      | 63   | 143    | 206   | 2014            | 8          | 70      | 78   | 208    | 286   |
| 5          | 50      | 55   | 130    | 185   | 2015            | 5          | 60      | 65   | 220    | 285   |
| 3          | 35      | 38   | 110    | 148   | 2016            | 3          | 41      | 44   | 181    | 225   |
| 4          | 44      | 48   | 84     | 132   | 2017            | 4          | 51      | 55   | 113    | 168   |
| 9          | 39      | 48   | 94     | 142   | 2018            | 10         | 42      | 52   | 126    | 178   |
| 0%         | -40%    | -35% | -61%   | -55%  | % below average | 0%         | -45%    | -40% | -66%   | -61%  |



In 2018, casualties increased slightly from their lowest level in 2017 and were 61% (278) below the 2005 to 2009 average.

After a peak in 2014, killed and serious casualties reduced up to 2016, then increased and levelled in 2017 and 2018. The 2018 level of 52 was 40% (34) below the 2005 to 2009 average and just on track to meet the 2020 casualty reduction target.



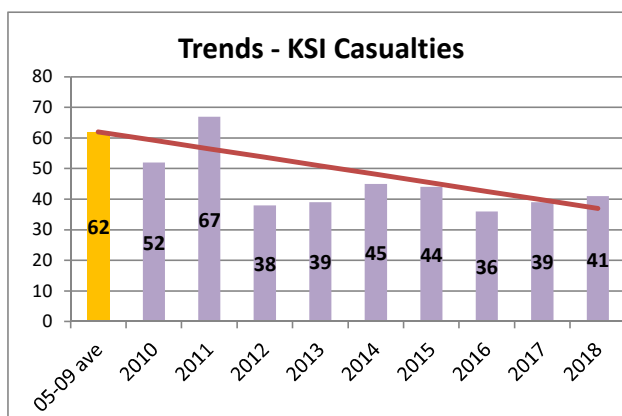
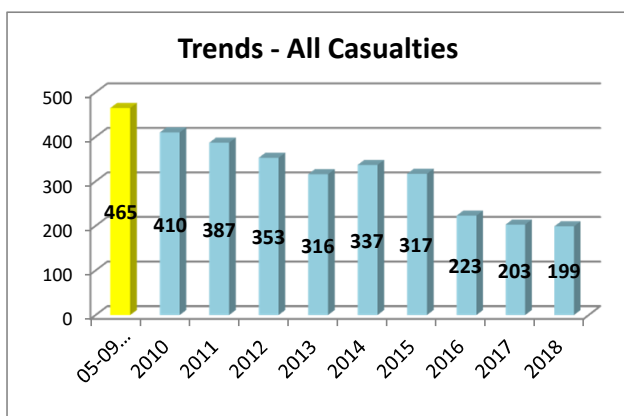
Bars in the proportions graph are in order of size of the groups in DCC as a whole. Hours of Darkness, Wet Road Surface and Alcohol Related are based on collisions, whilst other groups are based on casualties.

Groups with a slower pace of reduction in KSI casualties up to 2018 were adult pedal cyclists, older car drivers and motorcyclists. In Derbyshire Dales, there were higher proportions of both older car drivers (8%) and young car drivers (9%) than in other districts.

# North East Derbyshire

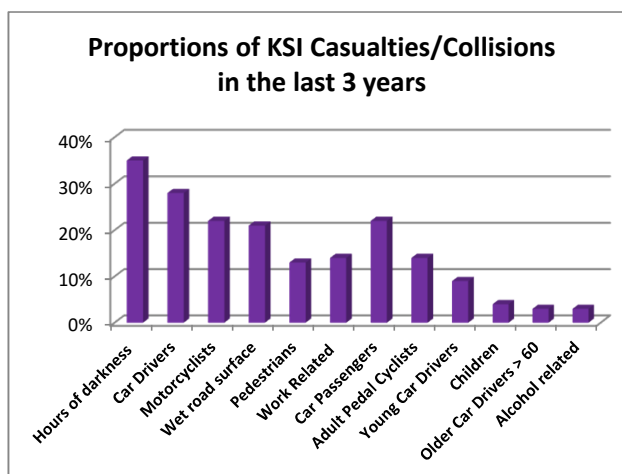
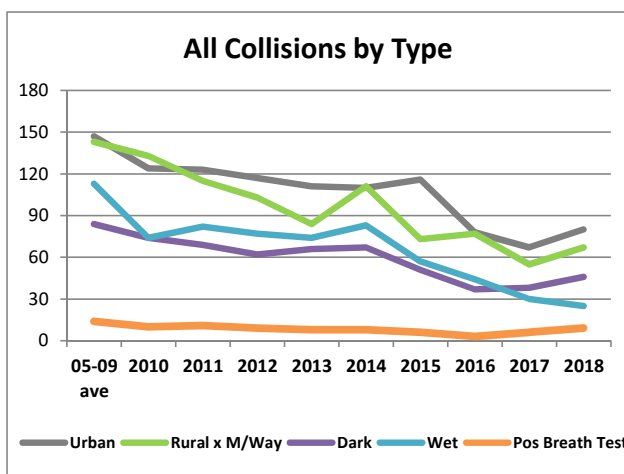
## Summary of Trends 2005 to 2018

| Collisions |         |      |        |       | Year            | Casualties |         |      |        |       |
|------------|---------|------|--------|-------|-----------------|------------|---------|------|--------|-------|
| Fatal      | Serious | KSI  | Slight | Total |                 | Fatal      | Serious | KSI  | Slight | Total |
| 5          | 49      | 53   | 268    | 321   | 05-09 ave       | 5          | 57      | 62   | 403    | 465   |
| 8          | 34      | 42   | 237    | 279   | 2010            | 8          | 44      | 52   | 358    | 410   |
| 8          | 46      | 54   | 212    | 266   | 2011            | 9          | 58      | 67   | 320    | 387   |
| 3          | 31      | 34   | 210    | 244   | 2012            | 4          | 34      | 38   | 315    | 353   |
| 5          | 28      | 33   | 177    | 210   | 2013            | 7          | 32      | 39   | 277    | 316   |
| 5          | 34      | 39   | 196    | 235   | 2014            | 6          | 39      | 45   | 292    | 337   |
| 1          | 38      | 39   | 165    | 204   | 2015            | 1          | 43      | 44   | 273    | 317   |
| 1          | 29      | 30   | 131    | 161   | 2016            | 1          | 35      | 36   | 187    | 223   |
| 4          | 24      | 28   | 96     | 124   | 2017            | 4          | 35      | 39   | 164    | 203   |
| 7          | 30      | 37   | 112    | 149   | 2018            | 7          | 34      | 41   | 158    | 199   |
| 40%        | -39%    | -30% | -58%   | -54%  | % below average | 40%        | -40%    | -34% | -61%   | -57%  |



In 2018, casualties were at their lowest level since the end of the Second World War and 57% (266) below the 2005 to 2009 average.

After the even 2014 and 2015 level, KSI casualties reduced in 2016 but increased in both of the last 2 years. The 2018 level of 41 was 34% (21) below the 2005 to 2009 average and not on track to meet the 2020 casualty reduction target.



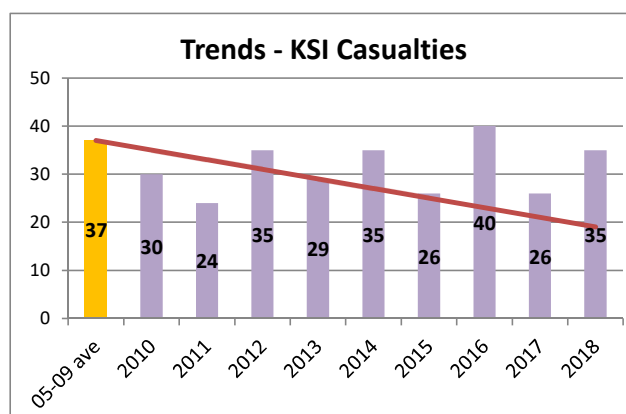
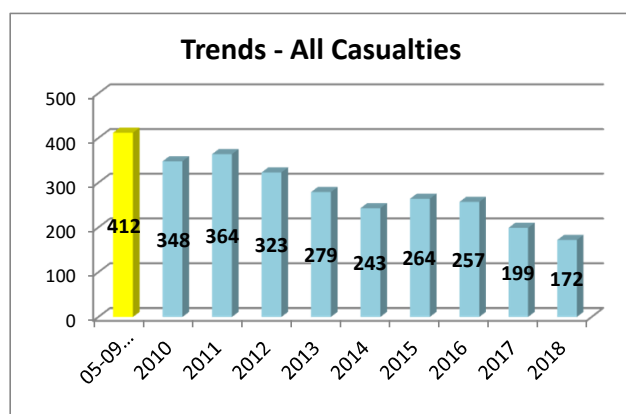
Bars in the proportions graph are in order of size of the groups in DCC as a whole. Hours of Darkness, Wet Road Surface and Alcohol Related are based on collisions, whilst other groups are based on casualties.

Groups with a slower pace of reduction in KSI casualties up to 2018 were adult pedal cyclists, commuters, and collisions in the hours of darkness. KSI collisions during the hours of darkness comprise a higher proportion (35%) than most other districts, likewise young car drivers (9%).

# Chesterfield

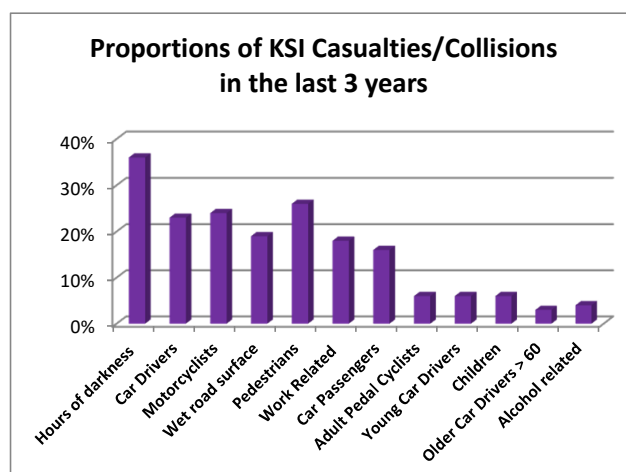
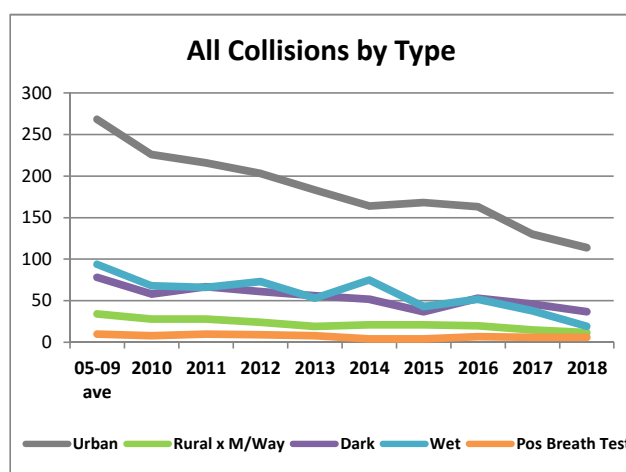
## Summary of Trends 2005 to 2018

| Collisions |           |           |            |            | Year             | Casualties |           |           |            |            |
|------------|-----------|-----------|------------|------------|------------------|------------|-----------|-----------|------------|------------|
| Fatal      | Serious   | KSI       | Slight     | Total      |                  | Fatal      | Serious   | KSI       | Slight     | Total      |
| <b>1</b>   | <b>35</b> | <b>37</b> | <b>276</b> | <b>313</b> | <b>05-09 ave</b> | <b>1</b>   | <b>36</b> | <b>37</b> | <b>375</b> | <b>412</b> |
| 1          | 26        | 27        | 236        | 263        | <b>2010</b>      | 1          | 29        | 30        | 318        | 348        |
| 0          | 23        | 23        | 234        | 257        | <b>2011</b>      | 0          | 24        | 24        | 340        | 364        |
| 1          | 33        | 34        | 204        | 238        | <b>2012</b>      | 1          | 34        | 35        | 288        | 323        |
| 0          | 26        | 26        | 186        | 212        | <b>2013</b>      | 0          | 29        | 29        | 250        | 279        |
| 1          | 31        | 32        | 163        | 195        | <b>2014</b>      | 1          | 34        | 35        | 208        | 243        |
| 4          | 21        | 25        | 169        | 194        | <b>2015</b>      | 4          | 22        | 26        | 238        | 264        |
| 4          | 27        | 31        | 154        | 185        | <b>2016</b>      | 4          | 36        | 40        | 217        | 257        |
| 3          | 21        | 24        | 123        | 147        | <b>2017</b>      | 4          | 22        | 26        | 173        | 199        |
| <b>1</b>   | <b>27</b> | <b>28</b> | <b>104</b> | <b>132</b> | <b>2018</b>      | <b>1</b>   | <b>34</b> | <b>35</b> | <b>137</b> | <b>172</b> |
| 0%         | -23%      | -24%      | -62%       | -58%       | % below average  | 0%         | -6%       | -5%       | -63%       | -58%       |



In 2018, casualties were at their lowest level since the end of the Second World War and 58% (240) below the 2005 to 2009 average.

After a peak in 2016, KSI casualties reduced in 2017 but increased again in 2018 to just 5% (2) below the 2005-2009 average and not on track to meet the 2020 casualty reduction target. Chesterfield was the borough the most adrift from the 2018 milestone target.



Bars in the proportions graph are in order of size of the groups in DCC as a whole. Hours of Darkness, Wet Road Surface and Alcohol Related are based on collisions, whilst other groups are based on casualties.

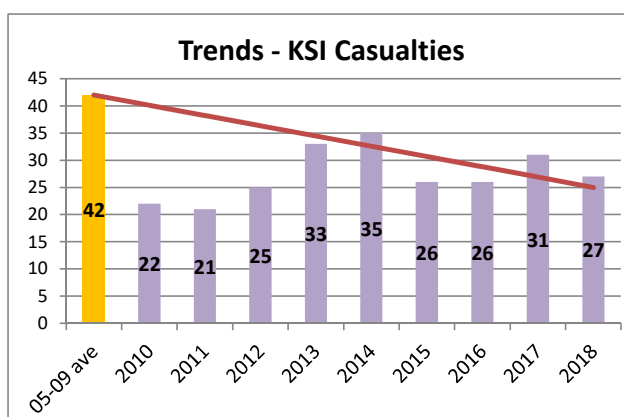
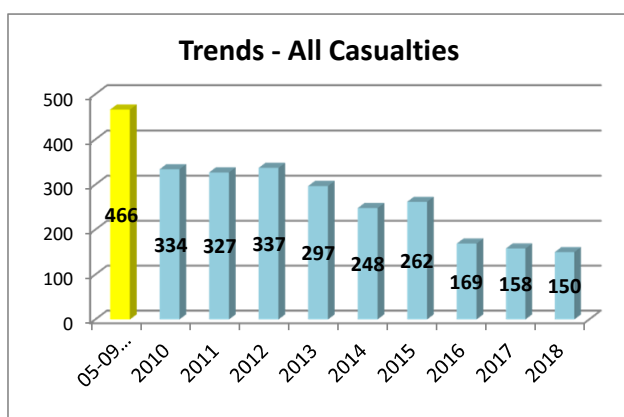
Groups with a slower pace of reduction in KSI casualties up to 2018 were young car drivers, motorcyclists and collisions during the hours of darkness. Pedestrians and collisions in the hours of darkness comprise higher proportions of KSI casualties than in all other districts.



# Bolsover

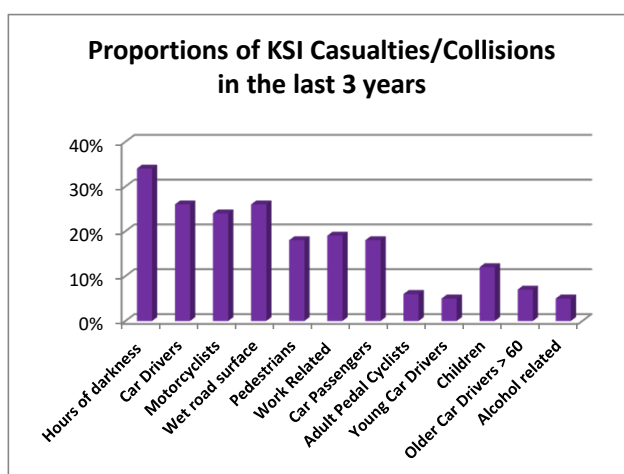
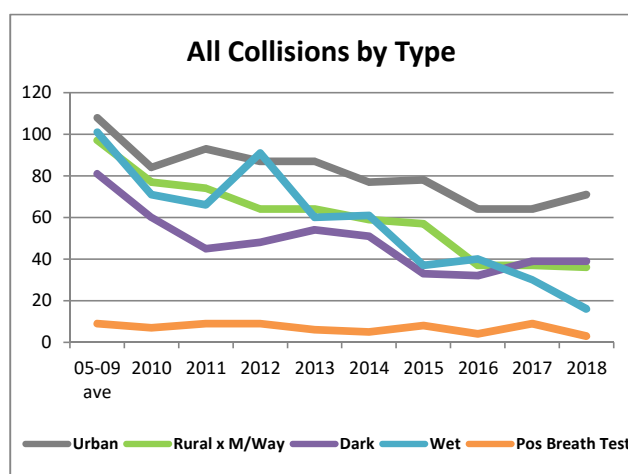
## Summary of Trends 2005 to 2018

| Collisions |         |      |        |       | Year            | Casualties |         |      |        |       |
|------------|---------|------|--------|-------|-----------------|------------|---------|------|--------|-------|
| Fatal      | Serious | KSI  | Slight | Total |                 | Fatal      | Serious | KSI  | Slight | Total |
| 4          | 31      | 35   | 264    | 299   | 05-09 ave       | 6          | 36      | 42   | 424    | 466   |
| 1          | 19      | 20   | 205    | 225   | 2010            | 1          | 21      | 22   | 312    | 334   |
| 0          | 20      | 20   | 195    | 215   | 2011            | 0          | 21      | 21   | 306    | 327   |
| 2          | 22      | 24   | 188    | 212   | 2012            | 3          | 22      | 25   | 312    | 337   |
| 0          | 31      | 31   | 176    | 207   | 2013            | 0          | 33      | 33   | 264    | 297   |
| 0          | 31      | 31   | 176    | 207   | 2014            | 0          | 35      | 35   | 213    | 248   |
| 0          | 33      | 33   | 151    | 184   | 2015            | 1          | 25      | 26   | 236    | 262   |
| 2          | 20      | 22   | 108    | 130   | 2016            | 2          | 24      | 26   | 143    | 169   |
| 8          | 18      | 26   | 88     | 114   | 2017            | 8          | 23      | 31   | 127    | 158   |
| 2          | 23      | 25   | 91     | 116   | 2018            | 2          | 25      | 27   | 123    | 150   |
| -50%       | -26%    | -29% | -66%   | -61%  | % below average | -67%       | -31%    | -36% | -71%   | -68%  |



In 2018, casualties were at their lowest since the end of the Second World War and 68% (316) casualties below the 2005-2009 average.

KSI casualties reduced in 2018, after a higher year in 2017. The 2018 level of 27 was 36% (15) below the 2005 to 2009 average and not on track to meet the 2020 casualty reduction target.



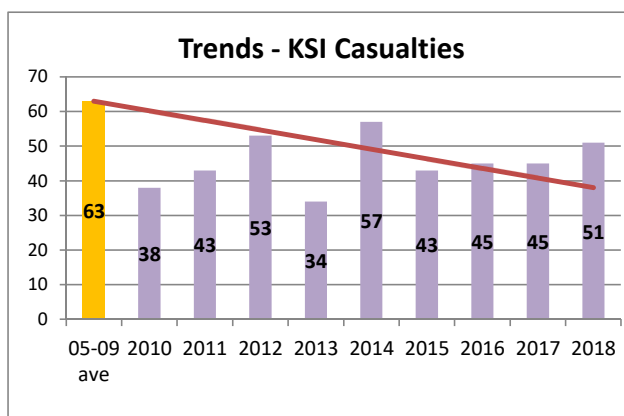
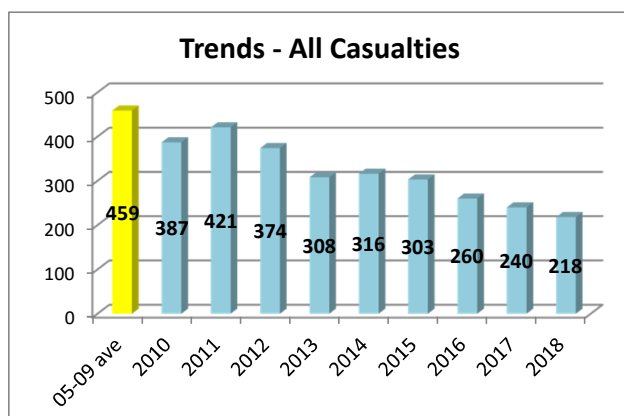
Bars in the proportions graph are in order of size of the groups in DCC as a whole. Hours of Darkness, Wet Road Surface and Alcohol Related are based on collisions, whilst other groups are based on casualties.

Groups with a slower pace of reduction in KSI casualties, up to 2018, were pedestrians including children, and collisions in the hours of darkness. The same groups also comprised higher than average proportions in Bolsover.

# Amber Valley

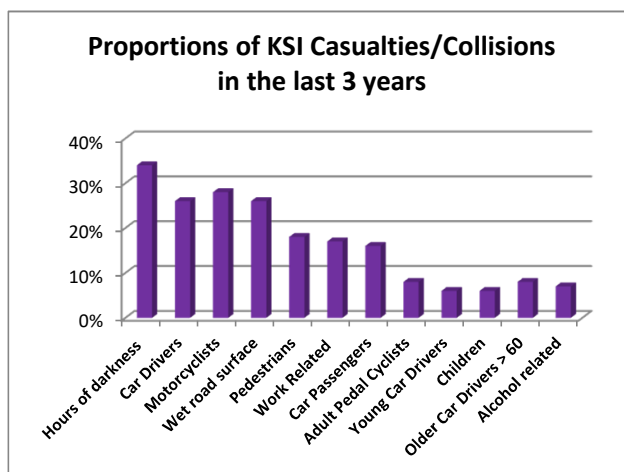
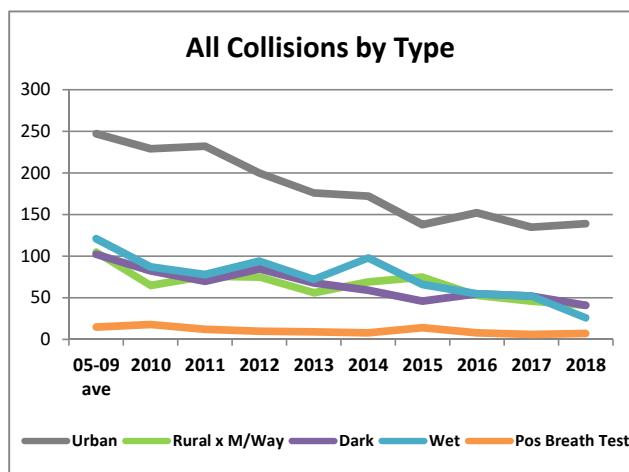
## Summary of Trends 2005 to 2018

| Collisions |         |      |        |       | Year            | Casualties |         |      |        |       |
|------------|---------|------|--------|-------|-----------------|------------|---------|------|--------|-------|
| Fatal      | Serious | KSI  | Slight | Total |                 | Fatal      | Serious | KSI  | Slight | Total |
| 5          | 50      | 55   | 297    | 352   | 05-09 ave       | 6          | 57      | 63   | 396    | 459   |
| 6          | 28      | 34   | 260    | 294   | 2010            | 6          | 32      | 38   | 349    | 387   |
| 3          | 39      | 41   | 267    | 308   | 2011            | 2          | 41      | 43   | 378    | 421   |
| 2          | 47      | 49   | 226    | 275   | 2012            | 2          | 51      | 53   | 321    | 374   |
| 1          | 29      | 30   | 202    | 232   | 2013            | 1          | 33      | 34   | 274    | 308   |
| 1          | 49      | 50   | 191    | 241   | 2014            | 1          | 56      | 57   | 259    | 316   |
| 3          | 36      | 39   | 174    | 213   | 2015            | 3          | 40      | 43   | 260    | 303   |
| 4          | 35      | 39   | 166    | 205   | 2016            | 4          | 41      | 45   | 215    | 260   |
| 3          | 38      | 41   | 140    | 181   | 2017            | 4          | 41      | 45   | 195    | 240   |
| 5          | 39      | 44   | 136    | 180   | 2018            | 5          | 46      | 51   | 167    | 218   |
| 0%         | -22%    | -20% | -54%   | -49%  | % below average | -17%       | -19%    | -19% | -58%   | -53%  |



In 2018, casualties were at their lowest level since the end of the Second World War and 53% (241) below the 2005 to 2009 average.

After peaks in 2012 and 2014, killed and serious casualties reduced but remained static from 2015 to 2017 then peaked again in 2018. The 2018 level of 51 was 19% (12) below the 2005 to 2009 average and not on track to meet the 2020 casualty reduction target.



Bars in the proportions graph are in order of size of the groups in DCC as a whole. Hours of Darkness, Wet Road Surface and Alcohol Related are based on collisions, whilst other groups are based on casualties.

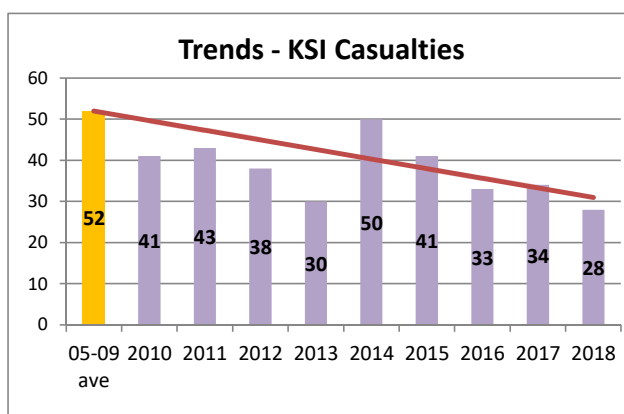
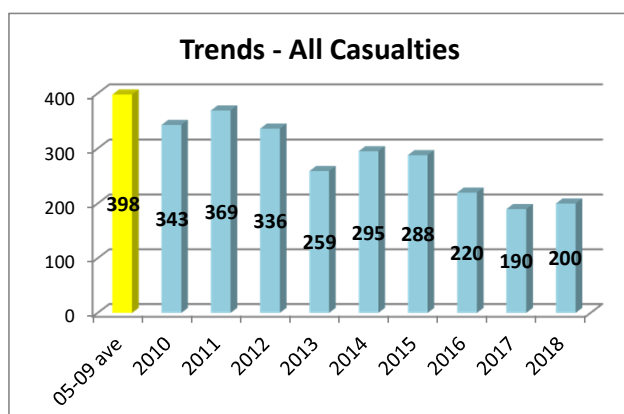
Groups with a slower pace of reduction in KSI casualties up to 2018 were motorcyclists, older car drivers, commuters and collisions in the hours of darkness. Older car driver and alcohol related KSI casualties comprise higher proportions in Amber Valley than in other districts.



# Erewash

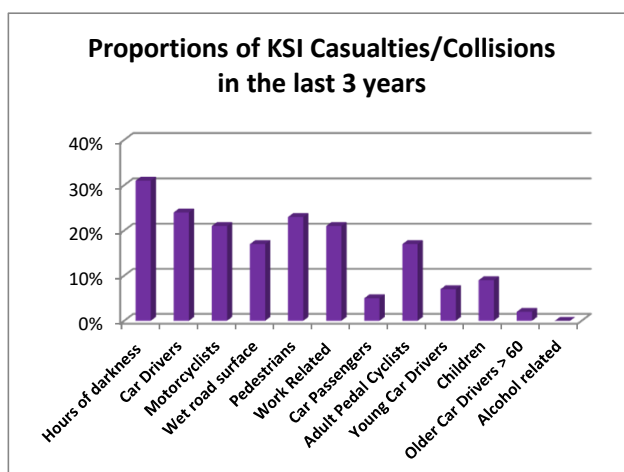
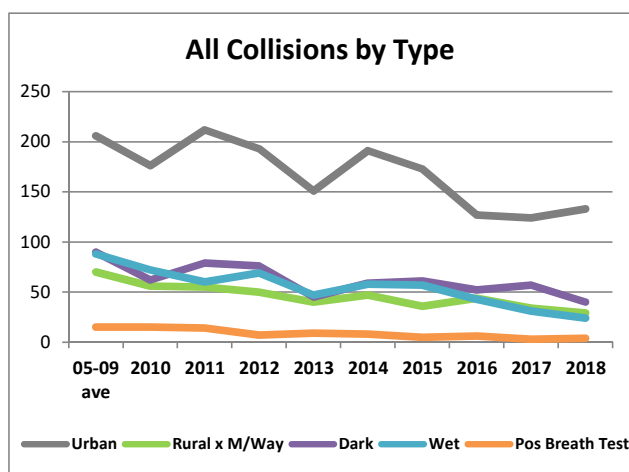
## Summary of Trends 2005 to 2018

| Collisions |         |      |        |       | Year            | Casualties |         |      |        |       |
|------------|---------|------|--------|-------|-----------------|------------|---------|------|--------|-------|
| Fatal      | Serious | KSI  | Slight | Total |                 | Fatal      | Serious | KSI  | Slight | Total |
| 5          | 43      | 48   | 253    | 301   | 05-09 ave       | 6          | 46      | 52   | 346    | 398   |
| 3          | 30      | 33   | 231    | 264   | 2010            | 3          | 38      | 41   | 302    | 343   |
| 6          | 35      | 41   | 236    | 277   | 2011            | 6          | 37      | 43   | 326    | 369   |
| 2          | 35      | 37   | 221    | 258   | 2012            | 2          | 36      | 38   | 298    | 336   |
| 2          | 27      | 29   | 172    | 201   | 2013            | 2          | 28      | 30   | 229    | 259   |
| 1          | 42      | 43   | 197    | 240   | 2014            | 1          | 49      | 50   | 245    | 295   |
| 1          | 38      | 39   | 177    | 216   | 2015            | 1          | 40      | 41   | 247    | 288   |
| 5          | 25      | 30   | 150    | 180   | 2016            | 5          | 28      | 33   | 187    | 220   |
| 0          | 33      | 33   | 130    | 163   | 2017            | 0          | 34      | 34   | 156    | 190   |
| 3          | 23      | 26   | 139    | 165   | 2018            | 3          | 25      | 28   | 172    | 200   |
| -40%       | -47%    | -46% | -45%   | -45%  | % below average | -50%       | -46%    | -46% | -50%   | -50%  |



In 2017, casualties were at their lowest level since the end of the Second World War but increased slightly in 2018 to 50% (198) below the 2005 to 2009 average.

Killed and serious casualties reduced to their lowest level since the Second World War (28) in 2018 and were 46% (24) below the 2005 to 2009 average and on track to meet the 2020 casualty reduction target. Up to 2018, the fastest pace of reduction in KSI casualties of any district/borough occurred in Erewash.



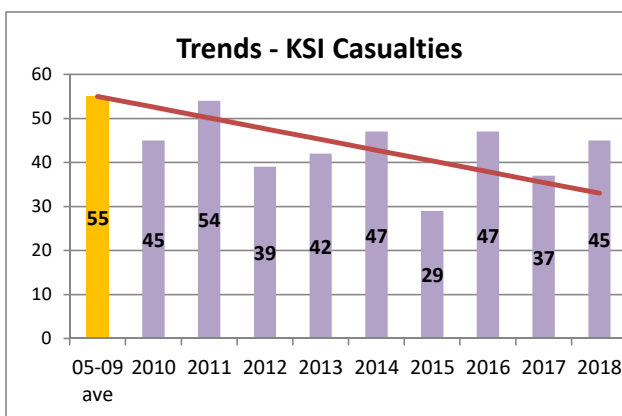
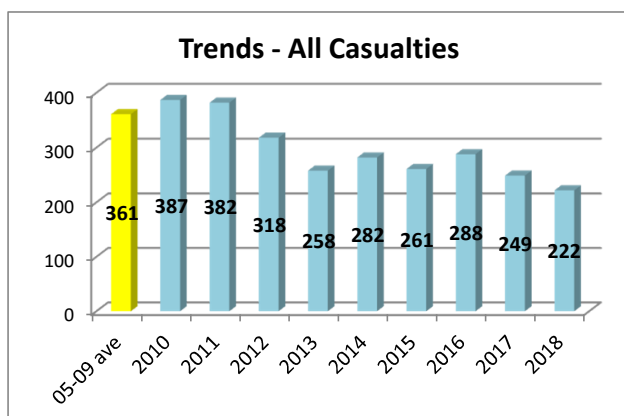
Bars in the proportions graph are in order of size of the groups in DCC as a whole. Hours of Darkness, Wet Road Surface and Alcohol Related are based on collisions, whilst other groups are based on casualties.

Groups with a slower pace of reduction in KSI casualties up to 2018 were older car drivers and adult pedal cyclists. Adult pedal cyclists and pedestrians comprise higher proportions of KSI casualties in Erewash than in other districts.

# South Derbyshire

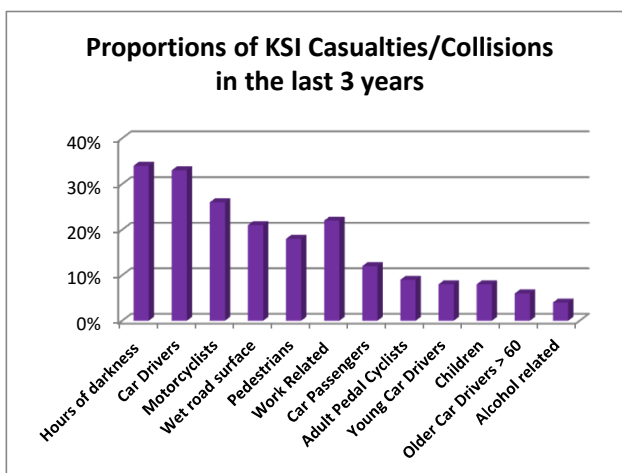
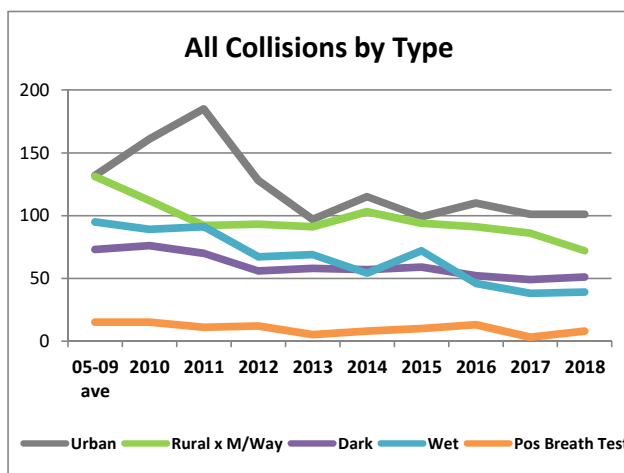
## Summary of Trends 2005 to 2018

| Collisions |           |           |            |            | Year             | Casualties |           |           |            |            |
|------------|-----------|-----------|------------|------------|------------------|------------|-----------|-----------|------------|------------|
| Fatal      | Serious   | KSI       | Slight     | Total      |                  | Fatal      | Serious   | KSI       | Slight     | Total      |
| <b>4</b>   | <b>44</b> | <b>48</b> | <b>215</b> | <b>263</b> | <b>05-09 ave</b> | <b>5</b>   | <b>50</b> | <b>55</b> | <b>306</b> | <b>361</b> |
| 2          | 38        | 40        | 233        | 273        | <b>2010</b>      | 2          | 43        | 45        | 342        | 387        |
| 7          | 40        | 47        | 230        | 277        | <b>2011</b>      | 7          | 47        | 54        | 328        | 382        |
| 5          | 26        | 31        | 190        | 221        | <b>2012</b>      | 5          | 34        | 39        | 279        | 318        |
| 3          | 32        | 35        | 153        | 188        | <b>2013</b>      | 4          | 38        | 42        | 216        | 258        |
| 6          | 37        | 43        | 175        | 218        | <b>2014</b>      | 6          | 41        | 47        | 235        | 282        |
| 3          | 22        | 25        | 168        | 193        | <b>2015</b>      | 3          | 26        | 29        | 232        | 261        |
| 5          | 34        | 39        | 162        | 201        | <b>2016</b>      | 5          | 42        | 47        | 241        | 288        |
| 7          | 30        | 37        | 150        | 187        | <b>2017</b>      | 7          | 30        | 37        | 212        | 249        |
| <b>6</b>   | <b>35</b> | <b>41</b> | <b>132</b> | <b>173</b> | <b>2018</b>      | <b>6</b>   | <b>39</b> | <b>45</b> | <b>177</b> | <b>222</b> |
| 50%        | -20%      | -15%      | -39%       | -34%       | % below average  | 20%        | -22%      | -18%      | -42%       | -39%       |



In 2018, casualties were at their lowest level since the end of the Second World War and 39% (139) below the 2005 to 2009 average.

KSI casualties fluctuated with peaks in 2011, 2014, 2016 and 2018 (45), a level 18% (10) below the 2005 to 2009 average and not on track to meet the 2020 casualty reduction target. South Derbyshire was the second furthest district from meeting the 2018 milestone.



Bars in the proportions graph are in order of size of the groups in DCC as a whole. Hours of Darkness, Wet Road Surface and Alcohol Related are based on collisions, whilst other groups are based on casualties.

Groups with a slower pace of reduction in KSI casualties, up to 2018, were work related casualties, adult pedal cyclists, pedestrians and motorcyclists. Car drivers and work related KSI casualties comprise higher proportions in South Derbyshire than in other districts.

# Derby and Derbyshire Annual Casualty Report

## Notes

1) The data in this Report refers to road traffic injury collisions reported to the Police within 30 days of occurrence.

2) Under-reporting of collisions is evident, but the extent is difficult to quantify. It is especially apparent regarding pedal cyclists and work related casualties. It is possible that the large reductions in slight collisions in recent years may be due to reporting issues.

3) Data may vary slightly from one annual report to the next, due to ongoing validation exercises. Data used in this report is the latest available full year at the time of production.

## Definitions

|   |  |
|---|--|
| <b>Car Users</b>                                    | Includes cars and taxis.   |
| <b>Casualty</b>                                     | A person killed or injured in a collision. One collision may result in several casualties.   |
| <b>Child</b>  | Person aged 15 years or under.   |
| <b>Collision (injury)</b>                           | A collision on the public highway (including footways) where one or more persons is killed or injured, and in which one or more vehicles are involved and where it is reported to the Police within 30 days of occurrence. |
| <b>Collision Severity</b>                           | The severity of the worst injured casualty.  |
| <b>Darkness</b>                                     | From half an hour after sunset to half an hour before sunrise i.e. 'lighting up time'.   |
| <b>Derby and Derbyshire Road Safety Partnership</b> | (DDRSP) A Partnership formed in 2007 to co-ordinate road safety issues covering the geographical County of Derbyshire, including Derby City.   |
| <b>Derby City</b>                                   | The area administered by Derby City Council from April 1997 onwards.   |
| <b>Derbyshire County Council</b>                    | (DCC) The County of Derbyshire, excluding the area of Derby administered by Derby City Council from April 1997 onwards.  |
| <b>Fatal Casualty</b>                               | A casualty who sustains fatal injuries and dies within 30 days of the collision.   |
| <b>KSI</b>  | Killed or Seriously Injured.   |
| <b>Older Car Driver</b>                             | Drivers of cars or taxis aged 60 years or over.  |
| <b>Rural Roads</b>                                  | Roads with a speed limit of 50mph or over, excluding the motorway.   |
| <b>Serious Casualty</b>                             | A casualty who sustains injuries of a severe nature, normally considered to be those treated as an in-patient.   |
| <b>Slight Casualty</b>                              | A casualty who sustains injuries of a minor nature.  |
| <b>TWMV</b>   | Two wheeled motor vehicles.  |
| <b>Urban Roads</b>                                  | Roads with a speed limit of 40mph or less.   |
| <b>Work Related</b>                                 | A casualty where the journey purpose is part of work or commuting to/from work.  |
| <b>Young Car Driver</b>                             | Drivers of cars or taxis aged 17 to 25 years.  |

# Derby and Derbyshire Annual Casualty Report 2018

## Contacts

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[http://www.derbyshire.gov.uk/transport\\_roads/road\\_safety/](http://www.derbyshire.gov.uk/transport_roads/road_safety/)

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<http://www.highways.gov.uk/highways-england>



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**Agenda Item No. 6(b)**

**DERBYSHIRE COUNTY COUNCIL**

**CABINET**

**10 October 2019**

Report of the Executive Director – Economy, Transport and Environment

**JOINT WORKING IN CHESTERFIELD BOROUGH TO DELIVER MAJOR  
REGENERATION AND ECONOMIC GROWTH**

(1) **Purpose of Report** To seek Cabinet approval 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 and improve economic outcomes for communities, whilst avoiding additional pressure on Derbyshire County Council (DCC) budgets.

(2) **Information and Analysis** Lying at the heart of the North Derbyshire Growth Zone, Chesterfield is the major economic centre of Derbyshire, after Derby City, and provides an important hub for leisure, retail, employment and education in this part of the county.

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. Collectively, these projects provide an opportunity to put Chesterfield on a higher growth trajectory and redress the deficit in local job creation that arose from economic restructuring during the 1980s and 1990s. Of equal importance is that due to the town's critical role as a 'travel to work' and 'travel to learn' destination, growth will inevitably bring wider benefits for the economy and communities of northern Derbyshire.

The resulting increase in business rates from this targeted growth, both within and outside the Chesterfield borough, will help support the longer term financial sustainability of DCC and CBC, given the shift away from grant funding towards council tax and business rate retention.

Whilst many of the projects that make up Chesterfield's regeneration programme are being led by the private sector, the County and Borough councils have a critical role to play in either providing, or ensuring that enabling infrastructure is in place (e.g. highways); grant funding is secured; projects remain on track to deliver the expected jobs and housing outputs. Against a backdrop of national and global economic uncertainty, the role of local authorities in demonstrating place leadership has become critical in

maintaining confidence and momentum in the development industry and with inward investors.

As well as fostering the right environment for growth, the Borough's existing Growth Strategy notes that delivery of key projects '*require a joined-up approach between key partners that works to remove any potential blockages and speeds up the process of scheme delivery*'.

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

### Current Position

Currently, CBC and DCC are working closely on a number of key growth projects. The table below highlights the most significant joint projects and sets out the role of the County Council in driving or supporting delivery; NB this project activity is in addition to 'business as usual' work around small to medium scale employment and housing developments.

| Scheme                        | Value (£)                  | Headline outcomes/ comments   |
|-------------------------------|----------------------------|---|
| Chesterfield Waterside        | £340m                      | 1,500 residential units (RUs), 30,000sqm office, 22,000sqm commercial/leisure/ community uses, 2,500 jobs.<br><br>Currently, DCC is supporting infrastructure development for this project through the wider £12m+ A61 Local Growth Fund programme. |
| Peak Resort                   | £400m                      | 90,000sqm commercial floorspace, 1,200 jobs.<br><br>Currently, DCC is supporting infrastructure development for this project through the wider £12m+ A61 Local Growth Fund programme + improvements to the local highway network.                   |
| HS2 (station and town centre) | Amion Study (2017) - £420m | (Aecom masterplan – medium density development) – 1,450 RUs, 40,000sqm. office, 38,000 sqm ancillary development, 3,200 jobs.   |



|                     |                                       |  |
|---------------------|---------------------------------------|--|
|                     | construction cost                     | The proposed new Hollis Lane Link Road is currently subject to a Housing Infrastructure Fund bid (HIF) and Local Growth Fund commitment, led by DCC.   |
| Staveley Corridor   | Amion Study - £290m construction cost | 1,500 residential units, 120,000sqm B1/B2/B8 floorspace plus proposed HS2 maintenance depot, 2,900 jobs<br><br>The proposed Chesterfield Staveley Regeneration Route is currently subject to a Large Local Majors funding bid (£90m), led by DCC.  |
| A61 Growth Corridor | £12m                                  | This is a DCC led programme of works to improve transport connectivity around: <ul style="list-style-type: none"> <li>• Lordsmill roundabout improvements.</li> <li>• 21<sup>st</sup> century transport corridor, cycling networks.</li> <li>• Smart signalisation and wayfinding.</li> </ul>  |
| Town Centre         | £20m                                  | Northern Gateway Phase 1 – 16,200sqm development (Co-op, enterprise centre), 320 jobs.   |
|                     | £15m                                  | Northern Gateway Phase 2 – no development schedules available.   |
|                     | £27m                                  | Market Place reconfiguration and potential town deal for Staveley.<br><br>DCC is leading the delivery of highway and traffic improvements.   |
| Housing Delivery    | Tbc                                   | 1,500 residential units at: <ul style="list-style-type: none"> <li>• Walton Works,</li> <li>• Dunston,</li> <li>• Mastin Moor,</li> <li>• Spire Neighbourhoods.</li> </ul><br>Across major housing sites in the Borough, DCC is leading the delivery of highway and traffic improvements, walking and cycling infrastructure, public transport, etc. |

There is already a strong partnership focus to the delivery of these projects and some are now progressing from planning and land assembly to construction. The size of the collective opportunity and rate of progress has consequently succeeded in increasing the level of investor interest in the borough; a notable achievement in these uncertain times. More importantly,

however, the strategic location and advantage of the town is recognised in its inclusion on the proposed HS2 network which inevitably will, and is, generating further developer interest and needs to be harnessed in full for the benefit of the wider North Derbyshire Growth Zone.

The whole forward programme of project delivery, inward investment, investor development and regeneration is already placing significant demands on officer resources within DCC's Economy and Regeneration Service, particularly in relation to highways and transport activity. This is being replicated in CBC where the economic development, planning, design and other services are facing increased pressure to achieve high quality and timely outputs under a growing workload.

Based on the current programme, there is limited capacity within the two local authorities to enable and sustain successful and timely project delivery. In recent months, a number of challenges have occurred due to the fact that officers in both authorities are working across a number of different projects, resulting in less focus on resolving barriers at the pace expected by funders and the development industry. Where dedicated resources have been put in place (e.g. Northern Gateway Project Manager by CBC and the A61 Project Manager by DCC), this has brought greater focus speed and more timely/quality resolution of the issues usually encountered in major construction schemes.

The current programme of projects has benefitted, or are due to benefit, from external capital funding as a result of joint efforts and strengths in the writing of bids, e.g. Local Growth Fund. However, past bids often failed to include a calculation for the necessary ongoing project resources. Whilst this is now being addressed, it means the existing regeneration programme has limited, if any, ability to apply capital funding to supporting essential officer resources which are needed to unlock problems such as detailed highway design, land assembly, compulsory purchase, investor development and key account management.

## **Proposals**

Given the issues set out above, there is a significant risk that the joint ambitions for growth are not delivered and that the communities of north Derbyshire subsequently do not benefit from the economic opportunities that are pending. In order to mitigate that risk, CBC and DCC have been working to consider how to sustain and accelerate growth. The Borough's Growth Strategy and DCC's developing work on the DIIP and LTP provide the shared platform for identifying, supporting and delivering good/clean growth.

With the strategic framework in place, three further elements have been considered: governance, delivery mechanisms and funding. Proposals covering each of these are set out below.

## **Governance**

As noted, a common issue facing most of the Chesterfield regeneration projects is the delay caused by very limited, dedicated resources and prioritisation of activity.

Linked to this has been an inconsistent approach to reporting, monitoring and accountability for key projects. Whilst formal decision making and funding bids have been developed through robust and transparent processes, the strategic tracking of progress and outputs would benefit from improved oversight and management, (although it is noted that project management is in place for some areas of work, such as the A61 Growth Corridor.)

In some cases, this has meant that project drift has been less visible and problem solving has taken longer than necessary. This causes frustration with private sector partners and presents risks for the strong relationships the authorities enjoy with funders.

In response to the above, it is proposed to improve governance arrangements to ensure more active oversight of joint growth projects and provide a focus for problem solving. Consideration has been given to establishing a formal arrangement, enabled through constitutional changes at both DCC and CBC.

However, it is considered at this stage that significant progress can be made without requiring formal changes, given the nature of the challenges outlined above (prioritisation of officer time; visibility of project progress). Therefore, the proposal is to create a Joint Growth Board that will work within the existing constitutions and delegated powers of both partner authorities.

The Joint Growth Board (the Board) would include the Leaders of both councils, together with the appropriate lead Cabinet members. The Board would be responsible for monitoring delivery of a defined list of key projects based on those highlighted earlier in the report and others deemed appropriate. The Board will also be responsible for ensuring projects remain on track where those decisions are already vested in the members of the Board by the respective DCC and CBC council constitutions.

Any decision that would require, for example, the approval of the Cabinet of one or both councils would still need to be taken to the relevant local authority and could not be made by the new Board. Rather, the Board would focus on setting priorities for officers and delivery objectives.

Draft Terms of Reference for the Board are set out at Appendix A. It is intended to bring the new Board together as soon as possible, at least on a shadow basis, pending the approval of Terms of Reference, and it is proposed to meet every two months (or such frequency to be agreed). Where existing project management arrangements are in place (e.g. A61 Corridor), it is proposed these would either continue as officer working groups where required, or be folded into the Board.

## **Delivery**

A key constraint to the timely delivery of current projects is the lack of sufficient officer capacity in both DCC and CBC. The proposal therefore is to set up a Joint Growth Unit (the Unit) within CBC responsible for delivering a defined programme of projects which, as noted, represent an exceptional level of growth activity, above the 'business as usual' baseline. The Unit will provide a dedicated resource and will be in addition to the established service resources within DCC and CBC. It is proposed the Unit would achieve the following objectives:

- Increase the overall level of resources available for the delivery of keygrowth projects within the Chesterfield Borough.
- Ensure a direct link to the political leadership of both DCC and CBC through the Joint Growth Board.
- Create a multi-disciplinary resource able to work flexibly across the identified priority projects to even out peaks and troughs of workload.
- Provide a single point of contact for the private sector partners engaged on the identified priority projects (investors, developers, contractors etc.)
- Work closely with colleagues in both DCC and CBC (and partner organisations) without being distracted by activity beyond the focus on delivery of the identified priority projects.

Draft arrangements for the proposed Joint Growth Unit are set out in Appendix B and include a proposed structure and operating principles. The overall proposals have been developed by CBC with input from DCC. The Unit is designed to work closely with, and alongside, existing teams in both DCC and CBC as it will be important to maintain the resourcing levels in those wider teams to ensure 'business as usual activity' is not compromised and can still deliver to expected national standards on timescales, e.g. in planning and highways development control. Whilst most of the professional roles and activity within the Unit will relate to functions undertaken by CBC, there is a need to ensure the transport and highways roles are embedded in the team as the enabling role of infrastructure is critical to the successful and timely delivery of growth.

Assessment of the resourcing need has been made based on the current status of the existing programme of work alongside an estimation of pending

work and the type and scale of resource likely to be needed over the next five years. The level of resource will be kept under regular review, and will be the CBC's Assistant Director – Economic Growth and DCC's Director of Economy and Regeneration; to ensure appropriate alignment of resource with final accountability resting with the Joint Growth Board and recommendations back to the relevant local authority.

In addition to the established roles proposed to be included permanently within the Unit, there is a further need for specialist skills at key stages during project delivery. However, these are often required for a short period and/or for a key piece of technical work, neither of which would warrant a permanent staff appointment. Therefore, it is proposed the Unit is set up with an annual operating budget that can be called upon to commission additional specialist work as required and in line with specific approvals given for the budgets for each project.

It is proposed that the Unit will work closely with the existing Economic Development Service in CBC and the Economy and Regeneration Service of DCC whilst it focuses on:

- Strategic economic development and delivery of the key projects in the CBC Growth Strategy and relevant projects in DCC's DIIP, LTP and DESS.
- Skills and supply chain development and delivery of the skills action plan.
- Key account management, inward investment and working with developers.
- Visitor economy strategy for Chesterfield.
- Delivery of the town centre's masterplans.
- Establishing and managing the Innovation Centre Network and innovation/business support service.
- Marketing of commercial premises.
- Building and maintaining relationships with the local enterprise partnerships, Midlands Engine and other sub-national organisations.
- Supporting Destination Chesterfield.
- New project development and bid submissions that will be informed by and feed into the workload of the Joint Growth Unit. .

## **Funding**

The need for direct investment in key projects is fully recognised in order to maximise the chances of success for external funding and to de-risk/ improve the investment conditions for private sector finance. It is clear from extensive experience of bidding for external funding that a direct contribution (beyond 'in kind' support) is a significant strength and often an absolute requirement to be successful in accessing external funding in a competitive environment.

Furthermore, public sector intervention at key stages of a project often helps increase confidence in delivery and brings better and faster inward investment. This is crucial at times of economic uncertainty.

Neither DCC nor CBC is in a position to fund such investment from within existing resources. However, CBC recently announced (July 2019) that it will be a formal, constituent member of the D2N2 (Derby, Derbyshire, Nottingham and Nottinghamshire) Local Enterprise Partnership (LEP) and maintain only a non-constituent membership of the Sheffield City Region (SCR) Mayoral Combined Authority. This has provided CBC with the opportunity to reconsider the alignment of business rates from the Markham Vale Enterprise Zone (MVEZ) currently paid into the SCR LEP.

The latest estimates for business rate income at MVEZ under the existing 25 year arrangements which commenced in 2011/ 2012, suggest approximately £1.93m could be generated per annum between 2020/21 and 2036/37, when the enterprise zone designation is extinguished. At present, all EZ business rates from Markham are passported to SCR LEP in line with the decision made by CBC in December 2014 and in accordance with Government policy and expectations at the time (Markham Vale was originally included in SCR EZ bid back in 2011).

Through joint discussions with CBC following confirmation of its formal alignment to the D2N2 LEP, the SCR LEP has agreed a rebate of business rates arising from MVEZ back to CBC for all proceeds in excess of £1m for the current financial year (2019/20). It is proposed this income (approximately £890,000) will be used to directly enable and support growth in the Chesterfield borough, including the funding of the Joint Growth Unit.

This approach will ensure both councils are in a much stronger position to attract external funding, to invest in, and de-risk schemes and unlock private sector finance. Specifically, the new Joint Growth Board will consider proposals brought forward by CBC's existing Economic Development Service, DCC's Economy and Regeneration Service, and the Joint Growth Unit for the use of the retained business rates to either directly invest in projects and/ or support borrowing to enable growth. Recommendations would then be made to the relevant local authority to borrow against that revenue stream. Any decision to do so would remain subject to the normal decision making process of the authority, including a sound business case and robust analysis of risks.

**(3) Financial Considerations** The annual cost of the proposed Unit has been calculated by Chesterfield Borough Council on the basis of the draft posts and anticipated grades set out in Appendix B; this level of resource has been calculated on the workload implications of the current and pending programme of activity. Salaries and all associated on-costs and recharges

having been taken into account, based on CBC's current policies and procedures. Therefore, the anticipated cost of Unit is around £312,000 for the first year of operation – based on 'part year' activity – and from year two onwards, is around £538,000 per annum.

It is proposed the costs will be met through a combination of income from retained MVEZ business rates and an allowance (10%) from the capital costs of projects and programmes being delivered. Important to note is that on this basis, there will be no direct financial cost to DCC for the establishment or operation of the Unit, including the creation of the transport and infrastructure project officer, where salary and associated overheads will be covered by CBC.

CBC has been advised that as billing authority, it is for CBC to determine how the retained business rates from the MVEZ is allocated, post April 2020 through to 2037. CBC is currently formalising its proposals and wider policy to determine the use of the business rate growth arising from the MVEZ; a Council report is due to be considered by CBC in December 2019. The estimated value of the retained business rates, per annum, is £1.9m. Discussions have taken place between both authorities, relevant Government departments and the local enterprise partnerships about the best way to utilise the retained business rates to promote economic growth within northern Derbyshire. Whilst the policy is still being developed by CBC, given the estimated costs of the Unit are approx. £540,000, and there are major long term projects to be delivered, it is proposed that the posts within the joint unit be funded on a permanent basis.

(4) **Legal Considerations** The Director of Legal and Democratic Services will advise the Executive Director – Economy, Transport and Environment as required, on the implementation of the recommendations set out in this report, particularly in relation to finalising the terms of reference and decision making.

(5) **Human Resource Considerations** The Unit is proposed to be created within, and by, CBC with the job roles and posts being a formal part of that Council's establishment. Funding for all posts is to be provided through the retained MVEZ business rates and any dedicated external project funding as appropriate.

Based on the draft structure, nine new permanent posts are proposed to be created, mostly discharging the duties of the CBC in relation to economic development, planning, design, support and project management activity. However, it is proposed the Unit also offers dedicated highways and transportation services which are the responsibilities of DCC. Through discussion with CBC, it is proposed that whilst working to a programme set by the Board (comprising both local authorities), staff will be employed directly by

CBC and on its terms and conditions. Staff would therefore be expected to act within CBC policies and processes.

The exception to this arrangement is the proposed transport and infrastructure project officer which, given the postholder will be discharging activity on behalf of DCC as the highway and transport authority, will be employed by DCC. This will ensure the appropriate lines of professional leadership and accountability are maintained. Notwithstanding this professional alignment to DCC, the postholder largely will be based in the Joint Growth Unit at Chesterfield and day to day, will be deployed by the Unit manager.

The transport and infrastructure project officer post will be created within Economy and Regeneration Service but will be funded directly and, in full, by grant from CBC through the retained business rates. All pension and other employee-related costs will be fully recovered through the grant.

Recruitment to all proposed posts will be led by CBC, but undertaken by a mix of senior officers from both DCC and CBC.

Staff within the Unit will work to a programme set on an annual basis by the new Board. Officers will also account for delivery of designated projects and programmes to the Board every two months. On a day to day basis, line management of the Unit will be through CBC's Assistant Director for Economic Growth, in liaison with DCC's Director for Economy and Regeneration.

As the impact on DCC's human resources is minimal and the proposal broadly seeks to create 'more of the same' in terms of the highways and transportation activity, it is not proposed to undertake specific consultation of the creation of the post.

Furthermore, CBC is not proposing any formal consultation regarding the creation of the Unit. However, a number of delivery partners have been contacted and are supportive of the approach, particularly given the proposal is to create additional capacity and a 'single point of contact' for developers.

Once agreed, partners will be informed of the final proposals.

Appendix B provides an overview of the proposed level of staffing for the Joint Growth Unit. It is noted that job descriptions and evaluation of posts will be led by CBC, with the exception of the transport and infrastructure post which will be subject to DCC processes.



## **Other Considerations**

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

(6) **Key Decision** Yes.

(7) **Call-In** Is it required that call-in be waived in respect of the decisions proposed in the report? No.

(8) **Background Papers** Held on file within the Economy and Regeneration Service of the Economy, Transport and Environment Directorate.

(9) **OFFICER'S RECOMMENDATIONS** That Cabinet:

- 9.1 Agrees to establish 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.
- 9.2 Agrees to establish 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.
- 9.3 Agrees 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.
- 9.4 Notes that the full cost of implementing these recommendations will be met from the business rates income received via the Markham Vale Enterprise Zone, which is collected by Chesterfield Borough Council and that there will be no cost to Derbyshire County Council as a result of the transport and highways post.

**Mike Ashworth**  
**Executive Director – Economy, Transport and Environment**

## **Appendix A – DRAFT Governance Proposals**

### Joint Growth Board – Draft Terms of Reference

#### **Purpose**

The Board's role is to support and challenge delivery of significant growth projects within Chesterfield borough.

The Board will carry this out by:

- Defining a clear set of projects that will fall within the remit of the Board's discussions;
- Receiving regular and succinct progress reports regarding the delivery of each of the projects that fall within its remit;
- Considering ways in which risks to project delivery can be addressed, both by taking action within the two local authorities and through external partners;
- Considering ways in which project delivery can be accelerated and enhanced, both by taking action within the two local authorities and through external partners;
- Agreeing actions that can support project delivery, where these fall within the existing delegations of Board members;
- Making recommendations for actions to support project delivery where these lie outside the existing delegations of Board members, either within the two respective local authorities or with partner organisations;
- Making recommendations for investment through borrowing that can be supported by the revenue stream retained for growth projects and where this will increase the prospects of unlocking additional public and/or private funding;
- Agreeing the work programme for the joint growth unit on an annual basis;
- Acting as champions for delivery of the projects and the benefits that they will bring for communities across the area

#### **Membership**

The membership of the Board will include:

- Leader of Derbyshire County Council
- Cabinet member for Economic Development and Regeneration, Derbyshire County Council

- Strategic Director of Economy, Transport and Environment, Derbyshire County Council
- Leader of Chesterfield Borough Council
- Cabinet member for economic growth, Chesterfield Borough Council
- Chief Executive, Chesterfield Borough Council

Further members may be co-opted by the Board.

The Board will be deemed quorate provided at least 4 Board members are in attendance, including at least one from each local authority.

The Board will operate with the chair alternating between the Leaders of the two local authorities.

### **Decision making**

The Board will not be constituted as a formal body within the constitution of either local authority. It will therefore take no decisions in its own right as a Board. Rather, following consideration by the Board, individual Board members may take decisions only where these already fall within their existing delegated authority. Any formal decisions required outside of this scope would need to be made by the appropriate body, informed by a recommendation from the Board.

## **Meetings**

Meetings will take place every two months. Meeting venues will alternate between Chesterfield and Matlock in line with the alternating chair arrangements.

The secretariat for the meetings will be provided by Chesterfield Borough Council.

Papers will normally be issued to the Board no later than 4 working days prior to the meeting.

Members of the public or observers will not normally be permitted to attend the meetings given the commercial sensitivities that are likely to be discussed.

Officers from both authorities, in particular those within the joint growth unit, will attend the Board in order to provide updates on projects.

Delivery partners may be invited to attend meetings for specific project updates in agreement with the Chair(s).

## **Review**

The Board will conduct a review of its activities and terms of reference at least once a year.

## **Appendix B – DRAFT Delivery Proposals**

In order to develop proposals for a new Joint Growth Unit, the key projects listed within the main report have each been analysed in detail.

This analysis has considered the planned progress of each project across the next five years, recognising that beyond this the delivery milestones become increasingly difficult to forecast with confidence.

The key tasks likely to be required by the respective local authorities have been considered through the different phases of each project and the profile for this set out on a quarterly basis across the five year period. Those tasks have then been assigned to the different types of capacity required and a risk adjustment applied to the results. Finally, existing resources have been taken into account in order to end up with a net risk-adjusted requirement.

Following this analysis, the following blend of posts has been recommended as providing the most appropriate level of capacity in order to ensure the two local authorities can maintain and accelerate delivery of the borough's key projects in future years. Although the forecast capacity has been based on the planned phases for each specific project, it is highly likely that actual demand to support delivery will vary from that forecast. The Unit will therefore be set up with officers given lead roles for specific projects, but able to work flexibly as the demands from each project fluctuate and in order to mitigate peaks and troughs of activity within any given project.

The table below sets out posts proposed for the new Joint Growth Unit. Gradings are subject to finalisation of job descriptions and job evaluation panel appraisal.

| <b>Post</b>   | <b>Number</b> | <b>Grade</b>  | <b>Key activities</b>   |
|---|---------------|---|---|
| Joint Growth Unit Manager                               | 1             | 13  | Overall leadership of team and coordination of project resources. Key point of contact for escalating issues from individual projects. Responsible for managing relationship with the Joint Growth Board.   |
| Project officer (transport and highways infrastructure) | 1             | to be employed by DCC, assessed as CBC grade 12 for budget purposes | Dedicated resource with highways and transportation experience able to transact on behalf of the key projects to deal with issues arising pre and post-planning application, offer advice and liaise as single point of contact with DCC and other key stakeholders (HE, utilities, bus operators...) as required |
| Project officer (planning and development)              | 1             | 12  | Dedicated and specialist planning capacity with experience of large site delivery, able to liaise with developers, landowners etc. and in turn with internal and external stakeholders at both pre and post-planning application stages.  |
| Project officer (project management)                    | 3             | 12  | These would be assigned lead roles for one or more the specific projects, providing project management capacity and skills together with a single   |

|   |   |     |  |
|---|---|-----|--|
|   |   |     | point of contact for external delivery partners and internal colleagues.   |
| Contract and Commercial officer                       | 1 | 12  | Dedicated and specialist contracts and commercial development capacity; this post would provide advice internally to inform negotiations with delivery partners and funders, liaising closely with legal, procurement and finance, as well as supporting delivery partners in their commercial considerations.       |
| Administrative and technical support officer          | 1 | 4-7 | This post would provide dedicated support to the team, managing the extensive flows of information, correspondence, technical documents etc. between the two councils, stakeholders and delivery partners. It would also lead on the preparation of reporting to the Joint Growth Board and provide the secretariat. |
| Senior Economic Development Officer (Skills Delivery) | 1 | 12  | This post would be based in Chesterfield Borough Council's Economic Development service and would lead on delivery and implementation of initiatives and programmes contained within the Chesterfield Skills Action Plan, 2017 - 2020.   |

DRAFT



**DERBYSHIRE COUNTY COUNCIL**

**CABINET**

**10 October 2019**

**Report of the Director of Public Health**

**Achieving Public Health 0-19 Outcomes – Section 75 Agreement between  
Derbyshire County Council and Derbyshire Community Health Services  
NHS Foundation Trust**

**1. Purpose of the report:**

To seek Cabinet approval 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 will include Health Visiting and School Nursing and the agreement will be between the Council and Derbyshire Community Health Services NHS Foundation Trust (DCHS NHS-FT)

**2. Information and analysis:**

**Background**

On 26 July 2018 (agenda item 16), Cabinet approved an enterprising approach to providing key public health services for the 0-19 age group and their families, including; Public Health Nursing (Health Visiting and School Nursing) and the National Child Measurement Programme (NCMP). This included the transfer of responsibility for NCMP to the Council's Live Life Better Derbyshire Service, the development of a Section 75 Agreement between the Council (Public Health and Children's Services) and DCHS NHSFT for the delivery of Public Health Nursing at a budget not to exceed £12 million per annum and the transfer of £1 million to support Children's Centres to continue to deliver services to vulnerable families across Derbyshire.

A service delivery specification has been co-designed and agreed with partners from across; Public Health, Children's Services and DCHS NHS-FT (including front-line employees). This specification maintains the five mandated core contacts for the Health Visiting Service; strengthens the pre-school health review by making it a face-to-face contact; delivering it at an earlier age to support school readiness and the work undertaken within the Council; and seeks to look at different ways that School Nurses can deliver a universal support to children and young people who present to the service.

The section 75 process has allowed much greater co-production and ownership of the new model being developed for service delivery. The new

model has also taken into account views from current service users gained via focus groups and surveys. Throughout the process, the Strategic Governance group for this programme of work (made up of senior officers from Public Health, Childrens Services and DCHS NHS-FT) has overseen, approved and assured the methodology, process and progress to a very stringent timeline for delivery. Once the section 75 agreement and new service model is implemented the Strategic Governance Group will be responsible for overseeing delivery and performance against quality and outcome measures, the Strategic Governance Group will formally report to the Derbyshire County Health and Wellbeing Board.

### **3 Social Value considerations:**

Ensuring children receive good quality interventions from both Health Visiting and School Nursing services will support their physical and mental health and wellbeing, enabling them to thrive and reach their individual potential. Collaborative working between Public Health, Children's services and DCHS NHS-FT will enhance the opportunities available for children within Derbyshire.

### **4. Financial considerations:**

The Section 75 agreement details the Public Health Nursing services are to be delivered within a budget of £12 million per annum.

### **5. Legal/HR considerations:**

#### **Legal**

An agreement made pursuant to Section 75 of the National Health Service Act 2006 allows arrangements between local authorities and NHS bodies in relation to the exercise of each other's health-related functions where such arrangements will provide a more streamlined approach if they are likely to lead to an improvement in the way those functions are exercised.

The Director of Legal Services has provided appropriate support and advice to the Director of Public Health in connection with the Section 75 agreement.

#### **Human Resources**

There are no HR considerations with respect to the commencement of the S75 agreement.

### **6. Other considerations:**

In preparing this report the relevance of the following factors has been considered; equality, environment, health, property and transport have all been considered in preparing this paper.

**7. Background papers:**

- 28 April 2018, Cabinet Report Review of 0-5 Services
- Cabinet Report 26 July 2018: A New Approach to Public Health Nursing and Achieving Population Health and Wellbeing Outcomes in 0-19 Year Olds across Derbyshire
- 28 February 2019 Cabinet paper: Public Health Nursing and Achieving Population Health and Wellbeing Outcomes in 0-19 Year Olds across Derbyshire through the Development of a Section 75 Agreement

**8. Key Decision:** Yes

**9. Call-in:**

Is it required that call-in be waived for any decision on this report?

No

**10. Officer's recommendation:**

That Cabinet approves 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.

That Cabinet note the progress across Public Health, Children's Services and DCHS (NHS) FT in moving to a more integrated service model.

That Cabinet notes the updated governance arrangements for overseeing progress of the 0-19 Public Health programme via the Derbyshire Health and Wellbeing Board.

**Dean Wallace**  
**Director of Public Health**

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Author: Sue Pegg (x36040)

**Agenda Item No.6 (d)**

**DERBYSHIRE COUNTY COUNCIL**

**CABINET**

**10 October 2019**

**Report of the Executive Director for Children's Services**

**CHILDREN'S SERVICES CAPITAL PROGRAMME 2018-19 HEALTH PUPIL  
CAPITAL FUND (YOUNG PEOPLE)**

**1. Purpose of Report**

To update Cabinet on the use of the Healthy Pupil Capital Fund (HPCF) and request approval for a proposal to allocate funding to an initiative to promote the use of cycles to travel to school.

**2. Information and Analysis**

In 2018-19, the Department for Education made an allocation of £776,839 to the Authority from the Healthy Pupil Capital Fund. On 26 July 2018 (minute number 190/18), 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.

The balance of £376,839 was to be utilised for a health-related joint matched funding scheme. On 11 July 2019, Cabinet was advised that the joint matched funding scheme could not proceed and it was agreed that the use of the funding would be reviewed. Pupils are encouraged to walk or cycle to school but it has been identified that one of the barriers against the use of cycles is the lack of facilities to store them securely during the school day. It is therefore proposed that schools are given an opportunity to bid against this section of the HPCF to provide cycle storage up to an individual project cost of £20,000. The Development Team will also

consider requests for alternative projects up to £20,000 that fit with the sustainable travel and/or health and wellbeing.

### **3. Financial Considerations**

The financial considerations are contained in Section 2 however the balance of the HPCF is £453,190 comprising of £76,351 from the separated £400,000 and £376,839 previously allocated to a joint matched funding scheme. HPCF has previously been reported as part of the Children's Services Capital fund but to avoid confusion, this funding has been removed and will be reported separately.

### **4. Social Value Considerations**

This funding is to improve the health of pupils at schools in the County. Separate funds are available for academies. The schools will have the option to deliver the projects themselves under their own financial regulations. Where the projects are delivered by County Property, this will be done under its usual procedures.

### **5. 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.

### **6. Key Decision      Yes**

### **7. Call-in**

Is it necessary for the call-in period to be waived in respect of the decisions being proposed in the report? No

**8. Background Papers**

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

**9. Officer Recommendation**

It is recommended that Cabinet:

Consider and 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.

**Jane Parfremment**  
**Executive Director for Children's Services**

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