

Public Document Pack



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Ask for Michelle Archer

PUBLIC

To: Members of Cabinet

Wednesday, 6 October 2021

Dear Councillor,

Please attend a meeting of the **Cabinet** to be held at **2.00 pm** on **Thursday, 14 October 2021** in the Members Room, County Hall, Matlock the agenda for which is set out below.

Yours faithfully

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

Helen Barrington
Director of Legal and Democratic Services

A G E N D A

PART I - NON-EXEMPT ITEMS

1. To receive apologies for absence
2. Declarations of Interest
3. MINORITY GROUP LEADER QUESTIONS

Minority Group Leaders in attendance at the meeting are able to ask

questions on agenda items. Any questions should be provided in writing no later than 12 noon on the day before the meeting.

4. MINUTES (Pages 1 - 16)
5. CABINET MEMBER MEETINGS - MINUTES
 - 5 (a) Health & Communities - 2 September 2021 (Pages 17 - 20)
 - 5 (b) Strategic Leadership, Culture, Tourism & Climate Change - 3 September 2021 (Pages 21 - 26)
 - 5 (c) Children's Services & Safeguarding - 7 September 2021 (Pages 27 - 28)
 - 5 (d) Education - 7 September 2021 (Pages 29 - 30)
 - 5 (e) Corporate Services & Budget - 9 September 2021 (Pages 31 - 32)
 - 5 (f) Adult Care - 16 September 2021 (Pages 33 - 36)
6. To consider non-exempt reports as follows:
 - 6 (a) CLIMATE CHANGE STRATEGY AND ACTION PLAN (Pages 37 - 158)
 - 6 (b) SINGLE USE PLASTICS POLICY (Pages 159 - 168)
 - 6 (c) CULTURAL FRAMEWORK (Pages 169 - 208)
 - 6 (d) ANNUAL REVIEW LETTER OF THE LOCAL GOVERNMENT & SOCIAL CARE OMBUDSMAN 2020-21 (Pages 209 - 226)
 - 6 (e) FORWARD PLAN (Pages 227 - 240)
 - 6 (f) MARKHAM VALE PROGRESS (Pages 241 - 274)
 - 6 (g) DIRECT CARE HOMES FOR OLDER PEOPLE: ESSENTIAL WORKS PROGRAMME (Pages 275 - 282)
 - 6 (h) TRADING STANDARDS - AUTHORISATION OF STATUTORY DUTIES (Pages 283 - 296)
 - 6 (i) ENHANCED PARTNERSHIP ARRANGEMENTS FOR BUS SERVICES IN DERBYSHIRE AND THE BUS SERVICE IMPROVEMENT PLAN (Pages 297 - 312)
 - 6 (j) CHESTERFIELD EAST-WEST WALKING AND CYCLE ROUTE (Pages 313 - 470)

- 6 (k) DERBYSHIRE YOUTH JUSTICE PLAN 2021-22 (Pages 471 - 512)
- 6 (l) CORPORATE PARENTING BOARD TERMS OF REFERENCE (Pages 513 - 524)
- 7. EXCLUSION OF THE PUBLIC

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

PART II - EXEMPT ITEMS

- 8. To receive declarations of interest (if any)
- 9. MINORITY GROUP LEADER QUESTIONS

Minority Group Leaders in attendance at the meeting are able to ask questions on agenda items. Any questions should be provided in writing no later than 12 noon on the day before the meeting.
- 10. EXEMPT MINUTES (Pages 525 - 532)
- 11. To receive the exempt minutes of Cabinet Member Meetings as follows:
 - 11 (a) Strategic Leadership, Culture, Tourism & Climate Change - 3 September 2021 (Pages 533 - 534)
 - 11 (b) Corporate Services & Budget - 9 September 2021 (Pages 535 - 536)
- 12. CABINET MEMBER MEETINGS
 - 12 (a) MARKHAM VALE DELEGATED DECISIONS (Pages 537 - 548)
 - 12 (b) DERBYSHIRE CARERS ASSOCIATION - CARERS ASSESSMENT CONTRACT EXTENSION (Pages 549 - 554)

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PUBLIC

MINUTES of a meeting of **CABINET** held on 09 September 2021 at County Hall, Matlock.

PRESENT

Councillor B Lewis (in the Chair)

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

Apologies for Absence were submitted on behalf of Councillor K S Athwal.

Declarations of Interest

Councillor C Hart reported that she was a board member for Derby County and the Community Trust, it had been agreed that this would not affect her participation with respect to minute reference 143/21.

132/21 **MINORITY GROUP LEADERS' QUESTIONS**

The following questions had been submitted on behalf of Councillor J Dixon:

Agenda Item 7c - Healthy Workplaces

There is a proposal to spend £138,000 including recruiting two staff to assist private sector businesses to reduce their absenteeism, surely those businesses have sufficient commercial incentive to invest their own resources in achieving this?

Agenda Item 7f - Glossopdale Community College

In our administration we worked closely with the school and community to improve matters and work towards an objective of building a new school. Will you be honouring our commitment to build a new building on a single site?

133/21 **MINUTES RESOLVED** that the non-exempt minutes of the meeting of Cabinet held on 29 July 2021 be confirmed as a correct record.

134/21 **CABINET MEMBER MEETINGS - MINUTES RESOLVED**
to receive the non-exempt minutes of Cabinet Member meetings as follows:

- (a) Highways Assets & Transport - 15 July & 12 August 2021

- (b) Clean Growth & Regeneration - 21 July 2021
- (c) Health & Communities - 22 July 2021
- (d) Corporate Services & Budget - 29 July 2021
- (e) Education - 3 August 2021
- (f) Adult Care - 25 August 2021

135/21 VISION DERBYSHIRE - PHASE 4 IMPLEMENTATION PROPOSALS (Strategic Leadership, Culture, Tourism and Climate Change)

Over the last two years, Councils across Derbyshire had been working towards a new collective and ambitious vision and model of local government collaboration, integration and shared leadership, which had looked beyond traditional partnerships and focused on achieving the greatest public value for local people and communities.

Since September 2020, work had actively been taking place to further develop the Vision Derbyshire approach. In October 2020, Leaders and Chief Executives of eight Derbyshire Councils (all Derbyshire Councils excluding Derby City Council and South Derbyshire District Council), agreed to progress and commence implementation of Vision Derbyshire proposals, translating the case for change and proposition to central government, developed during Phase 2, into a practical programme of work across the following five workstreams.

At a meeting of Vision Derbyshire Leaders and Chief Executives in March 2021, proposals to take forward the approach were approved and Phase 3a, which commenced in April 2021, was now underway. Phase 3a sought to take advantage of the significant progress made during Phase 3 putting in place plans and making the necessary preparations for the delivery of a wider, ambitious programme of work as part of Phase 4 proposals.

RESOLVED to (1) note progress on the development of the Vision Derbyshire approach and recent Phase 3 developments and achievements; (2) consider and note key actions currently being undertaken during Vision Derbyshire Phase 3a to develop an ambitious programme of work in advance of Phase 4; (3) consider and approve Vision Derbyshire Phase 4 proposals for the forthcoming period as set out in the report; (4) approve the Council's active participation in Vision Derbyshire Phase 4 and the associated costs of taking forward the programme of work, the maximum cost of which stood at £174,499 per annum; (5) approve proposals for the establishment of the Vision Derbyshire Joint Committee and delegated functions to the Joint Committee as set out in the Functions and Responsibilities document in Appendix 3; (6) approve the Terms of Reference, including the Introduction and Context, Functions and Responsibilities, Procedural Rules and Information Procedure Rules for the Vision Derbyshire Joint Committee as set out at Appendix 3 and the position detailed in those documents regarding scrutiny and co-option; (7) appoint the Leader, Cllr Barry Lewis, as the

Council's representative on the Vision Derbyshire Joint Committee and the Deputy Leader, Cllr Simon Spencer, as substitute; (8) agree to delegate authority to the Leader to agree by executive member decision which authority would act as the host authority for the Joint Committee; (9) note that as the functions of the Committee were executive functions, Derbyshire County Council would not have the opportunity to co-opt additional members onto the Committee and the ability to co-opt was restricted within the Terms of Reference; and (10) note that, in accordance with section 9F of the Local Government Act 2000, constituent authorities who operated executive arrangements would need to make formal scrutiny arrangements to review or scrutinise decisions made in connection with the exercise of the functions of the Vision Derbyshire Joint Committee, and that the Council's existing scrutiny arrangements would apply.

136/21 PERFORMANCE MONITORING AND BUDGET MONITORING/FORECAST OUTFURN 2021-22 AS AT QUARTER 1 (30 JUNE 2021) (Strategic Leadership, Culture, Tourism and Climate Change and Corporate Services and Budget) The Performance Summary set out the progress the Council had been making on delivering the Council Plan with a focus on the achievement of the Council Plan priorities. The Revenue Budget Position and Financial Summary provided an overview of the Council's overall budget position and forecast outturn as at 30 June 2021.

The new Council Plan for 2021-25, which outlined the Council's priorities, key deliverables and performance measures, had been developed and approved by Council in March 2021. The performance report for Quarter 1 2021-22, set out the progress the Council had made over the last quarter on each of the deliverables and key measures set out in the Council Plan. The Council was performing well in delivering the new Council Plan, with 88% of the 63 deliverables in the Plan that had commenced showing good or strong progress. Only 10% had been rated as "Requiring Review" and one deliverable had been rated as "Requiring Action". One deliverable had been awaiting information to enable the rating.

The Council's forecast outturn for 2021-22 as at Quarter 1 (30 June 2021), compared to controllable budget had been summarised within the report. The forecast outturn table showed the position net of the impact of the ringfenced Dedicated Schools Grant (DSG) of £378.684m and Public Health grant of £42.607m, other ring-fenced grants and income from other third parties and their associated spend. There had been a forecast underspend on the Risk Management Budget of £10.476m in 2021-22.

A summary of the achievement of budget savings targets had been provided. The budget savings target for 2021-22 was £13.291m, with a further £12.768m target brought forward from previous years. The savings initiatives identified to meet this target fell short by £9.604m, therefore further proposals

would need to be brought forward to ensure the Council continued to balance its budget. Of this total target of £26.059m, £9.777m was forecast to be achieved by the end of the financial year. Therefore, there was a £16.282m forecast shortfall in achievement of budget savings.

RESOLVED to (1) note the update of Council Plan performance and the Revenue Budget position/forecast outturn for 2021-22 as at 30 June 2021 (Quarter 1); (2) consider whether there were any further actions that should be undertaken to improve performance where it had not met the desired level; and (3) note the position on General and Earmarked Reserves.

137/21 **CAPITAL BUDGET MONITORING AND FORECAST AS AT QUARTER 1 2021-22** (Strategic Leadership, Culture, Tourism and Climate Change) Cabinet approved schemes that had been active during the financial year had been included within the report, including schemes closed in year. Each scheme had a nominated budget holder who was responsible for ensuring the scheme stayed within budget, and who provided the projected spend figures. The schemes had been approved over several previous years in addition to the current year.

The 2021-22 Capital programme was £73.343m, approved adjustments to this figure increased this to £81.630m. Together with active schemes rolled forward from previous years it made a total of £643.906m being monitored this year. There was a forecast underspend of £4.114m over the life of these projects. The budget for all open schemes as at 30 June was £613.666m, this reduction reflected the closed projects since 1 April 2021.

The prolonged effect of the Covid-19 virus was continuing to have an impact on some schemes and where necessary the profile of expenditure had been adjusted to reflect this fact.

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

138/21 **FINANCIAL STRATEGY** (Corporate Services and Budget) 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 contributed to the Council's strategic and policy objectives as outlined in the Council Plan 2021-2025.

The key components of the Strategy had been outlined within the report.

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 Strategy drove the Five-Year Financial Plan, Capital Programme and Revenue Budget. The Strategy had been reviewed and Updated.

RESOLVED to approve the Financial Strategy.

139/21 **PREPARATION OF BUDGET 2022-23** Corporate Services and Budget) The production of the Council's budget had been undertaken in accordance with the requirements of the Council's Constitution. The Constitution 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.

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

As in previous years, an initial Equality Impact Assessment (EIA) would be undertaken at a corporate level. It was anticipated that the 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 process. 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 Council's Five Year Financial Plan 2021-22 to 2025-26 (FYFP) was being updated during 2021-22.

RESOLVED to (1) approve the timetable for completion of the 2022-23 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.

140/21 **CORPORATE RISK MANAGEMENT STRATEGY 2021-2025** (Corporate Services and Budget) The Corporate Risk Management Strategy had been reviewed thoroughly every four years alongside the Council Plan. Effective risk management was vital for delivering the Council's strategic and operational objectives. It reduced levels of uncertainty in delivery which increased the likelihood of the Council achieving the outcomes described in the Council Plan and operational service delivery plans.

The proposed Corporate Risk Management Strategy for 2021-2025 had been shown in Appendix 2. It built on the principles and aspirations in the

previous Strategy and included a new target to place the Council among the best performing local authorities for risk management by December 2024.

The Council was using the CIPFA2/ALARM risk management maturity framework to drive and monitor risk management performance improvement. A self-assessment was currently being undertaken in all parts of the Council to set the baseline for measuring progress towards the December 2024 performance target. Progress would be reviewed and reported regularly to the Audit Committee, with an external independent assessment provided each year.

RESOLVED to approve the Corporate Risk Management Strategy 2021-2025.

141/21 **THE FORWARD PLAN** (Corporate Services and Budget)
An independent review of the Council's Scrutiny function was undertaken in 2020 by the Centre for Governance and Scrutiny. The report commented upon several areas, including the proposal for a Forward Plan which looked to the future, for a period longer than the statutory requirement.

It had been believed that such a Forward Plan would enable the four Improvement and Scrutiny Committees to prepare better informed work programmes. This would equally apply to the work programme of the new Improvement and Scrutiny Committee – Climate Change, Biodiversity and Carbon Reduction.

It had been agreed that a four-month rolling Forward Plan be considered by CMT and then by Cabinet monthly. This approach should improve planning and horizon-scanning. In the interests of effective coordination and public transparency, the Forward Plan included any item that was likely to require an Executive decision of Cabinet or Cabinet Member whether a key decision or not.

The Forward Plan covered the forthcoming 4 months and would be updated on a rolling monthly basis. All items had been discussed and approved by the Corporate Management Team.

The Forward Plan was ultimately the responsibility of the Leader and Cabinet as it contained executive business due for decision.

RESOLVED to note the contents of the Forward Plan attached at Appendix 2 and comment on future decisions for inclusion in the Forward Plan, where appropriate.

142/21 **DIRECTOR OF PUBLIC HEALTH ANNUAL REPORT** (Health and Communities) The Health & Social Care Act 2012 created a duty for the

Director of Public Health to produce an annual report on the health of the local population. The County Council had a duty to publish the report. The content and structure of the report was for local determination and the Director could tailor the report to align with local issues and priorities.

This year's annual report, in the form of a short video, highlighted the local Public Health response in Derbyshire to the pandemic and the actions and interventions put in place to support local people and communities throughout 2020.

Cabinet had been asked to note that the 2021 Director of Public Health Annual Report would shortly be developed and this would include a more in depth review of the impact of the pandemic across the county and make recommendations for how population health and wellbeing could form a key factor within the recovery and response work that would take place this year.

RESOLVED to note the content of the report and agree to the publication of the report.

143/21 AWARD OF GRANT FUNDING TO DERBY COUNTY FC COMMUNITY TRUST AND CHESTERFIELD FC COMMUNITY TRUST FOR THE PROVISION OF TIER 2 ADULT WEIGHT MANAGEMENT SERVICES
(Health and Communities) Tackling obesity had been one of the greatest long-term public health challenges. For the period 2019/20, in Derbyshire 66.8% of adults were overweight or obese (England 62.8%).

In July 2020 the government launched 'Tackling obesity: Empowering adults and children to live healthier lives', which demonstrated the government's commitment to supporting a healthier environment to help support a healthy weight and to expand weight management services so that more people got the support they needed to lose weight. As part of this commitment all local authorities in England had been offered additional non-recurrent funding for the 2021/22 financial year only to support the expansion of existing adult Tier 2 behavioural weight management services or the commissioning of new services. For Derbyshire the additional funding was £0.442m.

Live Life Better Derbyshire was the council's in-house service that provided a range of health improvement services. Live Life Better Derbyshire would utilise £0.196m of the additional funding to develop and pilot a bespoke offer for underserved groups who were less likely to use existing weight management services, with a particular focus on adults with learning disabilities and those with serious mental ill health. In addition, Live Life Better Derbyshire were working with MacMillan Cancer Support to offer weight management support to individuals who have had cancer and would benefit from weight loss.

It had been proposed to utilise the remaining £0.246m additional funding to commission Derby County FC Community Trust and Chesterfield FC Community Trust to deliver tier 2 weight management services aimed at male adults. Derby County FC Community Trust would deliver services in the south of the county and Chesterfield FC Community Trust would focus upon the north of the county.

RESOLVED to approve the award of grant funding of £0.123m to Derby County FC Community Trust and £0.123m Chesterfield FC Community Trust to enable them to provide tier 2 weight management services targeted at adult males.

144/21 PREVENT AND CHANNEL DUTIES AND PROPOSED AMENDMENTS TO THE CONSTITUTION (Corporate Services) Prevent was a key strand of the national Counter Terrorism Strategy 'CONTEST', together with three other strands, Prepare, Protect and Pursue. The Prevent strand of the Strategy aimed to stop people from becoming terrorists or supporting terrorism. Prevent operated in a noncriminal space and was about supporting and protecting those people that might be susceptible to radicalisation, ensuring that individuals were diverted away before any crime had been committed. Prevent became a statutory duty for local authorities in July 2015 as part of the CT&S Act 2015.

The Channel Panel was one element of the delivery of Prevent which focused on providing multi-agency support to people who were identified as being vulnerable to be drawn into terrorism, at an early stage. Channel Panel members assessed the nature and extent of the risk to develop the support plan for the individuals concerned. In November 2020, the Government published revised Channel Duty Guidance which strengthened the role local authorities played in the Channel process.

The Chief Executive or Head of Paid Service must provide an annual Assurance Statement to the Home Office, detailing the named officers fulfilling the role of Chair and Deputy Chair and confirm that suitable arrangements were in place to meet the requirements set out in the guidance. The first Assurance Statement had been submitted in April 2021.

It was therefore proposed that the responsibility:

“To ensure that the Council discharges its functions and meets the obligations and requirements under the terms of the CT&S Act 2015, including the duty to ensure that a Channel Panel is in place for the Derbyshire area, together with the making of appropriate arrangements for a designated chair and vice-chair” was delegated to the Managing Executive Director and that this delegation was included within the Scheme of Delegations at Appendix 1 of the Council’s Constitution.

RESOLVED to (1) note the Council's duties and obligations under the Counter-Terrorism and Security Act 2015 (the CT&S Act); (2) agree the proposal to delegate the responsibility to ensure that the Council's duties and obligations under the CT&S Act 2015 were met to the Managing Executive Director; (3) recommend that Council note and implement the required amendment to the Constitution as a result of the delegation; and (4) agree that Prevent/Channel be referenced in the Councils Constitution within the Health and Communities portfolio and recommend that Council note and implement the required amendment to the Constitution.

145/21 **URGENT DECISION TAKEN BY THE MANAGING EXECUTIVE DIRECTOR AND APPROVAL FOR PARTICIPATION IN THE AFGHAN LOCAL EMPLOYED STAFF (LES) RE-LOCATION SCHEME** (Health and Communities) On 1 June 2021, the Secretary of State for Defence announced the decision that the Ministry of Defence, Home Office and Ministry of Housing, Communities and Local Government would be rapidly accelerating the implementation of relocating Afghan LES to the UK, following the decision to begin the withdrawal of military forces from Afghanistan. On 3 June 2021, this announcement was followed by a letter to Local Authority Chief Executives and Leaders seeking their support in delivering the scheme. The Government's strategy was to relocate approximately 600 families comprising 5,000 individuals over the summer months into Autumn 2021, with the first relocations arriving in late June 2021.

New arrivals would not be eligible for benefits until they could satisfy the Habitual Residency Test set by the Department of Work and Pensions (DWP) which could take up to three months. In the interim, the appropriate local authority would be required to provide financial support to those who arrived under the relocation scheme.

To support local authorities in delivering the Scheme, a funding package comprising £10,500 per person would be made available for 12 months for the provision of resettlement support. If required, additional funding could also be claimed to cover any costs incurred during the short-term period before access to benefits and services became available to the new arrivals.

An Urgent Officer Decision was taken by the Managing Executive Director on 9 July 2021 for Derbyshire County Council to participate in the Afghan Locally Employed Staff (LES) Relocation Scheme and to lead and co-ordinate the approach working with the District and Borough Councils across the county.

RESOLVED to note (1) the Urgent Officer Decision taken by Emma Alexander, Managing Executive Director on 9 July 2021 to participate in the Afghan Locally Employed Staff (LES) Relocation Scheme; and (2) the role

that the Council would take in leading and co-ordinating the Scheme, working with the District and Borough Councils across the county.

146/21 COVID LOCAL SUPPORT GRANT (CLSG) – SUMMER (Children’s Services) On 21 June 2021, the Government announced the extension to COVID Local Support Grant (CLSG) with an additional £160 million funding which would be available nationally from 21 June. CLSG would be allocated to local authorities on the same basis, using the population of each authority weighted by a function of the English Index of Multiple Deprivation.

The aim of this extension to the CLSG was to give vulnerable households peace of mind as COVID restrictions were eased by helping those who needed it to have food on the table and other essentials. This funding would ensure that County Councils and Unitary Authorities could support those most in need across England with the cost of food, energy and water bills and other associated costs. Derbyshire County Council’s allocation was £2,052,728.61.

RESOLVED to note the urgent decision taken by the Executive Director of Children’s Services on 2 July 2021 to approve additional spending plans for the Derbyshire County Council allocation of the COVID Local Support Grant (CLSG).

147/21 GIGABIT VOUCHER 'TOP UP' SCHEME (Infrastructure and Environment) Derbyshire’s Superfast programme (Digital Derbyshire) had been in place since 2014 and had provided Superfast Broadband connectivity (>24 Mbps) to over 103,000 homes and businesses. Delivery under the Superfast programme was due to complete in September 2021.

The County had 97.08% fibre broadband coverage at >24mbps. However, this level of coverage was not consistent across Derbyshire and around 11,500 premises, mainly in rural areas, did not have access to reliable Superfast broadband, in fact, some 4,500 of these premises could not access broadband speeds above 10Mbps.

The report outlined details of Project Gigabit, the Gigabit Voucher Scheme, as well as The “Top Up” Scheme.

The report proposed to allocate a further Council contribution of £500,000 to the top up scheme which would enable roll out of this essential asset to even more hard to reach communities – the last 4% - and (based on results to date) would help connect Gigabit capable broadband to a further 2,000 premises across Derbyshire.

RESOLVED to approve (1) a further contribution of £500,000 to the Department of Culture, Media and Sport (DCMS) as match funding for the Gigabit Voucher Scheme; and (2) the funding be secured from the returned Gainshare fund from Openreach Contract 1 up to a maximum of £500,000.

148/21 MEMORIAL PLANTING SCHEME AT GRASSMOOR COUNTRY PARK (Infrastructure and Environment) Over the last 18 months, the global Covid-19 pandemic had a profound impact on the United Kingdom and the people of Derbyshire. Every aspect of life; family, school, work, friends, and community had been affected by the virus.

Whilst a commission was announced in May 2021 to consider the design of a national memorial, Cabinet requested that officers looked at the possibility of a Derbyshire Covid-19 memorial planting to act as a focus for residents to remember lost family and friends and to recognise the efforts of the NHS, frontline services staff and keyworkers in keeping us collectively safe throughout.

The Countryside Service had identified a potential site for a planting scheme at Grassmoor Country Park, near Chesterfield. It was a popular country park and was easily accessible from Junction 29 of the M1 and the A617 and could be visited by bus.

The initial planting would take place in Autumn/Winter 2021 involving the local community, the Friends of Grassmoor Country Park and ceremonial planting by elected members and their guests. It would be followed by further scheme development in 2022.

The estimated cost of the proposed scheme was £57,000. The breakdown of this cost had been £36,300 for the Phase 1 planting and £20,700 for the Phase 2 elements.

A grant application had been submitted to the Forestry Commission Local Authority Treescapes Fund for the Phase 1 planting elements. The outcome of this application was not now expected to be communicated before mid-September 2021 at the earliest.

RESOLVED to approve (1) the memorial woodland planting scheme at Grassmoor Country Park as detailed in the report; and (2) financial support from the Council's £15m Covid Recovery Fund of £36,300 to fund Phase 1 of the scheme and of £20,700 to fund Phase 2 of the scheme.

149/21 MUSIC EDUCATION HUBS 2021-22 (Education) Music Education Hubs were groups of organisations working together to create joined-up music education provision, responsive to local need and fulfil objectives set out in the National Plan for Music Education (NPME).

Since their formation in 2012, music education hubs had been coordinated by a Hub 'lead organisation'; locally this being the Derby & Derbyshire Music Partnership, which also took responsibility for the finances and governance of the Hub. Delivery Partners were the organisations also involved in the frontline delivery of the NPME.

The total amount of Hub funding across the country from the Department for Education, via fund-holders Arts Council England, in 2021/22 was £79m. The Derby/Derbyshire allocation was £1.4m.

Derbyshire Music Education Hub's delivery partner organisations were established and working collaboratively. Various application processes and decision-making criteria were also well-established

RESOLVED to (1) note the work of the Derby & Derbyshire Music Partnership; and (2) approve the Derby & Derbyshire Music Partnership to devolve funds of up to £30,000 per approved delivery partner organisation in order that each may continue to fulfil its role in the local delivery of the National Plan for Music Education.

150/21 CHILDREN'S SERVICES CAPITAL PROGRAMME 2020-21 URGENT DECISION TAKEN BY THE EXECUTIVE DIRECTOR CHILDREN'S SERVICES - BREADSALL PRIMARY SCHOOL (Children's Services) The Decision had been taken by the Executive Director for Children's Services on 30 June 2021 as, after discussion with the Cabinet Member for Education, it was determined that the decision was urgent and could not wait until the next following meeting of the Cabinet because a delay in letting the contract would have resulted in additional costs and a delay to the project.

Therefore, the Executive Director approved the allocation of a further £967,326 for additional costs.

A copy of the report as approved by the Executive Director of Children's Services had been attached as Appendix 2.

RESOLVED to note the urgent decision taken on 30 June 2021 by the Executive Director for Children's Services, in consultation with the Cabinet Member, for the approval of a further allocation of £967,326 from the Children's Services School Condition budget 2020-21 for the additional costs for the New Breadsall Primary School.

151/21 CHILDREN'S SERVICES CAPITAL PROGRAMME 2021-22 (Children's Services) Cabinet had been asked to approve the Children's

Services Capital Programme 2021-22 and the allocations to individual projects.

On 27 April 2021, the DfE announced School Condition Allocations for 2021-22 which included £10,635,904 for the Authority to allocate to projects in the schools for which it was responsible for capital funding.

On 15 April 2020, the DfE announced that no new Basic Need funding was to be allocated for Derbyshire for 2021-22 for places needed by September 2022. On 25 February 2021 the DfE confirmed that Derbyshire would also receive no Basic Need funding for 2022-23 for places needed by September 2023.

RESOLVED to (1) note the allocations made under delegated powers by the Executive Director for Children's Services from the Children's Services Capital Budget totalling £3,645,821; (2) note the allocations made under delegated powers by the Children's Services Head of Development from the Children's Services Capital Budget totalling £119,386; (3) note the identified savings and approve the move of £4,677,303 to the 2020-2021 Children's Services budget; (4) approve the allocation of £56,995 Section 106 funding and £968,005 from the 2021-22 School Condition Allocation to the expansion project at Hunloke Park Primary School; and (5) approve allocations totalling £6,977,628 from the 2021-22 School Condition Allocation to the projects set out in Appendices 5 & 6 of the report.

152/21 CHILDREN'S SERVICES CAPITAL PROGRAMME 2021-22 - EXPANSION PROJECT FOR JOHN PORT ACADEMY (Children's Services)

There had been significant housing growth in the normal area of John Port Spencer Academy and to date, the Authority had secured £12M in Section 106 agreements. Given the size of the development, the Academy Trust had employed a specialist firm to assess the current accommodation and identify the projects needed to expand the school by 300 places for 11–16 pupils and increase the post 16 provision. At present the masterplan consisted of 5 projects.

On 20 January 2020, the Executive Director for Children's Services approved £50,000 to commence the design on a project identified as 1A which was the Sixth Form expansion. This project would deliver Sixth Form accommodation by extending the current Sixth Form building to create additional seminar rooms, study areas, social space and ancillary accommodation.

The design had been finalised and the cost would be £1,866,731.85. The Section 106 funds that were available to this project had been identified within the report.

RESOLVED to approve the allocation of £1,749,354.80 of Section 106 funding and £80,379.29 of School Condition funding 20-21 to permit the Sixth Form project to proceed at John Port Spencer Academy.

153/21 CHILDREN'S SERVICES CAPITAL PROGRAMME 2021-22 S106 ALLOCATIONS (Children's Services) Cabinet Members had been informed of the receipt of recent Section 106 developer contributions and approval had been sought for the allocation of those contributions to projects in line with the individual Section 106 agreements.

Appendix 2 detailed the S106 contributions that had been received by the Authority or were available to claim from the District/Borough Councils.

The Appendix detailed the schools that were to benefit from the investment, together with the planned projects.

RESOLVED to note the receipt/availability of S106 funding and approved allocations to the projects outlined in Appendix 2.

154/21 EXCLUSION OF THE PUBLIC FROM THE MEETING

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

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

1. To confirm the Exempt Minutes of the meeting of Cabinet held on 29 July 2021.
2. To confirm the Exempt Minutes of the following Cabinet Member Meetings:
 - (a) Highways Assets & Transport - 15 July 2021
 - (b) Corporate Services & Budget - 29 July 2021
3. To consider the following exempt reports:
 - (a) Urgent Officer Decision - Change to the timing of funding due from Community Sports Clubs (Corporate Services and Budget) (information relating to the financial or business affairs of any particular person (including the authority holding that information))

- (b) Use of ESPO Estates Management Professional Services Framework (Corporate Services) (not for publication by virtue of paragraph 3 of part 1 of schedule 12a to the local government act 1972 or not for publication – report contains confidential information)

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MINUTES of a meeting of the **CABINET MEMBER FOR HEALTH AND COMMUNITIES** held on 2 September 2021 at County Hall, Matlock

PRESENT

Councillor C Hart – Cabinet Member

Also in attendance: Councillor N Atkin

40/21 **DECLARATIONS OF INTERESTS** Councillor Hart had a Personal Interest at Item 4d as a member of the Erewash Health and Wellbeing Partnership.

41/21 **MINUTES RESOLVED** that the non-exempt minutes of the meeting of the Cabinet Member for Health and Communities held on 22 July 2021 be confirmed as a correct record.

42/21 **PERFORMANCE AND REVENUE OUTTURN 2021-22 (QUARTER 1)**
The Cabinet Member was given an update on the Council Plan performance position and the revenue budget position of the Health and Communities portfolio for 2021-2022 to the end of June 2021.

This report presented both financial and Council Plan performance data including the performance summary, which set out progress on the Council Plan deliverables and measures led by the Health and Communities portfolio, and a summary and detail on the revenue budget position for the portfolio. Progress was "good" for the majority of the Plan deliverables, however the deliverable "Worked with communities in a further 8 areas across the county as part of the Thriving Communities programme, listening to and understanding their needs and working together to ensure they thrive" had been flagged as "requiring review".

After the use of additional Covid-19 funding, the budget forecast position for 2021-22 was an underspend of £0.343m and it was forecast that £0.213m of savings would be achieved by the year end against target savings of £0.255m. The report contained detailed tables, graphs and data showing an overview of progress on deliverables and measures, with further information provided at Appendix 2.

The net controllable budget for the portfolio was £8.533m with an additional £95k Covid-19 funding. The Revenue Outturn Statement forecast for Quarter 1 was a year-end underspend of £0.343m. The value of the savings initiatives identified for the current year was £0.213m. The shortfall between total targets and identified savings was £0.042m.

A trading area was where the Council received income in return for providing discretionary services to external organisations and/or individuals. 'Partially traded' trading areas did not have a net controllable budget but received income from external entities. The financial performance of these areas was tabled in the report.

RESOLVED – that the Cabinet Member note the report and consider whether there were any further actions that should be undertaken to address performance, where it has not met the desired level.

43/21 **COVID19 EMERGENCY FUND UPDATE** The Cabinet Member was given an update on organisations supported through the Public Health Covid-19 Emergency Fund and the relaunch of the fund to continue to provide support to communities affected by Covid-19. This was the fifth quarterly update covering organisations who had received funding from 27 April 2021 to 30 June 2021 and applications were detailed in the report.

It was proposed that a further £0.100m be allocated to extend and reposition the fund from the Contain Outbreak Management Fund, so Public Health could continue to support local organisations to ensure they were able manage the continued impact of Covid-19 on their activities. This would be especially important should the case rate increase again into the autumn and winter months; as detailed in the report.

The small grants scheme would continue in 2021/22 and the £0.100m be allocated to provide small one-off grants of £2,000 for constituted organisations and £250 for non-constituted groups. The existing criteria for the fund would be amended to reflect these changes. Groups who had previously applied to the Emergency Fund up to 30 June 2021 would be able to apply. The fund would be renamed to the Covid-19 Community Response Fund to acknowledge the longer lasting impact of the pandemic and the ongoing response required.

RESOLVED – that the Cabinet Member (1) note the allocation of the Public Health Covid-19 Emergency Fund to date;

(2) agree to continue to delegate authority to the Director of Public Health to approve awards of no more than £2,000 to individual organisations;

(3) agree to receive details of further recipient organisations on a quarterly basis;

(4) allocate £100,000 to the Covid Community Response Fund from the Contain Outbreak Management Budget to extend the funding arrangements currently in place via the Covid Emergency Fund; and

(5) note the revisions to the eligibility criteria to align with the Contain framework.

44/21 **COMMUNITY TESTING UPDATE** The Cabinet Member was given an update on the progress of the Community Testing Programme for Covid-19 which commenced in Derbyshire on 21 December 2021 and was asked to note the progress of the programme and the change in approach due to new Government guidance.

Since 1 July 2021 the programme had evolved with local authorities being asked by the Department of Health and Social Care to lead an agile targeted testing

programme until 30 September 2021, subject to further review of a business case by HM Treasury. The local authority was anticipating that some form of asymptomatic testing programme would be required until March 2022.

The Council had increased the number of mobile vans to deliver the agile testing, with five units operating across the county. The units operated on a fixed schedule visiting the same communities every week for a month, but in the event of a major outbreak or incident one or more of the units may change location at short notice. The vans are open seven days a week.

The Council had also supported the Community Collect initiative whereby individuals could pick up packs of lateral flow home test kits. The testing had successfully enabled representatives from organisations working with the homeless population and those impacted by domestic violence to access home test kits. Public Health was working alongside partners to further expand this option across the county.

RESOLVED – that the Cabinet Member (1) note the progress to date of the programme;

(2) note the change in approach due to new Government guidance and next steps as outlined in the report; and

(3) agree to receive a further update report in December 2021.

45/21 **MENTAL HEALTH AND SUICIDE PREVENTION PROJECT** The Cabinet Member was asked to approve to procurement of a mental health and suicide prevention outreach project at a value of £0.120m under protocol 5 and to note the role of Derbyshire County Council Public Health in leading the pan-Derbyshire approach to suicide prevention and investment of NHS Wave 3 suicide prevention funding.

Suicide rates in Derbyshire remained similar to the national average however, after three years of declining rates, 2018 saw an increase in rates. The impact of the Covid-19 pandemic had led to an increase in the risk factors for mental ill health and suicide.

In January 2020, Derbyshire County Council Public Health Department, on behalf of Joined Up Care Derbyshire (JUCD) was successful in gaining Wave 3 Suicide Prevention funding from NHS England of £0.202m per year for three years from 2020-21. The Mental Health System Delivery Board of JUCD agreed for the Derbyshire Self-Harm and Suicide Prevention Partnership Forum (DSSPPF) to have responsibility for overseeing implementation of the projects in respect of Wave 3. It was agreed that Derbyshire County Council Public Health (DCC) should manage and lead the commissioning and delivery of the projects.

The report detailed information on funding allocation and the development options for investment. One of the agreed proposals was for the procurement of a

Mental Health and Suicide Prevention Outreach Project which would engage and work with different organisations and businesses to increase their awareness, competence and confidence to support mental wellbeing in a sustainable way. As places began to re-open after the pandemic, key settings such as taxi firms, bookmakers, tattoo parlours, pubs, amateur sports clubs and others would be amongst those targeted. The opportunity to influence settings that engage people within high risk groups was significant.

Mental health was not only an essential component of general health but also influences a broad range of social and economic outcomes including education, work, relationships, lifestyle and risky behaviours. The procurement of the mental health and suicide prevention outreach project was the preferred option and was seen to increase capacity and be in-line with the Derbyshire place-based approach. The management, leading and delivery of project by Public Health on behalf of Joined Up Care Derbyshire enhance the Council's standing both locally and nationally.

RESOLVED - that the Cabinet Member approve the procurement of a mental health and suicide prevention outreach project at a value of £0.120m under protocol 5.

46/21 EREWASH HEALTH AND WELLBEING PARTNERSHIP GRANT ALLOCATION The Cabinet Member was asked to approve the grant awards agreed through the Erewash Health and Wellbeing Partnership Executive Group.

The Health and Wellbeing Partnership in Erewash had developed a shared commitment across a broad range of statutory, community, and voluntary sectors organisations to work locally to maximise health and wellbeing outcomes for the people of Erewash. The Partnership aimed to deliver an asset-based Community Wellness programme that was community driven, place-based and committed to a shift to the Community Wellness Approach which supported and enabled leadership from people and communities in the identification and development of community-led solutions by building trust between partners and communities. This Approach complimented the Thriving Communities Programme.

The report detailed the purpose and amount of each grant allocation and considered appropriate alternative options.

RESOLVED – that the Cabinet Member approve the grant awards agreed through the Erewash Health and Wellbeing Partnership Executive Group.

PUBLIC

MINUTES of a meeting of the **CABINET MEMBER FOR STRATEGIC LEADERSHIP, CULTURE, TOURISM & CLIMATE CHANGE** held on 3 September 2021.

PRESENT

Cabinet Member – Councillor B Lewis

Also in attendance – Councillor S Hobson

Declarations of interest

There were no declarations of interest.

10/21 **MINUTES RESOLVED** that the minutes of the meeting held on 4 February 2021 be confirmed as a correct record and signed by the Cabinet Member.

11/21 **MEMBERS COMMUNITY LEADERSHIP SCHEME** Approval was sought for the allocation of additional resources to the Members' Community Leadership Scheme (MCLS) to enable Members to support local communities in supporting recovery from the Covid-19 pandemic.

The Scheme allocated to each of the 64 County Councillors an annual fund of £3,860 which could be used to support local projects and activities in their Divisions.

On 23 April 2020, Cabinet approved a report which had provided an additional allocation of £3,860 to Members to support their local communities throughout the Covid-19 pandemic, assisting with the recovery and delivery of social, economic, health, environmental and cultural services to support quality of life in communities.

The Council recognised that communities had had a pivotal role during the pandemic and the Council Plan ambition was to ensure that the Council continued to work with communities, sharing responsibility for improving their areas and supporting each other. It was vital to support residents and communities through a period of recovery following the pandemic. Therefore, it was proposed that each Elected Member was provided with a further £3,860 making a total of £7,720 available during the current financial year. However, it should be noted that any unspent balance of the additional £3,860 cannot be carried forward into the next financial year.

In addition to the additional amount of £3,860, it was proposed that a further sum £1,500 be made available for the financial year 2022-23 commencing on 1 April 2022, which Members can allocate to communities for specific projects to support celebrations of the Queen's Platinum Jubilee. This allocation must be spent in the 2022-23 financial year. Members would submit applications using the same process as was currently in place.

RESOLVED to approve (1) the allocation of additional resources to the Members Community Leadership Scheme by providing an additional £3,860 to each Elected Member as detailed; and

(2) the allocation of additional resources to the Members Community Leadership Scheme by providing an additional £1,500 to each Elected Member in the financial year 2022-23 for specific projects to support celebrations of the Queen's Platinum Jubilee.

12/21 **APPOINTMENTS TO OUTSIDE BODIES** On 26 May 2021 Council approved the list of outside body appointments. Any in-year changes to the list could be agreed by the Cabinet Member for Strategic Leadership, Culture, Tourism and Climate Change and the Council had been made aware of changes which needed to be approved as detailed below:

- (a) To replace Councillor N Atkin with Councillor J Woolley as the Council's representative on the Chesterfield and North Derbyshire Royal Hospital Trust
- (b) To insert Councillor R George as the minority group representative on the Derbyshire Schools Forum
- (c) To delete Pennine Care NHS Foundation Trust from the list as a County Council representative is no longer required
- (d) To replace Councillor A Sutton with Councillor T Ainsworth as the Council's representative on Derby and Derbyshire Waste Treatment Centre – Sinfin Community Liaison Group (CLG)
- (e) To replace Councillor B Lewis (Leader of the Council) with Councillor S Spencer (Deputy Leader of the Council) on the Waste Management Contracts Board
- (f) To delete Barlborough Heritage and Resource Centre as a County Council representative is no longer required
- (g) To replace Councillor N Hoy with Councillor J Barron on Bolsover Woodland Enterprise
- (h) To replace Councillor A Sutton with Councillor T Ainsworth on the Derby and Derbyshire Waste Treatment Community Liaison Group
- (i) To amend the appointments to Belper Leisure Centre Board to one member representative as the Board no longer requires a Director representative; and Councillor J Nelson be appointed as the County Council's representative;

- (j) To replace Councillors K S Athwal and D Muller with Councillors G Hickton and N Gourlay on Derbyshire Information Advice and Support service for SEND
- (k) To insert Councillor J Dixon as the minority group representative director on MEGZ Limited
- (l) To replace Councillor M Ford on the John Allsop Education Foundation with Ms C Heywood, agreed community representative
- (m) To add Bowden Head School Foundation (also known as Chapel-en-le-Frith Educational Foundation) to the outside body list and appoint Councillors N Gourlay and L Grooby as the County Council's representatives

RESOLVED that the amendments to the appointments to outside bodies detailed above be approved.

13/21 PROPOSAL TO SUPPORT SUBMISSION OF AN OUTLINE BUSINESS CASE TO CREATE AN EAST MIDLANDS FREEPORT

(Councillor Steve Bull, the Chairman of the Improvement and Scrutiny Committee - Places had agreed that call-in should be waived on the basis that the decision proposed was reasonable in all the circumstances and to it being treated as a matter of urgency due to the nature of the decision required and the timescales involved).

In February 2020, the Government had launched a consultation on proposals to create a limited number of freeports across the UK to help 'level up' under-performing regions, promote regeneration and generate innovation and international trade. In late November 2020, a bidding prospectus was launched that set out further details on the freeport model and related bidding process.

Work to develop a freeport proposal was led by the Derby, Derbyshire, Nottingham, Nottinghamshire (D2N2) local enterprise partnership (LEP), working with colleagues in Leicestershire County Council (LCC), Leicestershire District Council (LDC) and the Leicestershire LEP. The freeport proposal for the East Midlands constituted the following sites:

- The East Midlands Airport (EMA) as the main customs site
- Ratcliffe on Soar Power Station in Rushcliffe
- East Midlands Intermodal Park (EMIP) site at Burnaston in South Derbyshire.

Further to the approval by the Cabinet Member – Strategic Leadership, Culture and Tourism on 4 February 2021, an expression of interest for the East Midlands Freeport was made to MHCLG on 5 February 2021 and Government confirmed the region had been shortlisted as one of 13 potential freeports in April 2021. The East Midlands Freeport Board now had to submit

an OBC by 10 September 2021; this would be evaluated by MHCLG and successful OBCs would then be required to develop a Full Business Case (FBC) for submission on 12 November 2021.

Further to confirmation of the shortlist, Government had produced additional guidance and feedback on the initial expressions of interest for each Freeport partnership. That guidance included a requirement that a local authority was identified to lead the development of the OBC (Lead Authority). Through discussion, it was agreed that LCC should provide that function for the Freeport given that the critical port of entry for customs and tax was in the County of Leicestershire. Government also confirmed seed funding of approximately £25m to the East Midlands Freeport to support mobilisation costs and the development of detailed proposals and spending plans within the business case; essentially, the seed fund was constrained to capital spend and driving delivery of key components in the short term, and at pace.

Following confirmation of LCC as lead authority considerable progress had been made, specifically the establishment of interim governance arrangements to oversee preparation of the Freeport proposals and work to progress development of the OBC. These arrangements were highlighted.

At the time of writing, the final version of the OBC was not available, but a draft OBC was attached to the report as an exempt appendix. The version of the OBC in the Exempt Appendix was subject to amendment at the Freeport Board on 2 September 2021 and through the working groups, ahead of submission to Government by 10 September 2021. An update on the decision of the Freeport Board on 2 September and any amended version of the OBC was provided to the Cabinet Member at the meeting along with the implications for Derbyshire County Council, in particular with regard to highways improvements.

More detailed work would need to take place prior to submission of the full business case (FBC) regarding traffic impact assessment and the potential implications of the collective Freeport proposals on the wider highway network, including the A50 and junctions 23a to 24a of the M1. Also, to fully articulate the economic case around skills development and investment strategies in support of the levelling up agenda. The OBC did not however, commit the Council to expenditure at this stage and the risks in respect of the Council's key considerations were either dealt with in the OBC or would be the subject of further detailed work in the FBC. The OBC submission also set out governance arrangements and it was also proposed that the Leader of the Council would continue as the representative at the Freeport Board.

RESOLVED (1) to note the overview of progress and proposals outlined in the report and the current draft Outline Business Case for the East Midlands Freeport attached at Appendix 2 in the exempt section of the meeting;

(2) that subject to due consideration of the final draft and any amendments from the EMF Board, delegated authority be given to the Executive Director - Place, in consultation with the Leader of the Council, to endorse the final Outline Business Case, ahead of submission to Government by 10 September 2021;

(3) to agree that a further report to consider the Full Business Case and any implications for the County Council be submitted to Cabinet for consideration, should the Outline Business Case bid be taken forward by Government; and

(4) that the sign-off stage of the Business Case be delegated to the Managing Executive Director, in consultation with the Leader of the Council.

14/21 **EXCLUSION OF THE PUBLIC RESOLVED** that under Regulation 4(2)(b) of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012, the public be excluded from the meeting for the following items of business on the grounds that in view of the nature of the items of business, that if members of the public were present, exempt information as defined in Paragraphs 3 of Part 1 of Schedule 12A to the Local Government Act 1972 would be disclosed to them.

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

1. To confirm the exempt minutes of the meeting held on 4 February 2021 (contains exempt information)
2. To consider the exempt appendices of the proposal to support submission of an Outline Business Case to create East Midlands Freeport (contains information relating to the financial or business affairs of any particular person (including the Authority holding that information))

Meeting start time: 10.00am
Meeting end time: 10.35am

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PUBLIC

MINUTES of a meeting of the **CABINET MEMBER – CHILDREN’S SERVICES AND SAFEGUARDING** held on 7 September 2021.

PRESENT

Cabinet Member - Councillor J Patten

Also in attendance – R George and G Hickton

Apologies for absence were submitted on behalf of Councillors A Dale and N Gourlay

06/21 **MINUTES** **RESOLVED** to confirm the minutes of the meeting of the Cabinet Member for Education held on 6 July 2021.

07/21 **PERFORMANCE AND BUDGET MONITORING FORECAST OUTTURN 2021-22 AS AT QUARTER 1** The Cabinet Member was provided with an update of the Council Plan performance position and the revenue budget position of both the Education and Childrens Services and Safeguarding portfolios for 2021-22 up to the end of June 2021 (Quarter 1).

The report presented both financial and Council Plan performance data. The performance summary set out progress on the Council Plan deliverables and measures led by the Childrens Services and Safeguarding portfolio. The remainder of the report gave a summary and detail on the revenue budget position for the portfolio.

As an overview, the report showed that progress was "good" for the majority of the Council Plan deliverables led by the portfolio. After the use of additional Covid-19 funding, the budget forecast position for 2021-22 was an overspend of £14.768m. It was forecast that £0.411m of savings would have been achieved by the year end. This compares to target savings of £2.050m and the value of savings initiatives, which have been identified for implementation in the current year, of £1.220m.

Details were given in the Executive Director’s report of the key variances, Budget savings, growth items and one off funding, financial risk and earmarked reserves,

Members present made a number of comments and asked questions which were duly noted or answered by officers.

RESOLVED to note the report.

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PUBLIC

MINUTES of a meeting of the **CABINET MEMBER – EDUCATION** held on 9 September 2021.

PRESENT

Councillor A Dale

Also in attendance – Councillors R George G Hickton and J Patten

Apologies for absence were submitted on behalf of Councillor N Gourlay

12/21 **MINUTES** **RESOLVED** to confirm that the minutes of the meeting of the Cabinet Member for Education held on 3 August 2021.

13/21 **PETITION** **RESOLVED** (1) to receive the under-mentioned petition:

| Location/Subject | Signatures | Local Member |
|--|------------|--------------|
| Whaley Bridge(B5470) – Request for an update of the Route Assessment and consequently for transport assistance in the form of free school student bus passes for free travel for pupils to Chapel en le Frith High School due to hazardous nature of the route | 44 | Ruth George |

(2) that the Childrens Services Department be asked to investigate and consider the matters raised in the petition.

14/21 **PERFORMANCE AND BUDGET MONITORING FORECAST OUTTURN 2021-22 AS AT QUARTER 1** The Cabinet Member was provided with an update of the Council Plan performance position and the revenue budget position of both the Education and Childrens Services and Safeguarding portfolios for 2021-22 up to the end of June 2021 (Quarter 1).

The report presented both financial and Council Plan performance data. The performance summary set out progress on the Council Plan deliverables and measures led by the Education portfolio. The remainder of the report gave a summary and detail on the revenue budget position for the portfolio.

As an overview, the report showed that progress was "good" for the majority of the Council Plan deliverables led by the portfolio. After the use of additional Covid-19 funding, the budget forecast position for 2021-22 was an overspend of £14.768m. It was forecast that £0.411m of savings would have been achieved by

the year end. This compares to target savings of £2.050m and the value of savings initiatives, which have been identified for implementation in the current year, of £1.220m.

Details were given in the Executive Directors report of the key variances, Budget savings, growth items and one off funding, financial risk and earmarked reserves.,

Members present made a number of comments and asked questions which were duly noted or answered by officers.

RESOLVED to note the report

PUBLIC

MINUTES of a meeting of the **CABINET MEMBER FOR CORPORATE SERVICES & BUDGET** held on 9 September 2021 at County Hall, Matlock.

PRESENT

Cabinet Member – Councillor S Spencer

Also in attendance – Councillor L Grooby

32/21 **MINUTES RESOLVED** that the minutes of the meeting held on 29 July 2021 be confirmed as a correct record and signed by the Cabinet Member.

33/21 **EXCLUSION OF THE PUBLIC RESOLVED** that under Regulation 4 (2)(b) of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012, the public be excluded from the meeting for the following items of business on the grounds that in view of the nature of the items of business, that if members of the public were present, exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972 would be disclosed to them.

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

1. To confirm the exempt minutes of the meeting held on 29 July 2021 (contains exempt information)
2. To consider the exempt report of the Director of Finance & ICT on Extension of the SAP Upgrade Project (contains information relating to the financial or business affairs of any particular person (including the Authority holding that information))

Meeting start time: 10.30am

Meeting end time: 10.40am

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PUBLIC

MINUTES of a meeting of the **CABINET MEMBER – ADULT CARE** held on 16 September 2021

PRESENT

Councillor N Hoy (in the Chair)

Also in attendance was Councillor D Muller.

No apologies for absence had been received.

35/21 **MINUTES RESOLVED** that the minutes of the meeting held on 25 August 2021 be confirmed as a correct record.

36/21 **REVIEW OF URGENT OFFICER DECISIONS TAKEN TO SUPPORT THE COVID-19 RESPONSE** The challenges relating to the COVID-19 pandemic had necessitated urgent decision-making processes by the Executive Director for Adult Social Care and Health to be implemented to ensure the welfare of service users and the public and to safeguard the interests of the Council. The decisions had been made under the urgent delegated powers to Executive Directors as set out in the Constitution.

The report detailed summary updates on the reviews taken place since the last Cabinet Member meeting on 25 August 2021. All review decisions had been discussed with the Executive Director and Cabinet Member following review by Senior Management Team. A copy of the most up to date version of the Officer Decision Records was attached at Appendix 1.

RESOLVED that the Cabinet Member (1) note the latest position following the review of decisions made under urgent delegated powers arising from the COVID-19 Pandemic; and (2) confirmed the arrangement to allow for future review decisions to be made on a fortnightly basis by the Executive Director for Adult Social Care and Health. A summary of which would be contained within the report monthly from 24 June 2021 onwards.

37/21 **PERFORMANCE AND REVENUE OUTTURN 2020-21**

The Cabinet Member had been provided with an update of the Council Plan performance position and the revenue outturn position of the Adult Care portfolio for 2020-21.

The report presented both financial and Council Plan performance data. The performance summary set out progress on the Council Plan deliverables and measures led by the Adult Care portfolio. The remainder of the report gave a summary and detail on the revenue outturn position for the portfolio.

Progress had been "good" for the majority of the Council Plan deliverables led by the portfolio, however the deliverables "Review care and support offer", "Delayed transfers of care" and "Adult care homes" had been flagged as "requiring review". After the use of additional Covid-19 funding, the outturn position for 2020-21 was an underspend of £15.870m. It had been calculated that £1.463m of savings had been achieved by the year end. This compared to target savings of £3.357m and the value of savings initiatives, which had been identified for implementation in the current year, of £0.919m.

In addition to any use of earmarked reserves, the outturn position included the following significant items of one-off income: £14.317m - This income from Health was to fund all hospital discharge care packages; and £22.781m - Additional Covid-related ring-fenced grants.

The profile of the debt raised, relating to income receivable by services within the Adult Social Care and Health department, had been outlined within the report. In addition, at the end of March 2021 there was a further £3.201m of debt relating to residential and co-funding charges that had not been invoiced. In the year up to 31 March 2021 the value of debt that had been written off totalled £0.217m.

RESOLVED that the Cabinet Member note the report and considered whether there were any further actions that should be undertaken to address performance, where it had not met the desired level.

**38/21 PERFORMANCE AND BUDGET MONITORING/FORECAST
OUTTURN 2021-22 AS AT QUARTER 1**

The Cabinet Member had been provided with an update of the Council Plan performance position and the revenue budget position of the Adult Care portfolio for 2021-22 up to the end of June 2021 (Quarter 1).

The report presented both financial and Council Plan performance data. The performance summary set out progress on the Council Plan deliverables and measures led by the Adult Care portfolio. The remainder of the report gave a summary and detail on the revenue budget position for the portfolio. As an overview, the report showed that progress had been "good" for all of the Council Plan deliverables led by the portfolio. After the use of additional Covid-19 funding, the budget forecast position for 2021-22 was an overspend of £1.038m. It had been forecast that £5.122m of savings would have been achieved by the year end. This compared to target savings of £9.335m and the value of savings initiatives, which had been identified for implementation in the current year, of £5.664m.

In addition to any use of earmarked reserves, the forecast outturn position included the following significant items of one-off income: £8.604m – This income from Health was to fund all hospital discharge care packages;

£5.293m - Additional Covid-related ring-fenced grants; and £18.558m - Covid-19 Expenditure.

The profile of the debt raised, relating to income receivable by services within the Adult Social Care and Health department, had been outlined within the report. In addition, at the end of June 2021 there was a further £3.803m of debt relating to residential and co-funding charges that had not been invoiced. In the year up to 30 June 2021 the value of debt that has been written off totals £0.224m.

RESOLVED that the Cabinet Member note the report and considered whether there were any further actions that should be undertaken to address performance, where it had not met the desired level.

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Agenda Item

FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

CABINET

14 October 2021

Report of the Executive Director Adult Social Care and Health

**Climate Change Strategy and Action Plan
(Strategic Leadership, Culture, Tourism and Climate Change)**

1. Divisions Affected

1.1 County-wide

2. Key Decision

2.1 This is a key decision because it is likely to be significant in terms of its effect on communities living or working in an area comprising two or more electoral areas in the County.

3. Purpose

3.1 This report provides an update on the development of the Council's Climate Change Strategy and Action Plan and climate change governance and seeks approval of the Strategy and delivery of the actions within the Strategy across the Council.

4. Information and Analysis

Background

4.1 In November 2019, the Council approved its Carbon Reduction Plan and the Derbyshire Environment and Climate Change Framework, following publication of its Climate and Carbon Reduction Manifesto in May 2019.

The Carbon Reduction Plan sets out how the Council could reduce emissions from its own estate and operations to net zero by 2032, or sooner, and the Derbyshire Environment and Climate Change Framework sets out an approach for all local authorities in Derbyshire to work together to reduce county-wide emissions to net zero by 2050.

- 4.2 The Council has undertaken significant work over the last few years on reducing greenhouse gases within the Council, which has seen a 55% reduction in emissions from the Council's property (excluding schools), streetlighting, core fleet and grey fleet between 2009-19 and 2019-20. The Council has also worked closely with partner organisations to further develop the approach and actions set out in the Derbyshire Environment and Climate Change Framework.
- 4.3 However, the Council realises that there is a lot more to do in order to remain on target to meet the ambition of being a net zero Council by 2032, or sooner, and for the Council to fully play its role in ensuring the County is net zero by 2050.
- 4.4 Through a series of ten workshops held with Elected Members and senior leaders in late 2020, the Council identified future steps it needs to undertake to take forward the agenda over forthcoming months and years. The workshops also identified that the development of an overarching strategy and action plan to direct effort and resource on climate change and carbon reduction across the Council should be a key priority.
- 4.5 Consultants, Arup, were commissioned to develop the Strategy, and have engaged with internal and external stakeholders and taken into consideration existing studies and work to produce a Strategy and Action Plan. The Strategy will be used to direct the associated programme of work for the Council in the short, medium and longer term.
- 4.6 Understanding the areas of Council activity where change is required to make the most significant impact is an essential element of this approach as is the development of governance arrangements which are fit for purpose moving forward.

The Derbyshire County Council Climate Change Strategy: Achieving Net Zero (2021-2025)

- 4.7 The Derbyshire County Council Climate Change Strategy: Achieving Net Zero (2021-2025) can be found at Appendix 2. It is a technical document which will be available for public viewing on the Council's website. An

'easy-read' version of the document will also be produced and made available.

4.8 The Strategy is set out with the following structure:

- **Introduction** – Sets out the wider context in which the Strategy sits, its scope and objectives, and why the Strategy is needed.
- **Developing our Strategy** – Summary of the work undertaken, and the activities carried out to develop the Strategy.
- **Delivering our Strategy** – Sets out the role of the Council, Derbyshire's residents, businesses and communities to deliver the Strategy, the crucial partnership working that needs to be developed, the funding and resource requirements and extension of skills and training provision.
- **Our Emissions Pathway** – Details provided of emissions to date across the Council and the County, and the pathways to achieve net zero emissions.
- **National Action** – Outlines the progress in national climate change action considered crucial to deliver the Council's net zero vision.
- **Roadmap** – Sets out the key targets and priority actions against five themes: Council Estate and Operations, Low Carbon Economy, Decarbonising the Domestic Sector, Transport and Travel, and Waste.
- **Monitoring and Reporting** – Sets out the monitoring, evaluation and reporting requirements needed to deliver the Strategy successfully and effectively.
- **Adaptation and Natural Capital** – Although not a focus of the Strategy, climate change adaptation and natural capital are crucial complementary pieces of work, and the document begins to set out how they will be addressed.
- **Action Long List** – Provides a long list of direct and enabling actions that the Council can take in the short and long term. Actions beyond 2050 will be developed in successive strategy updates.

4.9 The Strategy contains 28 priority targets across five key themes (four county-wide, and one concerning the Council's estate and operations)

which commits the Council to playing its role in delivering net zero buildings, expanding local renewable energy generation, changing transport choices, generating green jobs and preventing waste being sent to landfill.

- 4.10 The priority actions are supported by over 120 supplementary actions, initiatives and projects, which it is anticipated the County Council will either lead or support. The Council needs to enable and empower its partners, residents and businesses to take action to tackle climate change.
- 4.11 As well as reducing emissions across the Council and the wider County, successful and effective delivery of the actions within the Strategy will help to address the wider key issues facing society, including improving and future-proofing homes, businesses, infrastructure and transport, reversing the decline in biodiversity, promoting community health and wellbeing, and the facilitation of a sustainable and robust low carbon economy. This will have benefits for both residents and businesses across the County.
- 4.12 The Strategy covers the period 2021-25 and will be reviewed and updated fully in 2025 to provide a Strategy beyond 2025. A review of the targets and the priority actions will be conducted on an annual basis, along with a review of any changes in central Government legislation, policy and direction, and any significant technological advances. Updates will be made to the Strategy as a result of this annual review.
- 4.13 This Strategy will be complemented by the production of a Natural Capital and Biodiversity Strategy, which is due to be published in 2022, and work being carried out to understand climate change risk facing the Council and the wider County, and build the resilience of Derbyshire to a changing climate.

Programme Management and Governance

- 4.14 The approach to reducing emissions from the Council's estate and operations, and across the County, and the priority actions presented in the Strategy, have implications for all departments. As such, a clear governance and delivery structure has been established. The governance structure is shown in Figure 1.

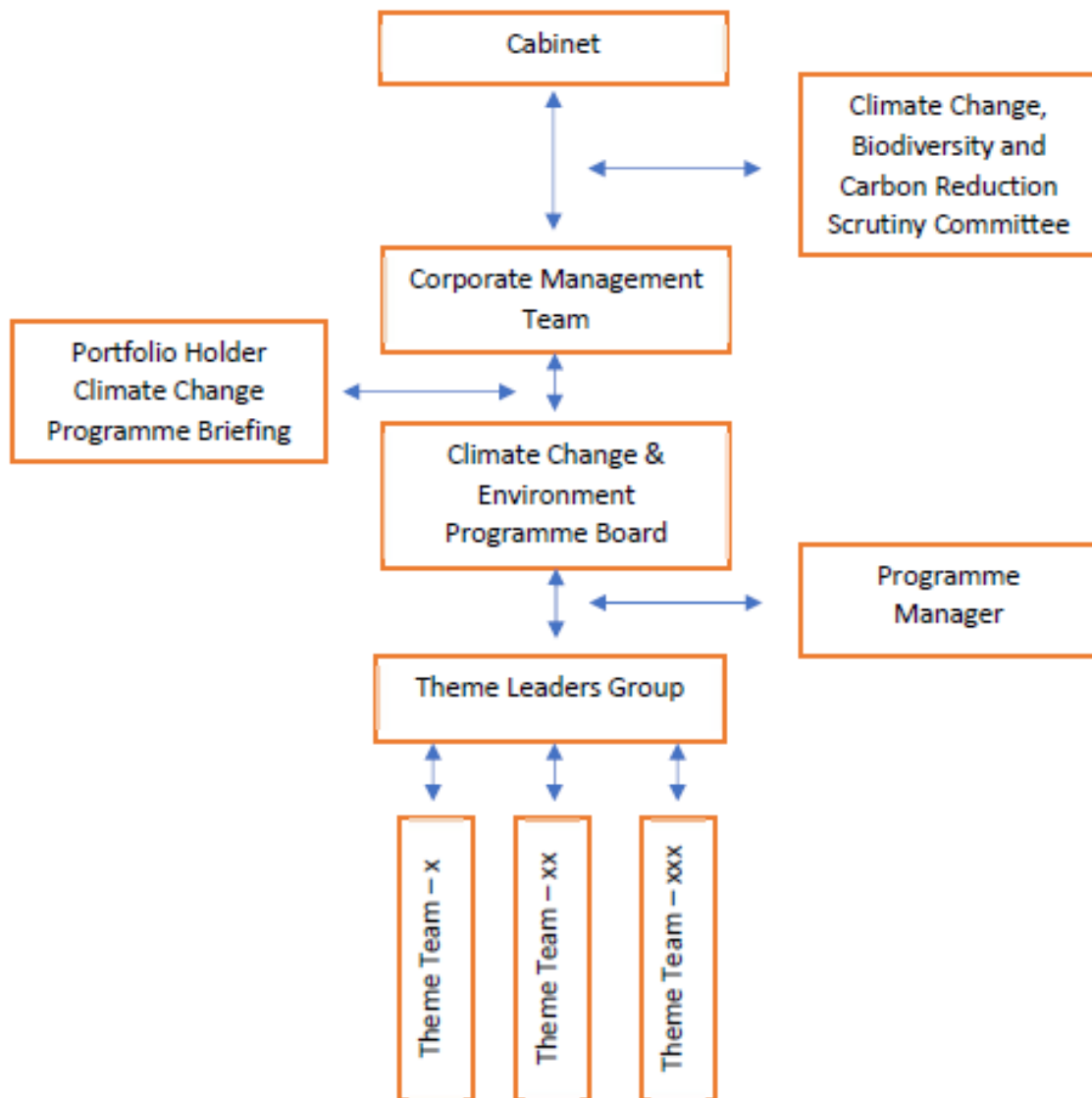


Figure 1: Derbyshire County Council Climate Change Governance Structure

- 4.15 A Climate Change and Environment Programme Board (CCEPB) has been established to provide strategic oversight and direction for the delivery of the climate change programme. The Board's primary purpose is to ensure the successful delivery of the programme's outcomes, and to make recommendations around the commissioning and resource implications of priority projects and initiatives. The Board also provides assurance that the programme is aligned with the Strategy and the Council's carbon reduction targets and is delivering the required outcomes and carbon reductions.
- 4.16 To deliver the actions and priorities, Theme Teams have been established. Each Theme Team is led by a Theme Lead who will oversee the projects and activities relevant to their strategic theme. Some issues will require action across several of these themes. A Theme Leaders

Group, comprising of the Theme Leads, and the Programme Manager, will coordinate activities across the themes, and the Programme Manager will provide the link between the Theme Leaders Group and the CCEPB. The following themes have been identified, with Theme Leads now confirmed and in place:

- Derbyshire County Council property and estate
- Procurement
- Highways
- Fleet
- Schools
- External transport and travel
- Low carbon economy
- Planning
- Internal engagement and training
- External engagement
- Natural Capital
- Waste

4.17 Theme Leads will be working with the Programme Manager over the next few months to confirm priorities and develop actions plans at the Theme level.

4.18 In addition to internal climate change programme governance, the delivery of the Strategy has links and synergies with the work being carried out through the 'Living and Working Sustainably' workstream of Vision Derbyshire. As such, close engagement with the relevant Vision Derbyshire Boards and Working Groups will be carried out to ensure delivery is aligned with the needs and priorities of wider Vision Derbyshire members.

4.19 A climate change engagement plan is also in development, which will set out how the Council will engage with its communities to establish and agree delivery mechanisms, and communicate crucial climate messages and information to Derbyshire's residents and businesses.

4.20 An annual formal progress report will be presented to Cabinet, summarising progress against delivery of the Strategy and the Council's net zero targets, as well as outcomes of the annual review of the need to refresh and update the Strategy. This will fulfil the recommendation approved by Cabinet in January 2021 for future reports to be presented to Cabinet on progress in reducing emissions from the Council's estate and operations and across the County.

- 4.21 Performance measures are to be established to assess delivery of the Strategy, and these will be included in the annual report to Cabinet.

5. Consultation

- 5.1 The Strategy was developed through engagement with Derbyshire County Council officers and Elected Members, officers from Derbyshire District and Borough Councils, and young people. There is no statutory duty to engage on this document. However, it is the intention to engage more widely with Derbyshire's businesses and communities on the delivery mechanisms of the Strategy.
- 5.2 An outline of the Strategy and the draft priority actions were presented to the Improvement and Scrutiny Committee for Climate Change, Biodiversity and Carbon Reduction on 26 July 2021 (Minute No.03/21 refers). The Committee supported the priority actions within the Strategy, and also the governance structure that has been established to deliver the programme of work.
- 5.3 The Strategy was also presented to the Improvement and Scrutiny Committee for Climate Change, Biodiversity and Carbon Reduction on 20 September 2021. The Committee supported delivery and publication of the Strategy, and noted the intention to launch and publish the Strategy shortly after presentation to Cabinet on 14 October 2021. It was resolved to request that the Committee receives monitoring reports against the progress of the delivery of the strategy and is informed about the outcomes of community engagement.

6. Alternative Options Considered

- 6.1 Not to agree a Climate Change Strategy and Action Plan - The Climate Change Act 2008 (as amended) commits the UK to a legally binding target to reduce greenhouse gas emissions to net zero by 2050. The Council must, therefore, play its part in reducing emissions and take action to achieve this in line with the targets set out by the UK government. If the Council did not have a Strategy and Action Plan in place, setting out a vision for each area and prioritised actions required to achieve the target, emissions across the County would not reduce sufficiently to achieve the targets.
- 6.2 In developing the Strategy, alternative actions to reduce emissions were considered, and the final action plan is considered achievable within the Council's statutory duties and role as a community leader, subject to the necessary finances and resources being available. The role of other organisations, communities and individuals in reducing emissions was

also considered and the Strategy sets out how the Council can use its influence supporting others to reduce emissions.

7. Implications

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

8. Background Papers

8.1 None identified.

9. Appendices

9.1 Appendix 1 – Implications.

9.2 Appendix 2 – The Derbyshire County Council Climate Change Strategy: Achieving Net Zero (2021-2025).

10. Recommendations

10.1 That Cabinet:

- a) Approves the Derbyshire County Council Climate Change Strategy: Achieving Net Zero (2021-2025) at Appendix 2, and delivery of the priority actions within the Strategy.
- b) Supports the production of an 'easy-read' document, that clearly and succinctly summarises the main points and priority actions within the Strategy.
- c) Notes and supports the revised governance arrangements of the climate workstream at the Council.
- d) Supports the proposal that funding be made available from the General Reserve in 2021-22 up to a maximum of £100,000 to enable the programme to be moved forward in the short term.
- e) Welcomes the presentation of an annual progress report to Cabinet, summarising progress against delivery of the Strategy and Council's net zero targets, as well as outcomes of the annual review of the need to refresh and update the Strategy.

11. Reasons for Recommendations

11.1 To ensure that the Council has a clear Climate Change Strategy in place, setting out a vision for each area and prioritised actions required to achieve a reduction in greenhouse gas emissions from the Council's own estate and across the County.

11.2 To enable the Strategy to be communicated to the public in a way that can be clearly understood.

11.3 To ensure that Cabinet is informed of progress against the agreed priority actions.

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

12.1 No.

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Implications

Financial

- 1.1 The delivery of the actions within the Strategy will have financial implications for the Council. These will be considered on a project-by-project basis. Proposals for programme-level financial commitment to support the overall development and delivery of the strategy and programme are in development and are the subject of a bid for additional resources as part of the development of the Budget for 2022-23. In order to move the programme forward in the short term it is proposed that funding be made available from the General Reserve in 2021-22 up to a maximum of £100,000.

Legal

- 2.1 There is no statutory obligation on the Council to produce a Climate Change Strategy, however, the Council has the power contained in the Local Government Act 2000, Local Government & Public Involvement in Health Act 2007, Sustainable Communities Act 2007 and Localism Act 2011 to engage directly and work with other agencies in helping to tackle climate change.
- 2.2 Some of the projects to deliver the priority actions within the Strategy may have Legal implications. These will be considered on a project-by-project basis.

Human Resources

- 3.1 Some of the projects to deliver the priority actions within the Strategy may have Human Resource implications. These will be considered on a project-by-project basis.

Information Technology

- 4.1 Some of the projects to deliver the priority actions within the Strategy may have Information Technology implications. These will be considered on a project-by-project basis.

Equalities Impact

- 5.1 Some of the projects to deliver the priority actions within the Strategy may have Equalities Impact implications. These will be considered on a project-by-project basis.

Corporate objectives and priorities for change

- 6.1 The Strategy supports the Council's ambition to be a net zero organisation by 2032, or sooner, and for the County to be net zero by 2050 and informs the action that needs to be taken to achieve these ambitions.

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

- 7.1 Some of the projects to deliver the priority actions within the Strategy may have other implications. These will be considered on a project-by-project basis.

Derbyshire County Council's Climate Change Strategy: Achieving Net Zero

DRAFT

DRAFT DOCUMENT

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Table 2 Summarising scope 3 county-wide emissions

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Table 5 Scoring approach for the effectiveness of actions in reducing emissions for that sector

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Figure 1 Derbyshire County Council's greenhouse gas emissions breakdown by sector (2019-2020).

Figure 2 Derbyshire's greenhouse gas emissions breakdown by sector (2018 Contains public sector information licensed under the Open Government Licence v3.0. Source agency: BEIS [2020]¹).

Figure 3 Derbyshire's district and borough councils.

Figure 4 Engagement as part of the development of this Strategy.

Figure 5 Spheres of influence for local authorities in driving climate action.

Figure 6 Key stakeholders engaged in the delivery of the Strategy.

Figure 7 Visualisation of the emissions sources included in the GHG emissions baselining © World Resources Institute, WBSCD, GHG Protocol [2021].

Figure 8 Breakdown of Derbyshire county Council emissions by source 2017 - 2019.

Figure 9 Derbyshire County's sectoral GHG emissions (2005-2018). Produced by Arup © Contains public sector information licensed under the Open Government Licence v3.0. Source agency: BEIS [2020].¹

Figure 10 Summary of business as usual emissions for Derbyshire County Council estate and operations broken down by sector.

Figure 11 Derbyshire County Council Organisation BAU and net zero emissions reduction pathway. © Arup

Figure 12 Derbyshire County target net zero emissions pathways against business as usual. Note the BAU pathway has been estimated from 2040 - 2050 using average emissions changes in the preceding five years as national data has not yet been published by BEIS for this period © Arup

Figure 13 Distribution of Energy Performance Certificate Ratings in Derbyshire for domestic properties.

Figure 14 Distribution of transport emissions in Derbyshire adapted from 'BEIS, 2020. Emissions of carbon dioxide for local authority areas'.

Figure 15 Plug in vehicle in Derbyshire adapted from Department for Transport VEH0131: Licensed plug-in cars, LGVs and quadricycles by local authority: United Kingdom.

Figure 16: Summary of soil carbon/organic matter content and woodland coverage within Derbyshire. © Natural England, 2020 NERC - Centre for Ecology & Hydrology.

Glossary

The definitions set out below have been derived from the Intergovernmental Panel on Climate Change Special Report: Global Warming of 1.5° C Glossary.¹

| | |
|--|---|
| Adaptation | A process or action of change that can be undertaken to better suit your environment. |
| Afforestation | Planting of new forests on new land that previously did not contain any forests. |
| Baseline emissions | The greenhouse gas emissions that were emitted in the reference year against which you are reducing |
| Business as Usual Scenario | A scenario of emissions change that assumes the implementation of no new policies. |
| Carbon capture, utilisation and storage | A process in which CO ₂ is captured and then either stored or used to produce a new product for long term removal from the atmosphere. |
| Climate Change | A change in global and regional climate patterns as a result of anthropogenic (human) activities. |
| CO ₂ e | The amount of carbon dioxide (CO ₂) that would be emitted to cause the same global warming impact as the total emitted mixture of GHGs. |
| Cumulative emissions | Total GHG emissions given out over a time period. |
| Ecosystem services | Ecological process, systems and products that hold value for communities. |
| Green infrastructure | Interconnected natural and constructed ecosystems. |
| Greenhouse gas emissions (GHGs) | Natural and anthropogenic gases that absorb and emit radiation within the spectrum that causes warming. |
| LULUCF | Land Use, Land Use Change and Forestry emissions |
| Mitigation scenario | A plausible description of the future that describes how the (studied) system responds to the implementation of mitigation policies and measures. |
| Net zero emissions | When anthropogenic emissions given out are balanced by the anthropogenic emissions that are removed over a specific period. |
| Resilience | The capacity of communities, infrastructure, and the environment to cope with a hazardous event. |
| Scope 1,2,3 emissions | Categories of emissions related to activity type. Scope 1 emissions are the direct emissions arising from the use of fuels, scope 2 emissions are indirect from the generation of purchased electricity, and scope 3 emissions are further indirect emissions that are produced outside the boundary of an area for the purpose of providing services to that area. |
| Sustainable Development Goals | The 17 goals adopted by the United Nations as a blueprint for achieving a sustainable and improved future for all countries. |
| United Nations Framework Convention on Climate Change (UNFCCC) | The Convention's ultimate objective is the 'stabilisation of greenhouse gas concentrations in the atmosphere at a level that would prevent dangerous anthropogenic interference with the climate system' |

Foreword

Derbyshire is no stranger to the effects of climate change. Extreme weather events are becoming more frequent with harsh winters and extreme rainfall causing severe flooding in recent years which has led to much destruction and tragically even death.

This isn't something only experienced in Derbyshire, or indeed the UK – far from it. But there's no doubt our county has felt the impact, leaving myself and others to wonder what next, where and when?

Clearly action is needed on an unprecedented scale and local authorities have a crucial role to play. That's why we're leading a once-in-a-generation opportunity to reduce carbon emissions generated in Derbyshire to help meet ambitious national targets needed to address this global crisis.

We've already begun cutting emissions from our buildings and operations and we've set ourselves ambitious targets to go further. But there's a far bigger challenge that faces us. The council's own carbon footprint makes up just one per cent of emissions from Derbyshire as a whole. And this is where we intend to grab hold of the nettle and strive to make a real difference.

Alongside targets for reducing the county council's own carbon footprint to net zero by 2032 or sooner, our aim is to help drive down carbon emissions generated across the whole of Derbyshire as quickly as possible to net zero by 2050. But it's not something we can do on our own and we need everyone to play a part.

We've already begun working alongside our communities and businesses to support them to bring about change and our Climate Change Strategy builds on this by setting the foundations to establish a sensible, credible, measured and cohesive plan in which every business and household feels empowered through effective communication and engagement to play their part in reducing the county's greenhouse gas emissions.

Changes we make now will help global issues like protecting our marine life from rising sea temperatures as well as local issues such as lowering energy bills, creating local jobs, reducing fuel poverty, improving health and wellbeing, avoiding flood damage costs, enhancing green spaces, improving air quality and boosting biodiversity.

It's a huge challenge and a defining moment in our history which requires bold decisions and changes to the way we live our daily lives – but the benefits are massive.

Action we take today will affect the way we live tomorrow and while no business, organisation or individual can halt global warming alone, by working together, we can design a new way of living and make a real difference to the world inherited by our children and generations to follow.



COUNCILLOR BARRY LEWIS
Leader of Derbyshire County Council

Executive Summary

DERBYSHIRE COUNTY COUNCIL ACHIEVING NET ZERO STRATEGY

This document sets out Derbyshire County Council’s ambition to be a net zero organisation by 2032 or sooner, and what we (Derbyshire County Council) will do to help the county to be net zero by 2050. The Derbyshire County Council Achieving Net Zero Strategy is our Council’s and county’s contribution to the national and international commitment to tackle greenhouse gas (GHG) emissions and to keep global average temperatures from rising by more than 1.5°C.

The Strategy contains 28 priority targets across five key areas (four county-wide, one concerning the Council’s estate and operations) which commits us to delivering net zero buildings, expanding local renewable energy generation, changing transport choices, generating green jobs and preventing waste being sent to landfill, and also to benefit the local economy.

These targets are supported by over 120 actions, initiatives and projects which we anticipate Derbyshire County Council will either lead or support. We want to enable and empower our partners, residents and businesses to take action to tackle climate change.

The Strategy covers the period 2021-25 and will be reviewed and updated fully in 2025 to provide a Strategy beyond 2025. The targets set for each area may be revised at any time as further studies are carried out, as well as new priority actions are identified and as existing actions are completed.

This Strategy will be complemented by the production of a Natural Capital Strategy and a strategy to build the resilience of Derbyshire to a changing climate.



Council estate and operations



Low carbon economy



Decarbonising the domestic sector



Transport



Waste

Where we are now

DERBYSHIRE COUNTY COUNCIL EMISSIONS

For the 2019-2020 financial year, the emissions resulting from our activities and operations were 19,206 tonnes of carbon dioxide equivalents (tCO₂e).

We have seen considerable success already with a 55% reduction in Derbyshire County Council's emissions since 2009. However, we will need to continue to rapidly decrease Derbyshire County Council's emissions to ensure we remain on target to be net zero by 2032, or sooner.

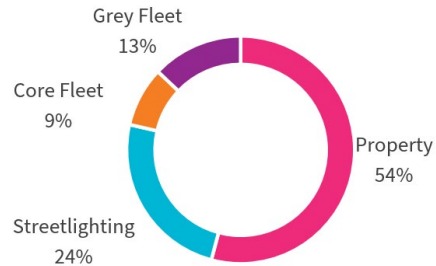


Figure 1 Derbyshire County Council's greenhouse gas emissions breakdown by sector (2019-2020)

DERBYSHIRE COUNTY-WIDE EMISSIONS

In 2018, Derbyshire's total greenhouse gas emissions across the county were 10.5 MtCO₂e. Our biggest sources of emissions are from the industry and commercial sector, alongside the transport and domestic sectors. Emissions from land use, land use change and forestry (LULUCF) were negative, demonstrating the sequestration of carbon from the atmosphere.

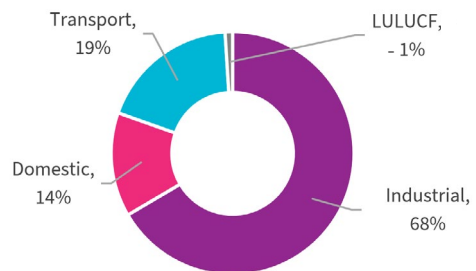


Figure 2 Derbyshire's greenhouse gas emissions breakdown by sector (2018 Contains public sector information licensed under the Open Government Licence v3.0. Source agency: BEIS [2020]¹)

Derbyshire's county-wide target of net zero by 2050 is aligned with the UK's legal commitment to deliver net zero by 2050. Since 2005, Derbyshire's county-wide emissions have fallen by 21%. We will need to accelerate our emissions reductions if we are to achieve the 47% reduction in emissions by 2025 (against the 2005 baseline) which is needed to be on course to deliver net zero by 2050.

What we need to do

Reaching a net zero Derbyshire will require a collective effort and support from every citizen, company, institution, third-sector organisation and industry body across the county.

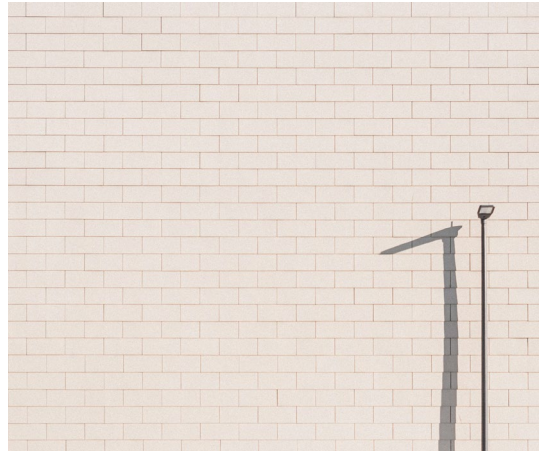
We have set out a vision for each area and outlined specific interim targets along with a set of prioritised actions required to achieve the target.

We will take steps to ensure that the actions to reduce our emissions do not end up broadening inequalities across the county or lead to undesired outcomes such as increased fuel poverty and significantly increased costs for households.

Progress against the actions and targets presented in this Strategy will be monitored and reviewed on a regular basis. We have drawn up a comprehensive Monitoring and Evaluation programme to ensure that we are progressing in line with this Strategy. We will be tracking both our county-wide and Derbyshire County Council's emissions annually, with public disclosure to demonstrate progress. The individual emissions impact of different actions will be calculated through activity data collection from live reporting systems where possible, otherwise they will be estimated from proxy measures.



AMBITION STATEMENT
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Derbyshire County Council will become a net-zero carbon organisation that leads by example in implementing and promoting sustainable and low carbon practices across our operations, estate, service delivery and vehicle fleet. We will ensure carbon

reduction is embedded within Council procurement activities and commissioning principles, and that all of our employees will understand the importance of reducing our emissions, and wider county emissions, and their role in achieving these reductions.

WHAT ARE OUR PRIORITY ACTIONS
FOR 2021-2025 TO ENSURE WE
ACHIEVE THIS AMBITION?

| Priority Actions | Cost of implementation and impact on reducing carbon emissions |
|--|--|
| Include as part of the Asset Management and broader Council Property review, the identification of buildings for energy efficiency retrofitting and buildings and land for the installation of renewable energy generation technologies, the development of a net zero design standard for estate development. | Low cost High impact |
| Develop a Sustainable Procurement Framework and ensure environmental and social sustainability is embedded within all contracting and procurement activities. | Low cost High impact |
| Review the Council's commissioning principles to ensure that climate change is embedded across our services and partner working. | Low cost High impact |
| Expand the Council's electric vehicle sharing programme and look to install electric vehicle charging points at all key Council sites, coupled with a behaviour change campaign and evaluation of working practices to facilitate a zero-emission fleet. | High cost High impact |
| Carry out a feasibility study to identify low carbon energy procurement options. | Low cost Medium impact |
| Include climate change training as part of the induction process for all Elected Members and staff to strengthen knowledge of carbon emissions, climate resilience and net zero development. | Low cost Medium impact |



LOW CARBON ECONOMY

AMBITION STATEMENT

Derbyshire County Council will work with partner local authorities and other external stakeholder groups to drive forward the transition to a zero carbon economy, through low carbon recovery and good growth, creating more and better jobs in the low carbon and clean technology sectors, increasing skill levels and fostering innovation within



the County, and reducing energy consumption from all industrial and commercial sectors. Derbyshire has a high concentration of natural resources, which should be appropriately utilised to rapidly expand local renewable energy generation across the County.

WHAT ARE OUR PRIORITY ACTIONS FOR 2021-2025 TO ENSURE WE ACHIEVE THIS AMBITION?

Priority Actions

Cost of implementation and impact on reducing carbon emissions

| | |
|--|----------------------------|
| Work with our Local Authority partners to develop a Renewable Energy Strategy for the county and identify opportunities for renewable energy generation, as well as the decarbonisation of heating and energy use in homes. | Medium cost High impact |
| Through Vision Derbyshire, continue working with the borough and district councils to develop a Strategic Joint Planning Framework for Derbyshire to ensure that planning measures for net zero commercial buildings are integrated into Local Plans. | Medium cost High impact |
| Work with local academic institutions, trade unions, and regional Chamber of Commerce to identify geographical areas for low carbon industry growth, as well as assessing and develop the capabilities and skills of the region in supplying those industries. | High cost High impact |
| Deliver the Derbyshire Green Entrepreneurs Fund and provide additional support for reducing environmental impacts, driving innovation, and creating sustainable growth opportunities for smaller businesses. | Medium cost High impact |
| Work with the Midlands Energy Hub, D2N2 LEP and universities and colleges to build technical and economic capabilities across the region to deliver renewable energy and low carbon projects. | High cost Medium impact |
| Liaise with Western Power Distribution (WPD) and the D2N2 LEP to understand local grid capacity and constraints for future energy generation opportunities. | Low cost Low impact |
| Through the COVID Recovery Strategy, identify high carbon commercial industries and support the business community in shifting to and benefiting from the low carbon economy. | High cost Low impact |



DECARBONISING THE DOMESTIC SECTOR

AMBITION STATEMENT

Derbyshire County Council will work with partner local authorities and other external stakeholder groups to create low and zero carbon homes that reduce emissions but also provide economic and wellbeing benefits for our residents. This will be achieved through improving the fabric performance of homes, reducing energy consumption and



facilitating behaviour change, and removing all fossil fuels used from heating, hot water, and cooking. We will also support the national decarbonisation ambition by playing our role in the expansion of small-scale renewable energy generation in the domestic sector.

WHAT ARE OUR PRIORITY ACTIONS FOR 2021-2025 TO ENSURE WE ACHIEVE THIS AMBITION?

Priority Actions

Cost of implementation and impact on reducing carbon emissions

| | |
|--|------------------------------|
| Conduct a feasibility assessment of the low carbon heat and renewable energy opportunities within the county's domestic property sector. | Medium cost High impact |
| Work with partner local authorities to adopt a whole-system Local Area Energy Planning approach to increase onsite low-carbon energy generation and reduce the demand for energy. | Medium cost High impact |
| Through Vision Derbyshire, continue working with the borough and district councils to develop a Strategic Joint Planning Framework for Derbyshire to ensure that planning measures for net zero domestic buildings are integrated into Local Plans. | Medium cost High impact |
| Work with local authority and wider government partners to develop a Regional Skills Strategy that pinpoints priority areas for upskilling of the domestic construction and retrofit sector and creates investor-ready programmes to receive support from the proposed National Skills Fund. | High cost High impact |
| Through Vision Derbyshire develop and implement an approach to supporting the de-carbonising of homes, recognising the specific opportunities and challenges faced by renters and homeowners and reflecting the need to particularly support those in fuel poverty. | Medium cost Medium impact |
| Develop an information sharing campaign to educate homeowners and renters on how to improve the energy efficiency of their property. | High cost Medium impact |



TRANSPORT AND TRAVEL



AMBITION STATEMENT

Derbyshire County Council will work with partner local authorities and other external stakeholder groups to deliver a zero-carbon integrated transport offering across the county that works more effectively to meet the needs of residents in accessing the places they work, live, and socialise, as well as improving air quality for the improved health and wellbeing of our residents. Derbyshire’s flexible, accessible, affordable

and integrated system will enable everyone to make their journeys through active travel (walking and cycling), public transport, or decarbonised vehicles, whether that be individuals or businesses.

WHAT ARE OUR PRIORITY ACTIONS FOR 2021-2025 TO ENSURE WE ACHIEVE THIS AMBITION?

Cost of implementation and impact on reducing carbon emissions

Priority Actions

| | |
|---|----------------------------|
| Promote integrated, and place-based development in transport planning as part of Derbyshire’s COVID recovery and economic revival of market towns, to reduce emissions from first and last mile journeys and provide an economic boost to local retail and businesses. | High cost High impact |
| Support the new Enhanced Bus Partnership arrangements being introduced in Derbyshire as part of the new National Bus Strategy. This will involve Derbyshire County Council and the bus operators investing in new service provision, improved roadside bus infrastructure, mobility as a service, inte- | High cost High impact |
| Continue to support the above average growth of zero emissions vehicle ownership in the country by establishing public-private investment partnerships to develop a network of mixed speed public charging and hydrogen infrastructure, which is affordable, consistent, accessible and user friendly for residents and visitors. | High cost High impact |
| Support the implementation of the Derbyshire Cycling Plan and the Local Cycling and Walking Investment Plan. Support actions for increasing the uptake of active transport to reduce emissions and improve health and wellbeing for all. | High cost Medium impact |
| Evaluate the use of smart technologies and alternative fuels to reduce the emissions associated with commercial and freight transports e.g. consolidation hubs, hydrogen sub-stations, transport mobility hubs, mobility as a service etc. | Medium cost Low impact |



WASTE



AMBITION STATEMENT

Derbyshire County Council will work with partner local authorities and other external stakeholder groups to move the County towards a more sustainable and circular economy based system of resource management, where we place high value on our natural resources, whilst seeking to reduce our consumption and generation of resource and waste.

We will encourage and work with others to establish innovative approaches to waste diversion, reutilisation, and recycling.

WHAT ARE OUR PRIORITY ACTIONS FOR 2021-2025 TO ENSURE WE ACHIEVE THIS AMBITION?

| Priority Actions | Cost of implementation and impact on reducing carbon emissions |
|---|--|
| Identify solutions to increase the diversion of organic waste including food, soiled materials, carpets, organic textiles, etc. from landfill | High cost Medium impact |
| Undertake a cross authority behaviour change campaign to promote reduction in waste and resource consumption in the home and businesses. | High cost Medium impact |
| Work with local producers and businesses to restrict the use of single use products and support the market for remanufactured goods. | High cost Medium impact |
| Explore the potential for partnering with local charities and organisation to segregate and redistribute good quality products from HWRC. | Medium cost Low impact |

1. INTRODUCTION



1.1 Context



1.1.1 GLOBAL

The science is clear – human induced global warming is accelerating and changing our climate with global social, environmental and economic implications. In 2015, the United Nations came together with the international scientific community to develop the Paris Agreement, a collective recognition of climate change and the need to rapidly accelerate actions and investment to combat its impacts and pursue efforts to limit the future global temperature increase to well below 2°C. In 2018, the Intergovernmental Panel on Climate Change (IPCC) set out evidence that efforts to combat climate change should seek to limit this global temperature increase to 1.5°C.⁸

The Special Report 15 from Intergovernmental Panel on Climate Change (IPCC) estimates that human activity has caused approximately 1.0°C of global warming above pre-industrial levels.⁹ Greenhouse gas emissions from the early industrial

era (1850-1900) through to today will continue to cause changes in the climate heading into the future and lead to impacts such as sea-level rises and higher global temperatures leading to geopolitical change. Further increases in the levels of greenhouse gases in the atmosphere going forward will only exacerbate these risks. According to the IPCC model pathways, to have limited or no overshoot of a 1.5°C temperature increase, global net anthropogenic CO₂ emissions need to decline by about 45% from 2010 levels by 2030 and reaching net zero emissions around 2050. The Special Report 15 also sets out that any transition to net zero must be fair and just; ensuring the costs, benefits and impacts are shared equally across societies.



1.1.2 UK

The UK Committee on Climate Change's (CCC) Net Zero – The UK's Contribution to Stopping Global Warming Report (May 2019) recommends that the 'UK should set and vigorously pursue an ambitious target to reduce greenhouse gas emissions to 'net zero' by 2050, ending the UK's contribution to global warming within 30 years'.¹⁰

In May 2019, UK Parliament also backed a motion to declare a Climate Emergency and in June 2019, the UK became the first major economy in the world to pass laws to bring all greenhouse gas emissions to net zero by 2050.¹¹ This was passed into law through an amendment to the Climate Change Act 2008 to set a target of 100% reduction in net UK GHG emissions against the 1990 baseline (the previous target was 'at least 80% reduction').

In December 2020, the UK CCC published its recommendation for the UK's Sixth Carbon Budget. This provided advice on the amount of greenhouse gases the UK can emit between 2033-2037,¹² recommending a 78% reduction by 2035 against the 1990 baseline¹³ and that the Budget should, for the first time, include the shipping and aviation emissions. On 20th April, the UK Government accepted the UK CCC's recommendations and outlined that it will be enshrined into law by the end of June 2021.¹⁴

1.1 Context



Global

**2015
PARIS CLIMATE AGREEMENT**

Recognised the need to rapidly accelerate actions and investment to combat climate change and pursue efforts to limit the future global temperature increase to well below 2°C.

**2015
UN SDGS**

The Sustainable Development Goals adopted by all UN members including the UK.

**2018
IPCC**

Intergovernmental Panel on Climate Change (IPCC) sets out evidence that efforts to combat climate change should seek to limit global temperature increase to 1.5°C.⁴

Global net anthropogenic CO₂ emissions need to decline by about 45% from 2010 levels by 2030, reaching net zero around 2050.



UK

**2008
THE CLIMATE CHANGE ACT**

The Act committed the UK to reducing its greenhouse gas emissions by 80 per cent by 2050, compared to 1990 levels.⁶

**2019
NET ZERO
THE UK'S CONTRIBUTION TO
STOPPING GLOBAL WARMING
REPORT**

Committee on Climate Change (CCC) recommends that the 'UK should set and vigorously pursue an ambitious target to reduce greenhouse gas emissions to 'net-zero' by 2050, ending the UK's contribution to global warming within 30 years.'⁷

**2019
THE CLIMATE CHANGE
ACT (AMENDED)**

UK parliament backs a motion to declare a climate emergency, and subsequently updates the Climate Change Act (2008) to establish a target of 100% reduction in net zero GHG emissions in the UK against the 1990s baseline, this was an increase from 80%.

**2020
SIXTH CARBON BUDGET**

The CCC publishes 6th budget (2033-2037)⁸, recommending a 78% reduction by 2035 against the 1990 baseline and to include the UK's shipping and aviation emissions. This target was accepted by the UK government on 20th April 2021 and will be enshrined into law.¹⁰

1.2 Scope of the Strategy and Action Plan

The Derbyshire County Council Achieving Net Zero Strategy and Action Plan ('the Strategy') sets out Derbyshire County Council's climate change mitigation approach, and how we can reduce emissions across our operations and estate to net zero by 2032 or sooner as well as how we can collectively work with our partners and communities to reduce emissions across the county from transport, homes, commercial sites, businesses, industry and waste to net zero by 2050. This Strategy will be reviewed and updated in 2025.

A 'net zero' emissions scenario is one in which we have taken all viable action to reduce emissions to zero in the first instance, and any remaining or residual emissions by our target date will be offset i.e. removed from the atmosphere, as a last resort.

Derbyshire County Council's own estate and operations includes emissions from non-domestic buildings, fleet vehicles and street lighting, further details of the activities included are set out in Section 7.1. Schools have been excluded from the Council's own emissions due to ongoing changes in ownership, however, these have been incorporated in county-wide emissions to recognise their contribution to Derbyshire's emissions.

County-wide emissions include emissions from domestic properties, non-domestic properties (including businesses), industry, transport, waste, and energy generation. The county-wide emissions represent emissions from across Derbyshire's districts and boroughs: Amber Valley, Bolsover, Chesterfield, Derbyshire Dales, Erewash, High Peak, North East Derbyshire, South Derbyshire, and the Peak District National Park where it falls within the county boundary.

For the five target areas identified for action



e.g. Low Carbon Economy we have sought to establish specific interim targets (that will contribute to the overarching emissions target), estimate costs and identify benefits for each target. Each of these benefits have been mapped to the Sustainable Development Goals (SDGs) to demonstrate our contribution to this global agenda.

The SDGs (adopted in 2015) build on the success of the Millennium Development Goals (MDGs) and aim to go further than tackling climate change and should aim to end poverty and other deprivations improving health and education, reduce inequality and spur economic growth. The SDGs are unique in that they call for action by all countries, poor, rich and middle income to promote prosperity while protecting the planet. The Derbyshire County Council Achieving Net Zero Strategy and Action Plan seeks to embody the ambition of the SDGs.



Figure 3 Derbyshire's district and borough councils.

To support the delivery of these targets, a short list of priority actions to be implemented over the short-term (by 2025) and long-term action list (by 2035) is presented in Appendix A. We anticipate the long list of actions being a live document that is updated in conjunction with our partners to ensure we can reflect emerging actions during the 2021-25 period. We will take steps to ensure that the actions to reduce our emissions do not end up broadening inequalities across the county or lead to undesired outcomes, such as increased fuel poverty and significantly increased costs for households.

This Strategy also includes a section on Adaptation and Natural Capital for information only. We recognise the importance of adapting to climate change and the role the natural environment however, the scope of the Strategy relates only to emissions reductions and so does not provide targets and actions for Adaptation and Natural Capital. Derbyshire County Council will explore opportunities for climate change adaptation and natural capital in addition to this Strategy.

1.3 Structure of the Strategy



DEVELOPING OUR STRATEGY

Summary of the work we have undertaken to date, and the activities carried out to develop this Strategy and Action Plan.



DELIVERING OUR STRATEGY

Sets out the role of the Council, Derbyshire's residents, businesses and communities to deliver the Strategy, the crucial partnership working that needs to be developed, the funding and resources requirements and extension of skills and training provision.



OUR EMISSIONS PATHWAY

Summary of our emissions to date and our pathways to achieve net zero emissions across the Council and the county.



NATIONAL ACTION

Outlining the progress on action delivered at a national level which is considered crucial to help us to deliver our net zero vision.



OUR STRATEGIC PRIORITIES AND ACTIONS

The strategic vision we have for net zero, including targets for each of the five key areas and the priority actions to achieve this vision.



ADAPTATION AND NATURAL CAPITAL

Adaptation and Natural Capital are crucial complementary pieces of work to this Strategy but sit outside of the scope of the Strategy. We have set out how they are to be assessed and considered.



MONITORING AND REPORTING

Our commitment to monitoring and reporting on our progress in reducing emissions and delivering climate change mitigation action.



ACTION LONG LIST

Provides a long list of direct and enabling actions that Derbyshire County Council can take across short term and long term.

⁸IPCC. 2018. Global Warming of 1.5°C. [online] Available at: <<https://www.ipcc.ch/sr15/>> [Accessed 25 March 2021].

⁹IPCC. 2018. Global Warming of 1.5°C. [online] Available at: <<https://www.ipcc.ch/sr15/>> [Accessed 25 March 2021].

¹⁰Climate Change Committee. 2019. Net Zero - The UK's contribution to stopping global warming - Climate Change Committee. [online] Available at: <<https://www.theccc.org.uk/publication/net-zero-the-uks-contribution-to-stopping-global-warming/>> [Accessed 25 March 2021].

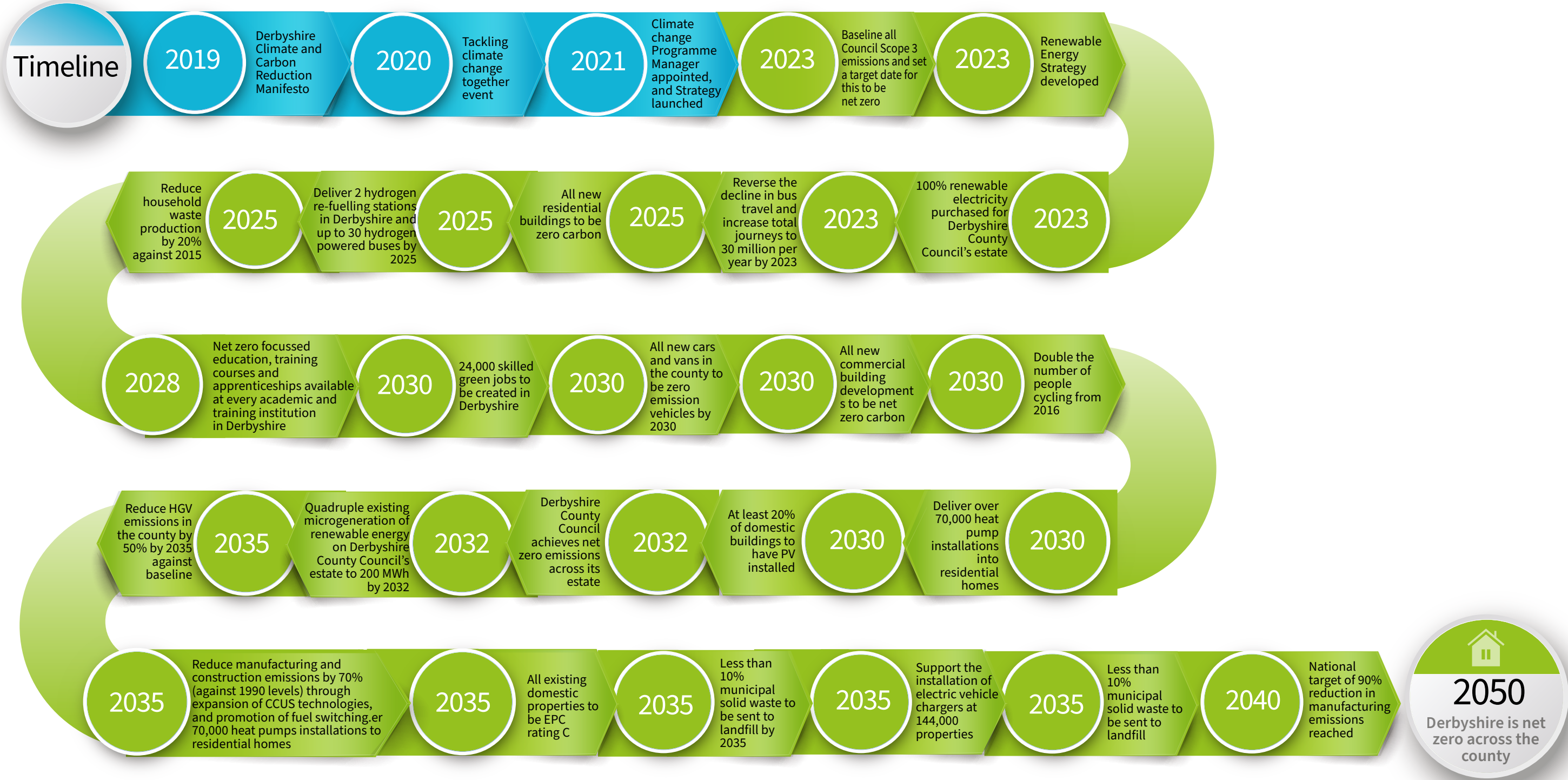
¹¹BEIS, 2019. UK becomes first major economy to pass net zero emissions law. [online] Available at: <https://www.gov.uk/government/news/uk-becomes-first-major-economy-to-pass-net-zero-emissions-law>. [Accessed 25 March 2021].

¹²Climate Change Committee. 2020. Sixth Carbon Budget - Climate Change Committee. [online] Available at: <<https://www.theccc.org.uk/publication/sixth-carbon-budget/>> [Accessed 25 March 2021].

¹³For context, in 2019, the UK had reduced emissions by 41% against a 1990 baseline.

¹⁴BEIS, 2021. UK enshrines new target in law to slash emissions by 78% by 2035. [online] <https://www.gov.uk/government/news/uk-enshrines-new-target-in-law-to-slash-emissions-by-78-by-2035#:~:text=change%20and%20energy-,UK%20%20enshrines%20new%20%20target%20in%20law,emissions%20by%2078%25%20%20by%202035&text=The%20UK's%20sixth%20Carbon%20Budget,to%20net%20zero%20by%202050>. [Accessed 25 March 2021]

2.0 Our Key Targets 2020 - 2050







3. DEVELOPING OUR STRATEGY

3. DEVELOPING OUR STRATEGY

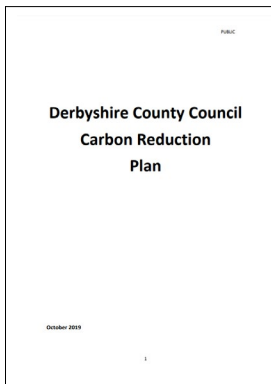
3.1 What have we been working on so far?

In May 2019, we published Derbyshire County Council’s Climate and Carbon Reduction Manifesto. We have made considerable progress against this manifesto, and a full list of the actions we have taken are outlined in the Climate Change section of the Derbyshire County Council website.¹⁵

Several local policies and strategies are being developed and adopted within Derbyshire County Council and Derbyshire districts and boroughs that will support the net zero

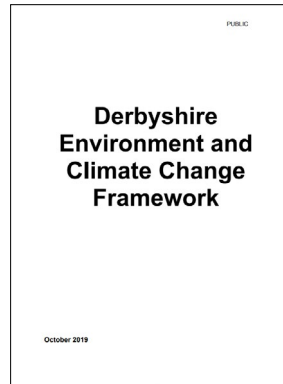
greenhouse gas emissions targets. This Strategy seeks to bring the associated actions from these policies and strategies together in one central Strategy. The Strategy also sets out further actions that will help close the current gap between the emissions reductions anticipated from existing actions and what is needed to reach net zero.

These existing local policies and strategies include:



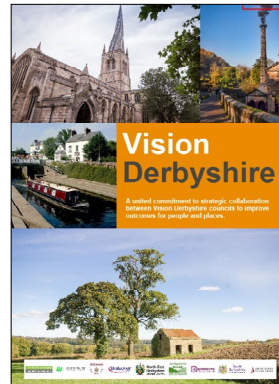
CORPORATE ENVIRONMENT POLICY AND CARBON REDUCTION PLAN

Sets out the actions the Council will undertake to reduce emissions from its own operations for the Council to reach net zero greenhouse gas emissions by 2032.



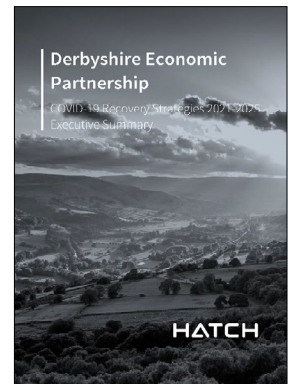
DERBYSHIRE ENVIRONMENT AND CLIMATE CHANGE FRAMEWORK

Outlines out initial approach to reduce greenhouse gas emissions for the county to reach net zero by 2050.



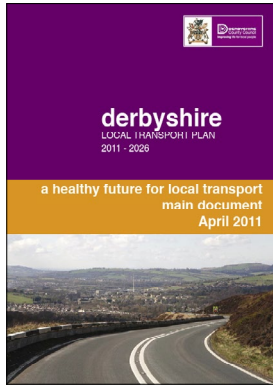
VISION DERBYSHIRE

Is our shared commitment across the county, borough and district to strategically collaborate to improve outcomes for people and places, speak with one voice as a county, and coordinate our resources better and more sustainably.



COVID-19 ECONOMIC SKILLS RECOVERY STRATEGIES 2021-2025

Identifies the priorities to protect and grow Derbyshire’s economy in a post-COVID world.



LOCAL TRANSPORT PLAN 3

Is Derbyshire County Council’s long-term transport strategy out to 2026. It provides a basis for transport policy over the next five years with a focus on creating a sustainable and healthy transport system. Local Transport Plan 4 is currently under development.



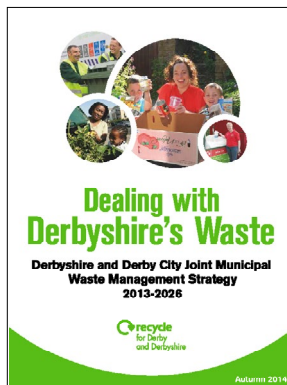
LEVI STRATEGY 2019 – 2029

The Low Emissions Vehicle Infrastructure (LEVI) Strategy sets out how, locally, we will deliver an affordable and accessible electric vehicle charging network as well as supporting other emerging low emission vehicle technologies e.g. hydrogen vehicles.



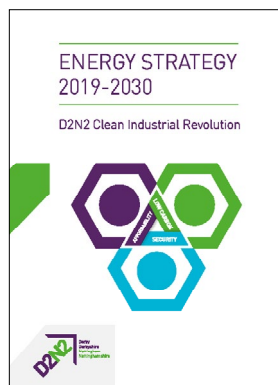
DERBYSHIRE CYCLE PLAN

Sets out our commitment to cycling development shared between all partner organisations, seeking to make Derbyshire the most connected and integrated county for cycling in England. This is underpinned by the Key Cycle Network and the regional Local Cycling & Walking Infrastructure Plan (LCWIP).



DEALING WITH DERBYSHIRE’S WASTE 2013 – 2026

produced by the Derbyshire Waste Partnership (DWP), it sets out our approach to managing household generated waste sustainably for the communities of Derbyshire and Derby City and our short-term priorities for action based on the waste hierarchy.



D2N2 ENERGY STRATEGY 2019 – 2030

This strategy was developed by the D2N2 Local Enterprise Partnership and is being implemented in collaboration with Midlands Energy Hub. The Strategy sets out how the region can align with national and regional ambitions to expand renewable and low carbon energy development and achieve a net zero future.



STRATEGIC GROWTH AND INFRASTRUCTURE FRAMEWORK

This Framework is currently being developed by Derbyshire County Council, which will identify opportunities for investment across a range of infrastructure, in order to accommodate planned growth.

3.2 Who was engaged in the development of this Strategy?

In the development of the Strategy, we engaged with technical experts and district and borough colleagues, as well as building on research carried out by academics. We also undertook an internal assessment of current Council governance for climate change and potential future delivery mechanisms for climate action

within Derbyshire County Council. This was conducted through a series of workshops and interviews held with Elected Members and Officers. To gain an external youth perspective, interviews were also undertaken with a group of young people from across the region with prior involvement in local youth boards.

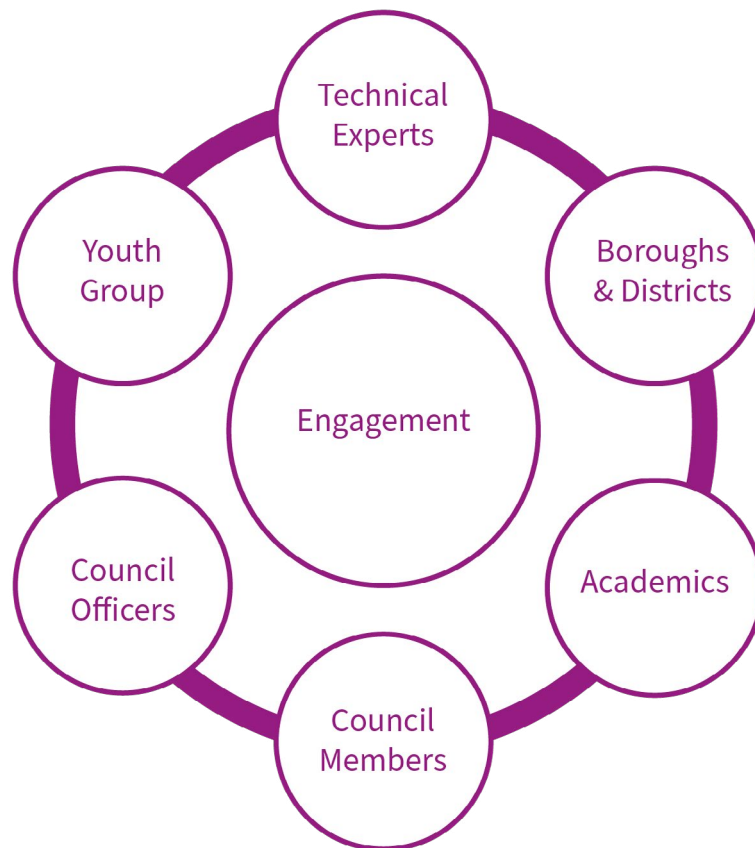


Figure 4 Engagement as part of the development of this Strategy.

¹⁵ Derbyshire.gov.uk. 2021. Climate change - Derbyshire County Council. [online] Available at: <<https://www.derbyshire.gov.uk/environment/climate-change/climate-change.aspx>> [Accessed 25 March 2021].



4. DELIVERING OUR STRATEGY



4.0 Delivering our Strategy

The Strategy is the first step in setting out how we will deliver on our net zero ambition, and brings together insight from technical experts, cross-authority officers and Elected Members and local organisations.

To deliver on our ambition we will deliver our work considering the following five key principles:

1. GOVERNANCE

We will need to continue to ensure we have committed and united leadership and a clear system of accountability, coordination and governance.

2. ENGAGEMENT & PARTNERSHIPS

We are committed to open and comprehensive dialogue on addressing climate change and want to shape our delivery programme in the coming months in partnership with key stakeholders.

3. DATA & EVIDENCE

We will ensure that our response to climate change is evidence-based with clear science-based targets that will align with the national and international ambition to keep global warming below 1.5°C.

4. FUNDING & RESOURCES

We will be innovative and explore different funding mechanisms to secure long-term financial resources to finance our ambitions.

5. SKILLS & TRAINING

We will need to identify training opportunities and enhance our skills and knowledge both internally and across our community to achieve our ambitions.



4.1 Governance

Derbyshire County Council has varied levels of control and influence over the actions required to reach the net zero targets. In the recent ‘Local Authorities and the Sixth Carbon Budget’ report, the UK CCC defined the spheres of influence of local authorities, as set out in Figure 5 (adapted from UK CCC).¹⁶

Depending upon which of these spheres of influence the actions fall into, different governance and delivery mechanisms will be appropriate for the priority actions. Derbyshire County Council will have a different role to influence its success as shown in Figure 5 and therefore it is important that we work closely with partners to ensure its delivery.

We have established a new Officer Climate Change and Environment Programme Board (CCEPB) with the responsibility for providing strategic oversight and direction for the overall delivery of our climate change programme of works. We are also exploring opportunities to have greater involvement of wider community groups and include young people’s voices in our decision making and delivery process for climate action.

DIRECT CONTROL

These are emissions sources over which Derbyshire County Council has direct control including Council owned buildings, operations, and staff business travel. For example, we have direct control of our Council fleet vehicles and have made a fleet of electric pool cars, bikes and e-bikes available for staff and councillors to use for business journeys.

PROCUREMENT AND COMMISSIONING

By defining sustainable procurement and commissioning principles we can ensure our purchasing and project development will be aligned with the ambitions of the Climate Change Strategy.

We have a successful history of using our procurement powers to deliver on key objectives, for example on Social Value, which could be expanded to include climate considerations.

PLACE SHAPING

Using powers, such as planning requirements and strategies, to control developments and transport networks. As a County Council, we

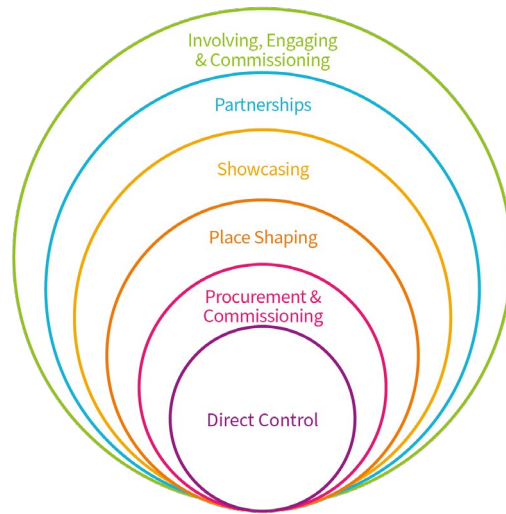


Figure 5 Spheres of influence for local authorities in driving climate action.

have fewer powers in relation to local planning, however this could be addressed through closer collaboration with the district and borough councils. As the transport authority, we hold the funding and decision-making power for transport planning, roads, and public transport. Therefore, we have control over the actions required to change transport infrastructure and influence travel habits.

SHOWCASING

Developing schemes and pilot projects to demonstrate and share good practice, which can then be scaled and replicated.

For example, our three pilot projects under the Public Sector Decarbonisation Scheme present an opportunity to showcase the Council’s ambitions and commitment and to explore and finance low carbon heat projects within the Council’s estate with a view to expanding the initiative.

PARTNERSHIPS

We can play a key role in bringing together businesses, academic, public and community and voluntary sectors together to plan and implement climate action. We have the opportunity to combine both our leadership and influencing role with our role as a partnership builder and co-ordinator. This will be particularly important when delivering resilient growth

and recovery from the COVID19 pandemic.

INVOLVING, ENGAGING AND COMMISSIONING

We can use our position to work with stakeholders to educate, raise awareness and engage and involve people within the local community. Furthermore, our direct links to central government and ability to bid for some government funding streams is an important role in securing investment for decarbonisation in Derbyshire.

4.2 Engagement and Partnerships

Delivering the Strategy will require collaboration with and across partners, citizens and communities. Inclusive climate action is crucial to ensure systematic change and the delivery of policies that have a positive and fairly distributed impact across the population, whilst also effectively addressing climate change.

The need for partnerships between the public and private sector to address climate change is widely recognised and is viewed as a critical opportunity to unlock significant potential economic benefits. We have identified a range of key stakeholders across Derbyshire, who have the potential to contribute to the delivery of our ambitions, with key stakeholder groups shown in Figure 6.

The Local Authorities and the Sixth Carbon Budget report identifies the following five key types of engagement¹⁶:

1. Informing – One way, information provision.
2. Consulting – Statutory consultations on already developed plans and proposals.
3. Involving – Directly working with people to understand their views and needs e.g. Climate Commissions.
4. Co-design – Working together with people at a local level or interest groups to design solutions and projects.
5. Empowering – Handing over the power and co-creating schemes to tackle a problem or deliver a solution.

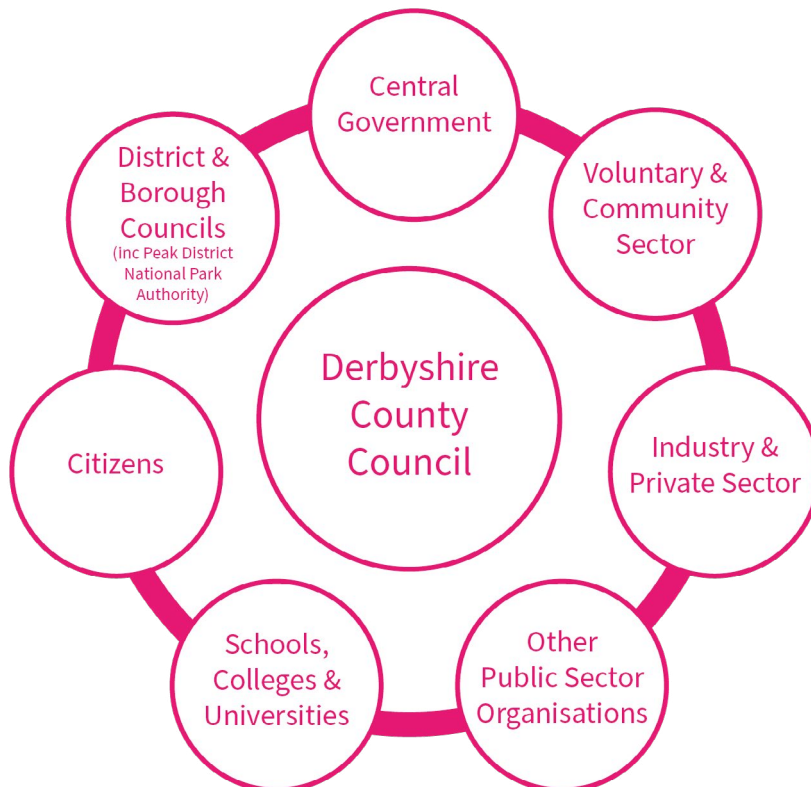


Figure 6 Key stakeholders engaged in the delivery of the Strategy.

We intend to shape and deliver our Strategy and action plan in partnership with key stakeholders. We recognise that the nature and structure of discussion and decision making on policy and climate change can at times exclude certain groups from participating. We will ensure we are using the most appropriate platforms and engagement mechanisms to support widespread participation in shaping our next steps. We will actively work to encourage engagement and participation from the following groups:

- Young people
- Climate change hesitant groups
- Low-income households
- Low-skilled workers or workers at risk during transition to zero carbon
- Socially isolated groups

We recognise that this dialogue will need to be sustained over the long term and that partnership engagement approaches should be designed to be flexible to changing needs and messages. Therefore, we are making a commitment to:

1. Ensure Elected Members and Officers engage with community groups, residents, schools, and businesses to map existing or ongoing work on climate change, and to identify and understand the role that Derbyshire County Council can play in supporting these activities
2. Explore the success and viability of different engagement methods to co-produce solutions e.g.:
 - Large group discussions – citizen panels, decision boards, participatory budgeting;
 - Digital platforms and mobile applications to connect geographically isolated groups;
 - Gamification; and,
 - The role of arts and education.
3. Work with partners such as businesses, the private sector and the Local Authorities Energy Partnership to develop demonstrator projects to be used to build understanding on retrofitting buildings and decentralised energy systems.

4.3 Data and Evidence

In developing our county-wide net zero emissions trajectory to 2050, we took a science-based¹⁸ approach which complemented the national commitments to meet net zero by 2050, whilst reflecting the context of Derbyshire's emissions and the particular challenges that we face due to our legacy of heavy industry and relatively poorer performing housing stock. Section 5 presents the approach we have taken, and our climate change targets in more detail.

A data driven principle was key in developing our targets and actions which we wanted to ensure were 'SMART'.¹⁹ This also ensures our progress in achieving them could be more easily tracked as part of our monitoring and reporting framework.

We also recognise the effective monitoring of progress relies upon the availability of good data and informed and suitably skilled/knowledgeable staff. As part of our delivery approach we will expand our current data collection and analysis processes and staff skills.

4.4 Funding and Resources

Undertaking climate change mitigation actions will require consistent and dedicated funding from both Derbyshire County Council and central government, as well as investment from residents, businesses and the wider public sector. Section 7 indicates the scale of cost associated with each of our priority actions.

To achieve the ambition and priorities set out in the Strategy we will need central government to provide greater and more diverse financial support and resources.

We will also need to be innovative and unlock alternative sources of funding. We will explore the potential for partnerships with the private sector and mechanisms used by other Councils such as crowdfunding, community share offers, climate bonds, and investment or trading platforms to identify financing approaches which could help us achieve our priorities.

4.5 Skills and Training

WITHIN THE COUNCIL

Behaviour and culture change within the Council will be an essential part of setting climate action as a key Council priority. We will continue to provide training opportunities for staff and Elected Members and develop a long-term information and awareness campaign with clear messages to support behavioural change and provide a platform for knowledge and skill sharing. We are also exploring how to include climate change awareness in our staff induction process.

For individuals/teams in functions which have a significant role to play in our climate change programme, e.g. property and transport, we will ensure they are provided with opportunities for more technical, externally sourced training. Where we lack knowledge internally, we will look to collaborate with our stakeholders and draw on the wealth of specialist, technical knowledge available within our county and nationally.

IN OUR COMMUNITIES

To achieve our ambitions we need to work with our district and borough councils, and the Peak District National Park Authority to ensure we are supporting residents and businesses and enabling them to be able to make choices which reduce carbon emissions and increase climate resilience.

We will examine how we can better engage with schools and their communities on the integration of climate change into the education system.

We will also need to work with the Midlands Energy Hub, D2N2 LEP, the private sector and educational establishments within the county to grow and upskill in key areas, e.g. building retrofit. We will also need to provide ways of connecting our newly skilled workforce with those with a demand for skills, as well as seeking to increase demand for these skills through delivering/influencing action to deliver net zero.

¹⁶ Evans, L. M., 2020. *Local Authorities and the Sixth Carbon Budget*. [online] Available at: <https://www.theccc.org.uk/wp-content/uploads/2020/12/Local-Authorities-and-the-Sixth-Carbon-Budget.pdf>. [Accessed on 25 March 2021]

¹⁸ Based on scientific evidence for the level of emissions that can be emitted to maximise the chances for global temperature rises to remain below 1.5°C.

¹⁹ SMART stands for specific, measurable, attainable, relevant, time-based.





5. OUR EMISSIONS PATHWAY



5.1 Derbyshire County Council's emissions



5.1.1 SCOPE 1 AND 2 EMISSIONS

This section summarises the existing GHG emissions across Scope 1 and 2 from our activities and operations as an organisation including streetlighting, fleet, and buildings. The emissions that account for Scope 1 and 2 are shown in Figure 7 below.

Table 1 below summarises the scope of emissions that we, as the Council, could calculate and report on, and those that have been included in our most recent emissions reporting for 2019-2020.

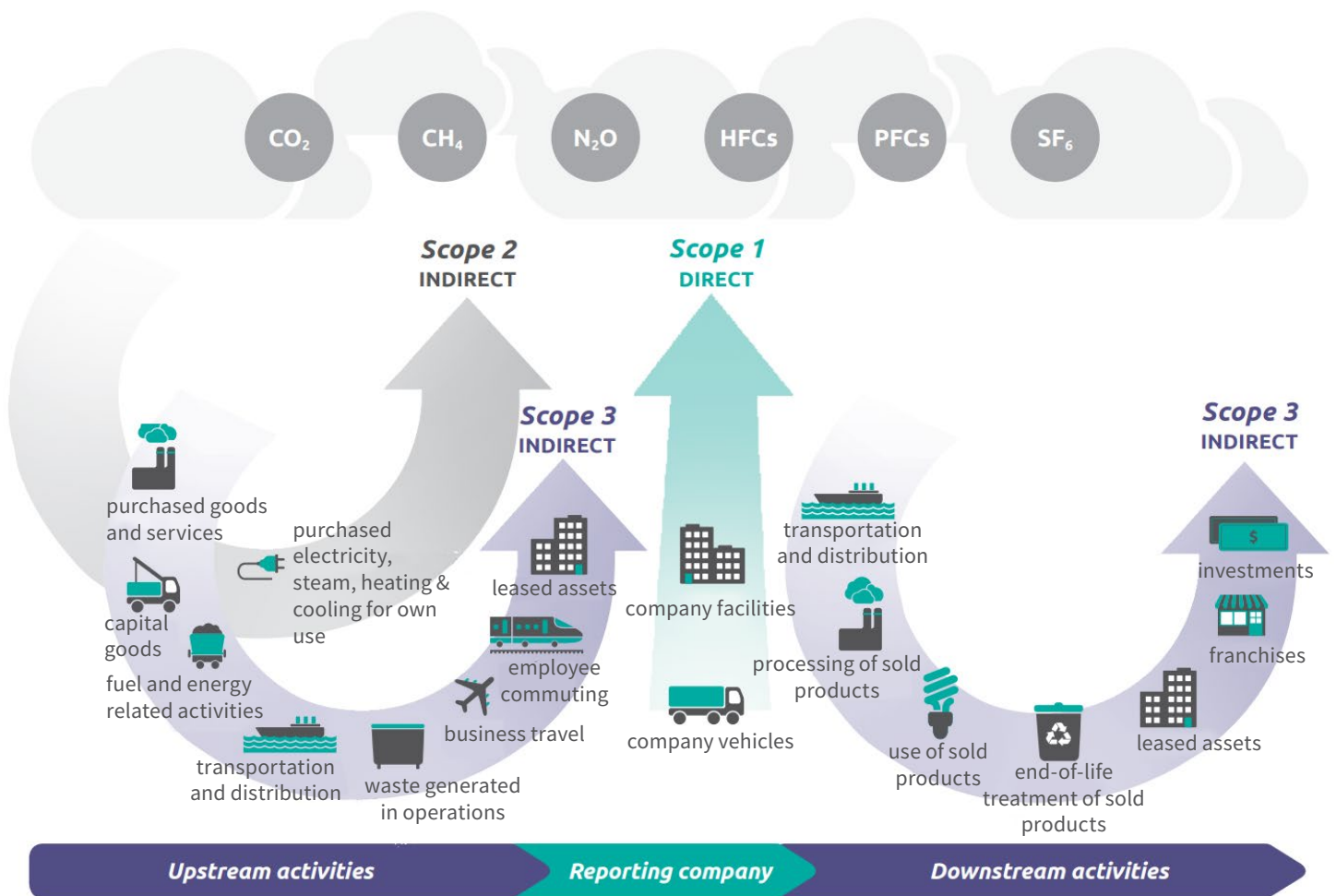


Figure 7 Visualisation of the emissions sources included in the GHG emissions baselining © World Resources Institute, WBSCD, GHG Protocol [2021].





















| Council activity | Scope 1  Scope 2  Scope 3  | Reported in 2019/20 |
|--|---|--|
| Property energy consumption (oil, gas, electricity) |    | Yes |
| Property fugitive emissions (air conditioning leaks) |  | No |
| Property water consumption (carbon footprint of water) |  | No |
| Property maintenance supply chain |  | No |
| Waste from premises recycled or sent to landfill |  | Previously calculated (2017), not included |
| Staff business travel |  | Yes (partial) |
| Purchase of administrative goods (IT, stationery etc) |  | No |
| Systems maintenance vehicles |  | Yes |
| Residential and day care - outsourced services |  | No |
| Transport of clients: adults, social care, and children inc. SEN |  | Yes, scope 1 only |
| Agency placements |  | No |
| Premises emissions from waste management sites |  | No |
| Community Highways Officer vehicles |  | Yes |
| Highways maintenance and construction activities |  | No |
| Operation of street lighting, signs, and bollards |  | Yes |

Table 1 Scope of Derbyshire County Council's emissions generating activities and reported emissions areas.

For the 2019-2020 financial year, we calculated the emissions resulting from our activities and operations as **19,206 tonnes of carbon dioxide equivalents (tCO₂e)**.²⁰ This represents a 55% reduction against a 2009 baseline.²¹ Achieving the implementation of the planned decarbonisation actions as outlined in this Strategy will ensure the Council continues to see a rapid decrease in emissions, and reach our net zero target by 2032, or sooner.

In addition, emissions from Derbyshire's schools amounted to 16,559 tCO₂e (2019/2020). Whilst, these emissions have not been included in our boundary assessment, they are included in the county emissions and we intend to work closely with our schools' community to reduce these emissions.

The biggest contributor to our emissions comes from property, followed by streetlighting, and just 10% each from core and grey vehicle fleet.²² Emissions reductions delivered so far have been most significant across streetlighting due to the comprehensive LED retrofit programme that has been implemented in the last few years, see Figure 8.

5. OUR EMISSIONS PATHWAY

Scope 1 and 2 emissions. Continued...

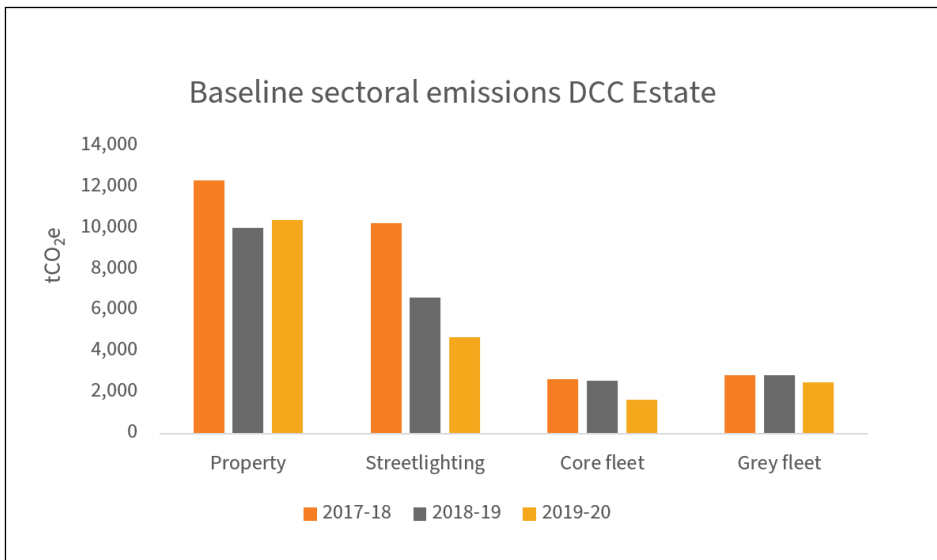


Figure 8 Breakdown of Derbyshire County Council emissions by source 2017 - 2019

Year-on-year emissions reductions have also been observed within the core fleet due to the introduction of electric vehicles, journey optimisation and efficiencies. Currently, the core fleet also produces an estimated 3,550 kg NO_x and 96 kg PM_{2.5}, which highlights the potential for reduced air pollution emissions alongside carbon emissions reductions from the introduction of electric/zero emission vehicles.

We have developed a rolling programme of asset reviews, which will look, amongst other things, at the energy efficiency of our property assets and how that can be improved. The Corporate Building Energy Policy is currently being developed to provide guidance on this and action we can take to decarbonise heating. We are also looking to expand the existing 54kWp of installed capacity of solar PV, to help reduce emissions associated with our Council properties further.

5.1.2 SCOPE 3 EMISSIONS

As shown in Table 1 Derbyshire County Council does not currently report for the most part our Scope 3 emissions. However, through our procurement and commissioning processes we have the potential to significantly influence these emissions, as explored below.

GREY FLEET

Grey fleet emissions are those that arise from the use of personal vehicles for business use. The grey fleet is included within Scope 3 emissions due to the organisation's significant ability to influence these emissions.

Analysis carried out on our business mileage shows that most business trips were made with only one occupant in the vehicle and that 99% of Council employees drove less than 10,000 grey miles during FY 2018/19.¹⁸

However, the average employee uses their own vehicle for business purposes for only 20% of journeys taken and utilises core fleet for the remaining journeys.¹⁹ Therefore, improvements to core fleet on offer can greatly reduce the emissions associated with these journeys.

WASTE

We have only previously baselined our waste generation for a limited number of departments, and therefore we intend to carry out an organisation-wide assessment of waste generated and update this on a regular basis.

It may become more challenging to monitor and reduce emissions associated with waste as there is increased working from home practices and therefore increased levels of waste generation in individual homes. Therefore, it is important that all Officers and Elected Members of the Council are engaged in positive sustainable behaviours around reducing waste generation.

5.2 Derbyshire county-wide emissions



The Derbyshire county-wide emission figures are drawn from the BEIS Local Authority Inventory, which is updated annually by the UK government. These figures include

all Scope 1 and 2 emissions across transport, industry, and housing but do not include Scope 3 emissions, e.g. it does not include emissions from international travel by Derbyshire residents.

In 2018, Derbyshire’s total greenhouse gas emissions were 10.5 MtCO₂e, equivalent to 13.2 tCO₂e/capita (for Derbyshire’s population of 796,142 people), which is much higher than the average for the UK of 6.8 tCO₂e/capita.²⁵ This is predominately due to the higher than average industry activity within the county,²⁶ as well as the spatially disparate nature of communities, which increases the reliance on private vehicles.

The commercial and industrial sectors result in 68% of the total emissions, transport makes up 19% of emissions, and domestic buildings contribute 14%. Emissions from land use, land use change and forestry (LULUCF) were -0.1 MtCO₂ (equivalent to -1%) demonstrating the sequestration of carbon from the atmosphere.

Between 2010 and 2018, domestic emissions fell by 31%, industrial and commercial by 10%,²⁷ and transport by just 1%. When the contribution of large industry is excluded from the industrial and commercial sector, a much sharper rate of decline of 32% is seen between 2010 and 2018, suggesting the large industry has significantly contributed to emissions over this period.

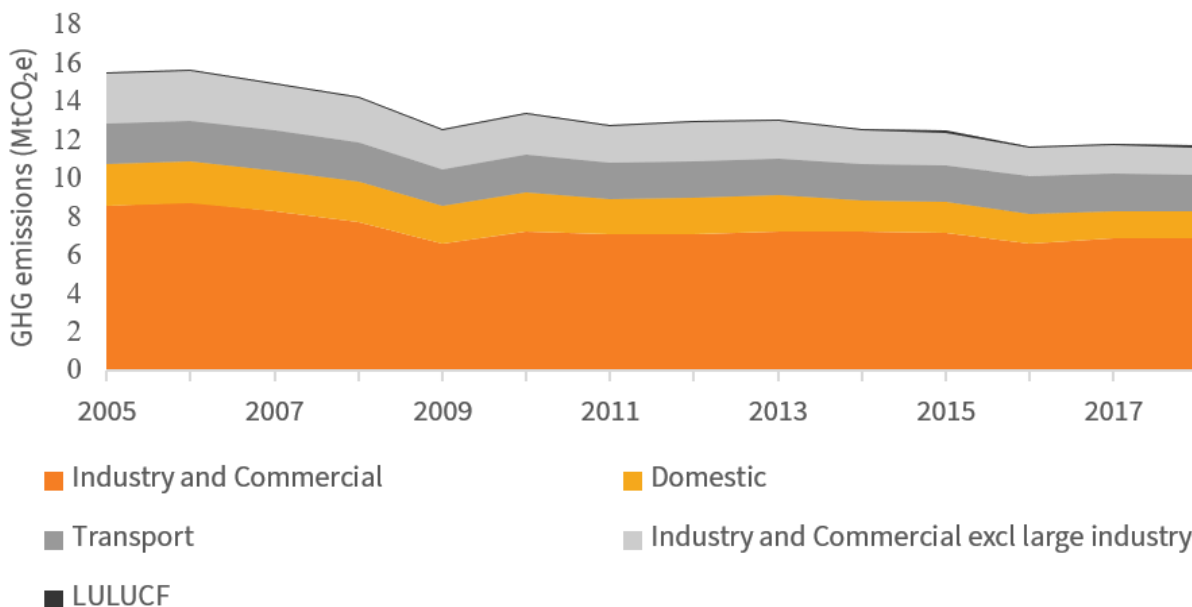


Figure 9 Derbyshire County's sectoral GHG emissions (2005-2018). Produced by Arup © Contains public sector information licensed under the Open Government Licence v3.0. Source agency: BEIS [2020]¹

5.2.2 SCOPE 3 EMISSIONS

Scope 3 emissions are those arising from activities occurring outside the boundary of the county but being driven by demand from inside the county e.g. international flights. If the emissions from goods produced outside the county and consumed by Derbyshire residents are also considered, it is estimated that total emissions for the county would increase by 58%.²⁸

We acknowledge that we have a role in reducing emissions not only locally but also nationally and internationally through the purchasing and policy decisions we take. Reducing the impact and scale of climate change is dependent on global reduction in emissions therefore taking account of our consumption patterns is crucial e.g. clothing and technological purchases, diet, and international travel.

The key activities occurring within Derbyshire, from which Scope 3 emissions may arise are summarised in Table 2. The UK government does not currently quantify Scope 3 emissions by county, however, in the Monitoring and reporting section we have outlined the next steps for developing actions collectively with partners and residents to address scope 3 emissions.

| <i>Activity</i> | <i>Description</i> |
|---|--|
| Transmission and distribution of electricity | The emissions associated with the transmission and distribution of electricity. Decarbonisation of the grid, further efficiency improvements and capacity increases will be made by the National Grid and energy providers in conjunction with the national government. |
| Out of boundary waste and wastewater processing | This is the waste produced by the county that may be treated and/or disposed of outside of its borders. Despite occurring outside of the county boundary, Derbyshire’s residents and its managing waste authorities do have the responsibility and influence to tackle these emissions through waste reduction, improved waste management and reuse of materials |
| International aviation and shipping | Aviation and shipping emissions are one of the few key sectors that have seen their emissions grow rapidly over the last couple of decades, since the UK undertook concerted efforts to reduce emissions. In 2018, international shipping and aviation’s contribution to UK emissions amounted to 2.4% and 6.5% respectively. |
| Consumption based emissions | Consumption based emissions are the emissions arising from the consumption of goods and services e.g. food, clothing, electronic equipment, within Derbyshire. Some of these goods will be produced in Derbyshire and therefore likely to be included in the inventory through the emissions from industrial and commercial processes. However, some good and services will be produced outside of Derbyshire’s boundary, with the demand for production being driven by Derbyshire’s businesses, residents and the Council itself – these emissions are not accounted for in the inventory. |

Table 2 Summarising scope 3 country-wide emissions

5.3 The pathway to net-zero emissions



5.3.1 DERBYSHIRE COUNTY COUNCIL NET ZERO PATHWAY

Considering the existing baseline emissions at a council level outlined in Section 5.2.1, if we were to take no further action to reduce GHG emissions, i.e. a business as usual scenario,²⁹ annual emissions from across our activities and operations would fall by 64% by 2032, against the 2009 baseline,

to 15,405 tCO₂e, see Figure 10. This would be due to national interventions, such as increased renewable energy supply, and increased efficiency of fuels. However, we would fail to achieve our target of becoming net zero by 2032.

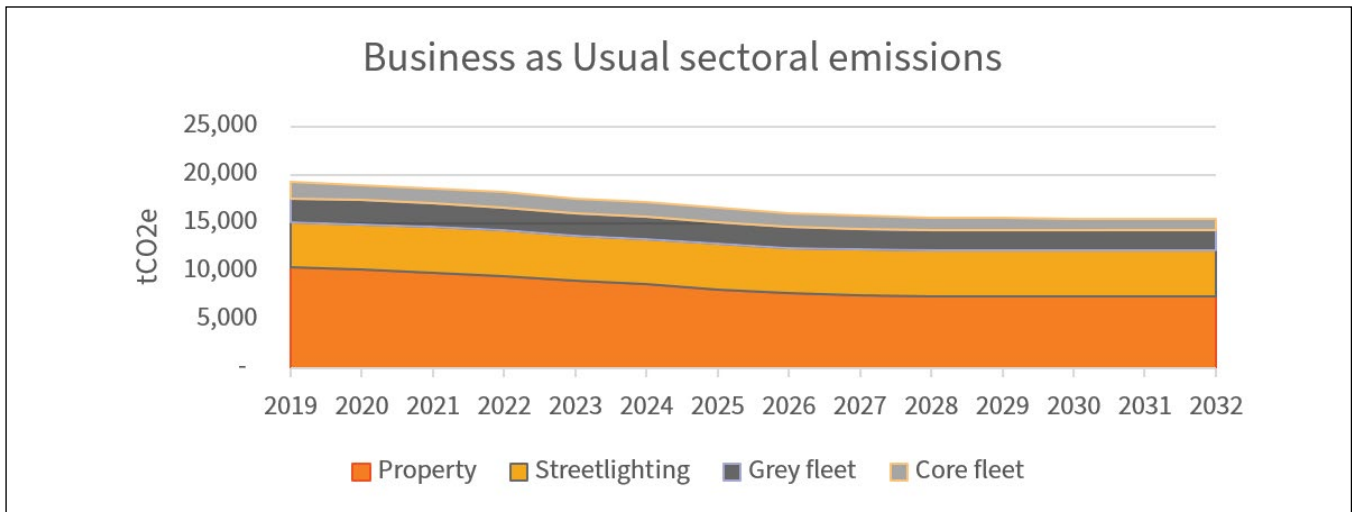


Figure 10 Summary of business as usual emissions for Derbyshire County Council estate and operations broken down by sector.

However, through implementing the actions proposed within this Strategy, we could reduce our total emissions to net zero by 2032 or sooner,

and within the next five years achieve an interim 84% reduction against the 2009 baseline year.

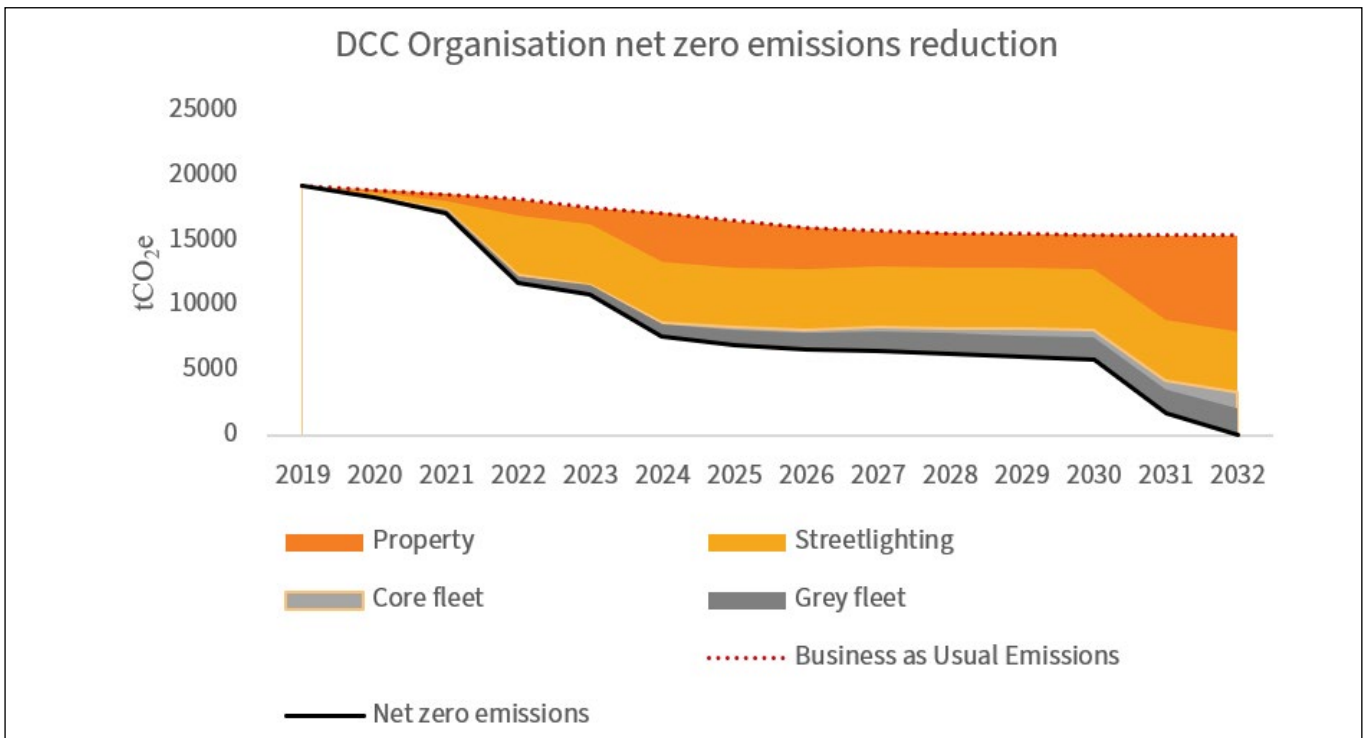


Figure 11 Derbyshire County Council Organisation BAU and net zero emissions reduction pathway. © Arup



5.3.2 COUNTY-WIDE NET ZERO PATHWAY

The county-wide target of net zero by 2050 is aligned with the UK's carbon budgets and it is assumed

that a 68% reduction by 2030 is inferred within this commitment, to demonstrate progress towards the 2050 target.³⁰

The pathway, aligned to the national emissions reductions required to meet net-zero, would require Derbyshire to adopt the emissions reductions, as outlined below, against the 2005 baseline.³¹

Figure 12 sets out Derbyshire's pathway to net zero, as well as a previously developed, more aggressive decarbonisation pathway as determined by analysis through the Tyndall Carbon Budget Tool to demonstrate an extended ambitious pathway.²⁷ We will be reducing our emissions as a minimum to our net zero pathway, and where possible accelerate to the Tyndall Centre ambition. Both of these pathways highlight the need for the county to take ambitious, deep and widespread action to achieve its target of net zero by 2050.

DERBYSHIRE COUNTY'S EMISSION REDUCTION TARGETS

| | |
|------|-------|
| 2025 | -47% |
| 2030 | -63% |
| 2035 | -72% |
| 2040 | -81% |
| 2045 | -91% |
| 2050 | -100% |

We should seek to achieve net zero across the county through reducing emissions directly, however, it is anticipated based on current technological developments there will be a small percentage of residual emissions remaining in 2050 which we would seek to balance residual emissions through nature-based or other forms of GHG removals.

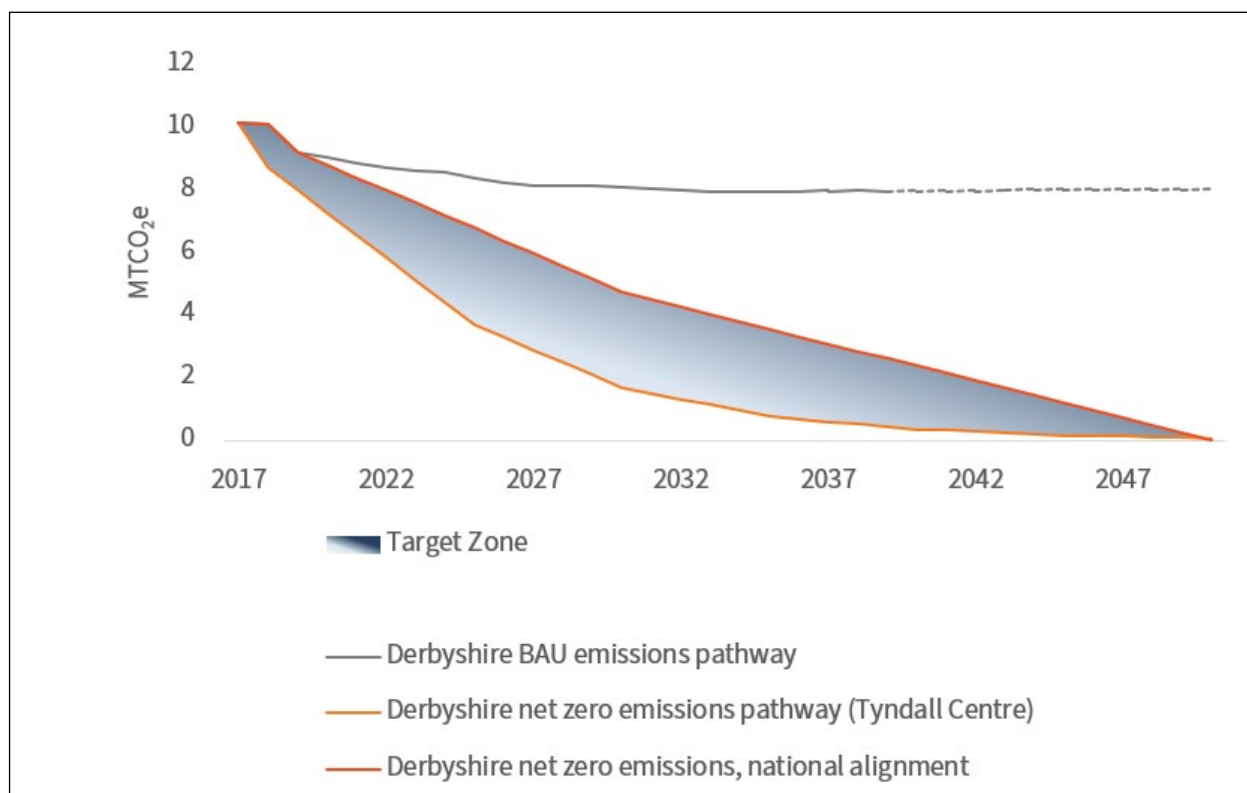


Figure 12 Derbyshire County target net zero emissions pathways against business as usual. Note the BAU pathway has been estimated from 2040 - 2050 using average emissions changes in the preceding five years as national data has not yet been published by BEIS for this period © Arup

5. OUR EMISSIONS PATHWAY

²⁰ Derbyshire County Council, 2019. *Corporate Environment Policy and Carbon Reduction Plan*. [online] Available at: <https://democracy.derbyshire.gov.uk/documents/s2338/Corporate%20Environment%20Policy%20and%20Carbon%20Reduction%20Plan.pdf>

²¹ Derbyshire County Council, 2019. *Corporate Environment Policy and Carbon Reduction Plan*. [online] Available at: <https://democracy.derbyshire.gov.uk/documents/s2338/Corporate%20Environment%20Policy%20and%20Carbon%20Reduction%20Plan.pdf>

²² Derbyshire County Council, 2020. *Organisation Emissions*. [Internal document]

²³ CENEX, 2019. *Grey Fleet Analysis for Derbyshire County Council*.

²⁴ The average number of miles travelled per day by employees is 35 miles, and the average number of journeys per day is 1.2

²⁵ BEIS, 2020. *Emissions of carbon dioxide for Local Authority areas. With scaling factors applied to take account of all GHG emissions and not just CO2*. [online] Available at: <https://data.gov.uk/dataset/723c243d-2f1a-4d27-8b61-cdb93e5b10ff/emissions-of-carbon-dioxide-for-local-authority-areas>. [Accessed 25 March 2021]

²⁶ During national allocation heavy industries contributing to the national economy are re-allocated across counties.

²⁷ These reductions are largely as a result of higher proportions of renewable energy in the UK's energy mix, which results in a lower carbon intensity of national grid electricity used by these sector.

²⁸ Arup, C40 Cities and Leeds University, 2019. *The Future of Urban Consumption in a 1.5 deg World*.

²⁹ This Business-As-Usual (BAU) trajectory accounts for anticipated market efficiency improvements such as fuel efficiency, vehicle performance, and building appliance performance; and decarbonisation of the electricity on the National Grid.

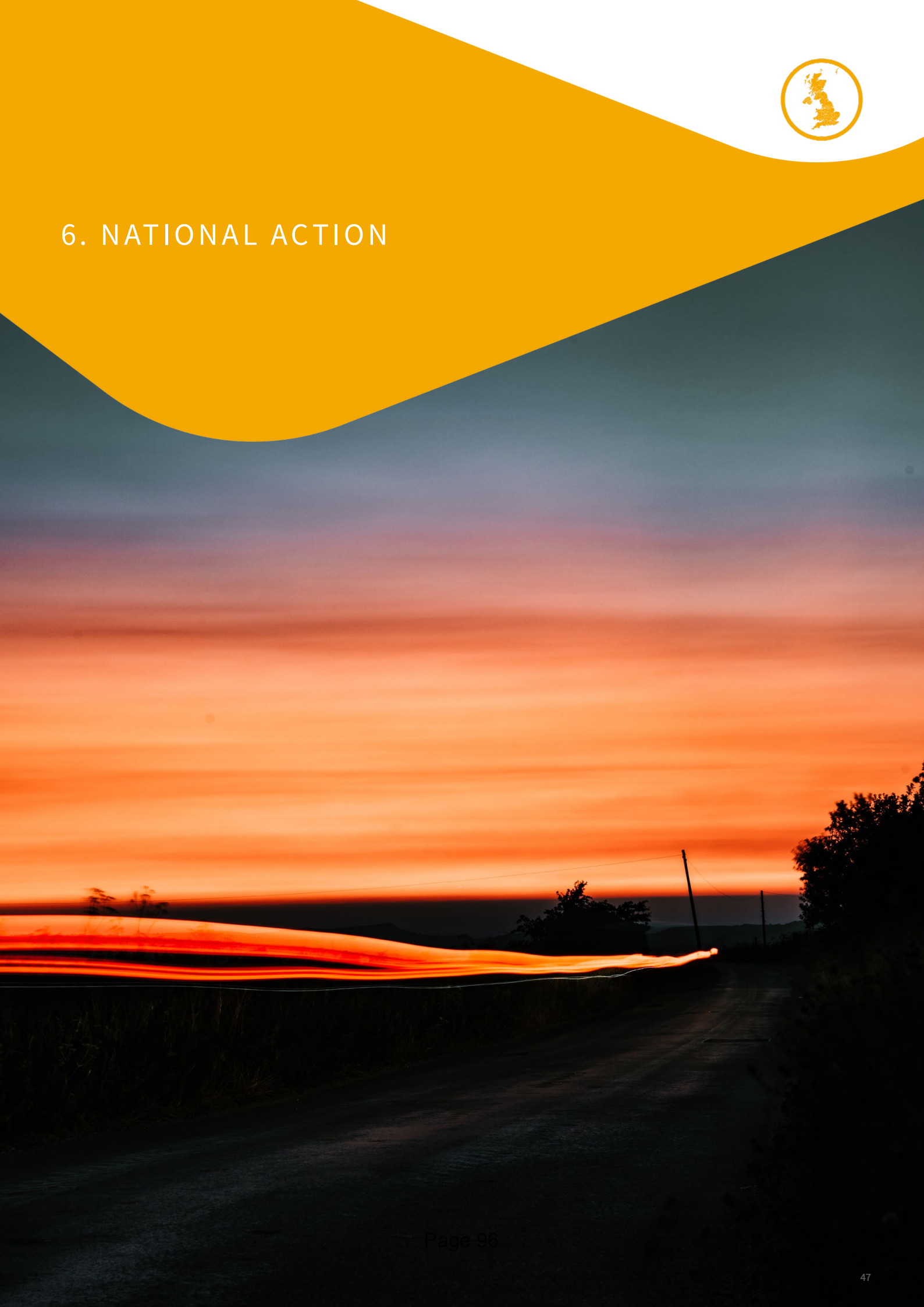
³⁰ BEIS, 2020. *Press release: UK sets ambitious new climate target ahead of UN Summit*. Available at: <https://www.gov.uk/government/news/uk-sets-ambitious-new-climate-target-ahead-of-un-summit>

³¹ The 2005 baseline has been used as it's the earliest emissions data the UK government provides for local authorities.

³² Derbyshire County Council, 2019. *Derbyshire Environment and Climate Change Framework*.



6. NATIONAL ACTION



6.0 National Action



We are committed to achieving net zero. A coordinated national effort and the demonstration of leadership from both local and national government will be required to achieve this.

This Strategy sets out the potential actions Derbyshire County Council can take to support the transition towards the national target of net zero GHG emissions by 2050. However, there are some interventions that require action by central government, to support us in reaching our aspirations for decarbonisation and to play its part in the national transition to net zero. We have identified the following key areas where clarity on the central government position is required. We specifically ask Government to:

- Set out its roadmap for how the UK will achieve net zero GHG emissions as soon as possible; laying out a clear policy roadmap and funding approach to fund the transition.
- Provide financial support to de-carbonise schools and public transport in rural areas.
- Support the delivery of the national bus strategy and to empower local

authorities to introduce smart ticketing and sustainable options for travel, including providing diverse financial resources through the LEPs, National Productivity Investment Fund or other central government or regional sources to support bus improvement schemes.

- Make the necessary planning policy changes which encourage take up of low emission vehicles and more active and sustainable modes of travel.
- Introduce stricter building regulations on new developments and require alignment with regulations at the point of construction and not consent, to enforce stricter energy efficiency performance.
- Accelerate the significantly delayed timeline for the passing of the Environment Bill to ensure that we continue to restore and protect our natural environment for climate change resilience and mitigation.
- Work with transport providers to electrify all main line trains through Derbyshire by 2035.



7. OUR STRATEGIC PRIORITIES AND ACTIONS

7.0 Our strategic priorities and actions

Derbyshire County Council’s roadmap and action plan to reach net zero across our estate and operations and county-wide is set out in this section. Across the five key areas of emissions sources we outline our ambition and key priority actions, as well as the anticipated emissions impact and resources required:

- Council estate and operations
- Low carbon economy
- Decarbonising the domestic sector
- Transport and Travel
- Waste

The section ‘Council estate and operations’ contains actions and emissions savings for Derbyshire County Council’s operations and estate only. Whilst all other action areas refer to county-wide actions and emissions savings that Derbyshire County Council will be seeking to achieve in conjunction with our partners and communities.

Within each action area, the following structure has been used:

AMBITION STATEMENT

Derbyshire County Council’s long-term vision for the sector.

CONTEXT

Overview and current status of the sector, any previous work carried out and commitments/strategies that are currently in place.

TARGETS

These are the key targets that Derbyshire County Council and Derbyshire county-wide will need to achieve in order to drive down emissions and reach the net zero targets.

PRIORITISED ACTIONS

The prioritised short-term (2021 – 2025) actions required to achieve the targets. For each action we have identified the target year, provided an indicative cost estimate, emissions impact and an estimate of complexity of delivery (simple, medium, complex) and we show which targets the actions contribute to. The full long list of actions is presented in Appendix A. The potential co-benefits (in addition to climate action) are shown alongside the actions. These co-benefits are aligned with the Sustainable Development Goals (see Appendix for full description) in a shared blueprint developed by UN Member States for achieving peace and prosperity for our societies e.g. job creation, education etc.



7.1 Council Estate and Operations

AMBITION STATEMENT

Derbyshire County Council will become a net-zero carbon organisation that leads by example in implementing and promoting sustainable and low carbon practices across our operations, estate, service delivery and vehicle fleet. We will ensure carbon reduction is embedded within Council procurement activities and commissioning principles, and that all of our employees will understand the importance of reducing our emissions, and wider County emissions, and their role in achieving these reductions.

CONTEXT

In May 2019, Derbyshire County Council made a commitment to reduce emissions from its estate and operations to net zero by 2032, or sooner. This target covers Scope 1 and 2 emissions, and the limited Scope 3 emissions as set out in Section 5. An initial timeline of activities to support this was laid out in the Corporate Carbon Reduction Plan, forming part of the wider Corporate Environment Policy.

Between now and 2032, we will also look to baseline our broader Scope 3 emissions, e.g. from our procurement and waste, and determine a net zero target date for our Scope 3 emissions.

Currently, 44% of our emissions footprint originates from the heating and powering of the Council's buildings. There is a wide range of assets in the Council's portfolio including day centres, country parks, libraries, adult education centres, and civic amenity sites, some of which are historic buildings. Our estate also includes land and buildings that the Council leases in from other public sector

and private sector landlords, as well as the land and buildings the Council owns.

Reducing energy consumption across each of these assets will be challenging and will involve both reducing energy demand/consumption as well as retrofitting assets, e.g. with energy efficiency measures such as building management systems. We will take care to ensure that all measures to reduce our emissions, especially those relating to property rationalisation, do not lead to simply shifting the emissions to others. We have extensive experience of implementing energy efficiency measures, including those identified in the proposed actions.

Efficiency measures will reduce our emissions as well as supporting improved alignment with service delivery, decreasing property estate costs and increasing efficiency in the delivery of property services. Beyond this we also have the opportunity to utilise our estate for renewable energy generation, increasing income from our land/assets and contributing to renewable energy generation.

Our streetlighting assets are undergoing a portfolio-wide upgrade to LED lighting, which will achieve a 60% energy efficiency saving against the previous stock and extend the timeframes for our replacement cycles from 4 to 25 years.

We intend to also switch our electricity supply to a renewable electricity tariff supported by Renewable Energy Guarantees of Origin Certificates (REGOs). Derbyshire County Council recognises that in switching tariff using a grid-based approach we should follow best practice to continue to report the average carbon content of the grid electricity rather than our tariff, maintaining a focus on reducing consumption and expanding our own renewable energy generation.

Our remaining emissions originate from our core and grey fleet, which carry out activities in relation to highways maintenance, land and property maintenance, pool vehicles, mobile libraries, staff travel, e.g. to provide care services.

Our County Transport services and procurement teams have been working closely with our vehicle leasing providers to identify fuel efficiency



savings and working with our staff to promote trip reductions since 2010, achieving a 42% reduction in emissions to date. We have more recently put in place a vehicle procurement contract to offer nine electric or hybrid vehicle options. We recognise the replacement of our HGVs with zero emission alternatives by 2032 will be challenging due to the current development timescale and practical limitations of existing zero emission heavy vehicles. Working in partnership with other local authorities and the wider public sector e.g. NHS, will be important to reduce potential procurement costs through joint contracting arrangements and increasing purchasing power for services such as vehicles.

The Council's own estate currently has 54kWp of installed capacity from small-scale building mounted energy generation using solar and wind power generating around 50,145kWh.³⁵ This meets 0.1% of the total demand from the Council's operations and activities.

The Council has previously undertaken a scoping study to identify the Council-owned sites that may be suitable for sub-5MW, ground-mounted solar PV systems. The study identified two potential sites, that would have a potential combined capacity of 8.1MW, and able to generate 6.98GWh of electricity, which would meet over 100% of Derbyshire County Council's energy needs. There is therefore the potential for any excess energy to be sold back to the grid (potentially generating income)

or used for nearby buildings/energy users.

There are also other viable low carbon energy sources that will need to be explored for their role in long term decarbonisation, including hydrogen and waste heat. The wider Corporate Environment Policy will support the implementation of these energy opportunities. We also anticipate providing further guidance on water and energy use and management through the implementation of a Corporate Operational Buildings Policy.

Despite these efforts we anticipate there may be remaining emissions to be balanced/offset from our grey fleet and some building services. In the event of residual emissions, we will be offsetting these through certified nature-based GHG removal techniques as a short-term solution whilst we continue to seek decarbonisation opportunities.

7. OUR STRATEGIC PRIORITIES AND ACTIONS

Council Estate and Operations. Continued...

DERBYSHIRE COUNTY COUNCIL TARGETS

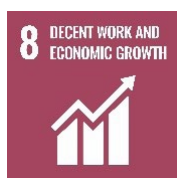
Targets

-
- T1 By 2022 all Derbyshire streetlighting will be replaced by LEDs.
-
- T2 The Council will switch its existing electricity tariff to a 100% renewable electricity tariff by 2023 with an optional buy-in for schools.
-
- T3 Reduce emissions from heating buildings to less than 700tCO_{2e} by 2032.
-
- T4 Quadruple existing microgeneration of renewable energy on Derbyshire County Council's estate to 200 MWh by 2032.
-
- T5 Replace 20 Derbyshire County Council vans per year in the core fleet with zero emission vehicles (ZEVs)
-
- T6 Replace all Derbyshire County Council HGVs with low emission vehicles by 2032.
-
- T7 Baseline all Council Scope 3 emissions by 2022, and set a target date to achieve net zero Scope 3 emissions for the Council.
-
- T8 Achieve net zero emissions across all schools in Derbyshire by 2050, and set a more ambitious net zero target for schools within the Derbyshire County Council portfolio.
-

CONTRIBUTION TO SUSTAINABLE DEVELOPMENT GOALS (SDGs)



Improved air quality
Improved
community safety



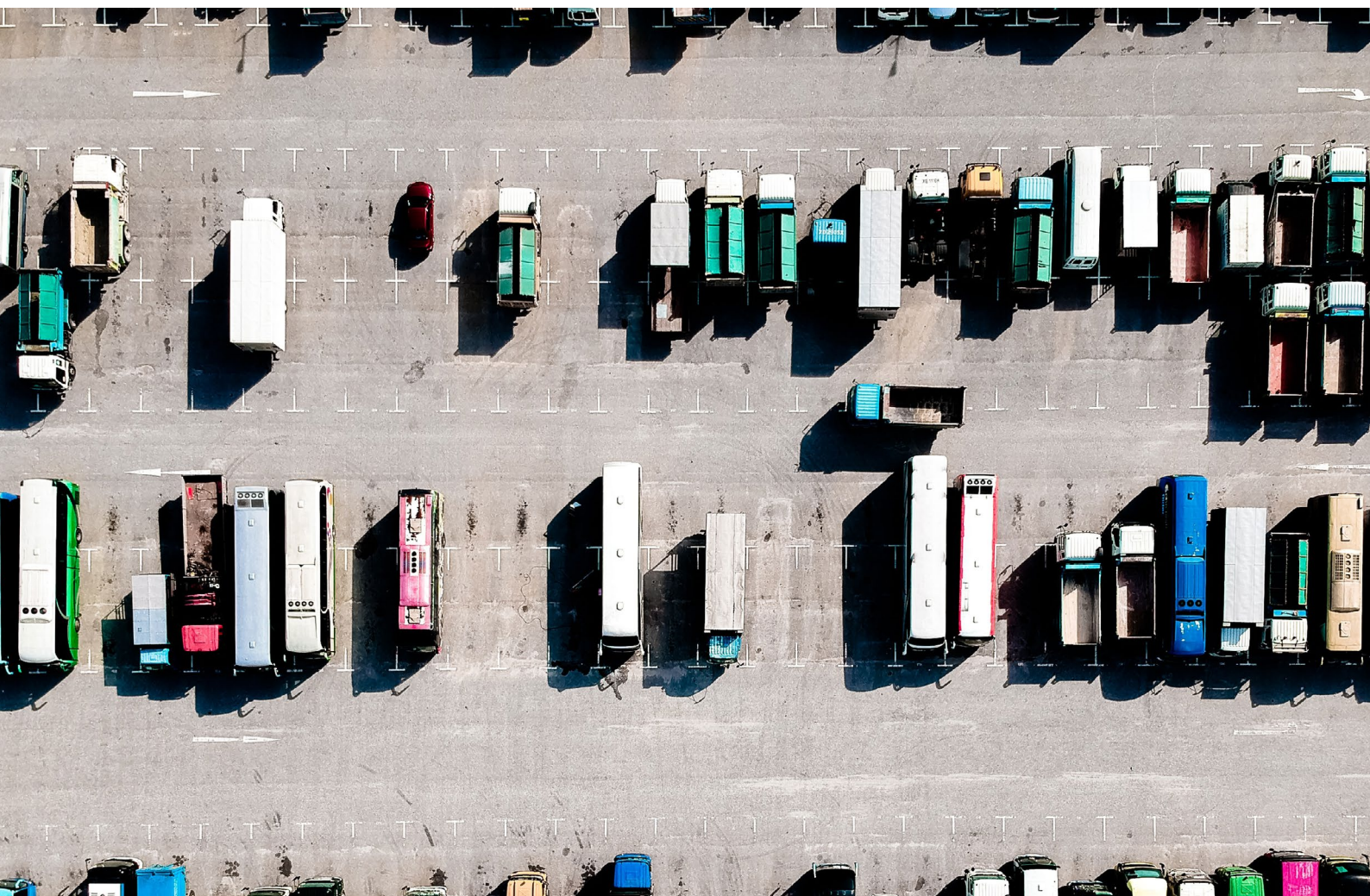
Reduced energy
costs
Workforce
development and
upskilling



Future proofing
developments






Increased
sustainability of
services



7. OUR STRATEGIC PRIORITIES AND ACTIONS

Council Estate and Operations. Continued...

| <i>Prioritised action</i> | <i>Which target will this contribute to?</i> | <i>Anticipated impact on achieving targets</i> | <i>Cost</i> | <i>Complexity of delivery</i> | <i>Partners</i> | <i>Timeline/ Stage</i> |
|---|--|---|-------------|-------------------------------|---|------------------------|
| 1. Low Carbon Opportunities As part of the Asset Management and broader Property review: | T2, T3, T4, T5, T6 |  | | | | By 2023 |
| <ul style="list-style-type: none"> Identify land for renewable energy generation and carry out pre-feasibility assessments to identify whole life project costs. | | | L per asset | Simple | District & borough councils Western Power Distribution Public Sector Partnerships | |
| <ul style="list-style-type: none"> Develop a design standard for future estate development which sets the requirement to develop net zero enabled buildings which can be net zero but also resilient to future climatic changes. | | | L | Simple | | |
| <ul style="list-style-type: none"> Deliver Public Sector Decarbonisation Schemes and evaluate to inform further work. | | | M | Medium | | |
| <ul style="list-style-type: none"> Identify buildings to be retained and undergo energy efficiency retrofit. | | | L | Simple | | |
| 2. Own Fleet/Grey Fleet Roll out a Council wide electric vehicle sharing programme and electric vehicle charging points at all key Council sites, coupled with a behaviour change campaign and evaluation of working practices to facilitate a zero-emission fleet. | T6, T7, T8 |  | H | Medium | Suppliers Districts and boroughs | By 2025 |
| 3. Procurement Develop a Sustainable Procurement Framework using the UK government's green procurement guidance to embed environmental requirements and Social Value into all contracts. | T8 |  | L | Medium | Central government | Ongoing |

| <i>Prioritised action</i> | <i>Which target will this contribute to?</i> | <i>Anticipated impact on achieving targets</i> | <i>Cost</i> | <i>Complexity of delivery</i> | <i>Partners</i> | <i>Timeline/ Stage</i> |
|--|--|--|-------------|-------------------------------|-----------------------------|--------------------------|
| 4. Commissioning Review the commissioning principles across all teams to ensure that climate change is embedded across our services and partner working. | All |  | L | Medium | District & borough councils | By 2022 To be started |
| 5. Renewable Energy Carry out a feasibility study to identify low carbon energy procurement options. | T2, T3, T4 |  | L | Simple | Midlands Energy, D2N2 LEP | By 2023 To be started |
| 6. Training Include climate change training as part of the induction process for all Elected Members and staff to strengthen knowledge of carbon emissions, climate resilience and net zero development. | All |  | L | Medium | District & borough councils | By 2022 Ongoing |

Cost

(L) Low Cost - £50K

(M) Medium - £50-150K

(H) High - >£150K

Complexity of delivery

Simple: Internal, mainly one department

Medium: Internal and external stakeholders at organisational level

Complex: Internal and external stakeholders involving residents and supported by national ambition and policy

7.2 Low Carbon Economy

AMBITION STATEMENT

Derbyshire County Council will work with partner local authorities and other external stakeholder groups to drive forward the transition to a zero carbon economy, through low carbon recovery and good growth, creating more and better jobs in the low carbon and clean technology sectors, increasing skill levels and fostering innovation within the county, and reducing energy consumption from all industrial and commercial sectors. Derbyshire has a high concentration of natural resources, which should be appropriately utilised to rapidly expand local renewable energy generation across the County.

CONTEXT

Achieving a low carbon economy will require greening of our commercial and industrial buildings, industrial and manufacturing processes, as well as driving a shift towards more sustainable businesses.

The emissions from the commercial and industrial sector contribute to 7,279 ktCO_{2e}, equivalent to 68% of Derbyshire's Scope 1 and 2 emissions. Fossil fuel combustion, e.g. natural gas, coal, LPG, fuel oil etc. currently accounts for 93% of the total emissions in the commercial and industrial sector.

Over two-thirds of these emissions are from heavy industrial activity/processes. Production-intensive activities represent Derbyshire's largest employment sector. Large sized industrial companies in the region include Worcester Bosch, Toyota, Rolls Royce, Bombardier, Long Cliff Quarries, Tarmac, SmartPac food

production hub, and Breedon Group. To reach the net zero carbon targets, significant change will be needed within these heavy industries to reduce Derbyshire's commercial and industrial emissions, as well as sharing good practice, resources and innovation.

In the Clean Growth Strategy, the Government set out an initial goal for businesses and industry to improve energy efficiency by at least 20% by 2030.³⁶ However, the UK Committee on Climate Change's (UKCCC) Sixth Budget has identified that manufacturing will need to reduce its emissions by 70% by 2035 and 90% by 2040, through fuel switching, resource efficiencies and Carbon Capture & Storage. The exact impact of different measures on manufacturing process will vary by industry types (example industry types are iron, paper, food and drink). Some of the biggest challenges that the UKCCC has recognised will be associated phase out of natural gas from commercial heating systems (proposed to be by 2033).

Decarbonising economic sectors, including commercial and industrial, will require increased electrification. It is anticipated that there will be a doubling of electricity demand from across the economy by 2050 compared to today.³⁷ There is also a need to significantly reduce the carbon intensity of the electricity on the national grid from 220 gCO_{2e}/kWh in 2019 to the UK CCC recommended 2 gCO_{2e}/kWh by 2050.³⁸ Therefore, doubling of electricity demand whilst decarbonising to this extent would require a quadrupling by 2050 of current renewable energy generation. There will also need to be a significant increase in grid capacity and connections to facilitate expansion of renewable energy generation. This will require action by the national government in partnership with network operators.

In 2017, Derbyshire's electricity demand was 3,851 GWh with a total energy demand across energy fuel types of 22,431 GWh. By the end of 2019, there was approximately 0.230GW of renewable electricity installed within Derbyshire, with the majority (83%) from PV and onshore wind (10%). By 2050, following the UK CCC's predictions, Derbyshire's electricity demand could be as high 7,700 GWh under a BAU



scenario, which would need to be generated entirely from renewable energy sources.³⁹ Derbyshire's current renewable energy capacity provides less than 1% of this requirement.

As the County Council, we can support the national effort of decarbonising the commercial and industrial sectors through consultation, providing updated information on the presence of heavy industry in the county and future energy demands, as well as local upskilling to provide skills in decarbonisation technologies. We can also work with our local DNOs and Local Enterprise Partnerships (LEPs) to facilitate decarbonisation and grid capacity at a local level. Measures such as deployment of Carbon Capture, Utilisation and Storage (CCUS) at scale and improving resource efficiency will also require further investment from the national government.

Approximately 65% of existing commercial properties in Derbyshire are rated EPC D or below.⁴⁰ In the UK, existing regulations require all privately rented properties in England and Wales, including commercial properties, to

least EPC E by April 2023.⁴¹ In October 2019, the Government published proposals for all non-residential private-rented buildings in England and Wales to meet EPC B by April 2030 where cost-effective, based on meeting a seven-year payback test.⁴² To meet this target, a significant proportion of Derbyshire's commercial and industrial buildings will need retrofitting to improve their energy performance to meet an EPC B standard. Once EPC B is reached there will still be some retrofit requirements to meet net zero between 2030 and 2050, which will be explored in future updates to this Strategy.

Transitioning to the low carbon economy e.g. industries promoting the use of low carbon technologies and practices such as source heat pump manufacturing offers significant economic opportunities for Derbyshire. As part of its ten point plan the UK government estimates that 250,000 highly skilled green jobs will be created across the country by 2030.

This will be achieved through focused investment within the UK's 'industrial heartlands' – including Derbyshire, by both national government and the private sector.⁴³

7. OUR STRATEGIC PRIORITIES AND ACTIONS

Low Carbon Economy. Continued...

COUNTY-WIDE TARGETS

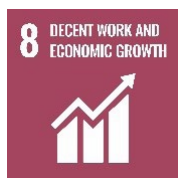
Targets

| | |
|----|--|
| T1 | Reduce manufacturing and construction emissions by 70% by 2035 (against 1990 levels) through energy efficiency improvements and expansion of CCUS technologies, and promotion of fuel switching. |
| T2 | All commercial efficiency renovations complete by 2030 to be in line with UK government's industrial and commercial energy consumption reduction target of 20%. |
| T3 | Undertake a feasibility assessment to understand the opportunities for renewable energy developments across the County and support the development of commercial scale developments where appropriate, by 2023. |
| T4 | 24,000 skilled green jobs to be created in Derbyshire by 2030 to help reach net zero emissions and enable our local economy to grow and flourish. |
| T5 | All new commercial building developments to be net zero carbon by 2030, and all commercial and industrial properties to be net zero by 2050 |
| T6 | Net zero focussed education, training courses and apprenticeships available at every academic and training institution in Derbyshire by 2028, e.g. net zero building retrofit, renewable energy engineering, heat pump installation. |

CONTRIBUTION TO SUSTAINABLE DEVELOPMENT GOALS (SDGs)



Improved occupant comfort



Reduced energy costs
Creation of green jobs



Future proofing developments



Long term sustainability of services



7. OUR STRATEGIC PRIORITIES AND ACTIONS

Low Carbon Economy. Continued...

| <i>Prioritised action</i> | <i>Which target will this contribute to?</i> | <i>Anticipated impact on achieving targets</i> | <i>Cost</i> | <i>Complexity of delivery</i> | <i>Partners</i> | <i>Timeline/ Stage</i> |
|---|--|---|-------------|-------------------------------|---|------------------------|
| 1. Renewable Energy Develop a Renewable Energy Strategy for the county including an energy resource assessment that identifies opportunities for renewable energy generation as well as decarbonisation of heating and energy use in homes. | T1, T2, T3 |  | M | Medium | District & borough councils | 2022 |
| 2. Skills and Funding Work with the Midlands Energy Hub, D2N2 LEP and universities and colleges to build technical and economic capabilities to deliver renewable energy and low carbon heating projects. | T1, T2, T3 |  | H | Complex | District & borough councils Industry & Private Sector | By 2025 |
| 3. Grid Capacity Liaise with DNOs and D2N2 LEP to understand grid capacity / constraints for generation opportunities. | T1, T2, T3, T5 |  | L | Medium | DNOs D2N2 LEP Midlands Energy Hub | By 2025 |
| 4. Innovation Deliver the Derbyshire Green Entrepreneurs scheme and provide additional support for reducing environmental impacts, driving innovation, and curating sustainable growth for smaller businesses. | T2, T3 |  | H | Complex | District & borough councils Industry & Private Sector Universities D2N2 LEP Midlands Energy hub | In progress by 2021 |

| <i>Prioritised action</i> | <i>Which target will this contribute to?</i> | <i>Anticipated impact on achieving targets</i> | <i>Cost</i> | <i>Complexity of delivery</i> | <i>Partners</i> | <i>Timeline/ Stage</i> |
|---|--|---|-------------|-------------------------------|---|------------------------|
| 5. Support and Collaboration Take forward the COVID Recovery Strategy to identify high carbon commercial industries, and support the business community in shifting to and benefiting from the low carbon economy through collaboration with climate change and carbon experts. | T1, T2, T5 |  | H | Complex | Central government District & borough councils Industry & Private Sector Universities D2N2 LEP Midlands Energy hub | In progress by 2021 |
| 6. Skills and Growth Work with local academic institutions, trade unions, and regional Chamber of Commerce to identify geographical areas for low carbon industry growth, as well as assessing and develop the capabilities and skills of the region in supplying those industries. | T4 |  | H | Complex | Industry & Private Sector Schools & Colleges Universities D2N2 LEP Midlands Energy Hub | Start by 2025 |
| 7. Net Zero Planning In line with Vision Derbyshire, continue working with Borough and district and borough councils to develop a Strategic Joint Planning Framework for Derbyshire to ensure that planning measures for net zero commercial buildings are integrated into Local Plans. | T1, T3 |  | M | Complex | District & borough councils Industry & Private Sector D2N2 LEP Midlands Energy hub | 2022 |

Cost

(L) Low Cost - £50K

(M) Medium - £50-150K

(H) High - >£150K

Complexity of delivery

Simple: Internal, mainly one

department

Medium: Internal and external stakeholders at organisational level

Complex: Internal and external stakeholders involving residents and supported by national ambition and policy

7.3 Decarbonising the Domestic Sector

AMBITION STATEMENT

Derbyshire County Council will work with partner local authorities and other external stakeholder groups to create low and zero carbon homes that reduce emissions but also provide economic and wellbeing benefits for our residents. This will be achieved through improving the fabric performance of homes, reducing energy consumption and facilitating behaviour change, and removing all fossil fuels used from heating, hot water, and cooking. We will also support the national decarbonisation ambition by playing our role in the expansion of small-scale renewable energy generation in the domestic sector.



CONTEXT

There are approximately 360,000 domestic properties in Derbyshire. The majority of these are a terrace (24%), semi-detached (36%) or detached (31%) properties with the remainder being flats. A high percentage of these were built either pre-1918 (23%) or between 1945-1980 (38%), with only 25% being built in the last forty years.⁴⁶

In 2018, emissions from the domestic sector in Derbyshire were 1,430 ktCO_{2e}, equivalent to 14% of Derbyshire's total emissions. Within the domestic sector, gas consumption constitutes approximately 64% of emissions and electricity consumption contributes 22% of emissions, with the remainder from other fuel sources.⁴⁷

Poorer Energy Performance Certificate (EPC)⁴⁸ ratings are associated with higher energy

consumption. Higher energy consumption produces higher carbon emissions and results in higher energy bills to homeowners. Approximately 63% of existing domestic properties in Derbyshire County are rated EPC D or below.⁴⁹ The EPC register, provides insights into the insulation, lighting and heating fuel of homes in the county, see Figure 13.

Since 1 April 2020, landlords can no longer let or continue to let properties covered by the MEES Regulations if they have an EPC rating below E, unless they have a valid exemption in place.⁵⁰ Furthermore, in the 2017 Clean Growth Strategy, the Government committed to getting all fuel poor and rented homes to EPC C by 2030, and other owner-occupied homes to EPC C by 2035. In September 2020, the Government published the Future Homes

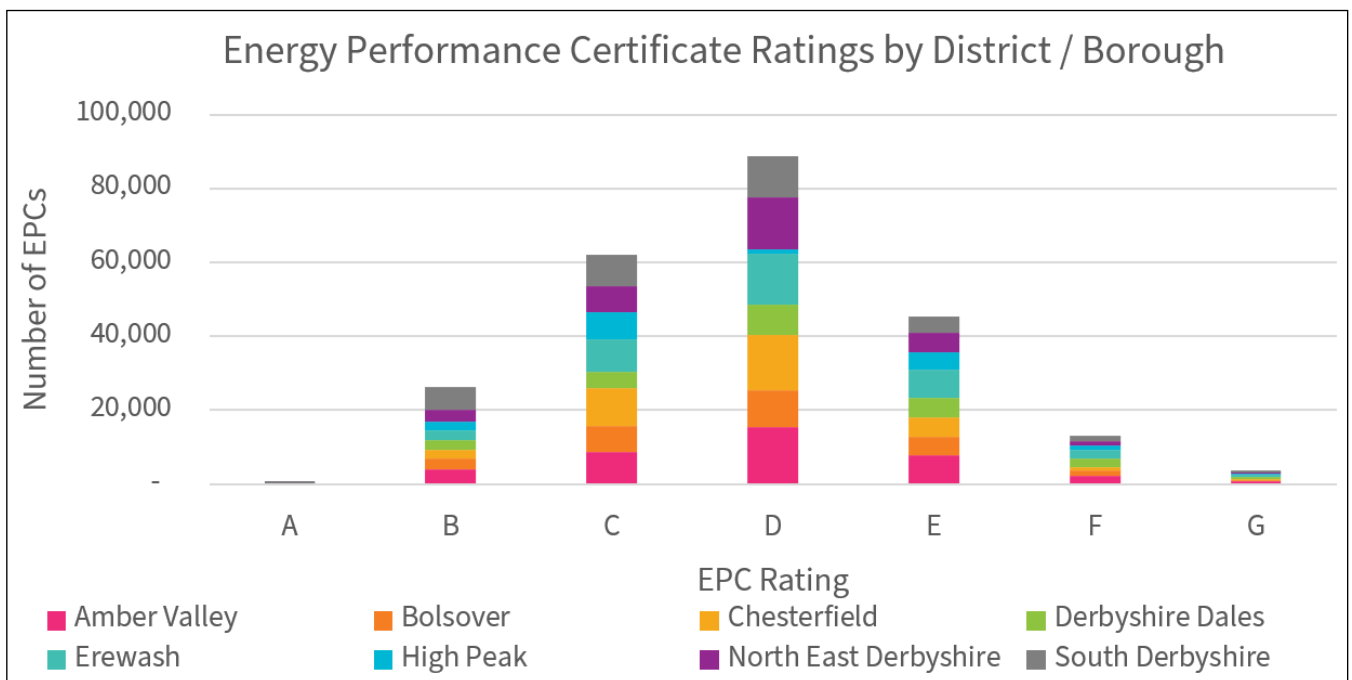


Figure 13 Distribution of Energy Performance Certificate Ratings in Derbyshire for domestic properties.

Standard consultation outcome, which proposes to bring forward the date for private-rented homes to meet EPC C from 2030 to 2028.⁵¹ Many homes across the county will require retrofitting in order to meet these targets.

Increasing the availability of skilled contractors in the region who are able to undertake retrofitting and low carbon heat installation work will help to reduce long term costs of household energy efficiency improvements. As part of our post-COVID 19 economic regeneration strategy we are focusing on developing a programme of upskilling and training with other authorities to support the low carbon agenda.

It is estimated that 66% of energy consumption within the domestic sector is attributable to space heating and 2% is associated with cooking.⁵² Homes with fossil-fuel heating and cooking will be required to switch to low-carbon alternatives e.g. heat pumps, as gas, coal and oil is phased out.

There is also potential to reduce carbon emissions in domestic properties through simple behavioural changes, such as turning off lights when not in use, smarter heating management and use (such as turning down thermostat and reducing amount of time heating

is on) or installing low-flow shower heads to reduce hot water demand. The roll out of smart meter systems by energy providers is already helping residents understand their energy use by providing them with more information on their energy use and enabling them to make more sustainable choices, which has additional benefits for their fuel bills. In conjunction with our partners we will undertake further analysis to understand the behavioural barriers to residents investing in retrofitting measures in their homes.

Retrofitting measures can be expensive with little or long-term returns on investment, which can be limiting for some residents, particularly those who are fuel poor or in rented accommodation. Therefore, we will be exploring and looking to secure funding to support retrofitting, including from more innovative funding mechanisms such as green finance or community ISAs, alongside working with the regional and national government funding bodies to secure long term investment for households to move to high energy efficiency housing stock and low carbon heating systems.

7. OUR STRATEGIC PRIORITIES AND ACTIONS

Decarbonising the Domestic Sector. Continued...

COUNTY-WIDE TARGETS

Targets

-
- T1 All new residential buildings to be zero carbon by 2025.⁵³
-
- T2 All existing owner occupier domestic properties EPC rating C by 2035.
-
- T3 All owner occupiers and renters to have access to education and training programmes to decarbonise their homes by 2025.
-
- T4 At least 20% of domestic buildings to have PV installed by 2030.
-

CONTRIBUTION TO SUSTAINABLE DEVELOPMENT GOALS (SDGs)



Improved occupant comfort



*Reduced energy costs
Growth of green businesses*



Future proofing developments



7. OUR STRATEGIC PRIORITIES AND ACTIONS

Decarbonising the Domestic Sector. Continued...

| <i>Prioritised action</i> | <i>Which target will this contribute to?</i> | <i>Anticipated impact on achieving targets</i> | <i>Cost</i> | <i>Complexity of delivery</i> | <i>External Stakeholder</i> | <i>Timeline/ Stage</i> |
|--|--|---|-------------|-------------------------------|--|------------------------|
| 1. Low Carbon Energy Conduct an updated feasibility assessment on the low carbon heat and renewable energy opportunities within the county. | T1, T2, T4 |  | M | Medium | Central government District & borough councils Industry & Private Sector | Start by 2023 |
| 2. Energy Planning Use outputs of the Renewable Energy Strategy to work with partner local authorities to adopt a whole-system Local Area Energy Planning approach to increase onsite low-carbon energy generation and reduce the demand for energy. | T1, T4 |  | M | Complex | District & borough councils | Start by 2025 |
| 3. Coordinated Action Through the Vision Derbyshire process agree the approach to supporting the decarbonising of homes recognising the specific opportunities and challenges faced by renters and homeowners and reflecting the need to particularly support those in fuel poverty. | T1, T2, T3 |  | M | Complex | Central government District & borough councils Local residents | 2023 |

| <i>Prioritised action</i> | <i>Which target will this contribute to?</i> | <i>Anticipated impact on achieving targets</i> | <i>Cost</i> | <i>Complexity of delivery</i> | <i>Partners Stakeholder</i> | <i>Timeline/ Stage</i> |
|--|--|---|-------------|-------------------------------|--|------------------------|
| 4. Net Zero Planning work with the districts and boroughs to develop a Strategic Joint Planning Framework for Derbyshire to ensure achievement of minimum energy standards and net zero housing development. | T1, T2, T4, T5 |  | M | Medium | District & borough Councils Industry & Private Sector | 2022 |
| 5. Skills and Training Work with local authority and wider government partners to develop a Regional Skills Strategy that identify areas of upskilling within the house building and retrofit sectors, and creates investor-ready training programmes to receive support from the proposed National Skills Fund. | T3 |  | H | Complex | Central government District & borough councils Industry & Private Sector Schools & Colleges Universities | 2023 |
| 6. Education and Empowerment Develop an information sharing campaign to educate homeowners and renters on how to improve the energy efficiency of their property | T3 |  | H | Complex | District & borough councils Residents Schools | 2022 |

Cost

(L) Low Cost - £50K

(M) Medium - £50-150K

(H) High - >£150K

Complexity of delivery

Simple: Internal, mainly one department

Medium: Internal and external stakeholders at organisational level

Complex: Internal and external stakeholders involving residents and supported by national ambition and policy

7.4 Transport and Travel

AMBITION STATEMENT

Derbyshire County Council will work with partner local authorities and other external stakeholder groups to deliver a zero-carbon integrated transport offering across the county that works more effectively to meet the needs of residents in accessing the places they work, live, and socialise, as well as improving air quality for the improved health and wellbeing of our residents. Derbyshire’s flexible, accessible, affordable and integrated system will enable everyone to make their journeys through active travel (walking and cycling), public transport, or decarbonised vehicles, whether that be individuals or businesses.

CONTEXT

In 2018, Derbyshire’s transport emissions were 1,922 ktCO₂e, representing 19% of the county’s total emissions.⁵⁶ Derbyshire’s transport system is heavily focused on the use of private vehicles, with 96% of all surface transport emissions arising from road travel.⁵⁷

Achieving a net zero target will require a significant increase in active travel and public transport use wherever possible, alongside the rapid electrification of taxis, cars and vans, and the decarbonisation of buses, rail and freight (e.g. through hydrogen fuelled vehicles and electrification of rail). Additionally, there are measures that can be taken to avoid the need to travel such as supporting home working, use of digital connectivity and rural hubs.

Whilst Derbyshire County Council can support and encourage changes to the transport sector, it cannot be done without the backing from the citizens and businesses within Derbyshire and the transport partners that operate the roads, rail and buses who are truly able to drive the necessary pace for change. In some cases, change will also rely on action by UK government or its agencies, e.g. Department for Transport.

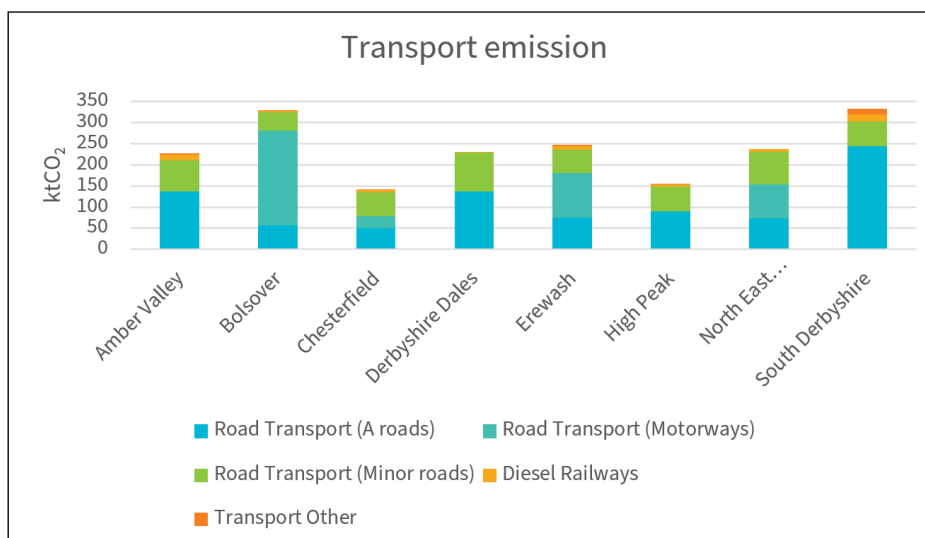


Figure 14 Distribution of transport emissions in Derbyshire adapted from 'BEIS, 2020. Emissions of carbon dioxide for local authority areas'.

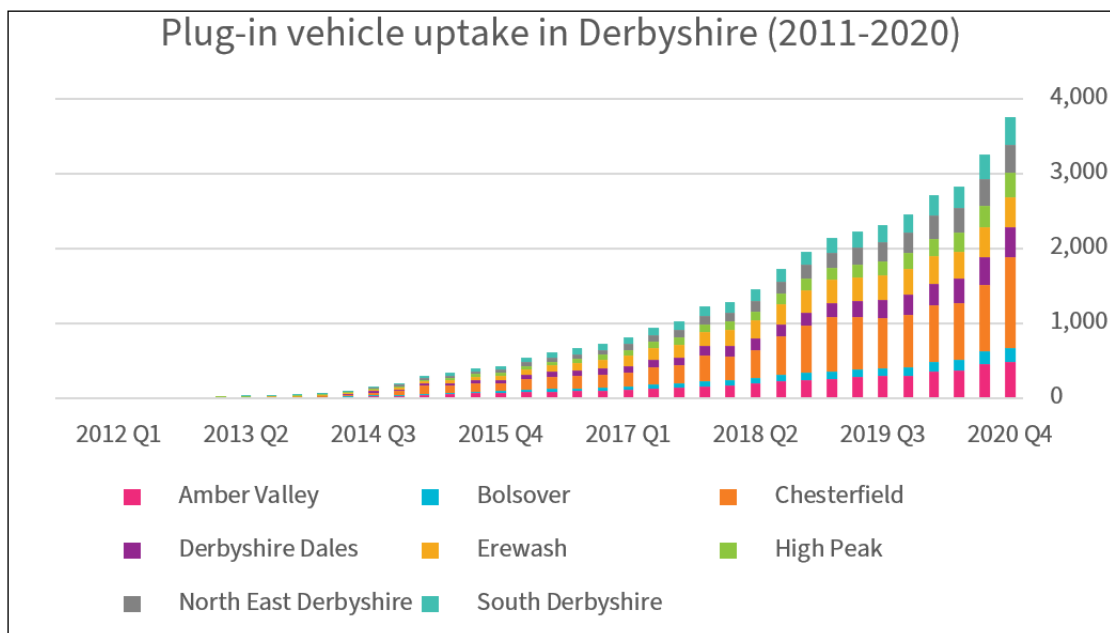


Figure 15 Plug in vehicle in Derbyshire adapted from Department for Transport VEH0131: Licensed plug-in cars, LGVs and quadricycles by local authority: United Kingdom.

Transport emission sources can be seen in Figure 14. It shows the diverse sources of transport emissions, which will require different approaches in different areas of Derbyshire. For example, many of the market towns are more self-contained than rural towns and villages and will be more suited to increasing the proportion of trips taken by public transport and active travel.

ULTRA LOW EMISSION VEHICLES & CHARGING INFRASTRUCTURE

5.5 billion vehicle miles were travelled on Derbyshire’s roads in 2019, a 16% increase in the last ten years.⁵⁸ The high traffic volumes on Derbyshire’s roads are also partly a result of the through journeys passing through the county.

The average ownership of cars and vans in Derbyshire (in 2019) was 0.67 per person, almost 14% higher than the national average. This analysis highlights the dispersed nature of the county’s communities, the higher proportion of rural living, and public transport network challenges and the resultant reliance on private vehicle transport.

There has also been a growth in other (non-car) vehicle ownership in the last decade, with the biggest increase observed in light goods vehicles (vans) which saw a 29% increase in total registrations in Derbyshire.⁵⁹ This increase in LGV reflects business growth and wider economic changes, e.g. increases in the service and gig economy and decentralised delivery due to increasing e-commerce.

Derbyshire has seen significant growth in ultra low emission vehicle ownership within the county in recent years with an estimated 3,752 plug-in vehicles registered in Derbyshire in 2020, see Figure 15. Derbyshire County Council is committed to undertaking and supporting a focused programme of electric vehicle (EV) charging infrastructure installation to support the continued increase of EV ownership.⁶⁰ Currently the number of public electric vehicle charging points available in Derbyshire is 18 per 100,000 population compared to a national average of 31, highlighting a need for focussed investment in charging infrastructure.

ACTIVE TRAVEL

Derbyshire’s levels of cycling and walking for transport, whilst above average for the UK, are still very low. In 2016, Sport England data showed that only 1.2% and 3.0% of residents are cycling and walking to work, respectively. There are differences in active travel uptake and the purpose of active travel journeys within the county. For example, there are higher levels of cycling for commuting in flatter areas that are closer to towns and cities compared with more rural areas with experience higher volumes of visitor cycling.

A focus on increasing active transport uptake across the county will be important to encourage modal shift from private vehicles to active travel options. This will be particularly important in market towns where walking and cycling could replace short car journeys and to ensure that people can access cycle routes (e.g. in the Peak district) by other means than personal car.

7. OUR STRATEGIC PRIORITIES AND ACTIONS

Transport. Continued...

Department for Transport analysis shows that⁶¹:

- Women are 50% less likely to cycle than men.
- Those with a limiting impairment are 63% less likely to cycle than those without.
- Cycling rates are the lowest amongst our Black and Asian communities.

Actions to encourage active travel should therefore seek to support those groups who demonstrate particularly low rates of participation in active travel, potentially due to lack of accessibility, lack of inclusivity, social and cultural norms.

The Derbyshire Cycle Plan, which is currently under review, seeks to tackle these issues of inclusivity through focused capital funding, training programmes and information sharing.⁶² There are also cycle routes that are being developed and we are working with schools on cycling proficiency.

PUBLIC TRANSPORT

The use of rail transport has continued to grow over the last ten years in the county, stabilising at 26 million journeys in recent years (2017 – 2019).⁶³ More than 70% of journeys on rail systems are being made travelling out of the county, which is considerably higher than other parts of the UK, only matched by the South East of England.⁶⁴ The majority of these journeys are to and from London, highlighting the long distance job location of some of our residents. However, there are also significant flows within the region, along the Derwent Valley line, and to Birmingham, Manchester and Sheffield. Work and education are key drivers for rail travel in these areas. Further growth of rail transport will be supported through the delivery of the proposed Midlands Engine Rail programme and HS2, which will provide effective and efficient rail connectivity between Derbyshire, the Midlands and the North's major economic centres. Midlands Connect will also help to drive transport improvements in the region, including through the 'tap and cap' smart ticketing initiative, rail improvements and improving mobility in rural areas.

Bus usage in Derbyshire fell by 20% between 2009 and 2019⁶⁵ with COVID-19 further impacting public transport demand in 2020 and 2021. This is despite work carried out by Transport Focus, the independent watchdog for transport

users nationally, showing a 93% high passenger satisfaction with bus services in Derbyshire. Similar reductions in bus usage have been observed in most other areas of England. This suggests that there is broader work required to increase use of buses as a mode of transport, including availability of routes, resident attitudes and convenience of private transport.

The UK's government's new Bus Back Better: National Bus Strategy for England, launched in March 2021, seeks to reverse the decline in bus usage with new statutory Enhanced Partnerships or Franchising replacing the competitive market modal for bus services, which has been in place since 1986.⁶⁶ It is anticipated that an Enhanced Partnership will be introduced in Derbyshire by April 2022 to meet the Government timetable for action. As part of this process, there will be significant investment in bus services, ticketing arrangements and roadside infrastructure to encourage greater use of bus services in Derbyshire. At the same time, the UK government is encouraging County Councils, bus operators and other partners to develop proposals to introduce more zero emissions buses through its Zero Emission Bus Regional Areas (ZEBRA) programme.⁶⁷

REDUCING EMISSIONS FROM FREIGHT

The International Transport Forum estimates that 17% of all transport emissions come from freight-related transport.⁶⁸

Reducing emissions from freight and goods transport is potentially more challenging than passenger transport due to freight vehicles typically being heavy goods vehicles (HGVs), for which there are currently limited low or zero emissions alternatives. Solutions for HGVs are likely to utilise hydrogen technology to support decarbonisation. We are looking to support the expansion of hydrogen infrastructure, including already having one hydrogen re-fuelling station at Staveley. Midlands Connect are also currently developing plans to help the freight and logistics sector to move to alternative fuels, which we will link into.

We will also encourage exploration of other measures for HGV logistics to reduce mileage, including the expansion of consolidation centres, extended delivery windows, reducing empty-running, last-mile deliveries and rural hubs.

COUNTY-WIDE TARGETS

Targets

| | |
|----|---|
| T1 | All new cars and vans in the county to be zero emission vehicles by 2030. |
| T2 | Deliver 1000 EV charging points for public use by the end of 2025 in collaboration with partners. Support the installation of electric vehicle chargers at 144,000 properties across Derbyshire by 2035. |
| T3 | Double the number of people cycling regularly as a mode of transport from 106,000 in 2016 to 212,000 by 2030. ⁶⁹ |
| T4 | Reverse the decline in bus travel and increase total journeys to 30 million per year by 2023 (from 21 million in 2019). |
| T5 | Deliver 2 hydrogen re-fuelling stations in Derbyshire and up to 30 hydrogen powered buses by 2025 by working with partners in the public and private sectors. |
| T6 | Reduce HGV emissions in the county by 50% by 2035 against baseline. |

CONTRIBUTION TO SUSTAINABLE DEVELOPMENT GOALS (SDGs)



Improved air quality and health and wellbeing



Increased business revenues
Creation of green jobs





Increased resilience of transport network





Increase community integration

7. OUR STRATEGIC PRIORITIES AND ACTIONS

Transport. Continued...

| <i>Prioritised action</i> | <i>Which target will this contribute to?</i> | <i>Anticipated impact on achieving targets</i> | <i>Cost</i> | <i>Complexity of delivery</i> | <i>External Stakeholder</i> | <i>Timeline/ Stage</i> |
|---|--|---|-------------|-------------------------------|--|------------------------|
| <p>1. Transport Planning Promote integrated, and place-based development in transport planning as part of Derbyshire's COVID recovery and economic revival of market towns, to reduce emissions from first and last mile journeys and provide an economic boost to local retail and businesses.</p> | T1, T2, T3, T4, T5, T6 |  | H | Complex | District & borough councils Industry & Private Sector Residents/Bus users Bus operators | Start by 2025 |
| <p>2. Public Transport Support the new Enhanced Bus Partnership arrangements being introduced in Derbyshire as part of the new National Bus Strategy. This will involve Derbyshire County Council and the bus operators investing in new service provision, improved roadside bus infrastructure, mobility as a service, integrated ticketing systems, and upgraded information availability to provide an improved public transport offering to Derbyshire residents.</p> | T4, T5 |  | H | Complex | District & borough councils Residents Industry & Private Sector (particularly bus operators) | Start by 2021 |
| <p>3. Active Transport Support the implementation of the Derbyshire Cycling Plan and the Local Cycling and Walking Investment Plan.</p> | T3 |  | H | Complex | District & borough councils Residents | Start by 2021 |
| <p>Support actions for increasing the uptake of active transport to reduce emissions particularly within marginalised groups, and improve health and wellbeing for all.</p> | | | H | Complex | | |

| <i>Prioritised action</i> | <i>Which target will this contribute to?</i> | <i>Anticipated impact on achieving targets</i> | <i>Cost</i> | <i>Complexity of delivery</i> | <i>Partners Stakeholder</i> | <i>Timeline/ Stage</i> |
|--|--|---|-------------|-------------------------------|---|------------------------|
| 4. Zero Emission Vehicles and Infrastructure Continue to support the above average growth of zero emissions vehicle ownership in the country by establishing public private investment partnerships to develop a network of mixed speed public charging and hydrogen infrastructure, which is affordable, consistent, accessible and user friendly for residents and visitors. | T1, T2 |  | H | Complex | District & borough councils Residents Industry & Private Sector | Support by 2021 |
| 5. Smart Technologies Evaluate the use of smart technologies and alternative fuels to reduce the emissions associated with commercial and freight transports e.g. consolidation hubs, hydrogen sub-stations, transport mobility hubs, mobility as a service etc. | T4, T5, T6, T7 |  | M | Complex | District & borough councils Industry & Private Sector | Start by 2023 |

Cost

(L) Low Cost - £50K

(M) Medium - £50-150K

(H) High - >£150K

Complexity of delivery

Simple: Internal, mainly one department

Medium: Internal and external stakeholders at organisational level

Complex: Internal and external stakeholders involving residents and supported by national ambition and policy

7.5 Waste

AMBITION STATEMENT

Derbyshire County Council will work with partner local authorities and other external stakeholder groups to move the county towards a more sustainable and circular economy based system of resource management, where we place high value on our natural resources, whilst seeking to reduce our consumption and generation of resource and waste. We will encourage and work with others to establish innovative approaches to waste diversion, reutilisation, and recycling.

CONTEXT

Although the BEIS data for local authorities doesn't estimate waste emissions as a separate figure, across the UK waste management emissions in 2018 amounted to 0.3MtCO₂e (0.06% of total GHG emissions).⁷⁰

Derbyshire County Council and Derby City Council released a joint Municipal Waste Management Strategy in 2013 outlining ambitions to 2026 for reducing emissions from waste. Many of these ambitions remain the same, although we anticipate updating this in the coming years to better reflect our current waste management system and ambitions for resource reduction.

The waste management system in Derbyshire is split across both tiers of local authority, with disposal undertaken by Derbyshire County Council and collection by our Boroughs and Districts. The rural nature of the county with a dispersed population presents challenges for the provision and operation of an efficient waste management services and infrastructure.

It is vital that the waste hierarchy is a major



feature of managing household waste, where reduction and minimisation of waste are priority actions for our residents and businesses. In achieving a net zero waste system, we need to move towards 100% diversion from landfill, an increase in anaerobic digestion/composting and increases in recycling and reuse of our waste. Recycling and composting levels have plateaued in recent years and remain between 45% and 50%, which is consistent with rates across the country.

Social barriers to reducing waste generation and improving diversion from landfill can be broken down into the following key barriers:⁷¹

- situational (e.g. absence of space);
- behavioural (e.g. other priorities);
- cognitive (e.g. understanding and knowledge); and,
- attitudinal (e.g. limited personal benefit)

Each will require a tailored approach whilst still providing consistent messaging, ease of services and ensuring consistency across authority approaches.

The Government's 2019 Resource and Waste Strategy (RAWS) is providing the platform for greater recycling and composting of waste.⁶⁷ The Derbyshire Waste Partnership, which includes all the county, city, district and borough councils in Derbyshire, are working to deliver changes to the ways waste is managed over the 2022 – 2027 period to deliver against the RAWS.

RAWS will also enable national and regional governments to work closely with manufacturers and suppliers, e.g. supermarkets, to manage sources of waste more effectively. This is based upon the deployment of circular economy principles which focus on designing out waste and pollution from the manufacturing process. These principles also promote the importance of keeping products and reusing, regenerating or remanufacturing them into

new products. We welcome circular economy principles and the outlined RAWS policy for producer responsibility which will promote greater ownership by manufacturers and organisations to take account of the materials used in their products so that consumers can be empowered to make more sustainable choices. As part of the production of Derbyshire’s new waste strategy we will be looking to integrate these circular economy principles.

COUNTY-WIDE TARGETS

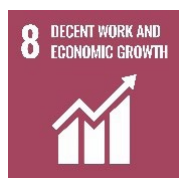
Targets

| | |
|----|---|
| T1 | Reduce household waste production by 20% by 2025 against 2015 baseline. |
| T2 | Less than 10% municipal solid waste to be sent to landfill by 2035, with 100% waste diverted by 2050. |
| T3 | No more food and garden waste sent to landfill by 2030. |

CONTRIBUTION TO SUSTAINABLE DEVELOPMENT GOALS (SDGs)



Improved air quality



Development of new businesses
Increased savings for reinvestment



Reduction in resource consumption

7. OUR STRATEGIC PRIORITIES AND ACTIONS

Waste. Continued...

| Prioritised action | Which target will this contribute to? | Anticipated impact on achieving targets | Cost | Complexity of delivery | Partners Stakeholder | Timeline/ Stage |
|--|---------------------------------------|---|------|------------------------|---|-----------------|
| 1. Reduce Waste Identify solutions to increase the diversion of organic waste including food, soiled materials, carpets, organic textiles, etc. from landfill | T2, T3 |  | H | Complex | District & borough councils Residents Industry & Private Sector | Start by 2022 |
| 2. Behaviour Change Undertake a cross authority behaviour change campaign to promote reduction in waste and resource consumption in the home and businesses. | T1 |  | H | Complex | District & borough councils Residents | 2022 |
| 3. Collaboration in Moving Towards Circular Economy Work with local producers and businesses to restrict the use of single use products and support the market for remanufactured goods. | T1, T2 |  | H | Complex | District & borough councils Residents Industry & Private Sector | Start by 2024 |
| 4. Reduction in Waste Explore the potential for partnering with local charities and organisation to segregate and redistribute good quality products from HWRC. | T1, T2 |  | M | Complex | Third sector organisations Industry and Private Sector | Start by 2025 |

Cost

(L) Low Cost - £50K

(M) Medium - £50-150K

(H) High - >£150K

Complexity of delivery

Simple: Internal, mainly one department

Medium: Internal and external stakeholders at organisational level

Complex: Internal and external stakeholders involving residents and suppliers, and high ambition and policy

7. OUR STRATEGIC PRIORITIES AND ACTIONS

³⁴ Note the resources required, existing capacity, and skills required are indicated by a 'low, medium and high score'. For the full scoring approach refer to Appendix B.

³⁵ Derbyshire County Council, 2019. Corporate Environment Policy and Carbon Reduction Plan. [online] Available at: <https://democracy.derbyshire.gov.uk/documents/s2338/Corporate%20Environment%20Policy%20and%20Carbon%20Reduction%20Plan.pdf>

³⁶ BEIS, 2017. Clean Growth Strategy.

³⁷ UKCCC, 2020. The Sixth Carbon Budget: The UK's path to Net Zero. [Online] Available at: <https://www.theccc.org.uk/wp-content/uploads/2020/12/The-Sixth-Carbon-Budget-The-UKs-path-to-Net-Zero.pdf>

³⁸ UKCCC, 2020. The Sixth Carbon Budget. The UK's path to Net Zero.

³⁹ BEIS, 2019. Total final energy consumption at regional and local authority level 2005 to 2017.

⁴⁰ [Epc.opendatacommunities.org](https://epc.opendatacommunities.org). 2021. Energy Performance of Buildings Data England and Wales. [online] Available at: <https://epc.opendatacommunities.org/> [Accessed 17 March 2021].

⁴¹ Energy Efficiency (Private Rented Property (England and Wales) Regulations 2015.

⁴² <https://www.theccc.org.uk/wp-content/uploads/2020/12/Sector-summary-Buildings.pdf>

⁴³ Prime Minister's Office, 2020. PM outlines his Ten Point Plan for a Green Industrial Revolution for 250,000 jobs. [Online]. Available at: <https://www.gov.uk/government/news/pm-outlines-his-ten-point-plan-for-a-green-industrial-revolution-for-250000-jobs>

⁴⁵ IFF Research, 2020. Costs of delivering apprenticeship standards: The Institute for Apprenticeships and Technical Education and the Education and Skills Funding Agency. [Online] Available at: <https://www.instituteforapprenticeships.org/media/4011/cost-of-delivering-apprenticeship-standards-final.pdf>

⁴⁶ Consolidated data from the Housing Stock Conditions Reports 2019.

⁴⁷ BEIS, 2020. Emissions of carbon dioxide for local authority areas. [Adapted]

⁴⁸ EPC's rate how energy efficient your building is using grades from A to G (with 'A' the most efficient grade).

⁴⁹ [Epc.opendatacommunities.org](https://epc.opendatacommunities.org/). 2021. Energy Performance of Buildings Data England and Wales. [online] Available at: <https://epc.opendatacommunities.org/> [Accessed 16 March 2021].

⁵⁰ <https://www.gov.uk/guidance/domestic-private-rented-property-minimum-energy-efficiency-standard-landlord-guidance>

⁵¹ Ministry of Housing, Communities and Local Government. The Future Homes Standard: changes to Part L and Part F of the Building Regulations for new dwellings.

⁵² BEIS, 2014. Estimates of heat use in the United Kingdom in 2013.

⁵³ This relies on the implementation and sufficient financing by the UK government of the Future Homes Standard.

⁵⁴ Estimated carbon and cost savings summarised in Transport section.

⁵⁵ Calculated based on recommended levels of vehicle charging penetration to ensure 100% electrification of vehicles.

⁵⁶ BEIS, 2020. Emissions of carbon dioxide for local authority areas. [Adapted], includes road transport (A roads, motorways and minor roads), diesel railways and other transport.

⁵⁷ BEIS, 2020. Emissions of carbon dioxide for local authority areas. [Adapted] 45% transport emissions from travel on 'A' roads, 27% from travel on minor roads, and 23% from travel on motorways

⁵⁸ Department for Transport: National Statistics, 2020. Road traffic estimates in Great Britain: 2019.

⁵⁹ Department for Transport and Driver and Vehicle Licensing Agency, 2020. Vehicles statistics.

⁶⁰ Derbyshire County Council, 2019. Low Emissions Vehicle Strategy (LEVI) 2019 – 2029.

⁶¹ Department for Transport, 2020. Walking and cycling statistics, England: 2019. [Online] Available at: [https://www.gov.uk/government/statistics/walking-and-cycling-statistics-england-2019#:~:text=nearly%20all%20\(98%25\)%20local,at%20least%20once%20a%20week](https://www.gov.uk/government/statistics/walking-and-cycling-statistics-england-2019#:~:text=nearly%20all%20(98%25)%20local,at%20least%20once%20a%20week)

⁶² Derbyshire Cycling Plan Strategic Group, 2016. The Derbyshire Cycling Plan 2016 – 2030.

⁶³ Department for Transport and Office of Rail and Road, 2020. Rail usage, infrastructure, and performance.

⁶⁴ Office of Rail and Road, 2020. Regional rail usage. Available at: <https://dataportal.orr.gov.uk/statistics/usage/regional-rail-usage/>

⁶⁵ Department for Transport, 2021. Local bus passenger journeys.

⁶⁶ Department for Transport, 2021. Bus back better. [Online] Available at: <https://www.gov.uk/government/publications/bus-back-better>

⁶⁷ Department for Transport, 2021. Apply for the Zero Emission Bus Regional Areas (ZEBRA) scheme. [Online] available at: <https://www.gov.uk/government/publications/apply-for-zero-emission-bus-funding>

⁶⁸ Department for Transport, 2017. Freight Carbon Review: Moving Britain ahead. [Online] Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/590922/freight-carbon-review-2017.pdf

⁶⁹ Assuming there will be no additional passenger vehicle journeys and that these cycling journeys replacement a journey that would otherwise been taken in a private passenger vehicle.

⁷⁰ BEIS, 2019. 2018 UK Greenhouse Gas Emissions, Provisional Figures. [Online] Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/790626/2018-provisional-emissions-statistics-report.pdf

⁷¹ DEFRA, 2018. Our Waste, Our Resources: A Strategy for England. [Online] Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/765914/resources-waste-strategy-dec-2018.pdf

⁷² DEFRA, 2018. Our Waste, Our Resources: A Strategy for England. [Online] Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/765914/resources-waste-strategy-dec-2018.pdf

⁷³ Ellen MacArthur Foundation, 2021. What is the circular economy? [Online] Available at: <https://www.ellenmacarthurfoundation.org/circular-economy/what-is-the-circular-economy>



8. ADAPTATION AND NATURAL CAPITAL



8.0 Adaptation and Natural Capital

This Strategy’s objective is to outline our ambition to reduce emissions as part of our aspirations to achieve a more sustainable future. Adaptation and Natural Capital are being considered outside of this Strategy.

We recognise the impacts of climate change are already being experienced globally and, in the UK, as we have seen over recent years with an increasing frequency and severity of extreme flooding, high temperatures and drought. It is important that, as part of our journey to address climate change, we also consider the actions we can take to build our resilience and that of our natural systems to adapt to the inevitable climate changes we will experience.

Natural Capital, our stock of natural assets, e.g. soil, air water, and its effective protection and management is another key complementary area of work that will enable us to achieve increased emissions reductions and reduce our risk to climate hazards.

Derbyshire contains high levels of access to green space, natural habitats and woodland, with three quarters of the Peak District National Park and 3.8% of England’s green belt falling within Derbyshire’s boundary.⁶⁸ Extensive work undertaken by Natural England in 2020, sought to better quantify the quality and spread of Natural Capital in the UK.⁷⁵ The outputs demonstrated the high-quality coverage of grasslands and woodlands within our region, even in areas of higher agricultural output, see Figure 16. It will be crucial to maintain and enhance these spaces to reduce emissions (e.g. from degraded peat), and to increase carbon sequestration, community resilience, amenity benefit and health and wellbeing.

It is crucial that we seek to expand these spaces alongside continuing to protect our existing green and wooded spaces. For example, the Peak District Authority has estimated that the Peak District National Park stores (i.e. has a carbon stock of) 20 million tonnes of carbon (tC).



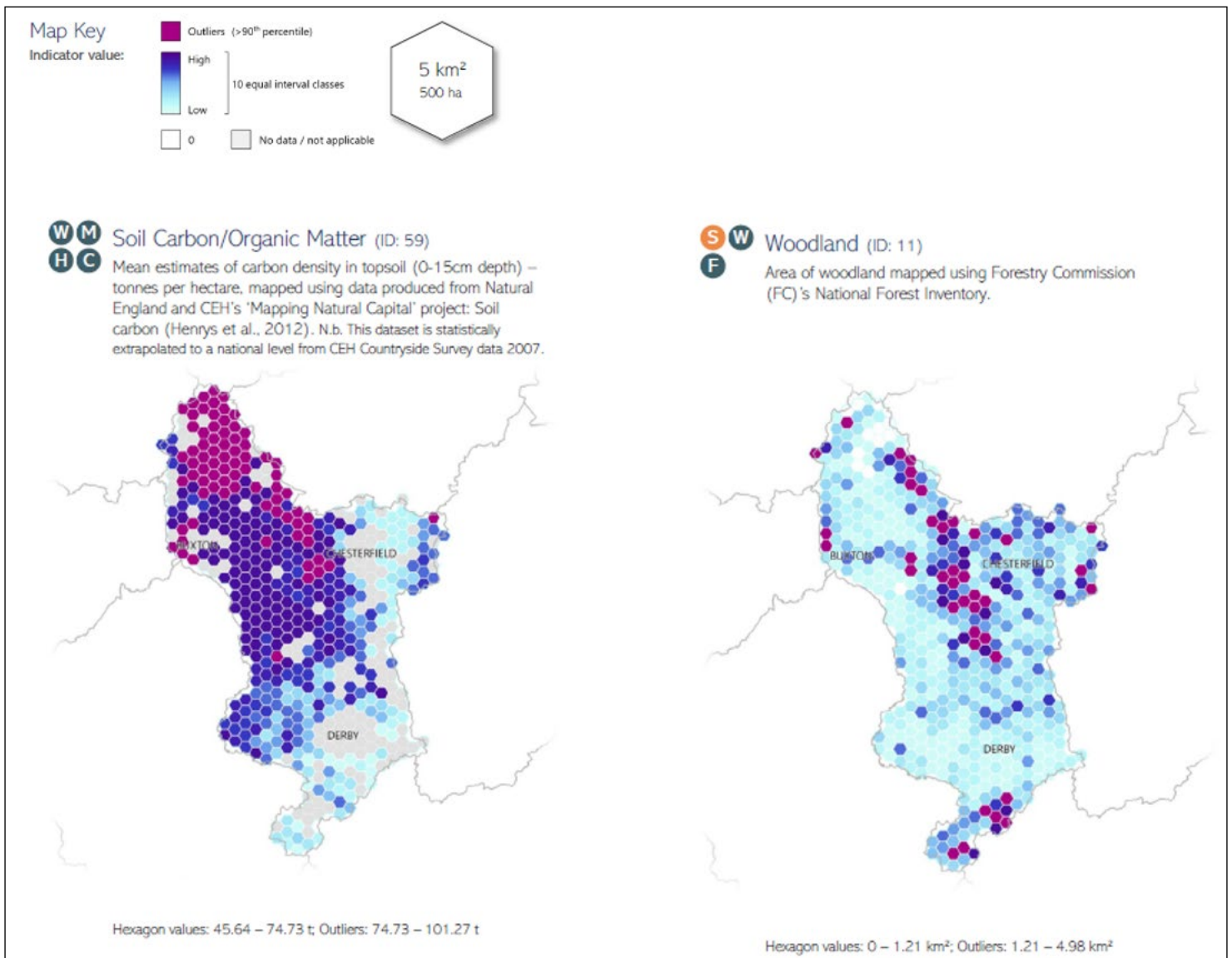


Figure 16: Summary of soil carbon/organic matter content and woodland coverage within Derbyshire. © Natural England, 2020 NERC - Centre for Ecology & Hydrology.

Derbyshire County Council is commissioning a Natural Capital Strategy for the county of Derbyshire, including the area of the Peak District National Park that falls within the county. Although this study will be commissioned by Derbyshire County Council, it is our expectation that this study will be published and made available across the county, to inform investment and Natural Capital decision making by external and partner organisations e.g. district and borough councils, as well as informing our own decision making and place-shaping.

We are also undertaking work in parallel to identify the impact of current and future

climate risks and hazards that our relevant to our own services and the wider county and what actions we can undertake in our homes, businesses and infrastructure delivery to reduce the long term risks from climate change. We recognise it is crucial to seek synergies between climate change mitigation/carbon reduction and climate change adaptation – and we are taking steps to ensure no mitigation actions implemented to meet our net zero target will further increase our risk of being negatively impacted by the changing climate.

⁷⁴ Ministry of Housing, Communities & Local Government, 2019. *Local Authority Green Belt: England 2018/19*

⁷⁵ Natural England, 2020. *Natural Capital Atlases: Mapping Indicators for County and City Regions*. [Online] Available at: <http://publications.naturalengland.org.uk/publication/6672365834731520>



9. MONITORING AND REPORTING



9.0 Monitoring and reporting

To deliver this Strategy effectively, we will need to monitor, evaluate and report the progress of the Council and county in reducing emissions, as well as our progress on delivering action and the wider co-benefits we expect to achieve.

The emissions inventory for the organisation will be tracked annually, with public disclosure to demonstrate progress. This will include improving our data collection, quality of information and accounting for any items currently not being measured, e.g. waste. The emissions impact of different actions will continue to be quantified through activity data collection from live reporting systems where possible, otherwise they will be estimated from proxy measures.

Aligned to our commitment to utilise our influence to drive forward wider change, the Council will also seek to:

- Baseline all Council Scope 3 emissions by 2022, including embedding emissions data collection into our procurement contracts;
- Consider and develop approaches to reduce emissions from Scope 3 activities; and,
- Set a target date to achieve net zero Scope 3 emissions for the Council.

Across county-wide emissions, we will continue to utilise the BEIS data to report on emissions annually and take additional action to track and report the estimated emissions impact of climate action in the county. Due to the nature of some of the actions, some may not be quantified.

We will also continue to explore approaches for measuring wider co-benefits, e.g. air quality improvements, improved health and wellbeing, biodiversity net gain, and social value, through engaging with best practice authorities and other relevant organisations. This will help us to communicate the benefits of climate action beyond emissions reductions.

We recognise it is also important that staff are supported to develop the necessary skills and technical capacity to deliver an effective monitoring and reporting programme, including

training in carbon assessments, identifying relevant key performance indicators and understanding how to effectively communicate technical information to the public to aid participation. We will invest in staff training and supporting technical services to deliver on this.

When reporting on some actions, Derbyshire County Council will hold an enabling or facilitating role and therefore we will also need to work closely with partners and other stakeholders to co-develop data collection and reporting approaches.

Our ambitions for county-wide emissions monitoring and reporting, which we will work towards during this Strategy period include:

- Publishing annually the progress on reducing emissions across each action area set out in the Strategy, how this contributes to the national emissions inventory sectors and national target and how this has been achieved.
- Seeking to develop five-yearly delivery plans with sector specific emissions reduction targets and report against their progress.
- Continuing to develop the climate actions necessary to achieve our net zero targets in collaboration with our partners, stakeholders, and community members; to respond to future technological and policy developments.

Our next steps now are to develop programme led implementation plans for each of the priority actions, this will include undertaking detailed cost analysis, developing sufficient resources where required and drawing up timelines for delivery.



ACTION EVALUATION APPROACH



Action evaluation approach

Table 3 Scoring approach for evaluating the complexity of delivery considering existing and required resources, skills and capacity.

| Assessment Criteria | Simple | Medium | Complex |
|------------------------|---|--|---|
| Complexity of delivery | Simple: Internal, mainly one department | Medium: Internal and external stakeholders at organisational level | Complex: internal and external stakeholders involving residents and supported by national ambition and policy |

Table 4 Scoring approach for the cost benefit of each of the actions.

| Assessment Criteria | L | M | H |
|---------------------|-----------------|-------------------|---------------|
| Cost | Low cost - £50K | Medium - £50-150K | High - >£150K |

Table 5 Scoring approach for the effectiveness of actions in reducing emissions for that sector.

| Assessment Criteria | Low | Medium | High |
|-----------------------------------|--|---|---|
| Emissions reduction effectiveness | The lowest impact on reducing emissions within this sector, although could support other actions | Significant contribution to reducing emissions in this sector | The biggest impact on reducing emissions within this sector |

SUSTAINABLE DEVELOPMENT GOALS (SDGs)



Sustainable Development Goals (SDGs)

In 2015, the 17 Sustainable Development Goals (SDGs) were adopted by all UN members, including the UK, to mobilise efforts to end all forms of poverty, fight inequalities and tackle climate change, while ensuring that no one is left behind. The SDGs build on the success of the Millennium Development Goals (MDGs) and aim to go further to end all forms of poverty. The SDGs are unique in that they call for action by all countries, poor, rich and middle income to promote prosperity while protecting the planet. They recognise that ending poverty

must go hand-in-hand with strategies that build economic growth and addresses a range of social needs including education, health, social protection, and job opportunities, while tackling climate change and environmental protection

The Derbyshire County Council Achieving Net Zero Strategy and Action Plan seeks to embody the ambition of the SDGs. All actions have been developed considering both their impact on reducing GHG emissions and wider benefits for Derbyshire.



GOAL 1: NO POVERTY
End poverty in all its forms everywhere.



GOAL 2: ZERO HUNGER
End hunger, achieve food security and improved nutrition and promote sustainable agriculture.



GOAL 3: GOOD HEALTH AND WELL-BEING
Ensure healthy lives and promote well-being for all at all ages.



GOAL 4: QUALITY EDUCATION
Ensure inclusive and quality education for all and promote lifelong learning.



GOAL 10: REDUCED INEQUALITIES
Reduce inequality within and among countries.



GOAL 11: SUSTAINABLE CITIES AND COMMUNITIES
Make cities and human settlements inclusive, safe, resilient and sustainable.



GOAL 12: RESPONSIBLE CONSUMPTION AND PRODUCTION
Ensure sustainable consumption and production patterns.



GOAL 13: CLIMATE ACTION
Take urgent action to combat climate change and its impacts.



GOAL 5: GENDER EQUALITY
Achieve gender equality and empower all women and girls.



GOAL 6: CLEAN WATER AND SANITATION
Ensure access to water and sanitation for all.



GOAL 7: AFFORDABLE AND CLEAN ENERGY
Ensure access to affordable, reliable, sustainable and modern energy for all.



GOAL 8: DECENT WORK AND ECONOMIC GROWTH
Promote inclusive and sustainable economic growth, employment and decent work for all.



GOAL 9: INDUSTRY, INNOVATION AND INFRASTRUCTURE
Build resilient infrastructure, promote sustainable industrialization and foster innovation.



GOAL 14: LIFE BELOW WATER
Conserve and sustainably use the oceans, seas and marine resources.



GOAL 15: LIFE ON LAND
Sustainably manage forests, combat desertification, halt and reverse land degradation, halt biodiversity loss.



GOAL 16: PEACE JUSTICE AND STRONG INSTITUTIONS
Promote just, peaceful and inclusive societies.



GOAL 17: PARTNERSHIPS FOR THE GOALS
Promote just, peaceful and inclusive societies.

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Appendix A Action Long List



Council Estate and Operations

SHORT TERM ACTIONS – BY 2025

DERBYSHIRE COUNTY COUNCIL DIRECT DELIVERY

Include climate change training as part of the induction process for all Elected Members and staff to strengthen knowledge of carbon emissions, climate resilience and net zero development. [Priority]

Carry out a feasibility study to identify low carbon energy procurement options. [Priority]

(As part of the Asset Management and broader Property review:) [Priority]

- Identify land for renewable energy generation and carry out pre-feasibility assessments to identify whole life project costs.
 - Develop a design standard for further estate development which sets the requirement to develop net zero enabled buildings which can be net zero but also resilient to future climatic changes.
 - Deliver PSDS projects and evaluate to inform further work
 - Identify buildings to be retained and undergo energy efficiency retrofit
 - Undertake research into green energy tariffs, assessing their cost and environmental impact.
-

Develop a Sustainable Procurement Framework using the UK Government's green procurement guidance to embed environmental policies and Social Value into all contracts. [Priority]

Undertake research and data collection in conjunction with commissioning and procurement teams to baseline Derbyshire County Council's scope 3 emissions [Priority]

Review the commissioning principles across all teams to ensure that climate change is embedded across our services and partner working. [Priority]

Roll out a Council-wide electric vehicle sharing programme and electric vehicle charging points at all key Council sites, coupled with a behaviour change campaign and evaluation of working practices to facilitate a zero emission grey fleet. [Priority]

Undertake a baselining exercise with all schools in Derbyshire to identify their existing emissions and ongoing work to reduce energy consumption. For all schools within the Derbyshire County Council Portfolio (i.e. not including academies) agree a target date to reduce emissions to net zero, between 2030 and 2040. [Priority]

Council Estate and Operations

SHORT TERM ACTIONS – BY 2025

DERBYSHIRE COUNTY COUNCIL DIRECT DELIVERY

Use the staff Annual Review process to establish more climate-conscious targets.

Review all relevant existing Derbyshire County Council policies and update, where required, to ensure they consider carbon reduction and do not contradict our Climate Change Strategy and direction.

Review all policies and procedures of Estate and Facilities management teams to support a reduction in emissions and a sustainable approach in the Council's operations.

Include climate-conscious behaviour into Job Descriptions and Employment Terms and Conditions.

Carry out Climate Impact Assessments on all Derbyshire County Council infrastructure projects from 2022 identifying the whole carbon lifecycle and resilience to climate change.

Train Derbyshire County Council procurement staff on developing sustainability criteria for procurement evaluation utilising existing green procurement frameworks from UK and EU.

Ensure low carbon and resilient options are embedded in scope of works for new developments for client partners.

Secure additional funding to develop sustainable infrastructure projects and upgrades from government grants and Derbyshire County Council capital schemes.

Introduce further water efficiency measures across the Council estate to reduce total consumption.

Provide information on ongoing Derbyshire County Council activities to reduce emissions, engagement events, and resources on climate action on Derbyshire County Council website.

Map the Council's level of influence against different levels of emitters to prioritise and focus action.

Establish a governance model than enables swift action on climate change issues and reports on them.

Establish a cross-departmental or wider key stakeholder group to develop the approach to working with communities on climate change action.

Council Estate and Operations

SHORT TERM ACTIONS – BY 2025

DERBYSHIRE COUNTY COUNCIL DIRECT DELIVERY

Relocate Council offices with other public sector bodies sites, the public estate will be reduced, resulting in energy savings and greenhouse gas emissions that the Council is responsible for.

Undertake revised awareness raising and behaviour change campaign to ensure all staff know how to make simple energy efficient choices in the workplace and their responsibilities for reporting any issues.

Install lighting and heating controls across the estate to improve energy efficiency performance of Derbyshire County Council's buildings.

Ensure any accommodation strategy provided to Derbyshire County Council staff considers a practical balance between home- and office-working.

Begin a programme to replace Derbyshire County Council's HGVs in 2024 with low-carbon emission vehicles combined with use of satellite navigation, awareness of driver style and use of a Vehicle Management System.

Work with the D2N2 LEP to reduce costs and generate income through utilising the Council's assets to install energy saving and energy generating technologies.

Maximise opportunities for renewable energy generation on Council property in-line with the targets set in the Carbon Reduction Plan.

Estimate emissions from 'Working at home'.

Council Estate and Operations

LONG TERM ACTIONS – BY 2035

DERBYSHIRE COUNTY COUNCIL DIRECT DELIVERY

Develop a long-term engagement and awareness campaign to engage with residents and community groups on actions to tackle and adapt to climate change, and developing partnership projects across transport, waste, and energy.

Joint procurement approach across local authorities in Derbyshire to purchase low carbon services including electric vehicle charging infrastructure, and building upgrades.

Deep retrofit of buildings to achieve a 30% reduction in energy consumption. A whole building approach will be taken, using a range of energy conservation measures, materials, and construction methods to bring about an overall improvement in the building's energy performance.

Quantify and report on emissions from train and air travel and grey fleet mileage.

Engage with Energy Savings Trust (EST) to guide in future use of core and grey fleet.

Low Carbon Economy

SHORT TERM ACTIONS – BY 2025

DERBYSHIRE COUNTY COUNCIL DIRECT DELIVERY

Deliver the Derbyshire Green Entrepreneurs Fund and provide additional support for reducing environmental impacts, driving innovation, and curating sustainable growth for smaller businesses. [Priority]

Take forward the COVID Recovery Strategy to identify high carbon commercial industries, and support the business community in shifting to and benefiting from the low carbon economy through collaboration with climate change and carbon experts. [Priority]

Develop a Renewable Energy Strategy for the County including an energy resource assessment that identifies opportunities for renewable energy generation as well as decarbonisation of heating and energy use in homes. [Priority]

Seek to baseline and analyse Derbyshire's non-residential building stock to identify focus areas for energy efficiency improvements.

Awareness campaign on sources of refrigerant and fugitive emissions and how to avoid them.

Strengthen Derbyshire County Council's capabilities in green finance to develop new innovative mechanisms to fund local capital investment schemes e.g. Community Municipal Investment for local energy generation.

DERBYSHIRE COUNTY COUNCIL ENABLER

Work with local academic institutions, trade unions, and regional Chamber of Commerce to identify geographical areas for low carbon industry growth, as well as assessing and develop the capabilities and skills of the region in supplying those industries. [Priority]

Use outputs of Energy Strategy to work with the Midlands Energy Hub to build technical and economic capabilities to deliver renewable energy and low carbon heating projects. [Priority]

Liaise with Distribution Network Operators (DNOs) and Western Power Distribution (WPD) to understand grid capacity / constraints for generation opportunities. [Priority]

Develop a comprehensive apprentice training programme developed in conjunction with University Partners, kick-started by placing requirements on directly commissioned works.

Collaborate with industrial partners to identify opportunities for waste heat recovery to serve low-carbon heating schemes.

Develop a database in conjunction with Midlands Energy Hub of renovation and retrofit measures for non-residential buildings to support business emissions reductions.

Low Carbon Economy

SHORT TERM ACTIONS – BY 2025

DERBYSHIRE COUNTY COUNCIL DIRECT DELIVERY

Carry out a feasibility assessment to identify the potential for an energy revolving fund for business owners to improve the energy performance of the businesses and facilities.

Undertake energy demand mapping to identify priority zones for implementation of clean energy technologies and efficiency upgrades in conjunction with D2N2 LEP.

Secure funding from the Local Enterprise Partnership's (LEP) committed £100m of investment in local energy projects to ensure adequate funding for energy infrastructure development and resilience.

DERBYSHIRE COUNTY COUNCIL ENABLER

Obtain grant funding from national government to support SMEs to improve the carbon and energy consumption in operational performance.

Continue working with borough and district partners to develop a Strategic Joint Planning Framework for Derbyshire to ensure that planning measures for net zero commercial buildings are integrated into Local Plans.

Engage with large scale enterprises and partners exploring electrification and heat pump technologies to share lessons with other SMEs.

Derbyshire Green Entrepreneurs Fund – national demonstrator initiative to support local and national objectives for reducing environmental impacts, driving innovation, and curating sustainable growth – capital and revenue programme.

Low Carbon Economy

LONG TERM ACTIONS – BY 2035

DERBYSHIRE COUNTY COUNCIL DIRECT DELIVERY

Provide incubation spaces and guidance for green entrepreneurs to help them obtain grants/funding and identify actions needed to reduce emissions.

DERBYSHIRE COUNTY COUNCIL ENABLER

Work with large scale developers to better understand the conduction and integration of whole carbon assessment into non-residential development.

Work with the minerals industry to identify partnership projects for the transition to low carbon development.

Work with community groups to develop energy generation schemes.

Work with partners such as DNOs to identify smart grid priority areas to support the energy transition and reduce additional stresses placed on power networks due to increased electrification (transport, heat etc.) and increased penetration of renewables.

Decarbonising the Domestic Sector

SHORT TERM ACTIONS – BY 2025

DERBYSHIRE COUNTY COUNCIL DIRECT DELIVERY

DERBYSHIRE COUNTY COUNCIL ENABLER

Conduct an updated feasibility assessment on the low carbon heat and renewable energy opportunities within the County. [Priority]

Develop a Strategic Joint Planning Framework for Derbyshire to ensure climate change action is embedded in Local Plans particularly the expansion of renewable energy generation, achievement of minimum energy standards and net zero development. [Priority]

Use outputs of the Energy Strategy to work with partner local authorities to adopt a whole-system Local Area Energy Planning approach and develop consistent Planning provisions to increase onsite low-carbon energy generation and reduce the demand for energy. [Priority]

Work with local authority and wider government partners to develop a Regional Skills Strategy that pinpoints priority areas for upskilling of the construction and retrofit sectors and creates investor-ready programmes to receive support from the proposed National Skills Fund. [Priority]

Develop an information sharing campaign to educate homeowners and renters on how to improve the energy efficiency of their property. [Priority]

Through the Vision Derbyshire process agree the approach to supporting the de-carbonising of homes recognising the specific opportunities and challenges faced by renters and homeowners and reflecting the need to particularly support those in fuel poverty. [Priority]

Identify a programme of “shovel ready” projects and partnership frameworks to enable a more rapid and timely response to funding opportunities.

Use outputs of Energy Strategy to work with the Midlands Energy Hub to build technical and economic capabilities to deliver renewable energy and low carbon heating projects. [Priority]

Carry out more detailed analysis of conditions within the private rented sector (Decent Homes Standard) to understand the capacity of the construction and retrofit sectors and look to address causes of market failure.

Explore the development of cross-authority Supplementary Planning Guidance on Sustainable Design and Construction to embed zero carbon practice into local development.

Decarbonising the Domestic Sector

SHORT TERM ACTIONS – BY 2025

DERBYSHIRE COUNTY COUNCIL DIRECT DELIVERY

Put in place sufficient internal resource to be able to support residents in responding quickly to government financial supports for home improvement.

DERBYSHIRE COUNTY COUNCIL ENABLER

Work with D2N2 Local Enterprise Partnerships and Midlands Energy Hub to:

- a. Identify private and national government funding sources for retrofitting existing residential housing stock
- b. Develop recycling funds for energy efficiency investments for properties
- c. Identify opportunities for retrofitting domestic properties

Carry out more detailed economic and skills analysis with development partners to understand the capacity of the construction and retrofit sectors to retrofit all homes across Derbyshire to EPC rating C or above by 2035.

Work with organisations such as the Centre for Sustainable Energy, University Partners and Midlands Energy Hub to identify packages of retrofit measures for different housing types based upon the Derbyshire Housing Stock Report (2019).

Decarbonising the Domestic Sector

LONG TERM ACTIONS – BY 2035

DERBYSHIRE COUNTY COUNCIL DIRECT DELIVERY

Utilising the outputs of the proposed Renewable Energy Strategy to draw up business case and detailed design proposals for at least two pilot schemes by 2035.

Utilise Derbyshire County Council's and the D2N2 LEPs procurement expertise to pull together example bulk retrofit contracts e.g. insulation for private domestic properties to enable Derbyshire residents to obtain better value services.

Establish and manage a local green homes fund to provide access to homeowners for financial support with energy efficiency improvements.

DERBYSHIRE COUNTY COUNCIL ENABLER

Utilise Derbyshire County Council's and the D2N2 LEPs procurement expertise to pull together example bulk retrofit contracts e.g. insulation for private domestic properties to enable Derbyshire residents to obtain better value services.

Work with local partners to explore zero carbon housing projects and understand the full cost saving implications of zero carbon homes so that this learning can be shared with developers and used as evidence in Local Plans.

Work with Borough and District Councils to explore increasing requirements for new developments to be resilient to high emission scenarios.

Work with Government partners to develop a Regional Energy Skills Strategy that pinpoints priority areas for upskilling to support the green transition, identifies how we can work to retain and develop existing capabilities within the construction and industrial sectors, and creates investor-ready programmes to receive support from the proposed National Skills Fund.

Look to strengthen and develop local skills and expertise in low carbon private housing and energy by creating smaller procurement lots for energy efficiency works to enable local suppliers to bid for contracts.

Transport

SHORT TERM ACTIONS – BY 2025

DERBYSHIRE COUNTY COUNCIL DIRECT DELIVERY

Support the implementation of the Derbyshire Cycling Plan and the Local Cycling and Walking Investment Plan. Support actions for increasing the uptake of active transport to reduce emissions particularly within marginalised groups, and improve health and wellbeing for all. [Priority]

Promote integrated, place-based development in transport planning as part of Derbyshire’s COVID recovery and economic revival of market towns, to reduce emissions from first and last mile journeys and provide an economic boost to local retail and businesses. [Priority]

Continue to embrace the use of new technology to create a more agile, flexible, and mobile workforce.

Review core fleet requirements in each department with reference to the payload requirements.

Understand the current and potential future use of the core and grey fleet considering company EVs; car clubs; hire vehicles; inter-departmental sharing of core vehicles, use of VMS.

DERBYSHIRE COUNTY COUNCIL ENABLER

Support the new Enhanced Bus Partnership arrangements being introduced in Derbyshire as part of the new National Bus Strategy. This will involve Derbyshire County Council and the bus operators investing in new service provision, improved roadside bus infrastructure, mobility as a service, integrated ticketing systems, and upgraded information availability to provide an improved public transport offering to Derbyshire residents. [Priority]

Evaluate the use of smart technologies to respond more agilely to commercial and residential community needs and prevent being locked into high carbon freight transport e.g. consolidation hubs. [Priority]

Continue to support the above average growth of zero emissions vehicles and phase out of ICE vehicles by establishing public-private investment partnerships to develop a network of mixed speed public charging and hydrogen infrastructure, which is affordable, consistent, accessible and user friendly for residents and visitors. [Priority]

Explore the promotion and use of low and zero emission vehicles (cars, motorbikes, e-bikes, cycling) for staff travel.

Install electronic real time information signs and LED lighting at all key bus stops and interchanges by 2025.

Transport

SHORT TERM ACTIONS – BY 2025

DERBYSHIRE COUNTY COUNCIL DIRECT DELIVERY

DERBYSHIRE COUNTY COUNCIL ENABLER

Facilitate sustainable travel choices for service users and staff through ensuring accessible locations of all buildings and availability of on-site charging facilities.

Introduce measures to present the bus services in Derbyshire as a singular coordinated network for example trialling phone app with real time bus arrivals across different services.

Develop cycling and walking network maps to increase local knowledge and confidence in using active transport routes.

Share data and intelligence across regional and commercial transport providers to understand and meet customer needs better.

Reinvigorate travel planning and behavioural change activities linked to new housing and commercial developments to encourage greater bus use and market the services.

Implement targeted punctuality improvement infrastructure measures to make bus journeys quicker and more reliable.

Work with Midlands Connect on the development of the area wide affordable integrated all bus operator ticketing scheme.

Facilitate the uptake of ULEVs amongst staff and within own fleet through the provision of fast charging infrastructure and an EV leasing scheme with incentives.

Work collectively to help de-carbonise transport and contribute to a D2 Low Carbon Growth agenda.

Understand the impact COVID-19 has had on travel and ways of working and how the positives from this can be incorporated into future ways of working.

Transport

SHORT TERM ACTIONS – BY 2025

DERBYSHIRE COUNTY COUNCIL DIRECT DELIVERY

DERBYSHIRE COUNTY COUNCIL ENABLER

Derbyshire County Council will maximise opportunities for taxi operators to embrace alternative technologies and infrastructure by support applications for grant funding and expanding the public charging network.

Develop partnerships and seek funding for training and support to double the number of young people who can ride a bike confidently, cycle regularly and cycle to school. Encourage every school to provide an annual programme of cycle training.

Work with partner authorities to continue the expansion of the Plugged-in Midlands programme to ensure a regional network of charge points to support the increased uptake of electric vehicles.

Transport

LONG TERM ACTIONS – BY 2035

DERBYSHIRE COUNTY COUNCIL DIRECT DELIVERY

Derbyshire County Council's transport and procurement teams to work collectively to track developments in transport technology to ensure rapid deployment of low carbon solutions.

We will have green public transport gateways developed to access the national park.

Ensure cycle proofing is embedded in design of future infrastructure developments.

DERBYSHIRE COUNTY COUNCIL ENABLER

Use collective purchasing power of the OPE when purchasing vehicles.

Residents with no off-street parking will be able to charge their electric vehicle through provision of on-street charge points within 800m of their home by 2035.

Continued investment programme in new buses to improve vehicle emissions standards and introduce low carbon buses such as electric or hydrogen.

Increase the use of active transport for first and last mile transport use by utilising a more connected approach across different service offerings.

Waste

SHORT TERM ACTIONS – BY 2025

DERBYSHIRE COUNTY COUNCIL DIRECT DELIVERY

Identify solutions to increase the diversion of organic waste including food, soiled materials, carpets, organic textiles, etc. from landfill. [Priority]

Establish task group within each Department of focus on the Council's larger procurements to ensure that they deploy good waste reduction, recycling strategies and food recovery practices.

Produce six monthly reports on waste produced across the estate and make this available to all staff to enable better understand of the impact of waste reduction measures.

In the development of the new Waste Strategy integrate circular economy principles and set targets for increased reuse and regeneration of materials and environmental services.

DERBYSHIRE COUNTY COUNCIL ENABLER

Undertake a cross authority behaviour change campaign, learning from best practice authorities, to reduce waste and resource consumption in the home and businesses. [Priority]

Work with local producers and businesses to restrict the use of plastic products and support the market for remanufactured goods. [Priority]

Explore the potential for partnering with local charities and organisations to segregate and redistribute good quality products from HWRC. [Priority]

Work with local producers and businesses to restrict the use of single use products and support the market for remanufactured goods. [Priority]

Explore the potential for partnering with local charities and organisations to segregate and redistribute good quality products from HWRC.

Waste

LONG TERM ACTIONS – BY 2035

DERBYSHIRE COUNTY COUNCIL DIRECT DELIVERY

Increase the recovery value from waste that is left over for disposal.

DERBYSHIRE COUNTY COUNCIL ENABLER

Continue to work with national and regional governments on improving levels of waste diversion e.g. The East Midlands Chamber's Sustainability Forum through effective public engagement particular dry recyclables and organic waste.

Work with local businesses to explore embedding circular economy practices within Derbyshire's local economy and opportunities for collaboration with research groups e.g. Ellen McArthur Foundation, WRAP, and university collaborations e.g. UKRI Circular Economy Centres.

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Agenda Item

FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

CABINET

14 October 2021

Report of the Executive Director Adult Social Care and Health

**Single Use Plastics Policy
(Strategic Leadership, Culture, Tourism and Climate Change)**

1. Divisions Affected

1.1 Not applicable.

2. Key Decision

2.1 This is a key decision because it is likely to be significant in terms of its effect on communities living or working in an area comprising two or more electoral areas in the County.

3. Purpose

3.1 To seek approval of a Single Use Plastics (SUP) Policy to reduce the use of plastics which are used once or for a short period of time before being disposed of, and to recognise the implications of this policy.

4. Information and Analysis

4.1 The Council is leading a once-in-a-generation opportunity to reduce carbon emissions generated in Derbyshire to help meet ambitious national targets needed to address the global climate change crisis and to reduce the Council's carbon footprint to net zero by 2032, or sooner. The Council wants to go even further to fulfil its climate and carbon reduction pledges and to deliver its Climate Change Strategy, which is

due to be published autumn 2021. This includes building on measures already put in place to remove SUPs from catering at County Hall and minimising the use of SUPs across all the Council's operations.

- 4.2 Plastic is one of the most useful inventions in recent history. In the UK, it is estimated that five million tonnes of plastic are used every year, nearly half of which is packaging which is used just once. The low cost of plastic has encouraged the development of many SUP items.
- 4.3 SUPs can be described as any disposable plastic item that is designed to be used only once or for a short period of time. SUPs are often used in packaging, consumer products, cosmetics, personal protective equipment and healthcare products. Examples include plastic bags, disposable utensils, beverage containers, balloons and wet wipes. The pandemic is causing a rise in SUP items, such as aprons, health care equipment and lateral flow test kits.
- 4.4 SUPs have a number of benefits, including contributing to food safety and hygiene, and reducing packaging weight in transit, thereby reducing energy and emissions that would be generated by using alternative materials. A comprehensive list of SUPs used by the Council can be found at Appendix 2.
- 4.5 However, plastic contributes to climate change - chemicals derived from fossil fuel production are used to make almost all plastics. The more plastic that is made, the more petrochemicals are required, and the more petrochemicals are required, the higher the demand for gas, oil and even coal. By reducing or removing SUPs, the County Council is helping to reduce the demand for fossil fuels, thereby reducing the carbon dioxide (CO₂) in the atmosphere.
- 4.6 Plastics also often end up as litter resulting in negative aesthetic, environmental and health impacts. Litter gets washed into streams and rivers often ending up in the seas and oceans where animals can become entangled or ingest it. Plastic has been found in the guts of more than 90% of the world's sea birds, in the stomachs of more than half of the world's sea turtles and in the stomachs of whales. Plastics do not biodegrade but break down into smaller and smaller pieces, microplastics, that are ingested by the smallest of organisms which then enter the food chain. To reduce the amount of plastic becoming pollution, it is important, where possible, to avoid the use of SUPs in the first place and, where they are purchased, to use alternative materials or ensure that they contain recycled content and can themselves be recycled.

- 4.7 Whilst plastics have many advantages as packaging for goods and the manufacture of everyday items in our lives, it is a difficult material to recycle and dispose of. Recyclable or readily biodegradable alternatives are not always available. The types of polymers used to produce some items are currently hard to recycle so they often end up as residual waste and are sent for final disposal. In developing a more sustainable planet it is vital to avoid the generation of waste but, where it is produced, it needs to be recognised that all wastes have a value and can be used elsewhere. There is a need to develop alternatives through supporting research and innovation and to develop the circular economy to ensure SUPs are not end products, but part of a cycle. However, SUPs found in many products, e.g. medical supplies, food packaging or cigarette filters, cannot be reused for safety and hygiene reasons.
- 4.8 In 2018, the Department for Environment, Food and Rural Affairs (DEFRA) published '*Our waste, our resources: A strategy for England*' which sets out several plastic waste reduction reforms to help the Government achieve its ambitious plans for a greener future. These include a plastic packaging tax, introducing a Deposit Return Scheme and consistency in household and business recycling collections in England. Successive UK Governments have also signed up to many international agreements aimed at reducing plastic in the marine environment. It is important that the Council plays its part in these agreements as plastic entering the streams and rivers in Derbyshire will end up in our seas and oceans, harming wildlife and communities across the world, as well as leaving a legacy for future generations.
- 4.9 In addition, there are several voluntary initiatives aimed at changing the way that plastics are designed, produced, used, re-used, disposed of and reprocessed by all stakeholders in the plastics chain. Examples of these include:
- the “**Plastics Pact**”, a collaboration of businesses, which has set a target to eliminate unnecessary single-use plastic packaging, for all plastic packaging to be re-usable, recyclable or compostable and for 70% to be recycled or composted by 2025. Derbyshire’s SUP Policy includes key elements from this Pact.
 - The “**Plastics Industry Recycling Action Plan**” (PIRAP), an industry action plan which includes: increased collection of recyclable plastics; improved sorting; and developing end markets for recycled plastics.
 - The “**UK Circular Plastics Network**” (UKCPN), which aims to bring together plastic product users through a programme of networking and knowledge-sharing events.

- 4.10 It is proposed that the Council seeks to reduce the number of SUP items it procures and the plastic waste it generates through the implementation of a Single Use Plastics Policy, a draft of which can be found at Appendix 3.
- 4.11 The Council will seek to reduce SUPs in new procurements and the ongoing contract management of existing contracts. However, the Council recognises that there will be occasions when, for justifiable reasons, the use of SUPs cannot be reduced or removed. It is anticipated that, as markets catch up with the need to reduce SUPs, there may be additional costs incurred by the Council when seeking alternatives and each situation will be evaluated individually to assess whether the Council is achieving value for money.
- 4.12 It is proposed that an action plan is produced setting out key actions for implementing this policy. Implementing the action plan may place additional responsibilities on procurement, waste and climate change officers and it may become necessary, as the strategy is delivered, for additional staffing resource to support delivery of the outcomes. Should additional staffing be required, this will be subject to a business case and approval by the Climate Change and Environment Programme Board. Understanding the wider resource implications of this policy will be presented in a further report.
- 4.13 It is proposed that the SUP Policy is monitored and reviewed annually and that a progress report is presented to Cabinet after the first review.

5. Consultation

- 5.1 The proposal to develop a SUPs Policy was presented to the Improvement and Scrutiny Committee for Climate Change, Biodiversity and Carbon Reduction on 26 July 2021 (Minute No. 02/21 refers). The Committee approved the suggested wording, with the proposal that the review period be amended from every three years to an annual review.

6. Alternative Options Considered

- 6.1 Two alternative approaches were considered. The first was not to adopt a Single Use Plastics Policy and to maintain the status quo. In this instance it is highly unlikely that the Council would see any reduction in the use of SUPs with ongoing negative consequences set out earlier in this report.
- 6.2 The second alternative would be to adopt a complete ban on the procurement of single use plastic items. This would result in the Council

being unable to fulfil its statutory duties particularly, but not exclusively with regards to health and hygiene.

7. Implications

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

8. Background Papers

8.1 Report presented to the Improvement and Scrutiny Committee for Climate Change, Biodiversity and Carbon Reduction on 26 July 2021, titled 'Proposals for a Single Use Plastics Policy'.

9. Appendices

9.1 Appendix 1 - Implications.

9.2 Appendix 2 - Single Use Plastics used by Derbyshire County Council.

9.3 Appendix 3 - Derbyshire County Council's Single Use Plastic Policy

10. Recommendations

That Cabinet:

- a) Approves the Single Use Plastics Policy.
- b) Receives a further report presenting the resource implications of this Policy.
- c) Receives a further report providing an update on the Single Use Plastics Policy in due course.

11. Reasons for Recommendations

11.1 To ensure that the Council has a clear Policy in place to reduce its use of single use plastics.

11.2 To ensure that the implications of approving a Single Use Plastics Policy are understood and that the implementation of the Policy is regularly reviewed and evaluated.

11.3 To ensure that Cabinet is informed of progress of delivery of the Policy.

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

12.1 No

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Implications

Financial

- 1.1 It should be recognised that in implementing this policy, there are resource implications and that officer time will be needed to support its delivery and monitoring and that by procuring alternatives to SUPs there are likely to be additional costs.

Legal

- 2.1 All Council procurement and contracting activities need to comply with the applicable public procurement and contracting legislation and law, including the Public Contracts Regulations 2015 which prescribe processes for public contracts for goods and services above certain thresholds. The 2015 Regulations have been amended in accordance with the terms of the withdrawal of the UK from the EU by the Public Procurement (Amendment etc.) (EU Exit) Regulations 2020.

Human Resources

- 3.1 Training and guidance will need to be provided for staff to understand the issues involved.

Information Technology

- 4.1 There are no Information Technology implications associated with this report.

Equalities Impact

- 5.1 There are no equalities impact implications associated with this report.

Corporate objectives and priorities for change

- 6.1 The SUP Policy supports the Council's ambition to be a net zero organisation by 2032, or sooner, and for the County to be net zero by 2050.

Environmental Sustainability

- 7.1 Development and implementation of this policy will improve the environmental sustainability of the Council.

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

- 8.1 None.

Appendix 2

Single Use Plastics used by Derbyshire County Council

What is a single use plastic?

Plastic designed to be used just once and/or for a short period of time before being disposed of such as:

Office Plastics

Laminating Sheets
Windowed envelopes

Bubble envelopes
Bubble film bags
Adhesive tape

Drink and Food Plastics

Drinks bottles and cartons
Yoghurts in plastic pots
Wrapping around outers of drinks
Food and Sandwich wrappers
Coffee machine pods packaging

Milk pods
Stirrers
Disposable cups
Disposable plates
Disposable cup lids

Cleaning Plastics

Cleaning Product bottles
Bin bags

Cleaning Product packaging

Health and Hygiene Plastics

Latex cleaning gloves
Plastic aprons
Disposable aprons
Disposable gloves
Wipes
Air freshener packaging
Food probe wipes
Covid-19 related products

Sample bottles
Clinical wash bags
Laundry bags
Sanitary hygiene bags
Plasters
Sickness bags
Antiseptic wipes

Other plastics

Vinyl banners
Hazard tape

Workwear packaging

Packaging

The packaging that surrounds almost everything we buy. Beware – some packaging will be essential to provide longevity to the product and / or protect the product whilst in transit. But do challenge if it needs to be made of plastic.

Appendix 3

Derbyshire County Council's Single Use Plastic Policy

Derbyshire County Council will act to remove the use of Single Use Plastic (SUP) from its operations and services where practical and to reduce the use of Single Use Plastic where its use cannot be avoided. The Council will work towards finding positive solutions for reducing unnecessary waste across Derbyshire.

A Single Use Plastics action plan will be developed to support the implementation and monitoring of this policy. The action plan will be regularly reviewed and updated.

Derbyshire County Council will:

(i) **Lead by example**

- Embed the SUP policy into other key Council strategies, policies and plans and support officers to:
 - Understand the acceptable price differential when procuring alternatives to SUPs by providing guidance on the value of sustainability when procuring alternatives
 - Recognise and avoid buying and using SUPs across Council buildings and services
 - Seek more sustainable alternatives to SUPs
 - Ensure that SUPs which are procured have a recycled content of at least 30% and / or can themselves be recycled

(ii) **Work with our suppliers and contractors**

- Highlight the avoidance of SUPs in the Council's Sustainable Procurement Policy
- Request that suppliers have a SUP policy in place or can demonstrate that they are working to minimise the use of SUP's in their organisation and are finding sustainable alternatives (where appropriate)
- Embed requirements for the reduction of SUP in procurement and tender processes for the Council

(iii) **Support the avoidance of SUPs across Derbyshire**

- Work with event organisers to reduce and eliminate where possible SUPs across all Derbyshire events held on Council land and property and share guidance for this more widely.
- Raise awareness of the importance of disposing of SUP's properly to reduce the negative impact on wildlife, the environment and health.

- Continue to support local communities and businesses by sharing best practice, supporting and promoting positive initiatives, campaigns and actions for reducing waste

This policy will be reviewed annually.
Policy approved: XX XXX 2021



Agenda Item

FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

CABINET

14 October 2021

Report of the Executive Director - Place

**Cultural Framework
(Strategic Leadership, Culture, Tourism and Climate Change)**

1. Divisions Affected

1.1 County-wide.

2. Key Decision

2.1 This is a key decision because it is likely to result in the Council incurring expenditure which is, or savings which are, significant having regard to the budget for the service or function concerned (this is currently defined as £500,000) and it is likely to be significant in terms of its effect on communities living or working in an area comprising two or more electoral areas in the County.

3. Purpose

3.1 To approve the draft Cultural Framework that has been prepared in partnership with the Culture Heritage and Tourism (CHAT) Board.

3.2 To approve the allocation of £1m from the Council's COVID-19 Recovery Fund to support delivery of the Cultural Framework, of which the detailed breakdown of funding will be subject to further reports and approval by the Cabinet Member - Strategic Leadership, Culture, Tourism and Climate Change.

4. Information and Analysis

- 4.1 Derbyshire has a vibrant creative community and rich cultural heritage which are key to the County's identity and unique story. However, the impact of COVID-19 has been devastating to Derbyshire's creative and cultural economy, alongside the wider visitor economy, with those businesses that rely on attracting audiences and visitors some of the very last to return to normal operation. The contribution of this sector to the vibrancy and vitality of place, in particular to the 27 market towns across Derbyshire, has also been self-evident, with a reduced cultural offer impacting on the sustainability of town centres.
- 4.2 Economic recovery across the County has been co-ordinated through the Economy, Business and Transport Recovery Cell, supported by a targeted workstream delivering responsive place-based activity on the ground. The Recovery Cell also delivered the Derbyshire Economic Partnership (DEP) Economic Development and Employment and Skills Recovery Strategy which comprises a blend of short term interventions to protect the economy, fused with longer term actions positioned to enable the County to re-orientate and grow the economy to capitalise on new opportunities post COVID.
- 4.3 The evidence review which informed the Strategy highlights the disproportionate impact the pandemic has had on creative and cultural industries and recognises the significant place-making impact that the sector provides. The Strategy proposes a number of interventions across key themes including Place, Industry, Transport, Visitor Economy and Employment and Skills. These themes are clearly linked to the development of a cultural framework through the following proposed interventions:

Place

- Engage creative and cultural sector to support diversification of towns – including focus on creative, maker and meanwhile space.
- Harness, creative and cultural industries to build distinctive town offer, build vibrancy and drive footfall to Derbyshire's towns.
- Reuse iconic buildings at the Derwent Valley World Heritage Site as living and workspace and ensure they fulfil their role in heritage-led regeneration.
- Support diversification plans in vacant or underused spaces market towns including a focus on creative workspace, makerspace, and touchdown hubs.
- Agree a vision for town retail/services in town centres including offer and sustainability targets e.g. Plastic free.

Industry

- Build business resilience through targeted business support programmes for creative and cultural sector.

Visitor Economy

- Use campaigns to build cultural identity.
- Harness creative and cultural industries to build product, extend season and fuel visitor growth.

- 4.4 The Recovery Strategy provides a strong platform from which to build and ensure that culture and creativity, expressed in all its diversity, has increased power to boost our economies and enrich our communities.
- 4.5 The meeting of the Cabinet Member - Strategic Leadership, Culture and Tourism on 4 February 2021 (Minute No. 6/21 refers) approved proposals to support the economic recovery of Derbyshire's creative and cultural industries through the development of a Cultural Framework, alongside proposals for 'Shine a Light' event as a replacement for the Festival of Derbyshire.
- 4.6 The proposals were developed by the Culture, Heritage and Tourism Board (CHAT) which has been established on a wider partnership basis to provide strategic overview of the sector in direct response to COVID-19. The Framework includes a blend of short term actions to support recovery along with longer term interventions to enable the sector to become more resilient, re-orientate, grow and capitalise on new opportunities. The Framework seeks to maximise the economic impact of Derbyshire's creative and cultural industries and considers how they can best support Derbyshire's place-making strategies in particular, the visitor economy and market towns renewal programme.
- 4.7 The Cultural Framework will provide a toolkit to facilitate place leadership by harnessing the activities of the cultural sector and helping develop support a creative environment where businesses flourish and thrive, where tourists want to visit and where resident want to stay.
- 4.8 Following extensive consultation with key partners and businesses in the sector five themes, referred to as pillars, sets out the high level structure for the delivery of the Framework which are set out below:

Derbyshire Hot House**- Developing and diversifying Derbyshire's creative talent**

- Creative Producer innovation programme in landscape and heritage settings.

- Mentoring scheme for mid-career CHAT sector workers bringing in national expertise.
- Screen Industries/film tourism support, via new Film Office.
- Stronger links to the regions creative FE and HE centres to attract and support young and emerging creative entrepreneurs.
- Training to support innovative, low-carbon creative practice
- Improved routes to market for creative producers and makers.
- Business support to stimulate innovation and product development.

The Derbyshire Story

- Celebrating Derbyshire's cultural heritage, stories, landscape and people

- Assets and collections activated through new narratives and showcasing.
- Collective programming and collaboration across heritage sites and attractions to build profile and reach
- Creative campaigns that promote Derbyshire as a cultural destination for local, national and international visitors.
- Increased focus on digital content to help share the stories of Derbyshire.
- Collaborative approaches to engagement, learning and audience development across the Derwent Valley Mills World Heritage Sites to raise profile and build audiences.

The New Market Place

- Harnessing culture and creativity to build and diversify Derbyshire's town offer

- Supporting the development of existing and emerging creative hubs and clusters; as places of inspiration, productivity and collaboration.
- Exploring flexible, co-working creative and digital workspace in key locations, including the re-purposing of heritage buildings.
- Culture led regeneration pilots in key towns, in support of levelling up agendas.
- Town festivals and events, to help animate the high street.
- Connecting and refocussing key cultural spaces, such as libraries and museums, as creative high street hubs – for community and enterprise.
- Development of place based creative forums, to support and grow the local creative ecology.

Shine A Light

- Developing distinctive signature projects, of scale and quality, to dramatically improve the offer for local communities and visitors

- Signature capital cultural projects.
- Shoulder season destination experiences to attract audiences and build overnight stays, including an annual programme of large scale, digital projection events at some of Derbyshire most iconic buildings.
- Reaching out regionally, nationally and internationally to build transformational cultural programmes such as Derby's City of Culture ambition.

Collective Derbyshire

- Providing leadership and a shared voice to support sustainability and collaboration for CHAT sectors across the County and City

- Shared tools for intelligence and data collection
- Advocacy - research and learning
- Strategic coordination and fundraising resource for CHAT Board
- Consultancy on specialist support, advice and facilitation
- Developing smart, shared solutions for climate emergency.

5. Consultation

5.1 An extensive programme of consultation took place during July 2021 and involved a wide range of national and local partners including businesses, local authorities and third sector organisations across libraries, arts, festivals, historic houses and theatres. The consultation was based on the following themes:

- Cultural programming - experience and engagement.
- Sense of Place – visitor economy.
- Cultural and creative entrepreneurs.
- Social Enterprise and Creative Communities.
- Re-Imagining town centres.

6. Alternative Options Considered

6.1 Do nothing – this is not appropriate given that the Derbyshire economy has been significantly and adversely impacted by COVID-19 across the culture, heritage and tourism sectors. To build back better, the County requires a strategic approach to ensure any support and interventions are based on evidenced need.

6.2 Develop a Derbyshire County Council Strategy – this is not an appropriate response as the priority to rebuild the Derbyshire economy after the impact of COVID-19 requires a partnership approach, supported by a wide range of organisations. As such, the CHAT Board

is the most appropriate vehicle to oversee the production of the Cultural Framework.

7. Implications

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

8. Background Papers

- 8.1 Derbyshire Economic Partnership Economic and Skills Recovery Strategy 2021-2025
<https://www.derbyshireeconomicpartnership.org.uk/business-derbyshire/economic-and-skills-recovery-strategy/economic-and-skills-recovery-strategy.aspx>

9. Appendices

- 9.1 Appendix 1 - Implications
- 9.2 Appendix 2 - The Cultural Framework - sets out the detail of the interventions and actions required to deliver the Cultural Framework.

10. Recommendations

That Cabinet:

- a) Endorses the Cultural Framework which has been prepared in partnership with the Culture, Heritage and Tourism Board, attached to this report.
- b) Approves the allocation of £1m from the Council's COVID-19 Recovery Fund to support delivery of the Cultural Framework and pump prime match funding from other organisations e.g. the Arts Council and Heritage Lottery.
- c) Agrees that the allocation of £1m for the delivery of the Cultural Framework will be subject to future detailed reports to be approved by the Cabinet Member - Strategic Leadership, Culture, Tourism and Climate Change.
- d) Delegates the final approval of the Cultural Framework to the Cabinet Member - Strategic Leadership, Culture, Tourism and Climate Change, to allow final comments from the Culture Heritage and Tourism Board to be incorporated.

11. Reasons for Recommendations

- 11.1 The Cultural Framework requires the approval of all the partners of the Culture Heritage and Tourism Board, of which Derbyshire County Council is a member.
- 11.2 The delivery of the Cultural Framework will be funded, in part, from the COVID-19 Recovery Fund and requires a formal resolution.
- 11.3 The £1m will be allocated against a range of actions and interventions and will be subject to more detailed reports for member approval.

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

- 12.1 No.

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Appendix 1

Implications

Financial

- 1.1 The budget of £1m to support delivery of the Cultural Framework is proposed to be allocated from the Council's COVID Emergency and Recovery Fund, approximately £10.343m remains in the Fund. Staff resources to support the delivery of activity will be secured through existing resources in the Economy and Regeneration Service, alongside other partner organisations.

Legal

- 2.1 There are no legal implications in adoption of the Cultural Framework.

Human Resources

- 3.1 The delivery of the Cultural Framework will be overseen by existing staff within the Economy and Regeneration Service.

Information Technology

- 4.1 There are no implications.

Equalities Impact

- 5.1 The Cultural Framework targets support at a critical sector of the economy and aims not only to drive recovery, but also to build back better in terms of ensuring wider accessibility to arts and culture for both residents and tourists – particularly encouraging engagement from those who typically might not have engaged in the past.

Corporate objectives and priorities for change

- 6.1 The Cultural Framework has been developed in direct support of the Council Plan objective to deliver a 'green and prosperous Derbyshire' and in particular, to implement the key actions and priorities set out in the Economic Recovery Strategy.

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

- 7.1 Not applicable.

DERBYSHIRE CULTURAL FRAMEWORK

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FOREWORD

Derbyshire is a special place, a very special place. It is so for many reasons, but none more so than for its creative and cultural vibrancy. The culture, heritage, and the innovative spirit of its people provide a unique and distinctive offer to residents and visitors alike. Yet more could be done to truly realise the value of culture to a county that sits at the very heart of the nation.

This Cultural Framework will provide a focus for more significant investment into the sector whilst encouraging collaboration and renewed effort to maximise the social and economic benefits for all. The Framework aims to raise the profile of culture in its many forms and shine a light on this beautiful county.

We are proud of Derbyshire and wholeheartedly support the pivotal role that culture can play in its bright future. We commend this Framework to you and hope that you will help contribute to its successful delivery.

Cllr Barry Lewis – Leader of Derbyshire County Council

James Berresford – Chair of the Culture, Heritage and Tourism Board (CHAT)

4th October 2021

The Culture, Heritage and Tourism (CHAT) Board is a countywide, strategic partnership of public sector and cultural organisations who come together to advocate for, promote and facilitate the development of culture, heritage and tourism in Derbyshire. The CHAT Board is administered by Derbyshire County Council and championed by the current leader of the Council. The CHAT Board has overseen the development of the Cultural Framework via a designated Task and Finish Group.

CHAT provides a broad coalition of support to work across sectors and provides a mechanism to support collective, co-ordinated action with the objective of leveraging new resources, developing new audiences and participants, and growing Derbyshire’s cultural ecosystem.

CHAT’s key aim is to maximise the economic potential of Derbyshire’s distinctive cultural and environmental offer to ensure the county is an exceptional place for people to live, work, visit and invest. This aim is a primary driver in the development of the Framework, though we recognise that community and social cohesion are fundamental to inclusive, sustainable growth.

DERBYSHIRE CULTURAL FRAMEWORK *

FORWARD

1. EXECUTIVE SUMMARY
2. INTRODUCTION
3. WHY A CULTURAL FRAMEWORK ?
4. AMBITION AND SCOPE
5. DERBYSHIRE'S CULTURAL IMPACT
6. COMPLETING THE FRAMEWORK

7. THE 5 PILLARS

- I. DERBYSHIRE HOTHOUSE
- II. THE DERBYSHIRE STORY
- III. THE NEW MARKET PLACE
- IV. SHINE A LIGHT
- V. COLLECTIVE DERBYSHIRE

8. SOCIAL, ENVIRONMENTAL & ECONOMIC SUSTAINABILITY

9. DELIVERY & OWNERSHIP

10. APPENDICES – MAPPING DATA

EXECUTIVE SUMMARY

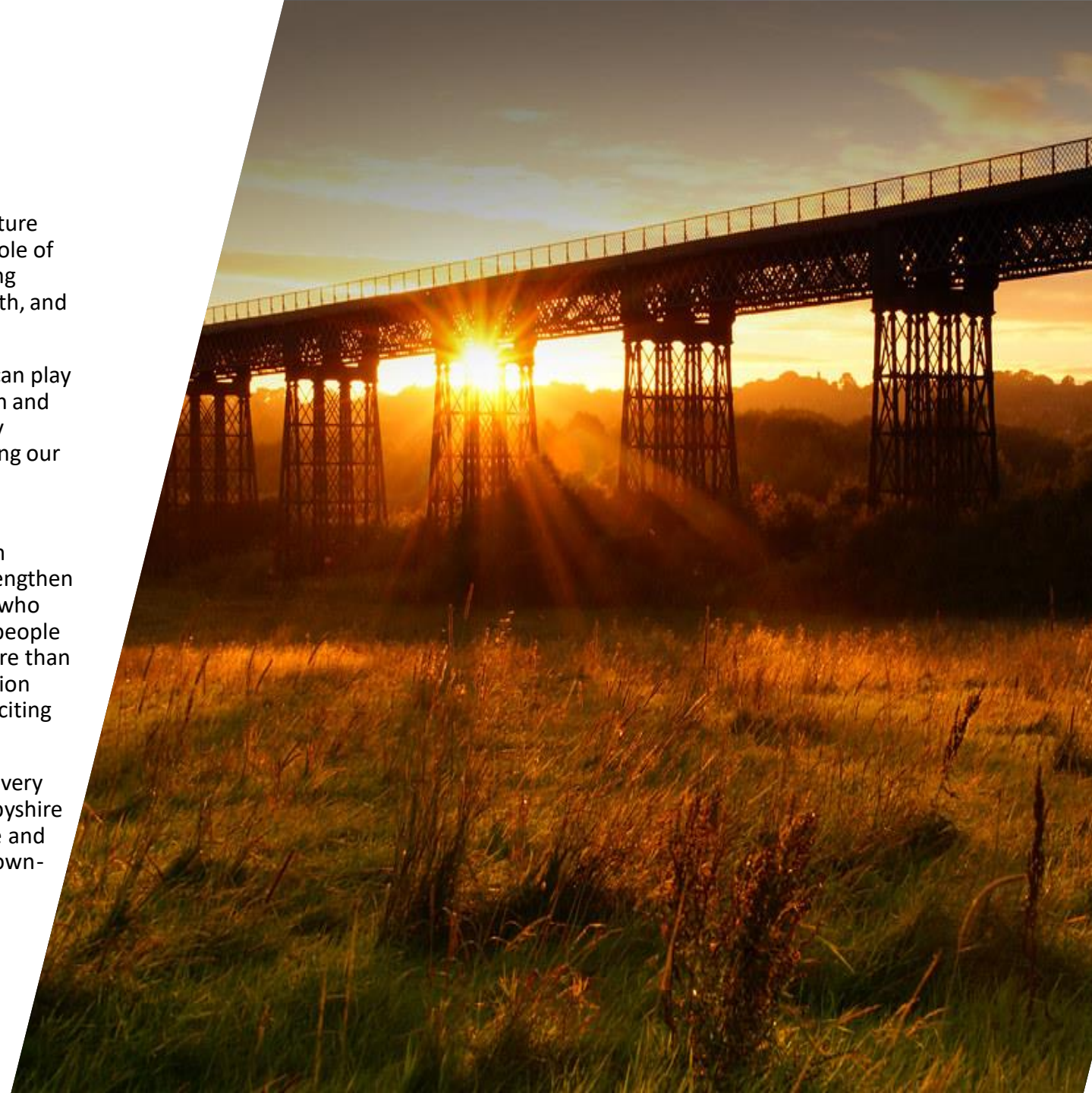
FROM RECOVERY TO RENEWAL

Culture is a major driver of the UK economy, contributing more than agriculture pre-pandemic. The Arts Council's new Strategy **Let's Create** recognizes the role of culture in responding to the major challenges of the coming decade including "inequality of wealth and of opportunity, social isolation and mental ill-health, and above all of these, the accelerating climate emergency".

While there is increasing recognition of the part that creativity and culture can play in supporting local economies and talent, health and wellbeing, and children and young people, the full potential of a culture-led recovery can only be met by strategically and systemically orchestrating pathways and processes that bring our culture, heritage and tourism sectors together at both an operational and a leadership level.

This framework aims to empower Derbyshire's culture, heritage and tourism businesses, makers, doers, stakeholders, audiences and communities to strengthen partnerships with local and national government, open new avenues for all who work in museums, libraries and arts organisations and improve the lives of people across the whole county. It recognizes that the people of Derbyshire are more than just consumers and that our rich landscapes, heritage, creative and destination attractions all play a part in making the county a healthy, sustainable and exciting place to work, rest and play.

However, this isn't to ignore the economics of culture. To achieve rapid recovery Derbyshire needs a unique and cohesive cultural offer made for and by Derbyshire to keep the economic impact in the county. This requires a stronger creative and heritage sector that knows how to work across tourism, regeneration and town-centre management. Non-cultural stakeholders also need support and new systems to value and work with the creative producers, artists, musicians, designers, story tellers and performers that tell Derbyshire's story.



EXECUTIVE SUMMARY

SUMMARY OF OUR PRIORITIES

Through extensive consultation across the sector with a wide range of organisations and groups 5 key themes have emerged, whose implementation will be phased over the next 5 years:

- Derbyshire Hothouse: Developing and diversifying Derbyshire’s creative talent
- The Derbyshire Story: Celebrating Derbyshire’s cultural heritage, stories, landscape and people
- New Market Place: Harnessing culture and creativity to build vibrant, welcoming cultural hubs for residents and visitors
- Shine A Light: Developing distinctive signature projects, of scale and quality, to dramatically improve the offer for local communities and visitors
- Collective Derbyshire: Providing leadership and a shared voice to support sustainability and collaboration across the county and city

WHO WILL WE FOCUS ON

Culture is for everyone and so we need to ensure it is as relevant, representative and accessible as possible, with people of all ages, backgrounds and communities able to take part in creative opportunities.

Young people in particular need to be inspired and supported to realise their creative ambitions and more needs to be done to facilitate their engagement with culture.

Building diverse audiences for cultural activities and experiences, both by stimulating local interest and by attracting visitors will be key to success. We need to develop robust, evidence-based, inclusive audience development strategies across all the CHAT sectors.

THE QUICK WINS

- Re-align existing business support to better suit the needs of the creative and cultural industries
- Initiate creative producer training for local culture, heritage and tourism clusters
- Set up a new Film Office, to kick start the growth of screen industries
- Development of culture and heritage bookable experiences targeted at visitor market.
- Increase collaboration in engagement, learning and audiences across the Derwent Valley Mills World Heritage sites to raise profile and build audiences
- Pilot a creative market town programme, to support high street revitalisation
- Activate greater collaborative programming across festivals, museums and attractions
- Use “Shine a Light” as a launchpad and campaign for signature programming to drive the creative and visitor economy.
- Strengthen membership and governance of the CHAT Board to ensure successful delivery of Framework ambitions.
- Forge closer working relationships across city and county to realise transformational opportunities, such as Derby’s UK City of Culture bid

INTRODUCTION

WHY A CULTURAL FRAMEWORK?

The production of a newly focused cultural framework demonstrates to our communities, funders, investors and stakeholders that Derbyshire is committed to delivering an ambitious, clearly articulated and connected cultural vision for the future. It will ensure unrealised potential and assets are activated, programmes and projects align their funding and investments from the central government's Levelling Up agenda are secured.

Derbyshire's central location, both in terms of customer base and workforce, means the county has an enviable position straddling both city and countryside. Home to unique landscapes, rich traditions and world-class heritage destinations alongside strong connections to some of the UK's most vibrant cities means Derbyshire delivers outstanding quality of life. The changing patterns of work and the move away from urban centres that have been activated by the pandemic provide the impetus to attract a growing number of creatives to relocate to the county to support economic recovery. However, a lack of major venues and an absence of central co-ordination means the county is not realising its full potential nor supporting the diversity of creative communities as much as it could.

A TIMELY STRATEGIC INTERVENTION

Pre-pandemic, Derbyshire's creative industries contributed £550 million to the local economy and supported 10,300 jobs across Derby and Derbyshire. At 3.2% of GVA this suggests that the creative industries are under-represented in Derbyshire when compared to the national average of 5.3%. However, more nuanced data from NESTA indicates freelance micro-clusters exist in Derby, Belper, Chesterfield, Glossop, Buxton and within Derbyshire Dales. Supporting these agile communities will ensure a solid foundation for levelling up the creative sector.

Derbyshire's 27 market towns are integral to the county's identity and sense of place. From Chesterfield, the county's primary market town in the north east, to the spa town of Buxton in the north west, to the settlements that follow the course of the River Derwent and its tributaries, to the former mining towns in the east and south of the county, each has their own unique identity and story to tell. Many of the county's town centres are, however, struggling. For some the impact of the global pandemic has accelerated their decline.

This framework seeks to provide Derbyshire with a toolkit to stronger cultural leadership, a better creative environment and more connected communities, providing routes to attract the very best of the sector to Derbyshire. In doing so we want to create a place where residents, visitors, creatives and entrepreneurs want to stay. In addition, the city of Derby is important for the economic and cultural vitality of the county; the prosperity of both are intrinsically linked and collaboration is mutually beneficial.

Since 2019 there has been a series of unprecedented national and global shifts which continue to have an impact on the CHAT sectors. As well as supporting the short term recovery of the sector, the Framework champions the role of Derbyshire's creative and cultural industries in helping shape the county's longer term recovery, through harnessing the creativity and innovation inherent in the sector to take on the challenges of the post-COVID world: generating jobs and investment in the local economy, facilitating place-making, enriching the visitor offer, helping to re-imagine the high street and continuing to support the health and wellbeing of Derbyshire's communities.

WHY A CULTURAL FRAMEWORK? (Graphic being designed)

THE OPPORTUNITIES

- The only UNESCO World Heritage site in the East Midlands: the Derwent Valley Mills, birthplace of the industrial revolution
- The Peak District: Derbyshire's most significant visitor economy asset
- Rich and varied architectural and historic interest: nearly 300 conservation areas, 27 unique market towns, renowned stately homes, more than 40 museums
- Rich and diverse landscape character
- Cultural rejuvenation in key towns, e.g. Chesterfield and Buxton
- Plans for improved connectivity: HS2, Hope Valley Line, White Peak Loop
- Located in the heart of the nation and accessible to over 16 million people within 90 minutes' drive time
- Nationally strong visitor economy in the north and west of the county. Pre-pandemic, our visitor sector contributed £2.5bn to economy and supported 32,000 jobs
- High concentrations of creative businesses in High Peak, Derbyshire Dales, Chesterfield and Derby
- Strong heritage of innovation and making, with globally strong manufacturing in the south of the county
- New funding - County Deals, Levelling Up, Shared Prosperity Fund and Arts Council Priority Places
- Growing interest in Derbyshire as a location for film and TV production
- Derby's ambition as UK City of Culture
- Strong network of participatory arts organisations

THE CHALLENGES

- Lack of major venues
- Lack of resourced, central co-ordination
- Lack of shared intelligence base
- Lots of individual projects, but fewer collaborative programmes
- Geographic scale and diversity of the county
- Disproportionate impact of the pandemic on the cultural sectors and consequent reduction in resiliency
- Local government tier system across County, Districts/Boroughs, Towns and Unitary (Derby) makes joined-up working more challenging
- Uncertainty about the ongoing structural reform and devolution
- Arts and culture significantly underfunded, plus move to community run libraries
- High level of dependency on volunteers across culture and heritage
- Significantly lower levels of engagement across arts, museum and libraries by Derbyshire residents than nationally

DERBYSHIRE'S CULTURAL IMPACT

(Graphic being designed)

In Facts and Figures from 2019 -20

- Over 70 annual cultural festivals and large-scale events
- Home to over 65 museum, collections and heritage attractions , with 30 of these accredited
- 5160 listed buildings, 148 Grade 1 Listed
- 30 registered parks and gardens
- 328 conservation areas
- Creative and cultural businesses contributed £550 million to the local economy and supported 10,300 jobs across Derby and Derbyshire
- 73.3% of Derbyshire residents engaged in culture within the previous 12 months, including a visit to a museum, gallery or library
- Home to 14 Arts Council National Portfolio Organisations ; 6 in Derbyshire, 8 in Derby
- Who between them received annual funding of £3,133,817; £593,570 in Derbyshire, £2,540,247 in Derby. With a further £4,764,621 invested by Arts Council across Derbyshire and Derby
- An additional £8,179,102 was awarded in 2020/21 across Derbyshire and Derby, via the Cultural Recovery Fund ; £4,905,677 in Derbyshire and £3,271,435 in Derby

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Please Note: All sources will be listed in final publication



AMBITION AND SCOPE

AMBITION

The next 5 years are critical for the recovery of Derbyshire, presenting an opportunity to reposition the county in terms of economy, perception and place. This framework aims to shine a light on the hidden gems of both our traditional and our cutting-edge culture, providing a hothouse that will support the growth of the entire CHAT economy and develop new ways to attract and retain talent, encourage more visitors and support local communities.

It is primed and supported by Derbyshire's new £1million local Cultural Recovery Fund, maximising the impact of external investment to support and grow the CHAT sectors over the coming years.

The Framework is based on a series of principles:

- LOOKING IN - lead by example, create a strong circular economy
- LOOKING OUT – be inspired by and learn from others
- SHARING - best practice, intelligence, opportunities
- CREATING - a coherent offer, products for market, sense of place
- GROWING - confidence, scaling up, diversifying
- SUSTAINABLE – socially, economically & environmentally sustainable
- DERBYSHIRE - place-based, people-centred, storytelling

Delivering on these principles Derbyshire will nurture a progressive creative economy, demonstrating innovation, collaboration and sustainability.

SCOPE

This Framework has been designed to form a core part of the Derbyshire Economic Partnerships Economic Recovery Strategy and Employment and Skills Recovery Plan by:

- providing a vision to help rebuild and drive forward the Derbyshire creative economy, connecting culture, heritage, place-making and tourism
- facilitating organisational and structural innovation between the CHAT sectors, including economic development
- building sector resilience by connecting the engine of the local creative economy and the public-facing experience economy
- underlining the need for clarity and collaboration between the CHAT sectors to ensure Derbyshire builds back better

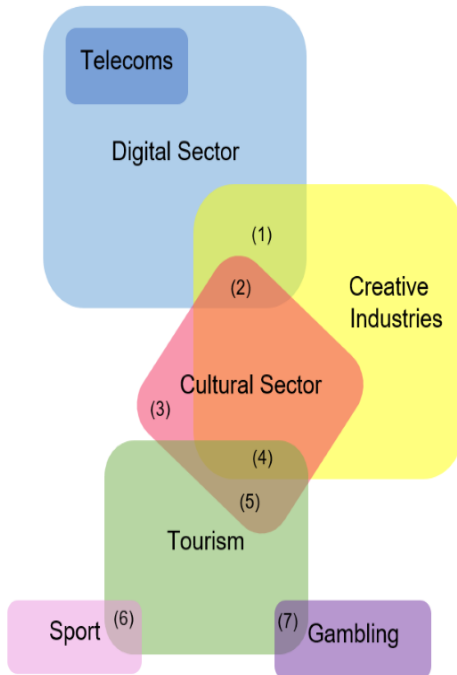
The Framework includes a blend of short-term actions to support and strengthen the recovery of the CHAT sector along with longer-term interventions to enable the sector to become more resilient, re-orientate, grow and capitalise on new opportunities over the next 5 years.

DEFINITIONS (Graphic being designed)

The research and stakeholder engagement for the Framework has focused on the overlap of the creative industries, cultural sectors and tourism sector as defined by DCMS. Telecoms, Sport and Gambling are not within the scope of this Framework

DCMS ECONOMIC DEFINITIONS

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- (1) Publishing, computer games, software publishing, computer programming, computer consultancy activities
- (2) Film, TV, Music, Radio
- (3) Heritage, retail of music and video recordings, manufacture of musical instruments, reproduction of recorded media
- (4) Arts, Museum activities
- (5) Heritage
- (6) Renting of sports goods, operation of sports facilities, other sport activities
- (7) Gambling

Note: Civil Society has not been depicted in this figure because it spans across all industries, both within DCMS sectors and outside. The overlap between Civil Society and other DCMS sectors is taken into account for All DCMS totals (mainly SIC 90 – Arts, which overlaps with Creative Industries, Cultural Sector and Tourism sector).



COMPLETING THE FRAMEWORK

APPROACH & METHODOLOGY

The Cultural Framework has been delivered by Curated Place and co-designed with the CHAT Board, Derbyshire County Council and the wider cultural and creative sector across Derbyshire and Derby, using open, collaborative and creative research methodologies. Our approach to both the development of the Framework and its delivery stresses:

- Inclusivity – ensuring that culture in Derbyshire embodies the county’s rich diversity and that people of all ages, backgrounds and communities are able to take part in creative opportunities
- Partnership – working collectively within the creative and cultural sectors and with wider stakeholders to achieve shared ambitions
- Co-production – collaborating with communities to develop activity that reflects local perspectives and aspirations



MAPPING

Understanding the geography of Derbyshire’s cultural sector, mapping was used to establish the spatial cultural landscape. Drawing together key data sets from Arts Council England, The National Lottery Heritage Fund, Sport England and key stakeholders within the county, the mapping identified where grassroots membership activity aligned with more established networks of funding and support. This highlighted where agility and aptitude to respond to opportunities exists and where more support is required. Major capital investment was also mapped to highlight immediate resources and opportunities for collaboration.

INTERVIEWS

Following the mapping exercise, a series of in-depth interviews were carried out with key individuals and groups to identify common themes, successes and frustrations with existing structures around culture. Each participant was also asked to provide a list of their own critical partners and collaborators to compare to the internal cultural landscape view.

DESK RESEARCH

Research into the priorities, strategies and opportunities current policy and investment to inform where a cultural framework can be used to align individual, institutional and organisational objectives that connect Derbyshire’s countywide needs and desires with regional, national and international priorities and best practice. Key funders’ strategic goals* are aligned in the framework to connect the evidence of need with an objective:

CURATED PLACE is a multi-award-winning creative consultancy and creative producer specialising in strategic city-wide interventions, regional cultural and economic development and community driven site-specific arts experiences, as well as major commissions.

*Arts Council England Investment Principles/“Let’s Create”, Town Funds, HSHAZ, Communities Renewal Fund, Levelling Up, Shared Prosperity Fund, MEND, LIIF etc.

STAKEHOLDER ENGAGEMENT

22

IN DEPTH
INTERVIEWS

8

NETWORK
EVENTS

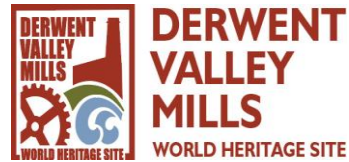
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CREATIVE
LABS

56

CROSS-SECTOR
ATTENDEES

Including...



5 PILLARS

CULTURAL FRAMEWORK

This Framework is based on five pillars of action:

1. **Derbyshire Hothouse:** skills, employment & talent development for the creative, digital and screen industries, cross-sector training & mentoring, stimulating enterprise, innovation and product development
2. **The Derbyshire Story:** living heritage and landscape, cultural programming to animate and tell our stories, activating assets, place brand/narrative, developing the offer
3. **The New Market Place:** reimagining town centres, supporting civic pride, activating spaces, developing creative hubs, building the creative offer and driving footfall to our towns
4. **Shine a Light:** large-scale signature programming and capital projects, maximising the cultural offer, recognising and celebrating people, places, products, and encouraging activity in the quieter times of year
5. **Collective Derbyshire:** shared values, collective visions, county and city partnerships, sharing information & data, cross-sector leadership, sustainable cultural economy

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Each pillar corresponds to a number of recommended activities and investment priorities. An annual implementation plan will set out detailed outcomes under each of these pillars.

5 PILLARS

CULTURAL FRAMEWORK

EACH PILLAR SUPPORTS AND ENHANCES THE OTHERS TO DELIVER KEY OUTCOMES OVER THE NEXT 5 YEARS.



DERBYSHIRE HOTHOUSE

Encouraging creatives to live and work in Derbyshire, and supporting them to thrive at all stages in their career.

Derbyshire is home to and on the doorstep of many of the country's most vibrant cities, each producing the next, exciting generation of new creative professionals. The high quality of life that the county can offer provides a great opportunity to attract, retain and build a creative, diverse workforce and strengthen our local cultural economy.

Access to suitable, affordable workspace, opportunities for networking, peer-to-peer mentoring, structured professional development and economic opportunity are essential components that will attract and retain talent.

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Derbyshire's creative and cultural workforce is older and less diverse than the national average. To ensure work remains innovative and relevant it is essential that Derbyshire continues to develop a diverse and inclusive creative sector where young creative entrepreneurs are supported.

Research suggests there are increasing opportunities, in areas such as tourism, screen industries and the broader experience economy that the current local creative sector is not able to fully deliver against. Targeting resources in these key growth areas and encouraging the development of products, services and experiences to meet these needs, will help build sector resilience whilst supporting wider place-making, economic growth and social cohesion objectives.



INCLUSIVE SKILLS & CAREERS

DERBYSHIRE HOTHOUSE

There is a broad range of support already available to the sector, via existing skills and business support agencies, for instance the D2N2 Growth Hub. However, current provision falls short of some key sector needs, for example research and product development, mentoring and mid-career training.

A more co-ordinated approach to business support and professional development across Derby and Derbyshire's creative and cultural sectors will be key to unlocking future growth.

This can be achieved by:

- Page 192 •
- Clearer signposting to current opportunities
 - Developing a broader understanding of specific sector needs amongst key agencies and decision makers
 - Advocating new opportunities meet the needs of the sector
 - Developing new bespoke, targeted programmes of support delivered by cultural economy leaders

A programme of professional development innovating across culture, heritage and tourism will be key. This will bring together creative entrepreneurs (young and old, emerging and established) from across the CHAT sectors to work, learn and create together, pooling knowledge and practice.

Investing in:

- Creative producers in landscape and heritage settings - R&D/ innovation programme
- Mentoring scheme for mid-career cultural sector workers, bringing in national expertise
- Development of creative networks
- Screen industries/film location support, via new Film Office
- Improved routes to market for crafts and makers, including promotion of Derbyshire talent
- Improved sector-wide volunteering and apprenticeship opportunities
- Stronger links to the region's creative Further and Higher Education centres to attract and support young and emerging creative entrepreneurs
- Training to support innovative, low carbon practice
- Business support to stimulate innovation in product development
- Start-up support for creatives from under-represented groups

"The UK is world renowned for its creative industries, which in turn make it an attractive place to live, work and invest. Human creativity, unlike so many of our natural resources, is limitless - so it makes sense to invest in its potential to transform lives, level up and build sustainable and inspiring futures for many".

Tim Marlow OBE, Chief Executive and Director,
Design Museum, (2021)

THE DERBYSHIRE STORY

Our cultural heritage, our stories, our landscape and our people: collectively these provide our unique identity and brand and help Derbyshire shine on a national and international stage.

Derbyshire has diverse and distinct beautiful landscapes that are derived from its varied geology and humanity's cultural handprint. From the dark and white peaks of the Peak District to the estate farmlands in the south of the county; from the Magnesian Limestone Plateau to the undulating Derbyshire Dales; from the sandstone coal measures landscapes, that contain the historic houses of Bolsover Castle, Sutton Scarsdale and Hardwick Hall, through to the Derwent Valley, that saw the birth of the modern factory system as part of the industrial revolution to the former coalfields in the South now transformed through the creation of the National Forest, these landscapes have provided and continue to provide artistic and cultural inspiration.

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ACTIVATING TRADITION
& ARCHIVES

THE DERBYSHIRE STORY

Derbyshire is rich in landscape, heritage and cultural assets – historic buildings, industrial heritage, museums, collections and archives; the natural landscape, waterways, quarries and mines; cultural traditions, such as well dressing – all these contribute to The Derbyshire Story.

Creative activities can help breath new life into these assets, bringing depth and meaning to people’s experience of Derbyshire. This will be achieved by commissioning new work, establishing creative residencies, developing learning and engagement activity and maximising on the good practice already initiated, for example by the National Forest, the Derwent Valley Mills World Heritage Site, and the Museum of Making.

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Increased use of digital technologies, in the production, publishing and broadcasting of work, will help share the stories of Derbyshire with global audiences, and help us to reach more diverse local audiences.

Derbyshire’s museums and heritage sector has a strong and highly committed community of experts, advocates and custodians, including an army of volunteers. The sector is however under-resourced, quite disparate and often struggles to get its voice heard.

Making is significant within Derbyshire’s industrial and cultural heritage as well its contemporary identity, and so is a really important part of the Derbyshire Story. A campaign linking museum and heritage sites, activities and product promotion around the theme of making, will pilot joint working and help strengthen the visitor offer.

Investing in:

- Assets and collections activated through new narratives and showcasing
- Collective programming and collaboration across heritage sites to build profile and reach
- Creative campaigns to build cultural identity and promote Derbyshire as a cultural destination to local, national and international audiences
- Presenting heritage in a way that is relevant and exciting for new audiences by making better use of digital media
- Collaborative approaches to engagement, learning and audiences across the Derwent Valley Mills World Heritage sites to raise profile and build audiences
- Development of culture and heritage bookable experiences targeted at visitor market.
- Creative residencies in landscape and heritage settings

“It’s not enough to save something – you’ve got to make it live”. That’s because a living heritage is most likely to be sustainable and to bring greater benefits to people and communities.’

Sir Peter Luff, Chair, The National Lottery Heritage Fund

THE NEW MARKET PLACE

Harnessing culture and creativity to develop and diversify Derbyshire's market town offer, build vibrancy and drive footfall to our towns.

Derbyshire has a rich and varied mix of settlements, including 27 market towns, each with their own unique identity and story to tell and all contributing to a strong sense of place.

It is recognised that for Derbyshire market towns to become more resilient, they each need to provide a wide offer to both residents and visitors; a predominant focus on retail provision leaves towns vulnerable to change. The pandemic had very different impacts on city and town centres; city centres suffered significantly from the absence of office staff, while some market towns benefited from local footfall as many people worked from home.

The government's High Street Task Force has provided support to the County Council and district authorities as part of the county's strategic response to economic recovery; evidence provided by the Task Force identifies the role arts, heritage and culture and creativity can play in supporting successful and sustainable places, including diversification of vacant or underused spaces, place marketing and branding, civic engagement and animating the high street.



**CREATIVE COMMUNITIES,
CREATIVE PLACES**

THE NEW MARKET PLACE

Derbyshire has some key centres of creative activity, with concentrations in the Derbyshire Dales, High Peak, Chesterfield and Derby, and in particular the creative corridors of Buxton, New Mills, Whaley Bridge, Hayfield and Glossop, feeding into Manchester, and along the Derwent Valley (Belper, Wirksworth and Matlock). These creative micro-clusters are the engine to much of Derbyshire's creative production, boosting the local economy and enriching communities.

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Culture and tourism have a clear role to play within the Levelling Up agenda, not only through direct activity but also by re-shaping the image of places. Buxton's designations as a High Street Heritage Action Zone, with accompanying cultural programme puts heritage at the heart of high street recovery. Towns Fund Projects in Clay Cross, Staveley and Long Eaton all have significant cultural proposals as part of their plans. This, coupled with the recent designation of North East Derbyshire, Bolsover and Chesterfield as Priority Places by Arts Council, offers the potential for real step change in these areas, supporting them to thrive through a collaborative approach to culture.

Targeting resources and forging collaboration between the CHAT sectors and wider place makers will be key to achieving step change; delivering activities that connect people to place, support community well-being, diversify and animate high streets and that attract visitors through co-ordinated marketing.

Investing in:

- Supporting the development of existing and emerging creative micro-clusters, as places of inspiration, productivity and collaboration
- Development of flexible, co-working creative and digital workspace in key locations, including the re-purposing of heritage buildings
- Culture-led regeneration projects in priority places, in support of levelling up agendas
- Town festivals and grass roots community activity, that help animate the high street
- Connecting and refocusing key cultural spaces, such as libraries and museums, as creative high street hubs for community and enterprise
- Development of creative forums, to support and grow the local creative ecology
- Activity for young people – both creatives and audience

“In my generation as retailers, we successfully cloned every town in Britain so they all looked the same, but clearly that doesn't work. All towns have a heritage and history and their reason for uniqueness needs to be brought to the fore”.

Bill Grimsey, former head of Wickes, Iceland and Focus DIY Author of the Grimsey Review 2013, 2018, 2020 (BBC, 2018)

SHINE A LIGHT

Developing distinctive signature projects, of scale and quality, to dramatically improve the offer for local communities and visitors, acting as a beacon for wider programme development.

Signature events, programmes and capital projects will be unique, distinctive and special, easily recognisable as being from and about Derbyshire.

Signature projects will facilitate collaborative working across places and attractions, enabling partners to benefit from economies of scale and building a high-profile campaign with significant reach. Projects will be piloted, tested and developed over time, to build audiences and build the annual cultural offer.

Activity that helps to fuel visitor growth and drive demand, especially in the shoulder and low season, will be a key priority.

The Shine a Light campaign provides a framework for signature events to celebrate, highlight and support the year-round creative engine of the CHAT Sectors.



MAKE DON'T SPECTATE

SHINE A LIGHT

An annual programme of large scale, digital projections taking place on some of Derbyshire most iconic buildings will be a central focus, building over a three to five year period. The end goal is a rolling programme of up to 10 large scale evening events at key sites throughout the county, with a wrap-around programme of building illuminations and community engagement activities that enrich both the visitor experience and local community.

Reaching out regionally, nationally and internationally to build ambitious, transformational cultural programmes and benefit from national cultural celebrations.

Investing in:

- Signature cultural projects
- Destination experiences to attract audiences and build overnight stays, including an annual programme of large scale, digital projection events at some of Derbyshire most iconic buildings and at hidden gems
- Reaching out regionally, nationally and internationally to build transformational cultural programmes, such as Derby's City of Culture bid
- Local talent demonstrator projects delivered alongside signature projects to develop rooted sector skills
- Transformational programming to support development of the Derwent Valley Mills World Heritage Site

" Extraordinary and ambitious ephemeral events that live in the memory forever, transforming people's lives by changing the way they see the world"

Artichoke Trust

COLLECTIVE DERBYSHIRE

Providing leadership and a shared voice to create sustainability for the culture, heritage and tourism sector across Derbyshire

The response to Covid-19 showed how amazingly adaptable and collaborative the sector can be in extraordinary circumstances. Derbyshire's strong tradition of collaboration, through key sector forums such as Arts Derbyshire, Festivity and the Museums and Heritage Forum has helped to facilitate this. Harnessing the sectors collective power along with an increasingly strategic approach to partnership working across sectors and local authority boundaries will be required to realise the full potential of Derbyshire's rich cultural heritage, landscapes and creative communities.

Ongoing structural reform at national, regional and local level and with it the devolution of powers from central government will bring both challenges and opportunities and will require the sector to be agile and responsive to change.

The CHAT Board provides a strong platform for the sector and it will need to evolve its role and consider its membership to ensure it remains relevant, diverse and representative.

Investing in:

- Shared tools for intelligence and data collection, building cross sector insight and data that is comparable and can be benchmarked .
- Wider advocacy and support on the value of the creative and cultural economy of the area - how to retain social value in a competitive economy
- Amplifying external fundraising for Cultural Framework priorities
- Stronger audience focus across and between the CHAT sectors – shared intelligence, inclusive audience development strategies to reach and grow more diverse audiences
- Smarter sector solutions for climate emergency, including net zero training and toolkits
- Specialist board support, advice and facilitation
 - Building networks between county, city, region and internationally
 - Evidence gathering and sharing
 - Develop a framework to create better data about how culture impacts positively on economy, health and wellbeing and the environment



NETWORKED SUCCESS

SOCIAL, ENVIRONMENTAL & ECONOMIC SUSTAINABILITY

What does a green cultural recovery look like for the sector ?

Derbyshire has delicate and world-renowned landscapes that need to be preserved and celebrated as well as promoted.

Climate justice, environmental sustainability and nature recovery is core to the county's Green ambitions. Derbyshire County Council's recently published Climate Change Strategy sets a target of reducing the County council's own carbon footprint to net zero by 2032 or sooner, plus aims to help drive down carbon emissions generated across the whole of Derbyshire as quickly as possible to net zero by 2050.

The County Council has launched a number of innovative schemes to support its commitment to net zero, including the Green Entrepreneurs Fund, which the CHAT sectors should capitalise on to support green recovery.

Working with partners and stakeholders we will drive transition through:

Low carbon recovery and good growth focusing on

- Net zero training and toolkits for the sector.
- Signposting the sector to green business innovation funds and support.
- Working with festivals and licensing authorities to develop standardized environmental objectives to help reduce emissions and improve the sustainability of events.
- Sharing best practice developed by partners such as the National Forest's Timber Festival.
- Using creativity to produce environmentally themed activities and campaigns, to help to change behaviour and open up different approaches to the climate crisis
- Supporting the implementation of the Derbyshire Cycling Plan and the Local Cycling and Walking Investment Plan, in particular supporting connectivity between our key cultural assets, via key cycling infrastructure projects such as the White Peak Loop and Visit Cycle Sleep Repeat in the East of the County .
- Promoting integrated, place based-development in transport planning of capital cultural projects to reduce emissions from first and last mile journeys.
- Develop a sustainable procurement ensuring environmental and social sustainability is embedded within contracting and procurement activities.
- Using creativity and culture to foster an active love of nature that helps more people engage with the environment in a sustainable way.

Embedding Social value alongside economic value by

- Using creativity to mobilize people, to create space for community action and to connect and empower communities
- Local procurement of services, strengthening local supply chains
- Local skills development.
- Upskilling young and emerging creatives to create a local workforce will build and retain talent.
- Building networks of social enterprises and community initiatives.

DELIVERY AND OWNERSHIP

The CHAT Board will provide countywide leadership, advocacy, direction and oversight for the Framework.

This Framework has been adopted by Derbyshire County Council and is supported by a range of strategic partners through the CHAT Board.

The ambitions of the Framework will be achieved through CHAT, Derbyshire County Council and the many cultural organisations, businesses and activists in Derbyshire working in collaboration with local people to drive forward Derbyshire's cultural ambitions.

Derbyshire County Council Place Department will oversee and monitor the delivery of the Cultural Framework, including establishing a diverse investment portfolio to realise Derbyshire's cultural ambitions.

'Task and Finish Groups' will be set up to focus on specific elements of the framework and ensures that shared interests between organisations and practitioners are aligned to Framework Priorities.

The Framework will adapt and respond to local, regional, national and international policies to ensure the ambition and priorities remain valid. An annual implementation plan will set out detailed outcomes under each of the five high-level priorities.

RESOURCES

The development of culture in Derbyshire will require a collaborative approach to funding and investment that is responsive to emerging opportunities and maximises support between public and private sectors. Funding sources may include Arts Council England, the National Lottery Heritage Fund, Levelling Up, Shared Prosperity alongside a wide range of other opportunities.

Derbyshire County Council's new £1million local Cultural Recovery Fund will help deliver the ambitions of the Framework and act as a catalyst to attract additional investment.

HOW WE WILL MEASURE SUCCESS

The evidence base which has informed this framework helps provide a snapshot of the current position and provides a good baseline.

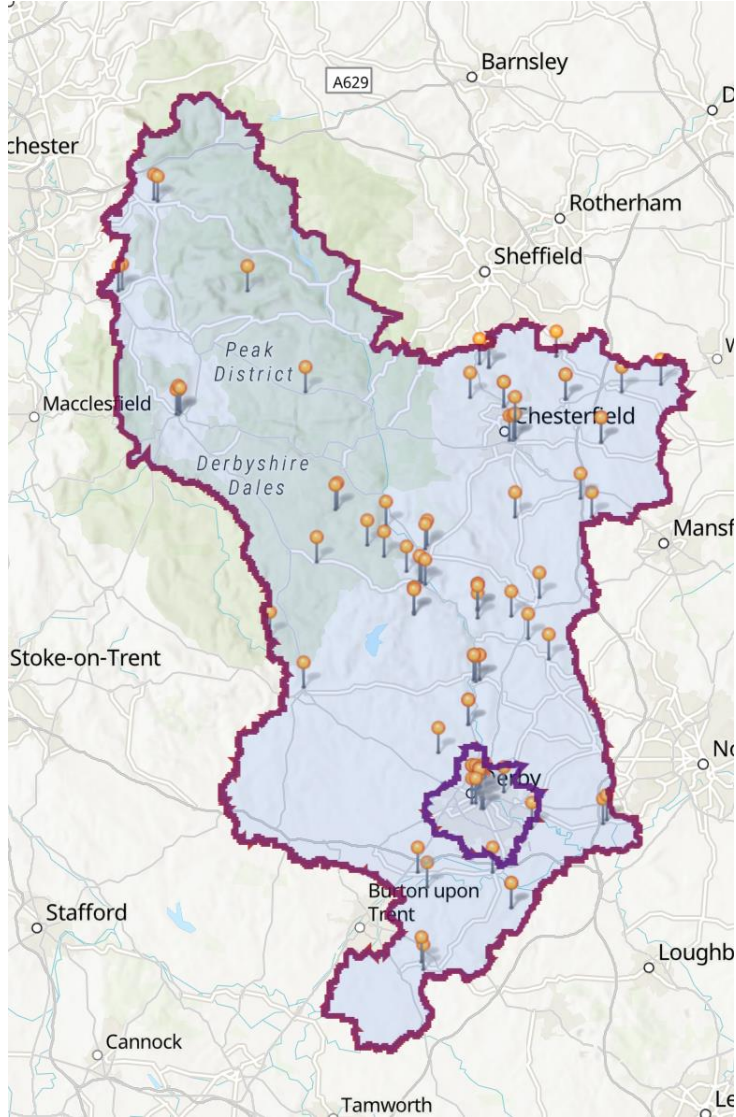
Intelligence will continue to be collected and where necessary commissioned to continue to build a robust evidence base to inform future decision making.

A detailed implementation plan and robust performance management framework will be developed in collaboration with partners and will be updated and published annually.

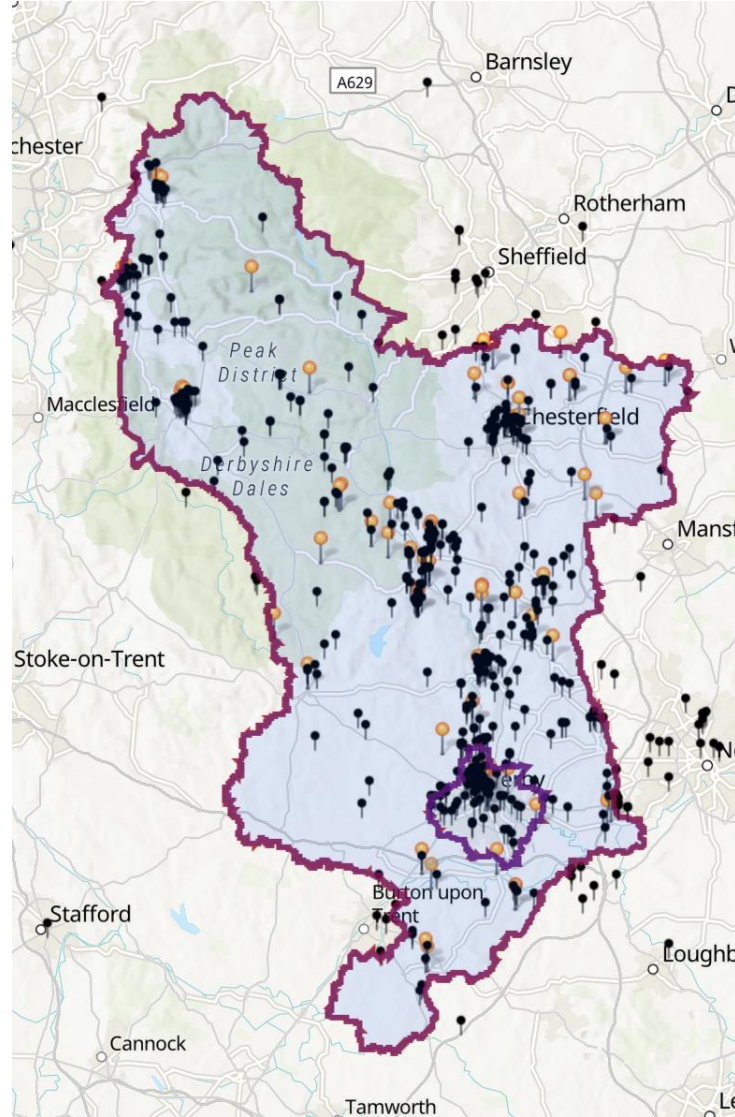
ACKNOWLEDGEMENTS

Thanks to funding from Arts Council England and Derbyshire County Council the development of the Framework has been shaped and supported by a large number of local businesses and cultural stakeholders.

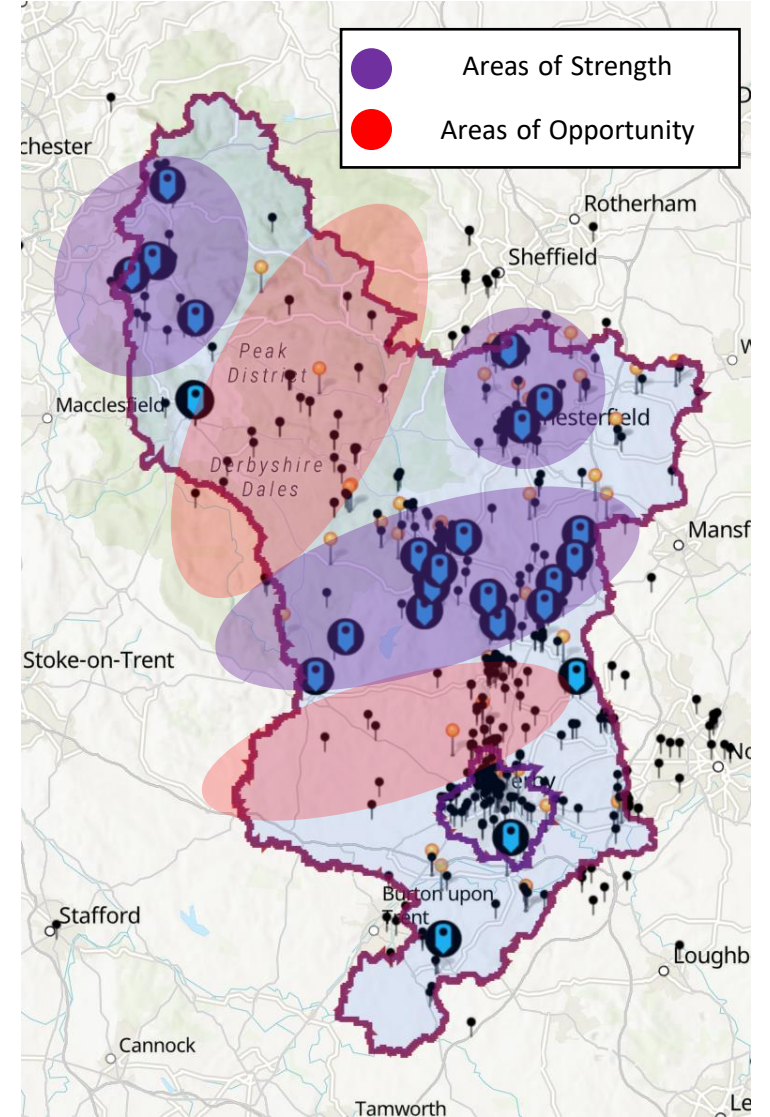
ARTS ORGANISATIONS & INDIVIDUALS vs REALISED FUNDING OPPORTUNITIES



**ARTS DERBYSHIRE
ORGANISATION MEMBERSHIP**

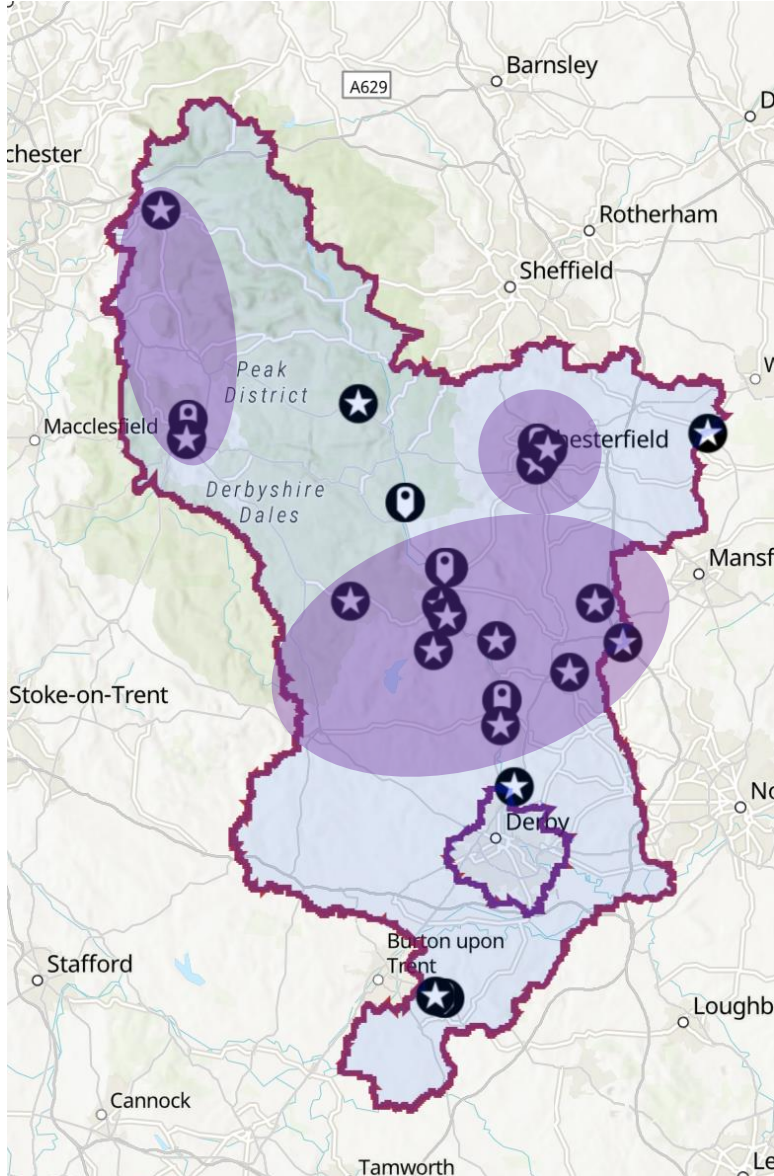


**ARTS DERBYSHIRE
ARTIST MEMBERSHIP**

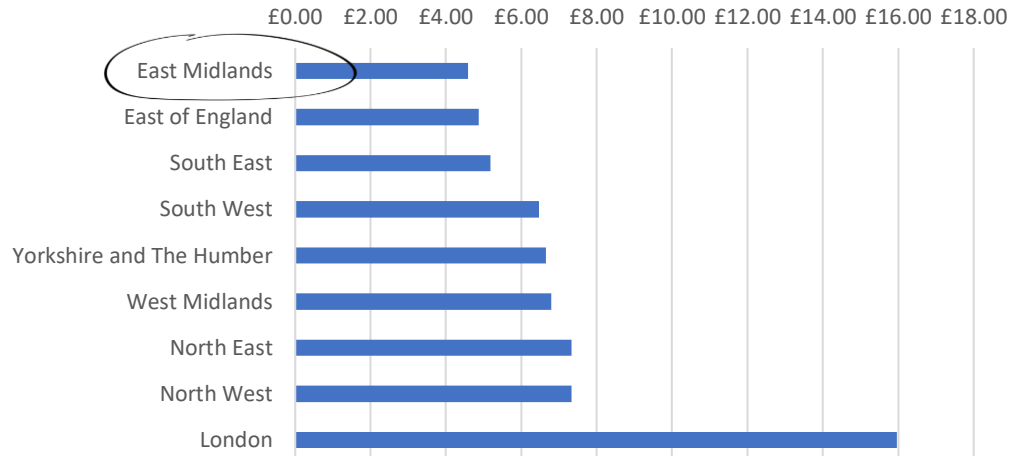


**ARTS COUNCIL
ENGLAND PROJECT
GRANTS**

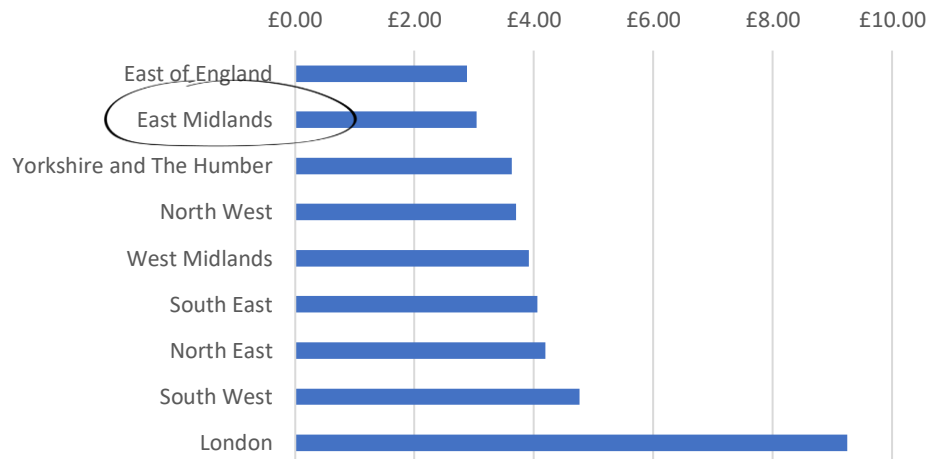
ARTS COUNCIL ENGLAND CULTURE RECOVERY FUND REQUIRED AN AGILE AND SPEEDY APPROACH TO OPPORTUNITY



CRF 1 Award per capita



CRF 2 Award Per Capita



ACE CULTURE RECOVERY FUND

Required organisations to act quickly, and broadly echoed the areas of strength in previous funding.

However, Derbyshire underperformed, highlighting the significant underfunding of arts and culture in the county, meaning there was little capacity to respond.

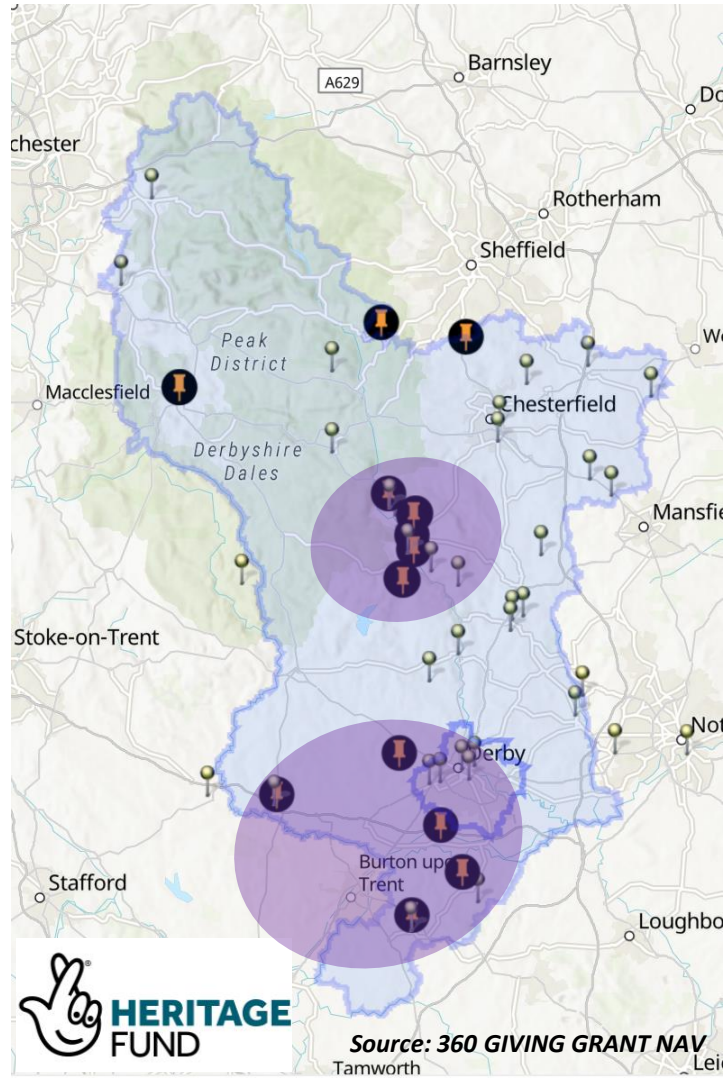
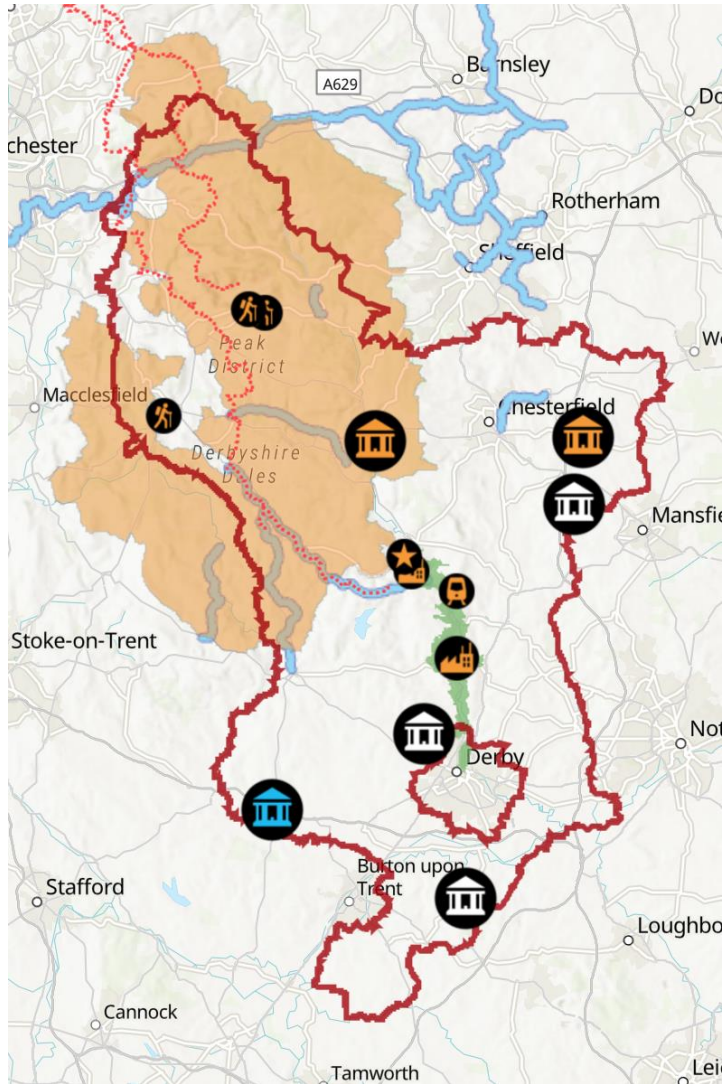
How to support these to rapid growth?

How to share their confidence and capability?



CULTURE RECOVERY FUND AWARDS (CRF)

LANDSCAPE & HERITAGE DESTINATION CLUSTERS & ACTIVE LIVES CONNECTIONS



HISTORIC HERITAGE LOTTERY FUND AWARDS

The Derbyshire Dales offers a unique experience of the landscape punctuated by natural visitor attractions and challenging outdoor activities but has not yet realised its potential for landscape arts and outdoor cultural experiences.

The National Trust's Treasure Houses are actively seeking to highlight their world class status and deliver a rich 'attraction' experience akin to Chatsworth House; this is an opportunity for CHAT stakeholders to work together. Bolsover Castle welcomes the majority of local visitors through cultural programmes led by Junction Arts (an Arts Council England National Portfolio Organisation).

Is the SW of the county's heritage cluster are anchored by the NT's Kedleston, Sudbury & Calke Abbey? Or are the recipients of Heritage funds in the area better organised to skillshare together? Why are their projects and stories more attractive to funders?

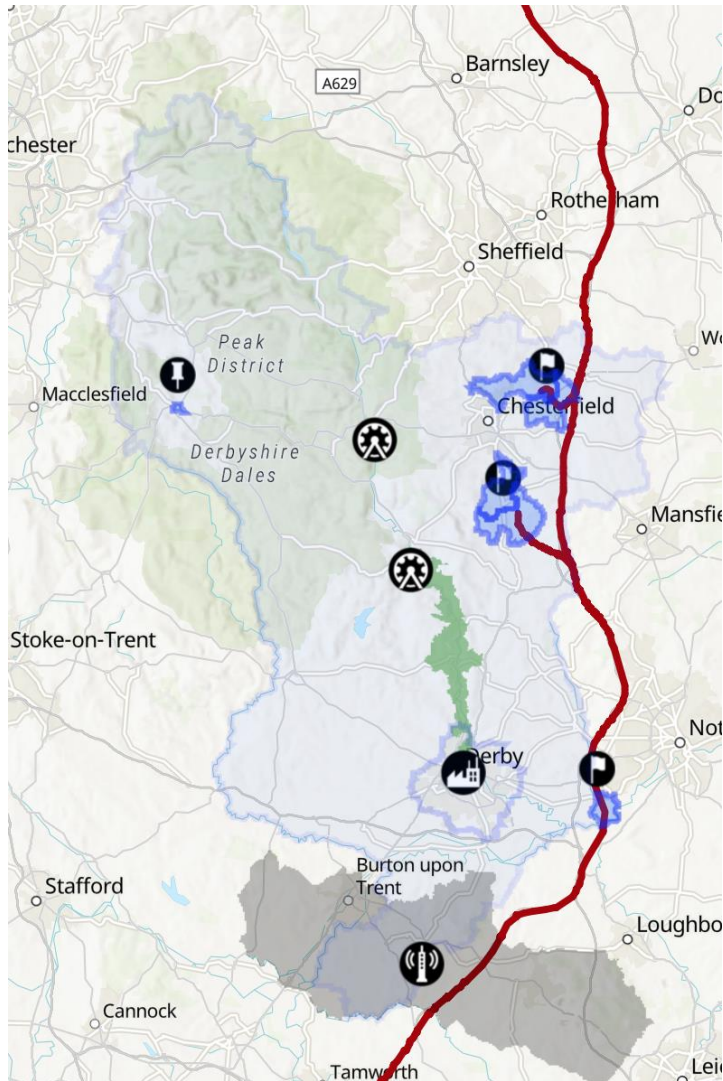
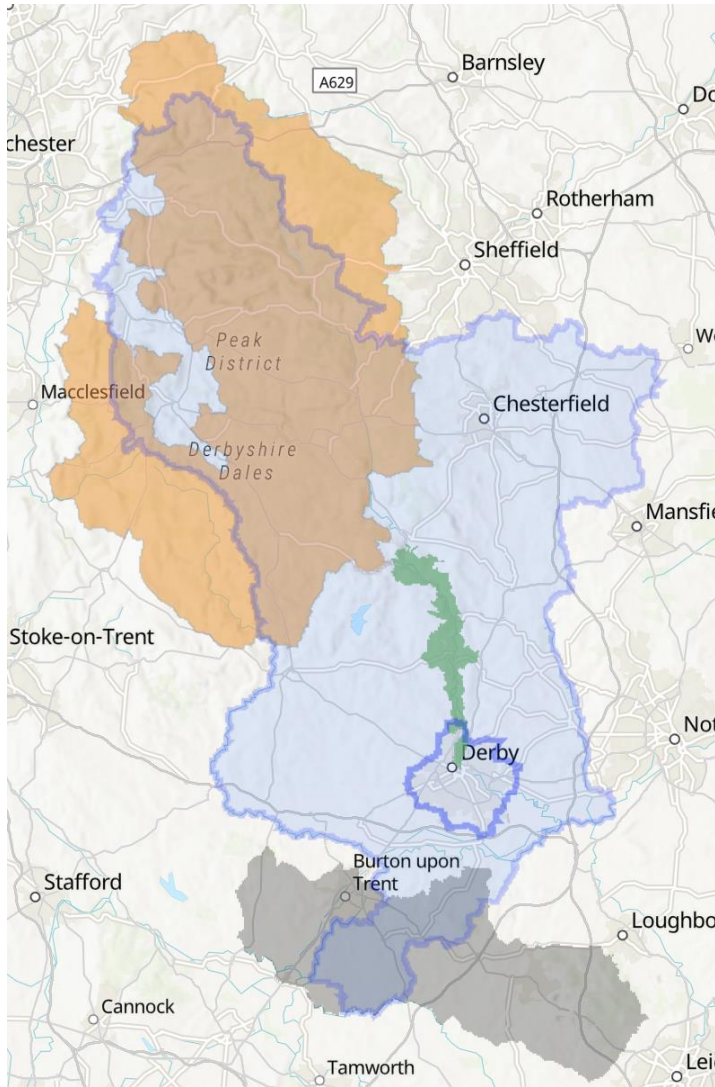
Built heritage successful funding bids clusters echo the successful arts clusters. Museums and Heritage Members show greater clustering to the East of the County. How might we join these to develop a stronger visitor offer in the Eastern wards.

Sustainable, transport connectivity will be key. Key cycling and walking infrastructure projects, such as Visit, Cycle, Sleep, Repeat in the East and the White Peak Loop provide opportunities to increase connectivity between key cultural and visitor sites, providing new interesting itineraries, perhaps a Low Carbon Grand Tour of Derbyshire. For example a trip through time could activate the collection of the Buxton Museum, navigate the clues left in the natural environment, pass through the monuments of the industrial revolution and end at the Museum of Making. **A City and County of Culture.**



Source: 360 GIVING GRANT NAV

FARM, FACTORY, FOREST & MAJOR INVESTMENTS & SPECTACLE



A CITY AND COUNTY OF CULTURE

Derbyshire is accessible to over 16 million people within a 90 minute drive time, presenting a huge opportunity to programme spectacular happenings and events, create collective itineraries and increase overnight stays.

Derbyshire is a popular destination for both residents and visitors, including international tourism. and connecting this to marketing the County's day visits will attract further strategic partnerships and investment. For example HS2 connects the East and Freeport, providing a new fast connection to the world, driving the opportunities for Chesterfield / Bolsover / Erewash and North East Derbyshire as the entry point and creative engine of the county.

How do we mobilise both the local creative talent and attract new businesses in the short term?

Derbyshire has an immediate opportunity to maximise the cultural renaissance of the County whilst maintaining long term prosperity. Major investments in the market towns (Towns Fund and HSHAZ) and spectacle events such as **Timber Festival** and **Shine a Light** create an embedded year-round programme, providing a strong shoulder season offer. How can local businesses and communities better engage with this approach and support the delivery of a unique, high quality offer?



PEAK DISTRICT NATIONAL PARK



DERWENT VALLEY MILLS WORLD HERITAGE SITE



NATIONAL FOREST



HS2



STRONGER TOWNS FUND



HIGH STREET HAZ



TIMBER FESTIVAL

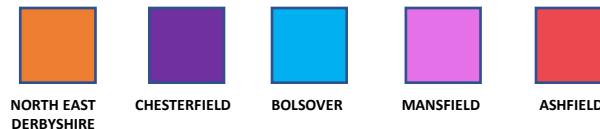
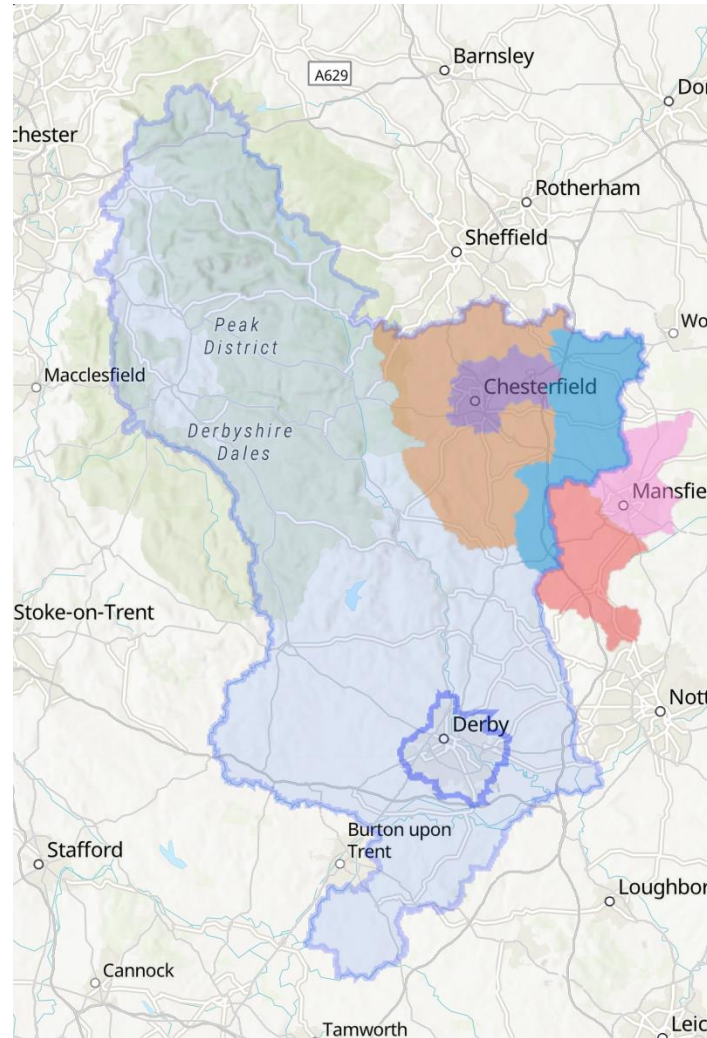
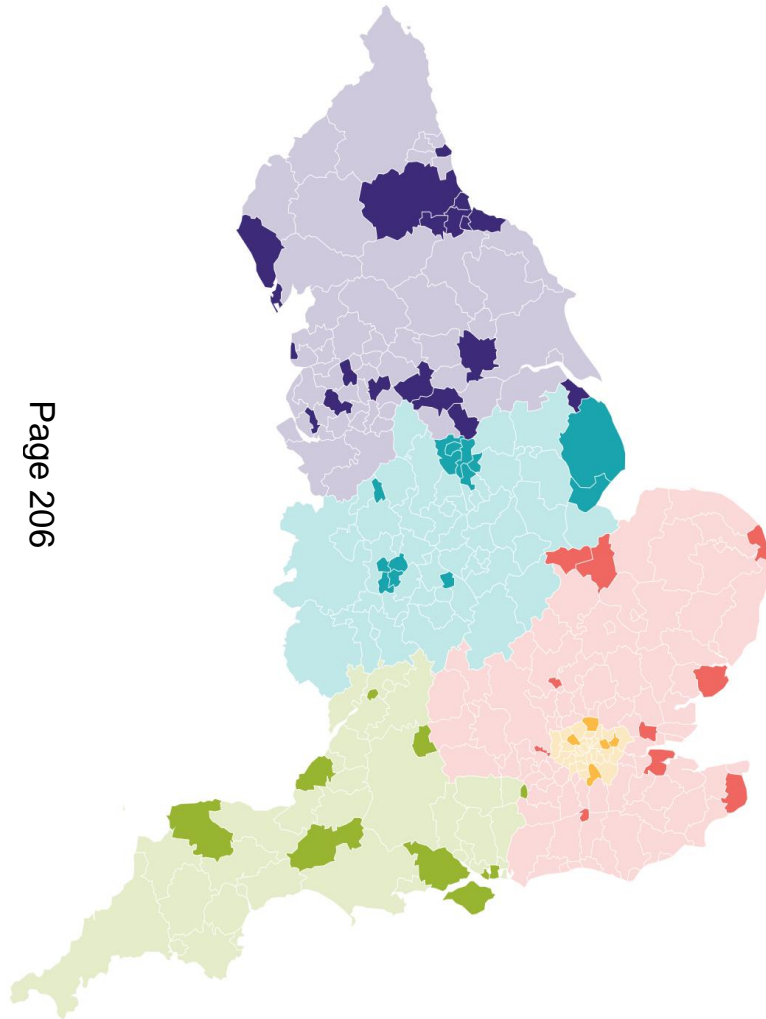


SHINE A LIGHT



MUSEUM OF MAKING

ARTS COUNCIL ENGLAND – PRIORITY PLACES



ARTS COUNCIL PRIORITY PLACES

Arts Council England has identified 54 places across England in which their investment and engagement is too low:

“We want to see villages, towns and cities across the country thrive through a collaborative approach to culture. As part of our plan for achieving Let’s Create, we’ve identified 54 places across England in which our investment and engagement is too low, and opportunity for us to effectively increase investment and engagement is high, and so we’re prioritising working with them from 2021 to 2024.”

In each of their 54 priority places, ACE are collaborating with key stakeholders like local authorities, the cultural sector and organisations representing community interests to identify the change they would like to see through culture. They’ll then work with the people and organisations in those places to increase investment and realise that change.

Derbyshire has 3:

North East Derbyshire

Average Annual Investment Per Capita (17/18 to 19/20): £2.05
% of population engaged in arts and culture (Active Lives): 46%

Chesterfield

Average Annual Investment Per Capita (17/18 to 19/20): £2.63
% of population engaged in arts and culture (Active Lives): 44%

Bolsover

Average Annual Investment Per Capita (17/18 to 19/20): £2.71
% of population engaged in arts and culture (Active Lives): 35%

PHOTOGRAPHY CREDITS

P1 Cover , Image 1:Timber Festival, National Forest – Andrew Allcock, Image 2: Buxton – Marketing Peak District(MPDD) , Image 3: John Wheeldon – Ceramicist – Chris Webb , Image 4 : MPDD, P4 - Bennerley Viaduct – Friends of Bennerley Viaduct, P8 - Timber Festival, National Forest – Andrew Allcock , P10 -Lewis Latham on Unsplash, P13 - Lisheng Chang (Marketplace), CM (archives), Shane Rounce (tree), hothouse , Riley McCullough – Upsplash (fire) , P15 - Tom Podmore on Unsplash, P17 -Annie Spratt on Unsplash, P19 -Huw Edwards on Unsplash, P21 - Derwent Pulse at Matlock Bath – Charles Monkhouse, P23 – MPDD

CURATED PLACE

C R E A T I V E E C O N O M Y P E O P L E & P L A C E

W W W . C U R A T E D P L A C E . C O M

@ C U R A T E D P L A C E



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Agenda Item

FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

CABINET

14 October 2021

Report of the Director of Legal & Democratic Services and Monitoring Officer

Annual Review Letter of the Local Government & Social Care Ombudsman (LGSCO) 2020-21

(Corporate Services and Budget)

1. Divisions Affected

1.1 County Wide

2. Key Decision

2.1 This is not a key decision

3. Purpose

3.1 The purpose of this report is to inform Cabinet of the Local Government and Social Care Ombudsman's (LGSCO) Annual Review Letter for the year ended 31 March 2021.

4. Information and Analysis

4.1 The LGSCO's Annual Review Letter 2020/21, giving details of the total number of complaints for Derbyshire County Council for the year ending

31 March 2021, is attached as Appendix 2 for consideration. All of the LGSCO's annual review letters are published on their website.

- 4.2 The aim of the Annual Review Letter is to provide councils with information which will help them assess their performance in handling complaints.
- 4.3 For the period ending 31 March 2021, the LGSCO received 81 complaints and enquiries relating to Derbyshire County Council. The 81 complaints compares to 122 complaints for Derbyshire in the period 2019/20 (a decrease of 34%). The decrease was in some part due to the Covid-19 pandemic; the LGSCO did not accept new complaints and stopped investigating existing cases between March and June 2020. This reduced the number of complaints the LGSCO received and made decisions on in the 2020/21 year and should be taken into consideration when comparing previous statistics.
- 4.4 Looking specifically at the decisions made by the LGSCO for the period ending 31 March 2021, there were 19 detailed investigations carried out, of which 6 were not upheld and 13 were upheld. This gives an upheld rate of 68%, against an average of 71% in similar authorities. By way of comparison in 2019/20 the LGSCO upheld 19 cases following investigation this represents a decrease in cases where there were findings against the Council of 31%.
- 4.5 The LGSCO's Annual Report also noted that there were 2 upheld cases (15%) where the Authority had provided a satisfactory response before the complaint reached the LGSCO. This compares to an average of 8% in similar authorities.
- 4.6 In respect of the 13 complaints upheld by the LGSCO in 2020/21 the LGSCO found fault and suggested a remedy in respect of each case and the remedies were acceptable to the Council. There was one formal investigation report issued against the Council concerning Children's Services which was reported separately to Cabinet on 17 June 2021 and to the Governance Ethics & Standards Committee on 1 July 2021.
- 4.7 In terms of the 13 complaints upheld by the LGSCO these can be identified in relation to the following County Council departments:

| Department | Number of decisions against the Council |
|---------------------|---|
| Adult Care | 1 |
| Children's Services | 12 |

Details of the 13 complaints and the remedies are set out in Appendix 3.

- 4.8 In respect of compliance with the LGSCO's recommendations which is a relatively new statistic now recorded by the LGSCO, of the 13 complaints where compliance with the recommended remedy was recorded during the year, the Council complied with all the recommended remedies giving a compliance rate of 100%.
- 4.9 The LGSCO is increasingly concerned about the evidence he sees of the erosion of effective complaint functions in local authorities. While no doubt the result of considerable and prolonged budget and demand pressures, the Covid-19 pandemic appears to have amplified the problems and his concerns. With much greater frequency, they find poor local complaint handling practices when investigating substantive service issues and see evidence of reductions in the overall capacity, status and visibility of local redress systems. With this context in mind, they are developing a new programme of work that will utilise complaints to drive improvements in both local complaint systems and services. He wants to use the rich evidence of our casework to better identify authorities that need support to improve their complaint handling and target specific support to them. They are at the start of this ambitious work and there will be opportunities for local authorities to shape it over the coming months and years. An already established tool they have for supporting improvements in local complaint handling is their successful training programme. During the year, they successfully adapted our face-to-face courses for online delivery. They provided 79 online workshops during the year, reaching more than 1,100 people. To find out more visit www.lgo.org.uk/training.

5. Consultation

- 5.1 No consultation is necessary.

6. Alternative Options Considered

- 6.1 Not to inform Cabinet of the LGSCO's Annual Review Letter for the period ending 31 March 2021; however considerate is considered important that the Executive are informed of the Annual letter to enable proper oversight of complaints..

7. Implications

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

8. Background Papers

8.1 None identified

9. Appendices

9.1 Appendix 1 – Implications

9.2 Appendix 2 – Annual Review Letter

9.3 Appendix 3 – Details of the 13 upheld cases

10. Recommendation(s)

10.1 That Cabinet notes the Annual Review Letter of the Local Government and Social Care Ombudsman for the year ending 31 March 2021.

11. Reasons for Recommendation(s)

11.1 To ensure that the Executive is aware of the contents of the LGSCO Annual Review letter and has oversight of complaints made.

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

No

Report Author: Paul Peat

Contact details: Paul.Peat@derbyshire.gov.uk.

Implications

Financial

- 1.1 Payments have already been made to the complainants in accordance with the recommendations of the LGSCO.

Legal

- 2.1 The Local Government and Social Care Ombudsman's powers are defined by the Local Government Act 1974 as amended by the Local Government and Public Involvement in Health Act 2007.
- 2.2 The LGSCO cannot question whether a Council's decisions are right or wrong simply because the complainant disagrees with them. He must consider whether there was fault in the way the decision was reached. (Local Government Act 1974, section 34(3)).
- 2.3 The LGSCO will generally only investigate a complaint where the complainant has exhausted the council's corporate complaints process. It is therefore important that the council maintains a robust complaints procedure.
- 2.4 The LGSCO has the power to make recommendations to a public authority following a complaint, however the recommendations are not mandatory. Findings and recommendations are however published by the LGSCO.
- 2.5 Section 31 of the Local Government Act 1974 requires a report to be submitted to "the authority" when a report on maladministration is received from the Local Government and Social Care Ombudsman. The specific requirement is that the report to "the authority" is made to the "executive" i.e. Cabinet (s.25(4ZA) Local Government Act 1974) where the matter relates to executive functions and Council or a Committee where the matter relates to non-executive functions. A formal investigation report was issued in respect of one of the complaints referred to in the Annual Letter which was formally reported to Cabinet by the Monitoring Officer in accordance with statutory obligations in s.5A Local Government and Housing Act 1989.
- 2.5 The Council's Constitution provides that one of the roles and function of the Governance , Ethics and Standards Committee is '11.To receive

regular reports on the of the Corporate Complaints process, Local Government Ombudsman referrals and to recommend revisions to related policies and procedures as appropriate'. A report will therefore also be prepared for the Committee.

Human Resources

3.1 None directly arising from this report.

Information Technology

4.1 None directly arising from this report.

Equalities Impact

5.1 As this is a statutory report in response to the findings of the Local Government and Social Care Ombudsman no equality impact assessment has been prepared.

Corporate objectives and priorities for change

6.1 None directly arising from this report.

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

7.1 None directly arising from this report.

21 July 2021

By email

Ms Alexander
Executive Director
Derbyshire County Council

Dear Ms Alexander

Annual Review letter 2021

I write to you with our annual summary of statistics on the decisions made by the Local Government and Social Care Ombudsman about your authority for the year ending 31 March 2021. At the end of a challenging year, we maintain that good public administration is more important than ever and I hope this feedback provides you with both the opportunity to reflect on your Council's performance and plan for the future.

You will be aware that, at the end of March 2020 we took the unprecedented step of temporarily stopping our casework, in the wider public interest, to allow authorities to concentrate efforts on vital frontline services during the first wave of the Covid-19 outbreak. We restarted casework in late June 2020, after a three month pause.

We listened to your feedback and decided it was unnecessary to pause our casework again during further waves of the pandemic. Instead, we have encouraged authorities to talk to us on an individual basis about difficulties responding to any stage of an investigation, including implementing our recommendations. We continue this approach and urge you to maintain clear communication with us.

Complaint statistics

This year, we continue to focus on the outcomes of complaints and what can be learned from them. We want to provide you with the most insightful information we can and have focused statistics on three key areas:

Complaints upheld - We uphold complaints when we find some form of fault in an authority's actions, including where the authority accepted fault before we investigated.

Compliance with recommendations - We recommend ways for authorities to put things right when faults have caused injustice and monitor their compliance with our recommendations. Failure to comply is rare and a compliance rate below 100% is a cause for concern.

Satisfactory remedy provided by the authority - In these cases, the authority upheld the complaint and we agreed with how it offered to put things right. We encourage the early resolution of complaints and credit authorities that accept fault and find appropriate ways to put things right.

Finally, we compare the three key annual statistics for your authority with similar types of authorities to work out an average level of performance. We do this for County Councils, District Councils, Metropolitan Boroughs, Unitary Councils, and London Boroughs.

Your annual data will be uploaded to our interactive map, [Your council's performance](#), along with a copy of this letter on 28 July 2021. This useful tool places all our data and information about councils in one place. You can find the decisions we have made about your Council, public reports we have issued, and the service improvements your Council has agreed to make as a result of our investigations, as well as previous annual review letters.

I would encourage you to share the resource with colleagues and elected members; the information can provide valuable insights into service areas, early warning signs of problems and is a key source of information for governance, audit, risk and scrutiny functions.

As you would expect, data has been impacted by the pause to casework in the first quarter of the year. This should be considered when making comparisons with previous year's data.

During the year, we issued a public report about your Council because of significant delays issuing a revised Education, Health and Care Plan for a child. The delayed review led to the child having to remain for an additional year in primary school instead of transferring to secondary school with his cohort. Our investigation also found fault in how you handled the original complaint, including a failure to acknowledge the full scope of delay and taking too long to respond to the complainant.

More positively, I am pleased to note that you accepted our findings and have agreed to our recommendations to remedy the personal injustice to the complainant and to make service improvements, which we hope will help prevent a re-occurrence of the faults we identified in your processes.

I would like to credit your Council for its completion of recommendations we made to remedy a complaint about the Council's failure to arrange suitable alternative education for a child out of school. I was pleased to see the Council carried out comprehensive reviews into its oversight of services for children and young people out of school to ensure alternative provision is provided, and to ensure prompt assessments are carried out for those who have been absent from school for more than 15 days. The Council's willingness to learn from this complaint is commendable; I hope the steps taken result in an improved service for other children and young people.

Supporting complaint and service improvement

I am increasingly concerned about the evidence I see of the erosion of effective complaint functions in local authorities. While no doubt the result of considerable and prolonged budget and demand pressures, the Covid-19 pandemic appears to have amplified the problems and my concerns. With much greater frequency, we find poor local complaint handling practices when investigating substantive service issues and see evidence of reductions in the overall capacity, status and visibility of local redress systems.

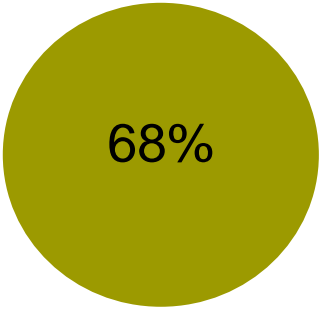
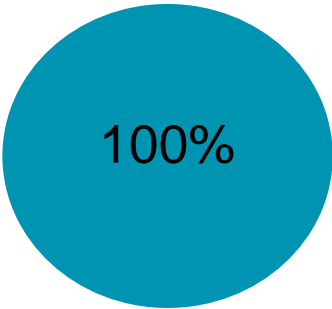
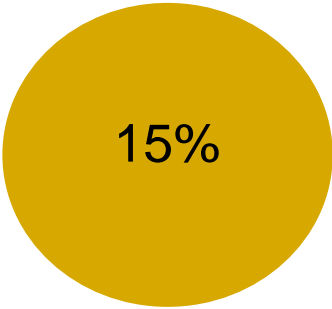
With this context in mind, we are developing a new programme of work that will utilise complaints to drive improvements in both local complaint systems and services. We want to use the rich evidence of our casework to better identify authorities that need support to improve their complaint handling and target specific support to them. We are at the start of this ambitious work and there will be opportunities for local authorities to shape it over the coming months and years.

An already established tool we have for supporting improvements in local complaint handling is our successful training programme. During the year, we successfully adapted our face-to-face courses for online delivery. We provided 79 online workshops during the year, reaching more than 1,100 people. To find out more visit www.lgo.org.uk/training.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'M King', with a stylized flourish at the end.

Michael King
Local Government and Social Care Ombudsman
Chair, Commission for Local Administration in England

| Complaints upheld | | |
|--|--|---|
|  | <p>68% of complaints we investigated were upheld.</p> <p>This compares to an average of 71% in similar authorities.</p> | <p>13 upheld decisions</p> <p>Statistics are based on a total of 19 detailed investigations for the period between 1 April 2020 to 31 March 2021</p> |
| Compliance with Ombudsman recommendations | | |
|  | <p>In 100% of cases we were satisfied the authority had successfully implemented our recommendations.</p> <p>This compares to an average of 100% in similar authorities.</p> | <p>Statistics are based on a total of 13 compliance outcomes for the period between 1 April 2020 to 31 March 2021</p> |
| <ul style="list-style-type: none">• Failure to comply with our recommendations is rare. An authority with a compliance rate below 100% should scrutinise those complaints where it failed to comply and identify any learning. | | |
| Satisfactory remedy provided by the authority | | |
|  | <p>In 15% of upheld cases we found the authority had provided a satisfactory remedy before the complaint reached the Ombudsman.</p> <p>This compares to an average of 8% in similar authorities.</p> | <p>2 satisfactory remedy decisions</p> <p>Statistics are based on a total of 19 detailed investigations for the period between 1 April 2020 to 31 March 2021</p> |

NOTE: To allow authorities to respond to the Covid-19 pandemic, we did not accept new complaints and stopped investigating existing cases between March and June 2020. This reduced the number of complaints we received and decided in the 20-21 year. Please consider this when comparing data from previous years.

| Complaint Reference | Details of complaint | Findings and Remedy |
|-------------------------------|--|--|
| <p>18/ 015 /573</p> <p>CS</p> | <p>Mr Z who was represented by his mother complained of delay and other fault by the Council in meeting his special educational needs in 2017 and 2018, causing him to lose provision. The Council delayed issuing an EHC Plan in 2017 and failed to deal properly with his mother, Ms X’s complaint.</p> | <p>The Ombudsman upheld the complaint and recommended that the Council should apologise to Ms X and Mr Z for the lost SEN provision for Mr Z between April and November 2017 as a result of the Council taking too long to complete the EHC transfer process; and pay a total of £700; (£250 to Ms X for her time and trouble in making the complaint and £450 to Mr Z for the loss of SEN provision.</p> |
| <p>19/016/781</p> <p>CS</p> | <p>The complainant, Miss X, complained of fault by the Council when it issued an Education Health and Care (EHC) Plan for her son Z. She said this related to:</p> <ul style="list-style-type: none"> a) Failing to obtain advice from a neuro-psychologist; b) The poor quality, content and advice in a report on Z’s Special Educational Needs (SEN); c) Failing to include transport in the EHC Plan; d) The attitude of a Council officer in emails sent on 7 and 15 February 2019; e) Taking too long to issue the final EHC Plan; and f) Taking too long to deal with her complaint about this. | <p>The Ombudsman upheld the complaint, he acknowledged that the Council had already apologised for some of the delay in issuing Z’s EHC Plan, and for taking too long to deal with Miss X’s complaint. However, to remedy the injustice caused by the fault he said the Council should also apologise to Miss X and Z for taking almost three months too long to issue the final EHC Plan; and pay Miss X £450, comprising £300 on Z’s behalf for the unnecessary anxiety caused by the delayed issue of the EHC Plan and £150 for Miss X’s time and trouble in pursuing her complaint.</p> <p>The Ombudsman did not investigate complaints a), b) and c) as they are matters for a SEND Tribunal.</p> |

| | | |
|-----------------------------|---|---|
| | | |
| <p>19/006/673</p> <p>CS</p> | <p>The complainant, Mrs C, was represented by her representative, Ms R. Ms R said the Council was at fault for a delay in providing information about the education, health and care plan (EHCP) the Council prepared for Mrs C's son, who I have called Mr X. She said the Council:</p> <p>a) Delayed in processing Mr X's application for direct payments for 19 months;</p> <p>b) Communicated poorly with Ms R and Mrs C by:</p> <ol style="list-style-type: none"> 1. Initially refusing to correspond with Ms R even though she had attended meetings with Mrs C; 2. Failed to answer to Ms R's first letter about Mr X's EHCP adequately; and 3. Delayed in responding to Ms R's second letter about the EHCP; and <p>2. Mrs C said this caused injustice because Mr X did not receive social care payments for 19 months and Mrs C and Ms R spent time pursuing the Council.</p> <p>5. She also said the Council paid for social care at too low a rate.</p> | <p>The Ombudsman upheld the complaint and recommended the Council should write to Mrs C and apologise to her for the fault found; and pay Mrs C £4,425,42.</p> |
| <p>19/007/198</p> <p>CS</p> | <p>The complainants referred to as Mr and Mrs X complained that the Council failed to:</p> <ul style="list-style-type: none"> • Properly assess their daughter Y's educational needs; • Issue an Education, Health and Care Plan (EHC Plan) within the statutory timescales; | <p>The Ombudsman upheld the complaint and recommended that the Council should apologise to Mr and Mrs X and pay the costs of the independent reports commissioned by Mr and Mrs X to a total cost of £1,400 to gain information the Council should have gathered.</p> |

| | | |
|----------------------|--|--|
| | <ul style="list-style-type: none"> • Properly adhere to the Council’s complaints procedure by failing to respond to their complaints. <p>Mr and Mrs X said this delayed Y’s receipt of the educational provision and support she needed as set out in the EHC Plan. This has had an impact on Y’s educational progress. Mr and Mrs X said they had to commission reports and seek repayment for the costs of those reports.</p> | <p>The Council should also pay Mr and Mrs X £200 in recognition of the inconvenience and distress caused by the failures identified in this statement.</p> <p>Additionally, the Council should share with officers the view taken in this decision; and review guidance to staff, ensuring they consider carrying out a social care assessment if a child is not known to children’s social care services when gathering information for an EHC Plan.</p> |
| 20/002/690 CS | <p>Mrs B complained on behalf of her son, Mr C about the Council’s refusal of a Disabled Facilities Grant (DFG) for Mr C between 2012 and 2017. She also complained that the Council refused to take her complaint at stage two of the statutory complaint’s procedure.</p> <p>Mrs B said the grant refusal left the family without the correct facilities to meet Mr C’s needs.</p> | <p>The Ombudsman upheld the complaint and recommended that the Council should pay Mrs B £150 for her time and trouble pursuing her complaint. It should also appoint an Investigating Officer and Independent Person to investigate Mrs B’s complaint at stage two of the statutory complaint procedure.</p> <p>Further, the Council should remind all staff dealing with statutory complaints of the parts of the Children Act 1989 and associated legislation that can be subject to a statutory complaint and of the process of escalating a complaint through the statutory procedure, and the limited circumstances in which the Council is not required to investigate a complaint, or can refer a complaint early to the Ombudsman.</p> |
| 19 /003/ 959 | <p>Mrs X complained that the Council failed to provide her son, F, who had an Education,</p> | <p>The Ombudsman upheld the complaint and recommended the Council should pay Mrs X £5,900 to recognise the failure to deliver the</p> |

| | | |
|---------------------------------------|---|--|
| <p style="text-align: center;">CS</p> | <p>Health and Care (EHC) Plan with a suitable education in line with his special educational needs (SEN) between 2016 and 2019.</p> <p>Mrs X said the Council identified fault in its stage 2 complaints investigation into the matter but did not adequately remedy the injustice.</p> <p>Mrs X said F had not achieved his academic potential as a result. She said the matter had caused F, her and the wider family significant distress, uncertainty and time and trouble.</p> | <p>provision set out in F’s EHC Plan and the loss of a suitable education between April 2017 and March 2019. Mrs X should use the payment for F’s educational benefit as she saw best.</p> <p>The Council should also pay Mrs X £1,000 to recognise the failure to deliver the provision set out in F’s EHC Plan between April 2019 and November 2019 during the period Mrs X appealed to the SEND tribunal. Mrs X should use the payment for F’s educational benefit as she saw best.</p> <p>The Council should further pay Mrs X £500 to recognise the distress, uncertainty and frustration caused by the Council’s poor handling of F’s education, its failure and delays to amend F’s EHC Plan and the time and trouble spent pursuing her complaint.</p> <p>The Council also agreed to provide to the Ombudsman, within 3 months, evidence of how it had carried out the service improvements identified at the conclusion of its stage 2 investigation. This to include:</p> <ul style="list-style-type: none"> • how it will ensure going forward that referrals of young people to IPT are appropriate • ensuring how the SEN panel will consider all relevant information and assessments when considering alternative placements and amendments to EHC Plans. |
|---------------------------------------|---|--|

| | | |
|-------------------------------|---|--|
| | | <ul style="list-style-type: none"> • ensuring the SEN panel communicates with parents during and following the panel process about its decisions. • a review of how its IPT service ensures young people receive their entitlement to a full-time education. The review should include how it uses qualified teachers, how it will ensure young people receive provision in line with their EHC Plans and how it will monitor and mark work completed by the young person. <p>The Council has also agreed, within 6 months, to carry out an audit of 10% of all children with EHC Plans ensuring there has been an up to date review, or whether there are any significant delays in issuing a final amended EHC Plan. The sample must include a number of children with EHC Plans who are receiving alternative provision because of exclusion, illness or otherwise.</p> |
| <p>19 /015/ 368</p> <p>CS</p> | <p>Mr X complained that the Council took too long to reach a decision about a child protection investigation into unfounded claims against him. He also complained that he was not given an opportunity to comment. Mr X complained the matter affected his mental health and he lost out on earnings during the period he was suspended from work.</p> | <p>The Ombudsman upheld the complaint and recommended that the Council should apologise to Mr X for the lack of review and monitoring of the investigations being conducted and for the inappropriate referral to a neighbouring council about the delay.</p> <p>The Council should also consider what steps it needed to take to ensure that LADO investigations were reviewed and monitored in future in accordance with the Derbyshire Safeguarding Board’s policies.</p> |

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| <p>18/014/369 CS</p> | <p>The complainant, Mrs B complained that the Council had failed to provide an appropriate school place for her son, C since 2016. Mrs B had to give up her job to educate him and the situation had a significant adverse impact on the family finances.</p> | <p>The Ombudsman upheld the complaint and in recognition of the injustice caused to Mrs B by the delay in the complaints process, the Council agreed to pay her £150.</p> |
| <p>19/ 018 /918 CS</p> | <p>The complainant, Mrs C, said the Council was at fault for its refusal to fund transport to college for her daughter X. She said that she and X had suffered injustice as a result. Mrs C had to pay £45 per week transport fees and X had not gained the independence she would have done had she taken a bus to college.</p> | <p>The Ombudsman upheld the complaint and recommended that the Council should write to Mrs C and X to apologise for the fault found.</p> <p>The Council agreed to hold a new appeal hearing. It agreed to first allow Mrs C the opportunity to provide any evidence it required, and to then consider:-</p> <ul style="list-style-type: none"> a) The Ombudsman’s findings set out in this decision. b) The actual cost of the transport requested; c) Whether the Council was providing a reasonable opportunity to choose between the courses available; <i>and</i> d) X’s specific needs and requirements, including reference to doctor’s evidence about X’s difficulty in taking public transport. <p>Should the Council decide X was eligible for transport, it agreed it would backdate any payment that it made as a result of the finding.</p> <p>Within a week of the appeal decision, the Council agreed that X would be eligible to join the ITT programme.</p> |

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| | | The Council agreed it would also reconsider its policy in the relevant area and report back to the Ombudsman. The Council also agreed to amend any affected online and other materials. |
| 20/ 002 /545 CS | Mr X complained the Council failed to provide the speech and language therapy (SaLT) specified in his daughter, Miss D's, Education, Health and Care (EHC) Plan from 6 December 2019. Mr X says that as a result of this, the Council had disadvantaged an already vulnerable child during her GCSE years. In addition, Mr X said he had been caused distress, anxiety and unnecessary time and trouble dealing with this matter and having to come again to the Ombudsman. He believed the £2,000 already offered by the Council was insufficient. | The Ombudsman found fault which the Council accepted. It had provided a suitable remedy to address the injustice caused to Miss D and Mr X and said it would make service changes to prevent a reoccurrence in future. |
| 20/ 002 /225 CS | Mr X complained that the Council failed to carry out his daughter, Miss D's, annual review in January 2020. As a result, he said this had caused the family uncertainty because they did not know if Miss D was receiving the support she needed. He said this uncertainty was compounded by the fact Miss D did not have an annual review in 2018 and her latest Education, Health and Care (EHC) Plan was based on information from 2018. | The Ombudsman found fault, but this did not cause an injustice. The Council had arranged for Miss D to have an annual review and she would be able to provide comments to ensure Section A is updated. It also said it had started the process to review the files of other young people to ensure they had not been refused an annual review because of similar circumstances. |
| 20 000 611 CS | The complainant, Ms X complained the Council failed to: • carry out her son, Z's, annual review in line with the statutory timescales; | The Ombudsman found fault and issued a report against the Council which the Council considered at Cabinet on 17 June. |

| | | |
|-----------------------------|---|---|
| | <ul style="list-style-type: none"> • consult with secondary schools in a timely manner; • issue Z's final amended Education, Health and Care (EHC) Plan within the statutory timescales when he transitioned to secondary school; • ensure Z received a suitable education from September 2019 to June 2020 when she appealed to the Tribunal; • communicate appropriately with her; and • deal with her complaints in a timely manner. <p>As a result, Z had to remain at primary school for an additional school year and Ms Z says that during this time only received part of the Year 7 curriculum. Ms X said this led to a deterioration in Z's behaviour and feelings of low self-esteem and isolation.</p> | <p>The Council agreed to:</p> <ul style="list-style-type: none"> • apologise to Ms X; and • pay Ms X on behalf of herself and Z, £1,000 to acknowledge the distress Z experienced when he was unable to transfer to secondary school at the same time as his peers for a whole school year and for the unnecessary frustration, distress and time and trouble Ms X experienced because of the Council's faults. <p>The Council had also agreed to review its processes to ensure it is carrying out annual reviews, issuing decision notices and finalising amended Education, Health and Care Plans in line with the statutory guidelines.</p> |
| <p>19/021/063</p> <p>AC</p> | <p>Mr B complains about his uncle's (Mr C's) respite care provider. Mr B says Mr C was not properly fed and he had to purchase food for him, his care provider lost his clothes and says he was treated negatively by the manager of the home. Mr B says he has been to the home on four separate occasions to collect Mr C's belongings but has not been given them.</p> | <p>The Ombudsman was satisfied that an apology and offer of reimbursement for the cost of the additionally purchased clothing remedied the injustice caused by the fault.</p> |



FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

CABINET

14 October 2021

The Forward Plan

Report of the Managing Executive Director

(Corporate Services & Budget)

1. Divisions Affected

1.1 County-wide

2. Key Decision

2.1 This is not a Key Decision

3. Purpose

3.1 To present the Executive's Forward Plan for the period 1 September – 31 December and provide an opportunity for Cabinet to comment on future decisions for inclusion in the forthcoming Forward Plan.

4. Information and Analysis

4.1 An independent review of the Council's Scrutiny function was undertaken in 2020 by the Centre for Governance and Scrutiny. The report commented upon several areas, including the proposal for a Forward Plan which looks to the future, for a period longer than the statutory requirement.

- 4.2 It was believed that such a Forward Plan would enable the four Improvement and Scrutiny Committees to prepare better informed work programmes. This will equally apply to the work programme of the new Improvement and Scrutiny Committee – Climate Change, Biodiversity and Carbon Reduction.
- 4.3 It has been agreed that a four-month rolling Forward Plan be considered by CMT and then by Cabinet monthly. This approach should improve planning and horizon-scanning.
- 4.4 In the interests of effective coordination and public transparency, the Forward Plan includes any item that is likely to require an Executive decision of Cabinet or Cabinet Member whether a key decision or not. The Forward Plan covers the forthcoming 4 months and will be updated on a rolling monthly basis. All items have been discussed and approved by the Corporate Management Team.
- 4.5 The Forward Plan is ultimately the responsibility of the Leader and Cabinet as it contains executive business due for decision. A copy of the Forward Plan covering the period 1 September – 31 December is attached at Appendix 2. This document was originally published on 15 September to comply with the requirements to give 28 days' notice of key decisions to be considered at the 14 October 2021 Cabinet meeting.

5. Consultation

- 5.1 There is no requirement to consult in relation to the preparation of the Forward Plan.

6. Alternative Options Considered

- 6.1 Cabinet could decide not to agree with any of the items that are suggested for inclusion in the Plan. This would then be referred to the Corporate Management Team.
- 6.2 Cabinet could decide to move the date for consideration of any item provided the requirement to give at least 28 days' notice of a key decision is met.

7. Implications

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

8. Background Papers

8.1 The Scrutiny Review 2020.

9. Appendices

9.1 Appendix 1 - Implications

9.2 Appendix 2 - The Forward Plan for the period 1 September to 31 December 2021

10. Recommendation

10.1 That Cabinet notes the contents of the Forward Plan attached at Appendix 2 and comments on future decisions for inclusion in the Forward Plan, where appropriate.

11. Reasons for Recommendation

11.1 To promote the items that are due for decision by Derbyshire County Council's Executive during the forthcoming four-month period.

11.2 Whilst the Forward Plan cannot be an exhaustive list of all future decisions, to ensure as far as possible that the Forward Plan gives an indication of those decisions which it is known the executive will need to consider in the coming period and can therefore be used as a planning tool for managing the work programme of the executive and Improvement and Scrutiny Committees.

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

12.1 No

Report Author: Helen Barrington **Contact details:** helen.barrington@derbyshire.gov.uk

Implications

Financial

1.1 None directly arising from this report.

Legal

2.1 The Council is required by law to give to give 28 days' notice of key decisions that are scheduled to be taken by the Executive. A key decision is one which is financially significant, in terms of spending or savings, for the service or function concerned (more than £500,000), or which will have a significant impact on communities, in two or more divisions in the County. This legal obligation is discharged by including the necessary information in the 'Forward Plan'.

2.2 There is no legal requirement to have a four-month rolling Forward Plan, however it is good practice to do so to support effective work programmes for the executive and scrutiny functions.

Human Resources

3.1 None directly arising from this report.

Information Technology

4.1 None directly arising from this report.

Equalities Impact

5.1 None directly arising from this report.

Corporate objectives and priorities for change

6.1 The Forward Plan will include future decisions which support the Council's corporate objectives and delivery of the Council Plan priorities and deliverables.

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

7.1 None directly arising from this report.



FORWARD PLAN FOR THE FOUR MONTH PERIOD 1 SEPTEMBER 2021 TO 31 DECEMBER 2021

This Forward Plan sets out the details of the executive decisions (key and non-key) which the Cabinet, individual Cabinet Members or Officers expect to take during the next four-month period.

Please note that a key decision is a decision to be taken by the Executive which:

- (1) is likely to result in the local authority incurring expenditure or making savings of above £500,000 and/or
- (2) is significant in terms of its effects on communities living or working in an area comprising two or more divisions/county electoral areas.

The current members of the Cabinet are:

| | |
|----------------------------|--|
| Councillor Barry Lewis | Leader of the Council and Cabinet Member for Strategic Leadership, Culture, Tourism and Climate Change |
| Councillor Simon Spencer | Deputy Leader and Cabinet Member for Corporate Services and Budget |
| Councillor Carol Hart | Cabinet Member for Health and Communities |
| Councillor Tony King | Cabinet Member for Clean Growth and Regeneration |
| Councillor Natalie Hoy | Cabinet Member for Adult Care |
| Councillor Carolyn Renwick | Cabinet Member for Infrastructure and Environment |
| Councillor Kewal Athwal | Cabinet Member for Highways Assets and Transport |
| Councillor Julie Patten | Cabinet Member for Children's Services and Safeguarding |
| Councillor Alex Dale | Cabinet Member for Education |

The information provided for each key decision includes a list of the documents which will be submitted to the decision maker. Further documents relevant to the matter may also be submitted to the decision maker.

Subject to any restriction on their disclosure, copies of, or extracts from, any document listed will be available on the County Council's website or for inspection at County Hall, Matlock, Derbyshire DE4 3AG at least five clear days before the meeting.

If you wish to request details of documents listed or further documents as they become available please email Democratic Services at democratic.services@derbyshire.gov.uk

Subject: Cultural Framework

| | |
|---|--|
| Is this a key decision? | Yes |
| Date notice of key decision published | 15 September 2021 |
| Date decision to be made | 14 October 2021 |
| Decision to be taken by | Cabinet |
| Relevant Cabinet portfolio | Strategic Leadership, Culture, Tourism & Climate Change |
| Documents to be submitted to the decision maker | Report of the Executive Director – Place |
| Lead Officer | Allison Westray-Chapman, Interim Head of Economic Development Email: Allison.Westray-Chapman@derbyshire.gov.uk |
| Improvement and Scrutiny Committee | Climate Change, Biodiversity & Carbon Reduction |

Subject: Loan to Great British Car Journey (GBCJ) - EXEMPT

| | |
|---|---|
| Is this a key decision? | No |
| Date notice of key decision published | n/a |
| Date decision to be made | 14 October 2021 |
| Decision to be taken by | Cabinet |
| Relevant Cabinet portfolio | Strategic Leadership, Culture, Tourism & Climate Change |
| Documents to be submitted to the decision maker | Report of the Director of Finance & ICT |
| Lead Officer | Peter Handford e-mail peter.handford@derbyshire.gov.uk |
| Improvement and Scrutiny Committee | Resources/Places |

Subject: Consider Arrangements Regarding the Long-Term Waste Contract - EXEMPT

| | |
|---|---|
| Is this a key decision? | Yes |
| Date notice of key decision published | 15 September 2021 |
| Date decision to be made | 14 October 2021 |
| Decision maker | Cabinet |
| Relevant Cabinet portfolio | Infrastructure & Environment |
| Documents to be submitted to the decision maker | Report of the Executive Director - Place |
| Lead Officer | Claire Brailsford – Environment & Transport Director e-mail claire.brailsford@derbyshire.gov.uk |
| Improvement and Scrutiny Committee | Places |

Subject: The Future of Direct Care Homes for Older People

| | |
|---|--|
| Is this a key decision? | Yes |
| Date notice of key decision published | 11 August 2021 |
| Date decision to be made | 14 October 2021 |
| Decision maker | Cabinet |
| Relevant Cabinet portfolio | Adult Care |
| Documents to be submitted to the decision maker | Report of the Executive Director of Adult Social Care and Health |
| Lead Officer | Simon Stevens e-mail simon.stevens@derbyshire.gov.uk |
| Improvement and Scrutiny Committee | People |

Subject: Direct Care Homes for Older People: Essential Works Programme

| | |
|---|---|
| Is this a key decision? | Yes |
| Date notice of key decision published | 30 June 2021 |
| Date decision to be made | 14 October 2021 |
| Decision maker | Cabinet |
| Relevant Cabinet portfolio | Adult Care |
| Documents to be submitted to the decision maker | Report of the Executive Director – Adult Social Care & Health |
| Lead Officer | Robert Moore e-mail robert.moore@derbyshire.gov.uk |
| Improvement and Scrutiny Committee | People |

Subject: Project Management within Corporate Property - EXEMPT

| | |
|---|--|
| Is this a key decision? | Yes |
| Date notice of key decision published | 11 August 2021 |
| Date decision to be made | 14 October 2021 |
| Decision maker | Cabinet |
| Relevant Cabinet portfolio | Corporate Services & Budget |
| Documents to be submitted to the decision maker | Report of the Managing Executive Director |
| Lead Officer | Stuart Knight – Interim Property Programme Director e-mail stuart.knight@derbyshire.gov.uk |
| Improvement and Scrutiny Committee | Resources |

Subject: Enhanced Partnership Arrangement for Bus Services and Measures Proposed in the Bus Service Improvement Plan

| | |
|---------------------------------------|-----------------------------|
| Is this a key decision? | Yes |
| Date notice of key decision published | 30 June 2021 |
| Date decision to be made | 14 October 2021 |
| Decision maker | Cabinet |
| Relevant Cabinet portfolio | Highways Assets & Transport |

| | |
|---|--|
| Documents to be submitted to the decision maker | Report of the Executive Director - Place |
| Lead Officer | Chris Hegarty – Project Officer e-mail chris.hegarty@derbyshire.gov.uk |

Subject: Single Use Plastics Policy

| | |
|---|---|
| Is this a key decision? | Yes |
| Date notice of key decision published | 11 August 2021 |
| Date decision to be made | 14 October 2021 |
| Decision to be taken by | Cabinet |
| Relevant Cabinet portfolio | Strategic Leadership, Culture, Tourism and Climate Change |
| Documents to be submitted to the decision maker | Joint Report of Executive Director – Adult Social Care and Health and the Managing Executive Director - Commissioning Communities and Policy |
| Lead Officer | Caroline Toplis – Programme Manager – Climate Change Email: Caroline.Toplis@derbyshire.gov.uk |
| Improvement and Scrutiny Committee | Climate Change, Biodiversity and carbon Reduction |

Subject: Voluntary and Community Sector Review Proposals for 12 week consultation. Framework for new grant funding approach

| | |
|---|--|
| Is this a key decision? | Yes |
| Date notice of key decision published | 11 August 2021 |
| Date decision to be made | 14 October 2021 |
| Decision maker | Cabinet |
| Relevant Cabinet portfolio | Health & Communities |
| Documents to be submitted to the decision maker | Report of the Managing Executive Director |
| Lead Officer | Sarah Eaton e-mail sarah.eaton@derbyshire.gov.uk |
| Improvement and Scrutiny Committee | Places |

Subject: Local Government and Social Care Ombudsman – Annual Review

| | |
|---|--|
| Is this a key decision? | No |
| Date notice of key decision published | n/a |
| Date decision to be made | 14 October 2021 |
| Decision maker | Cabinet |
| Relevant Cabinet portfolio | Deputy Leader and Cabinet Member for Corporate Services & Budget |
| Documents to be submitted to the decision maker | Report of the Managing Executive Director |
| Lead Officer | Paul Peat Email: paul.peat@derbyshire.gov.uk |

Subject: The Carers Information, Advice, Assessment & Support Service contract extension - EXEMPT

| | |
|---|---|
| Is this a key decision? | Yes |
| Date notice of key decision published | 11 August 2021 |
| Date decision to be made | 14 October 2021 |
| Decision to be taken by | Cabinet |
| Relevant Cabinet portfolio | Adult Care |
| Documents to be submitted to the decision maker | Executive Director Adult Social Care and Health |
| Lead Officer | Julie Cole – Contracts Manager Email: julie.cole@derbyshire.gov.uk |
| Improvement and Scrutiny Committee | People |

Subject: Climate Change Strategy and Action Plan

| | |
|---|---|
| Is this a key decision? | Yes |
| Date notice of key decision published | 11 August 2021 |
| Date decision to be made | 14 October 2021 |
| Decision to be taken by | Cabinet |
| Relevant Cabinet portfolio | Strategic Leadership, Culture, Tourism & Climate Change |
| Documents to be submitted to the decision maker | Report of the Executive Director – Adult Social Care and Health |
| Lead Officer | Caroline Toplis – Programme Manager – Climate Change Email: Caroline.Toplis@derbyshire.gov.uk |
| Improvement and Scrutiny Committee | Climate Change, Biodiversity and carbon Reduction |

Subject: Markham Vale Progress

| | |
|---|--|
| Is this a key decision? | Yes |
| Date notice of key decision published | 15 September 2021 |
| Date decision to be made | 14 October 2021 |
| Decision to be taken by | Cabinet |
| Relevant Cabinet portfolio | Clean Growth & Regeneration |
| Documents to be submitted to the decision maker | Executive Director - Place |
| Lead Officer | Peter Storey – Head of Markham Vale Email: peter.storey@derbyshire.gov.uk |
| Improvement and Scrutiny Committee | Places |

Subject: Markham Vale Delegated Decisions

| | |
|---|--|
| Is this a key decision? | Yes |
| Date notice of key decision published | 15 September 2021 |
| Date decision to be made | 14 October 2021 |
| Decision to be taken by | Cabinet |
| Relevant Cabinet portfolio | Clean Growth & Regeneration |
| Documents to be submitted to the decision maker | Executive Director - Place |
| Lead Officer | Peter Storey – Head of Markham Vale Email: peter.storey@derbyshire.gov.uk |
| Improvement and Scrutiny Committee | Places |

Subject: Youth Justice Plan 2021-2022

| | |
|---|---|
| Is this a key decision? | Yes |
| Date notice of key decision published | 15 September 2021 |
| Date decision to be made | 14 October 2021 |
| Decision maker | Cabinet |
| Relevant Cabinet portfolio | Children's Services and Safeguarding |
| Documents to be submitted to the decision maker | Executive director Children's Services |
| Lead Officer | Sam Morris Email: sam.morris@derbyshire.gov.uk |
| Improvement and Scrutiny Committee | People |

Subject: Report Seeking Approval to Procure Projects in Addition to the Latest Departmental Forward Plan - EXEMPT

| | |
|---|---|
| Is this a key decision? | Yes |
| Date notice of key decision published | 15 September 2021 |
| Date decision to be made | 14 October 2021 |
| Decision to be taken by | Cabinet |
| Relevant Cabinet portfolio | Highways Assets and Transport |
| Documents to be submitted to the decision maker | Report of the Executive Director – Place |
| Lead Officer | George Davies – Senior Procurement Officer Email: George.Davies@derbyshire.gov.uk |
| Improvement and Scrutiny Committee | Places |

Subject: Whistleblowing Policy

| | |
|---------------------------------------|-----------------------------|
| Is this a key decision? | No |
| Date notice of key decision published | n/a |
| Date decision to be made | 18 November 2021 |
| Decision maker | Cabinet |
| Relevant Cabinet portfolio | Corporate Services & Budget |

| | |
|---|---|
| Documents to be submitted to the decision maker | Report of the Managing Executive Director |
| Lead Officer | Helen Barrington – Director of Legal & Democratic Services |
| | e-mail helen.barrington@derbyshire.gov.uk |
| Improvement and Scrutiny Committee | Resources |

Subject: Quarter 2 Council Plan Performance and budget update

| | |
|---|---|
| Is this a key decision? | Yes |
| Date notice of key decision published | 13 May 2021 |
| Date decision to be made | 9 December 2021 |
| Decision maker | Cabinet |
| Relevant Cabinet portfolio | Strategic Leadership, Culture, Tourism & Climate Change |
| Documents to be submitted to the decision maker | Report of the Managing Executive Director and Director of Finance & ICT |
| Lead Officer | Emma Alexander – Managing Executive Director |
| | e-mail emma.alexander@derbyshire.gov.uk |
| Improvement and Scrutiny Committee | Resources |

Subject: Climate Change Projections, Risk and Adaptation

| | |
|---|---|
| Is this a key decision? | Yes |
| Date notice of key decision published | 15 September 2021 |
| Date decision to be made | 9 December 2021 |
| Decision maker | Cabinet |
| Relevant Cabinet portfolio | Strategic Leadership, Culture, Tourism & Climate Change |
| Documents to be submitted to the decision maker | Executive Director – Adult Social Care & Health |
| Lead Officer | Caroline Toplis – Programme Manager – Climate Change |
| | e-mail caroline.toplis@derbyshire.gov.uk |
| Improvement and Scrutiny Committee | Climate Change, Biodiversity and Carbon Reduction |

Subject; Budget Consultation

| | |
|---------------------------------------|---|
| Is this a key decision? | Yes |
| Date notice of key decision published | 13 May 2021 |
| Date decision to be made | 20 January 2022 |
| Decision maker | Cabinet |
| Relevant Cabinet portfolio | Strategic Leadership, Culture, Tourism & Climate Change |
| Documents to be submitted to the | Report of the Director of Finance & ICT |

decision maker
Lead Officer Peter Handford
e-mail peter.handford@derbyshire.gov.uk
Improvement and Scrutiny Committee Resources

Subject: Revenue Budget Report 2022-23

Is this a key decision? Yes
Date notice of key decision published 13 May 2021
Date decision to be made 20 January 2022
Decision maker Cabinet
Relevant Cabinet portfolio Strategic Leadership, Culture, Tourism & Climate Change
Documents to be submitted to the decision maker Report of the Director of Finance & ICT
Lead Officer Peter Handford
e-mail peter.handford@derbyshire.gov.uk
Improvement and Scrutiny Committee Resources

Subject: Capital Programme Approvals, Treasury Management and Capital Strategy

Is this a key decision? Yes
Date notice of key decision published 13 May 2021
Date decision to be made 20 January 2022
Decision maker Cabinet
Relevant Cabinet portfolio Strategic Leadership, Culture, Tourism & Climate Change
Documents to be submitted to the decision maker Report of the Managing Executive Director and Director of Finance & ICT
Lead Officer Peter Handford
e-mail peter.handford@derbyshire.gov.uk
Improvement and Scrutiny Committee Resources

Subject: Quarter 3 Council Plan Performance and budget update

Is this a key decision? Yes
Date notice of key decision published 13 May 2021
Date decision to be made 10 March 2022
Decision maker Cabinet
Relevant Cabinet portfolio Strategic Leadership, Culture, Tourism & Climate Change
Documents to be submitted to the decision maker Report of the Managing Executive Director and Director of Finance & ICT
Lead Officer Emma Alexander – Managing Executive Director
e-mail emma.alexander@derbyshire.gov.uk
Improvement and Scrutiny Committee Resources

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Agenda Item

FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

CABINET

14 October 2021

Report of the Executive Director - Place

**Markham Vale Progress
(Clean Growth and Regeneration)**

1. Divisions Affected

- 1.1 Barlborough and Clowne, Bolsover North, Staveley, Staveley North and Whittington, and Sutton.

2. Key Decision

- 2.1 This is a key decision because it is likely to result in the Council incurring expenditure which is, or savings which are significant having regard to the budget for the service or function concerned (this is currently defined as £500,000) and is likely to be significant in terms of its effect on communities living or working in an area comprising two or more electoral areas in the County.

3. Purpose

- 3.1 The purpose of this report is to inform Cabinet of the continuing success and progress being made at Markham Vale and to provide an overview of economic development activity over the period March 2020 to September 2021.

3.2 Cabinet is asked to:

- a) Note the continued success and progress in redeveloping Markham Vale and the scale and nature of work required to be undertaken over the coming years to complete the project.

4. Information and Analysis

4.1 Markham Vale is the Council's flagship regeneration project and was set up to create an attractive and accessible business park over 85 hectares (200 acres). Centred around the former Markham Colliery site located between Staveley and Bolsover in the north of the County, the project was set up in 2006 to create up to 4,100 jobs, improve existing/build new roads, bring in around £170 million of private sector investment and develop over 3 million ft² of commercial floor space.

4.2 In short, Markham Vale was established as a catalyst for regeneration in a deprived former coalfield area of Derbyshire and to generate business rates income for re-investment in the Derbyshire economy over the long term. Progress on developments at Markham Vale was last considered by Cabinet on 4 June 2020 (Minute No.100/20 refers).

4.3 Overview

To date, the Markham Vale project has brought forward 173 of the 200 acres available for development. Of the 173 acres created, 151 acres are now either fully developed or have buildings under construction.

4.4 To assess progress against one of the key indicators on job creation, an annual survey is undertaken during March each year. In March 2019, 2,236 full time jobs were recorded as having been created; the survey planned for March 2020 was temporarily suspended as the first wave of COVID-19 hit the country creating uncertainty and changing priorities for many organisations and businesses – including those at Markham Vale. The survey was subsequently completed in September 2020, recording a small drop in the number of people employed at the site (2,101 employed – a reduction of 135 over the 18 month period from March 2019). To re-align to the annual cycle of assessment, a full jobs survey was completed in March 2021 and recorded 2,232 people in full time equivalent jobs; this is considered a remarkable achievement by the Markham Vale businesses, given that the country was still in COVID-19 lockdown.

4.5 The significant progress made in relation to bringing forward development sites and construction of new buildings is summarised below:

4.6 **Markham Vale East**

Refer to Appendix 2 Drawing 1408D Dev Land use and availability WEST & EAST – Note that the red shaded areas indicate the plots that currently are either unprepared or undeveloped.

4.7 Plot 1 North

Works have commenced to start levelling The Sidings plot for future development, subject to securing full title ownership and the necessary planning approval. These works also include the demolition of the redundant North Tip bridge which is suffering from severe structural cracks and is partially clad in asbestos sheeting.

4.8 Plot 2 South

The building previously occupied by Andrew Page Ltd is currently leased to X-Bite Ltd an internet-based retail company which has expanded from, but still retains, its headquarters in nearby Barlborough.

4.9 Plot 5

Following the successful completion of the speculative development at Wilson Business Park, where all 13 units were sold, Priority Space Ltd constructed a second speculative workshop development on 1.1 acres of land. This 15,000ft² unit is now currently occupied by Blue Whale Spa a leading UK owned hot tub supplier and installer.

4.10 The remaining 1.5 acres on Plot 5 was sold to Derbyshire-based Transcare Ltd. Following a 12-month construction programme, the company, which specialises in HGV fleet servicing, is fully operational.

4.11 Squadron Medical which operated from a 40,000ft² facility on Plot 5 took the decision to centralise its operations elsewhere in the UK and closed its Markham Vale operations at the end of 2020. The ownership of the building has changed hands and is in the process of being leased to a new occupier.

4.12 Plot 9a

Continues to be marketed for a range of commercial and industrial uses.

4.13 **Markham Vale West**

Refer to Appendix 2 Drawing 1408E Dev Land use and availability WEST & EAST – Note that the red shaded areas indicate the plots that are either unprepared or undeveloped.

- 4.14 Plot 6
The Council's development partner, Henry Boots Development (HBD) developed a speculative 55,000ft² building on Plot 6. Branded MV55, the building was completed at the beginning of 2020 and subsequently leased to Daher International, a French owned aerospace company which is a major supplier to Alstom (formerly Bombardier) in Derby.
- 4.15 The four remaining development sites on Plot 6 are currently being marketed.
- 4.16 Plot 7
One of the two remaining development opportunities on the Plot 7 'services site' has recently been sold to Chesterfield-based Chesters Ltd which has secured planning approval for a family restaurant; construction is due to commence in September 2021. The remaining plot is currently being marketed with potential for a drive-thru restaurant.
- 4.17 Discussions for a high-profile development on part of Plot 7 west continue; heads of terms have been agreed subject to the company securing all the necessary regulatory and private sector investment approvals.
- 4.18 The work programme for the coming year will be focused on preparing the remaining un-reclaimed parts of the site ready for development and providing the access infrastructure as new built developments come on stream.
- 4.19 **Markham Vale North**
Refer to Appendix 3 Drawing 1408E Dev Land use and availability NORTH.
- 4.20 Plot 13
There are three development sites on Plot 13; the final plot was developed for Protec International, a manufacturer and distributor of fire prevention products for the construction industry. The company took possession of the 52,500ft² factory and offices in January 2020 and, following a six-month fit-out period, the business is now fully operational. This company has an option to double the size of the current factory building on the 5.4 acres site.
- 4.21 Plot 15
Construction works commenced in July 2020 on the speculative development of two industrial buildings on the 15 acre Plot 15 for Aver, an investment company. Completion of construction works was achieved in April 2021. The built development comprises two buildings

branded Orion; Orion 1 comprises a 221,518ft² building and Orion 2 is a 75,500ft² building, both include two storey office accommodation. The developer has indicated that discussions with a potential occupier for Orion 1 are at an advanced stage.

4.22 Plot 16

Gist has started construction works to extend its facility on land acquired from the Council for its future growth requirements.

4.23 Of the above developments that have been completed, the private sector investment secured at the site to date is estimated at almost £250m.

4.24 Marketing of the remaining development plots continues and it is likely that additional infrastructure will be required for each new development to meet occupier and business needs. Two further, large development plots (circa 11 acres) remain to be remediated on the site and discussions are underway to resolve outstanding land and planning matters.

4.25 In conjunction with local planning officers, a Masterplan (Appendix 4 Staveley Town Basin Masterplan) has been prepared for a mixed-use development on Markham Vale Estate land at Staveley Town Basin. A funding bid has been submitted to the Staveley Town Deal for Staveley Waterside, the first phase of the development, which has been provisionally approved. Initial designs have been completed and a Business Case is being prepared. This development proposal will be subject of a separate report to Cabinet.

4.26 One of the original concepts for the Markham Vale project was to facilitate sustainable travel options for both home-to-work routes and for the benefit of the local community to access and enjoy the newly restored and landscaped areas. Several routes to, from and through the site have already been constructed but some phases remain to be completed. One such route runs parallel with the A632 connecting Markham Vale with Bolsover Business Park where it meets the current end of the Stockley Trail. Grant funding of £357,000 was secured from Sustrans via Bolsover District Council towards the £441,000 cost of constructing the 1.1km long walking/cycling route. Construction works started earlier this year and are anticipated to be completed in October 2021.

4.27 **Planning and Environmental Quality**

The Council continues to work closely with the district/borough planning authorities in the preparation and submission of planning applications

for either new, individual development proposals and/or the discharge of the outstanding conditions relating to the various phases of the overall Markham Vale site. The site-wide Design Framework which sets out a range of parameters which includes all hard and soft landscaping and the scale and appearance of all new built developments, has recently been reviewed and revised and submitted to the three Local Planning Authorities for approval.

- 4.28 BEAM continues to assist the Council in delivering its Public Art Action Plan, one element of which is the Markham Mining Memorial where the artist, Stephen Broadbent, was commissioned to develop the Walking Together installation. The installation comprises 106 figures that represent those individual miners killed in the three colliery disasters at Markham. (Appendix 5)
- 4.29 To date, 93 Walking Together figures have been installed. Sponsorship from a range of organisations and individuals enabled three phases of figures to be installed over the past 15 months; the latest phase saw a batch of 5 figures installed to commemorate a group of miners killed in the 1938 disaster, with sponsorship funding secured from Beam, Tesco Bags of Help; The Duke of Devonshire's Charitable Trust; Aviva Community Fund and public donations. Work continues to secure further funding to ensure the Council successfully completes the installation. A working group, which comprises former miners, representatives from community groups and local historians, continues to support the Council in developing The Story Mine website, which includes not only information about the 106 miners, but also stories, memories and photos of miners, their families and life in the mining communities.
- 4.30 **Other Services**
The Council has a growing reputation and success in assisting new businesses to identify and fulfil recruitment and training needs. The service aims to connect businesses with other organisations and resources to help secure employment and training opportunities for local people. Discussions are ongoing with the latest businesses locating to Markham Vale to identify areas where the Council can assist.
- 4.31 During the summer months of 2020, with hundreds of school leavers in Chesterfield and North Derbyshire facing uncertainty in their future, the Markham Vale team worked with a range of partners, including Chesterfield Borough Council, Destination Chesterfield and the Derby, Derbyshire, Nottingham and Nottinghamshire (D2N2) North Derbyshire's Career Hub to launch an innovative online career and employability platform.

- 4.32 The [My Future](#) platform was designed to plug the careers information gap left by the COVID-19 pandemic which forced schools and colleges to close mid-way through the school year.
- 4.33 The innovative platform was launched on GCSE results day and is completely free to use. The free-to-use platform gives young people across Chesterfield and North Derbyshire access to the widest range of high-quality careers advice, employment support, skills and educational programmes, including opportunities at Markham Vale all in a virtual careers fair.
- 4.34 Whilst there have been no local job fairs to attend over the past year, the Markham Vale team has been proactive in making greater use of social media accounts to help businesses promote vacancies and job creation news to as wide an audience as possible. Since March 2021, the rate of new job opportunities has increased to the extent that between 80 and 100 vacancies are promoted each month.
- 4.35 Another example of the type of service provided is the connection provided to the Human Resources (HR) team at Squadron Medical in assisting their 65 employees who were facing redundancy as the business centralised its operations elsewhere in the UK. Discussions were quickly opened by the Markham Vale team with other businesses to identify potential vacancies; this resulted in direct discussion with the HR team at a nearby business which offered posts to all those redundant employees who required a new job.
- 4.36 The local business community is supported by the availability of conference facilities at the Environment Centre. During the past year, these facilities have been closed due to COVID-19 restrictions. The Markham Vale team has worked closely with colleagues across the Council to implement procedures to reopen the facilities on a limited basis in order to continue to support businesses in delivering courses and conferences to meet their growing needs.
- 4.37 The Environment Centre also hosts a number of small and start-up businesses in varying sized offices and workshops. The Council provides a range of signposting and support services to help them grow their businesses. Over the past year, a small number of these businesses have grown to the extent that they have left the Environment Centre to locate to larger premises and likewise, the Council has welcomed new ones; companies which have recently located to the Environment Centre include Jungle Club (a fashion manufacturing and sales company), Ossie's Ginger Juice and Kranlee Logistics (provide shipping and licensing support to the logistics sector).

- 4.38 Landscape management and maintenance works across the whole site continue to be delivered, utilising a range of resources comprising contractors, Property Services, Highways Management teams and Markham Vale Land Services (MVLS). MVLS is a dedicated team established within Adult Care where service users are provided with training and support across areas, such as landscape and horticulture. This is a critical part of the Council's commitment to supporting employment and developing employability skills for vulnerable adults.
- 4.39 **Governance: Partnership Working with HBD**
HBD was appointed in 2003 as the Council's private sector partner to develop the Markham Vale project. The Partnership Agreement requires both partners to work in a spirit of mutual trust and co-operation and sets out key elements and roles of each partner.
- 4.40 A number of boards have been established to oversee delivery of Markham Vale, including an Operations Board which undertakes day to day supervision of the development; a Senior Officers' Board which manages the implementation of the development as a whole; and a Partnership Board to oversee the Development Partnership. Each Board consists of three representatives from Derbyshire County Council and three from HBD.
- 4.41 The Council continues to provide a range of site management and maintenance services across the wider 900 acres Markham Vale site under the branding of Markham Vale site facilities. The costs of providing services will be fully met when the site is fully occupied by income from the site facilities charge levied on all the businesses based at Markham Vale. This index linked charge is based on the acreage that the businesses occupy. Currently, the development site is approximately 75% sold and occupied.
- 4.42 **Programme Management**
As outlined earlier in this report, priority over the past 18 months has been focused on securing new occupiers and completing developments. The anticipated progressive development on Markham Vale West and the infill development on Markham Vale East will require the completion and installation of plot-specific infrastructure over the coming 2-5 years, along with completing outstanding planning obligations. Pace and momentum in the final stages of the project will be dependent on external market forces, particularly the local economic recovery following from the COVID-19 pandemic period.
- 4.43 Ensuring timely project and programme delivery to meet the timely requirements of inward development investment challenges is aided by

the Council's approach to delegated approvals with the Leader and Executive Director - Place. To support continued programme delivery, the Place Department will continue its approach to project and programme management, ensuring critical alignment of available resources to support delivery.

5. Consultation

5.1 Not required.

6. Alternative Options Considered

6.1 Not required.

7. Implications

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

8. Background Papers

8.1 Held in file within the Place Department.

9. Appendices

9.1 Appendix 1 - Implications.

9.2 Appendix 2 - Dwg 1408D Dev Land use and availability WEST & EAST

9.3 Appendix 3 - Dwg 1408D Dev Land use and availability NORTH

9.4 Appendix 4 - Staveley Town Basin Masterplan

9.5 Appendix 5 - Walking Together Mining Memorial Heritage Trail

10. Recommendation

10.1 That Cabinet:

- a) Notes the success and recent progress in developing Markham Vale and the scale and nature of work required to be undertaken over the coming years to complete the project.

11. Reason for Recommendation

11.1 This report is an annual progress report prepared in order to keep Members informed of the progress of the Markham Vale project.

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

12.1 No.

Report Author: Peter Storey, Head of Markham Vale
Contact details: peter.storey@derbyshire.gov.uk

Implications

Financial

1.1 Budget 2020-21

The Capital budget for 2020-21, incorporating slippage from the previous year, resulted in an outturn expenditure of £1.072m

1.2 Remaining Capital expenditure on the project is estimated at £3.65m. Works included in this cost estimate comprise remaining land acquisition and legal fees, provision of infrastructure as each plot is brought forward for development, earthworks on the two remaining un-remediated plots, works to meet the outstanding planning and contractual obligations, remaining landscaping works and all associated design fees. The costs of these remaining works can be fully funded from capital receipts from the sale of the remaining development plots currently, but all opportunities will continue to be identified to secure alternative grant funding where appropriate.

1.3 The budget and programme will be kept under review and regular reports made to Cabinet.

Legal

2.1 Advice on managing the Partnership Agreement between the Council and HBD and the individual development disposals continues to be provided by Geldards LLP.

Human Resources

3.1 None.

Information Technology

4.1 None.

Equalities Impact

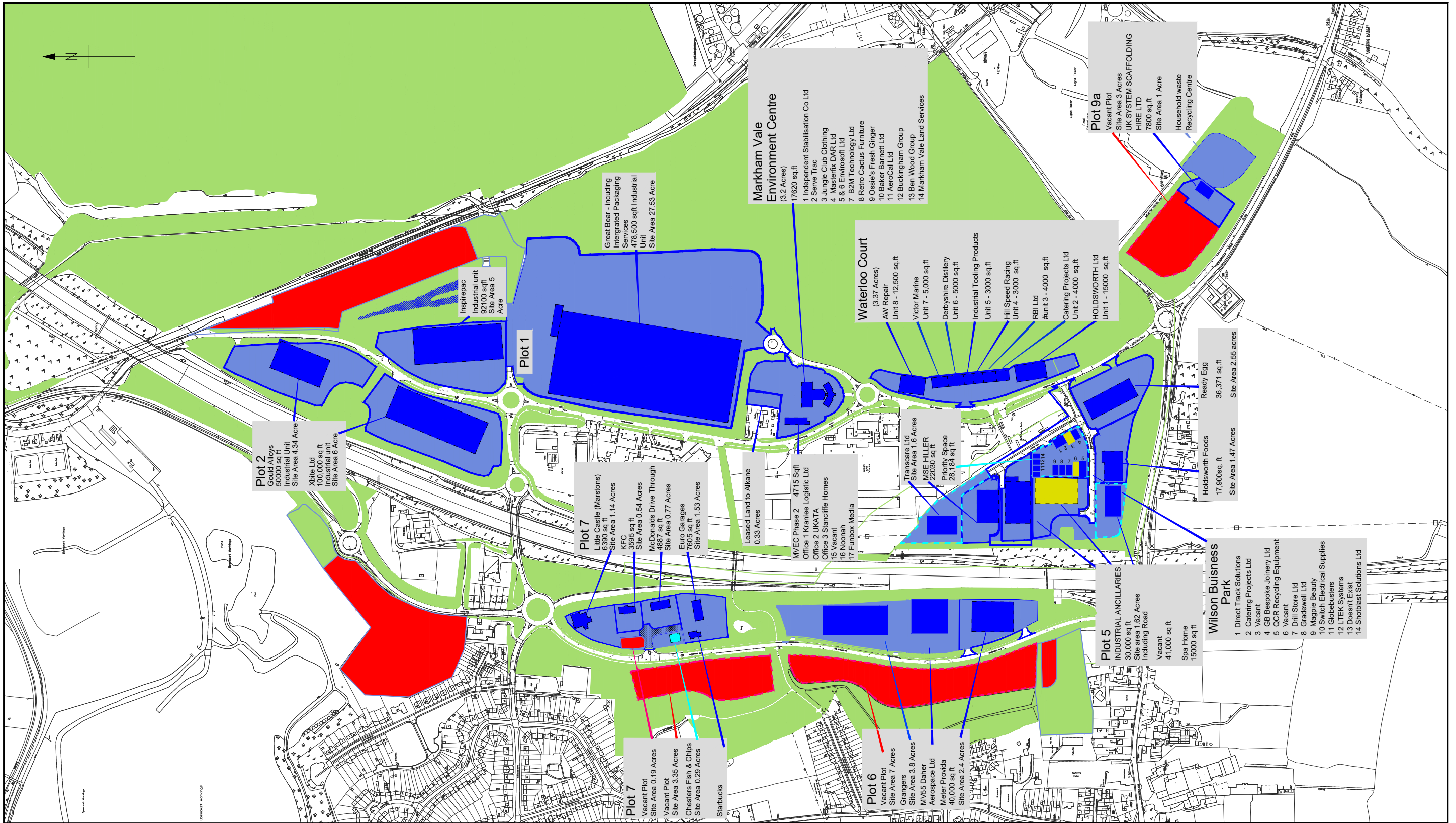
5.1 Work with developers and new occupiers at Markham Vale is undertaken to support recruitment of new staff – advertising, encouraging and supporting recruitment from within the local area.

Corporate objectives and priorities for change

- 6.1 The continued redevelopment of Markham Vale directly supports the Council's objective to create a 'green and prosperous Derbyshire' as set out in the Council Plan 2021- 2025. Specifically, the creation of new employment opportunities at Markham forms part of the county's response to tackling the economic impacts of COVID 19 which is a stated priority action in the Council Plan.
- 6.2 The Markham Vale project will see the creation of up to 200 acres of new development land sold and occupied to the private sector. The remaining area of over 600 acres largely comprising woodland, water features, grassland and other amenity land will, on completion of the project, be managed and maintained through the Markham Vale Site facilities which is being fully funded through an index-linked charge levied on each occupier based on the acreage they own/occupy. The current charge amounts to £1,300 per acre and in this financial year generates a revenue income of approximately £196,000 towards the Site Facilities Maintenance costs of £260,000; the shortfall is currently funded by the surplus generated by rental income from the business units at the Environment Centre. As each plot is sold and developed then the revenue generated from the Site Facilities Charge will increase, such that when the site is fully developed the service will be cost neutral.

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

- 7.1 None.



■ Built / Occupied ■ Planning Permission ■ Available for Disposal
■ Built / Unoccupied ■ Private Road ■ Sold/Underconstruction

| AMENDMENT DETAILS | | BY | CHKD | APVD | DATE | NO. |
|--|--|----|------|------|------------|-----|
| Updated Building status and highway layout | | JM | CJB | PS | 15/06/2021 | E |


DERBYSHIRE
 County Council

Mike Ashworth
 Strategic Director - Economy, Transport and Environment.

Land Reclamation Section
Highways
Division

Print Date 16 Aug, 2021 - 7:49am

| | | |
|--|---|---|
| DRAWN JMA Date 30/04/2021 | CHECKED CJB Date 21/06/2017 | APPROVED PS Date 21/06/2017 |
| PROJECT TITLE MARKHAM VALE AN ENVIRONMENT FOR SUCCESS | | |
| DRAWING TITLE DEVELOPMENT LAND USE AND AVAILABILITY AT NOVEMBER 2018 | | |
| DCE Project Reference No. 9033 | SCALE N.T.S | |
| Drawing Number 9033/1408-1D WEST & EAST | At A3 (420 x 297mm) | |



| | | |
|--|--|---|
| ■ Built / Occupied | ■ Planning Permission | ■ Available for Disposal |
| ■ Built / Unoccupied | ■ Private Road | ▨ Future Expansion |
| ■ Sold/Underconstruction | | |

| AMENDMENT DETAILS | | | | | |
|-------------------|------|------|------------|-----|--|
| BY | CHKD | APVD | DATE | NO. | |
| JM | CB | PS | 16/6/2021 | E | |
| JT | CJB | PS | 28/06/2017 | A | |



DERBYSHIRE
County Council

Mike Ashworth
Strategic Director - Economy, Transport and Environment.

Land Reclamation Section

Highways Division



| | | |
|---|-----------------------|-----------------------|
| DRAWN JMA | CHECKED CJB | APPROVED PS |
| Date 18/09/2020 | Date 21/06/2017 | Date 21/06/2017 |
| PROJECT TITLE MARKHAM WALE AN ENVIRONMENT FOR SUCCESS | | |
| DRAWING TITLE DEVELOPMENT LAND USE AND AVAILABILITY AT NOVEMBER18 | | |
| DCE Project Reference No. 9033 | SCALE N.T.S | |
| Drawing Number 9033/1408-2D NORTH | At A3 (420 x 297mm) | |

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Updated Occupiers on plots 5,6, Wilson Business Park,MVEC , Fixed boundry of railway emb
Chaning the Grassland by the M1

Print Date 16 Aug, 2021 - 7:53am

Staveley Town Basin Development DCC Site Proposals

Mar 2020 - Rev -



Derbyshire County Council Land Proposals



Graphical Scale 1:500



Page 257

Proposed DCC Site Masterplan
1:500

| Rev | Description | Date | By |
|-----|-------------|------|----|
|-----|-------------|------|----|

peakarchitects
2011-2020
www.peakarchitects.co.uk

Project
233-2018
Staveley Canal basin

Client

| Role | Version | Comment | Approval | Leader | Construction | As-built |
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Drawing
SCB - PA - SK - 039
Proposed DCC Site Masterplan

Revision
1: 03/01/20

Date
26/02/20

Scale
1: 03/01/20 @ A1/ A2

FINAL PRELIMINARY



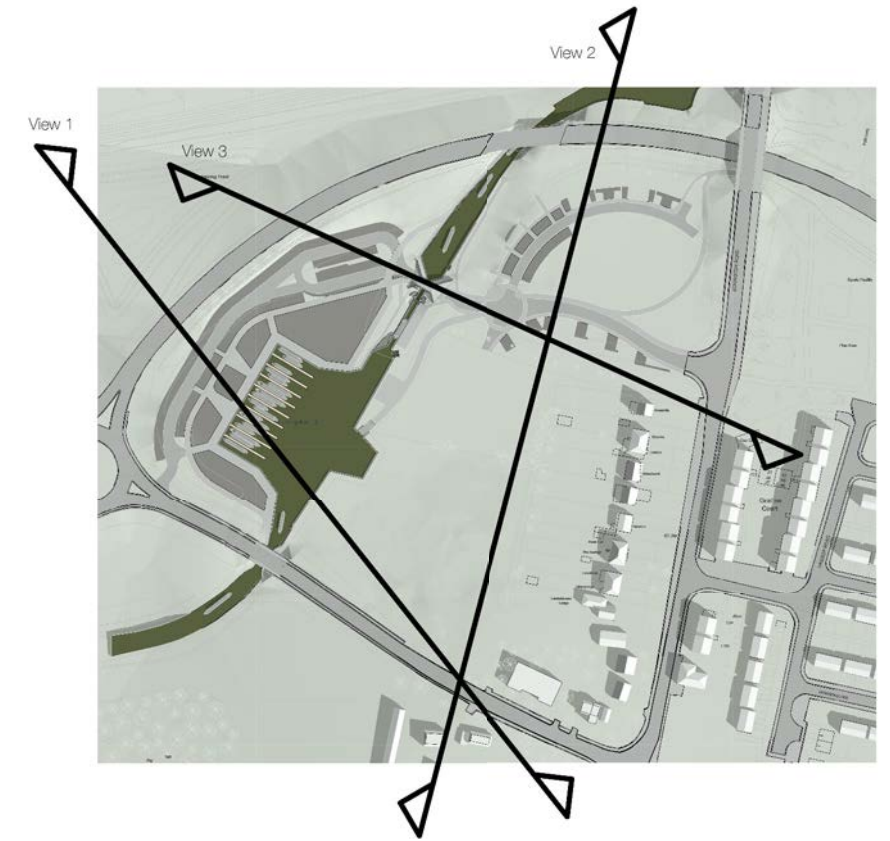
View 1



View 2



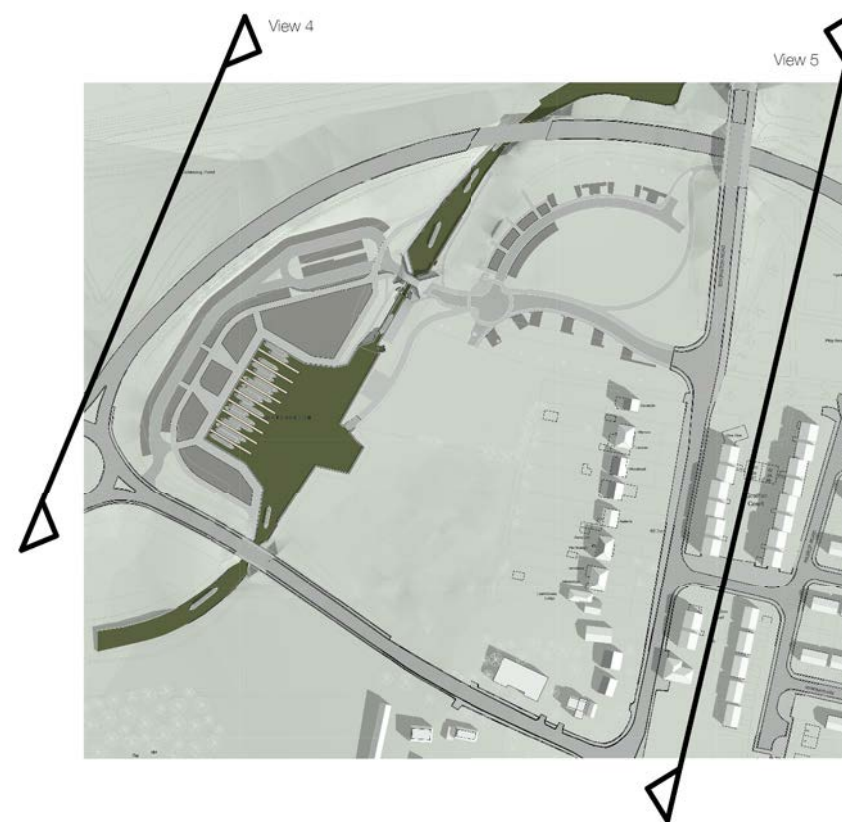
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| Staveley Canal basin | | | |
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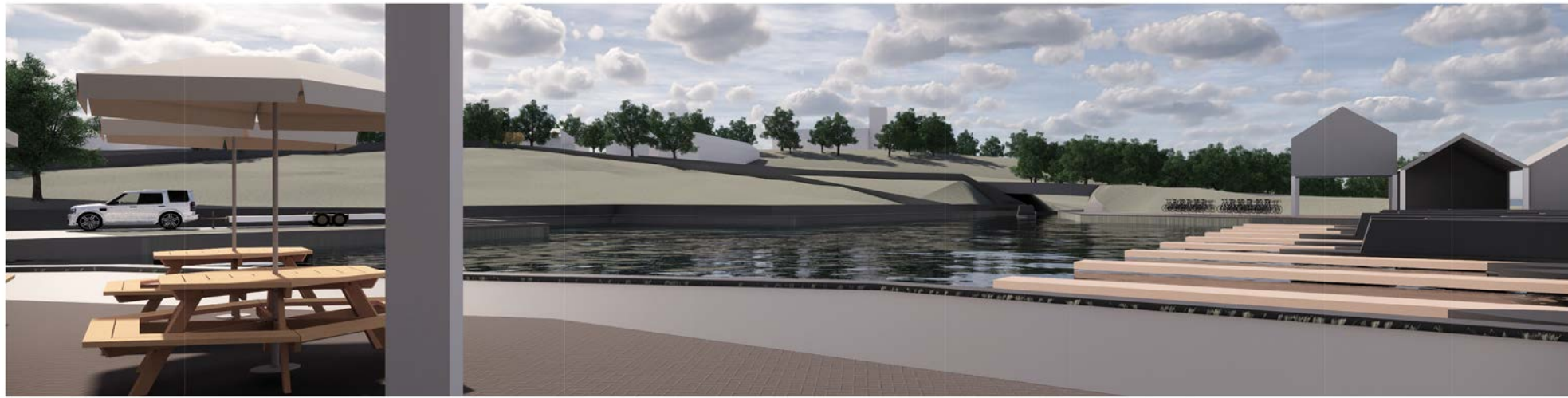


View 4



View 5

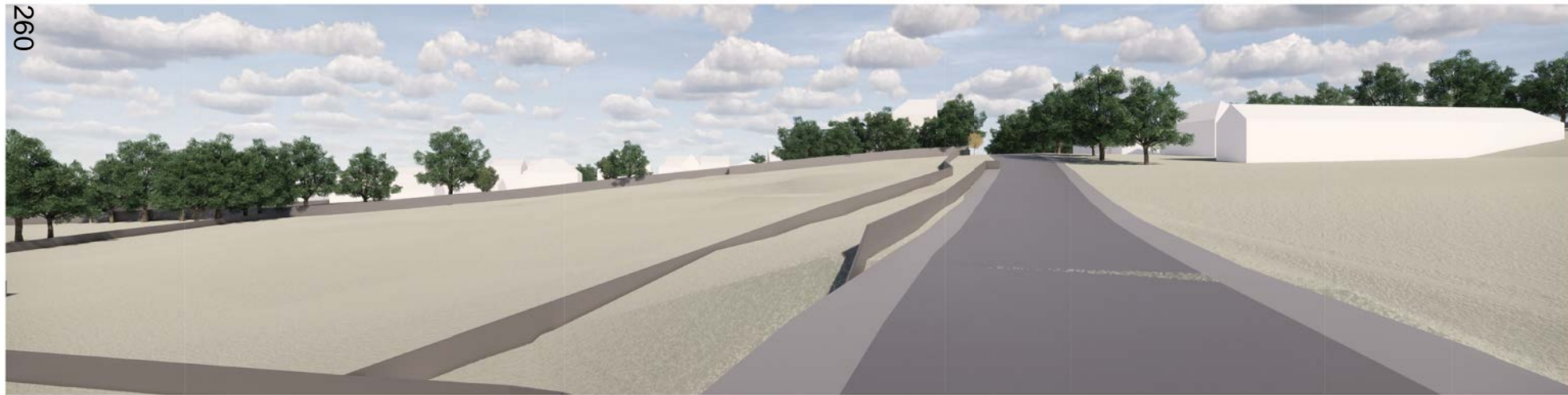
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| <small>www.peakarchitects.co.uk</small> | | | |
| Project | | | |
| 233-2018 | | | |
| Staveley Canal basin | | | |
| Client | | | |
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| Status | | | |
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| Drawing | | | |
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| DCC Site - Isometric Views Sheet 2 | | | |
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| FINAL PRELIMINARY | | | |



Perspective 1



Perspective 2



Perspective 3



Perspective 4



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| Rev | Description | Date | By |
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| peakarchitects | | | |
| 2 off Bell Lane, The Peak, Walsingham, NE40 1DB www.peakarchitects.co.uk | | | |
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Perspective 5



Perspective 6



Perspective 7

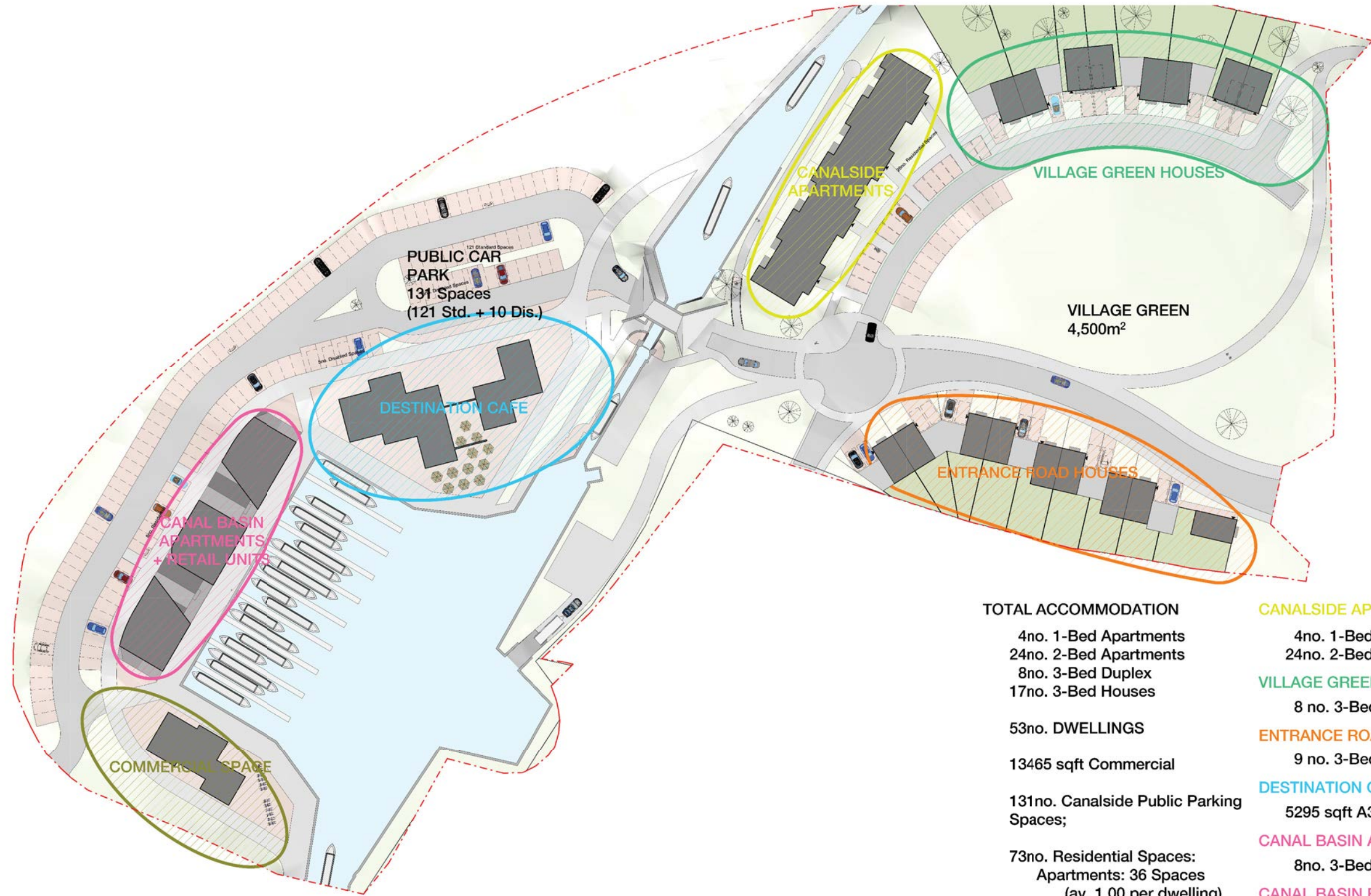


Perspective 8



Page 20

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| Revision: 1: 26/02/20 | | Date: 26/02/20 | |
| Scale: 1:3000 @ A1/ | | Sheet: 03 of 03 | |
| FINAL PRELIMINARY | | | |



TOTAL ACCOMMODATION

- 4no. 1-Bed Apartments
- 24no. 2-Bed Apartments
- 8no. 3-Bed Duplex
- 17no. 3-Bed Houses

53no. DWELLINGS

13465 sqft Commercial

131no. Canalside Public Parking Spaces;

73no. Residential Spaces:
 Apartments: 36 Spaces (av. 1.00 per dwelling)
 Houses: 37 Spaces (av. 2.2 per dwelling)

CANALSIDE APARTMENTS

- 4no. 1-Bed Apartments
- 24no. 2-Bed Apartments

VILLAGE GREEN

8 no. 3-Bed Houses

ENTRANCE ROAD HOUSES

9 no. 3-Bed Houses

DESTINATION CAFE

5295 sqft A3 Cafe

CANAL BASIN APARTMENTS

8no. 3-Bed Duplex Apartments

CANAL BASIN RETAIL UNITS

5950 sqft A1 Shop Units

COMMERCIAL SPACE

2220 sqft A1/B1 Units

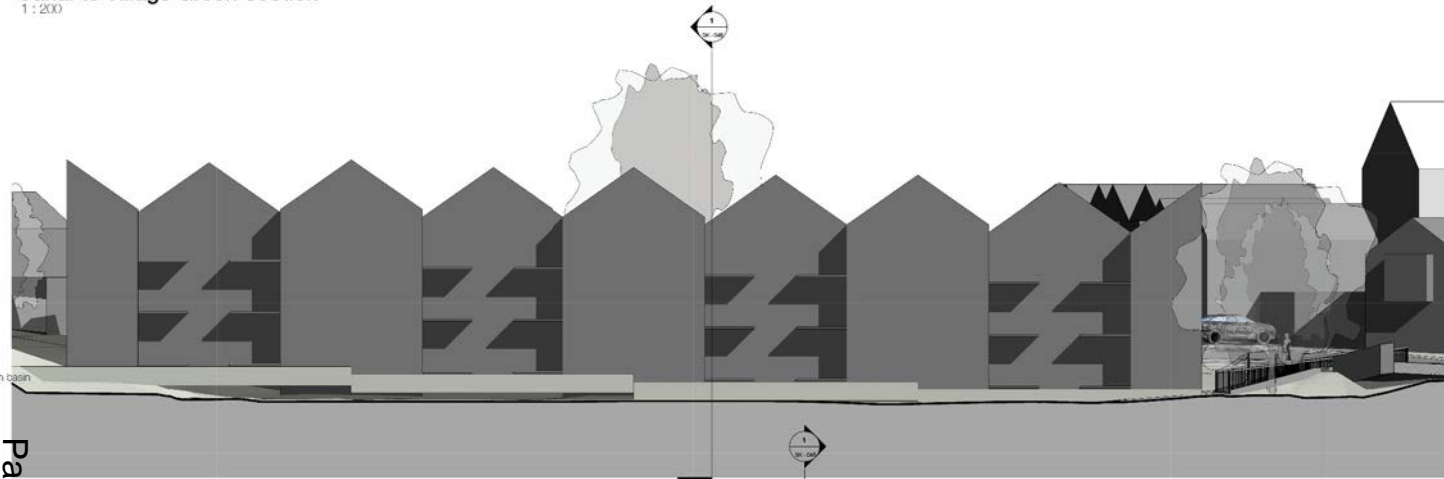
PUBLIC CAR PARK

121no. Standard
 10no. Disabled
 131no. TOTAL

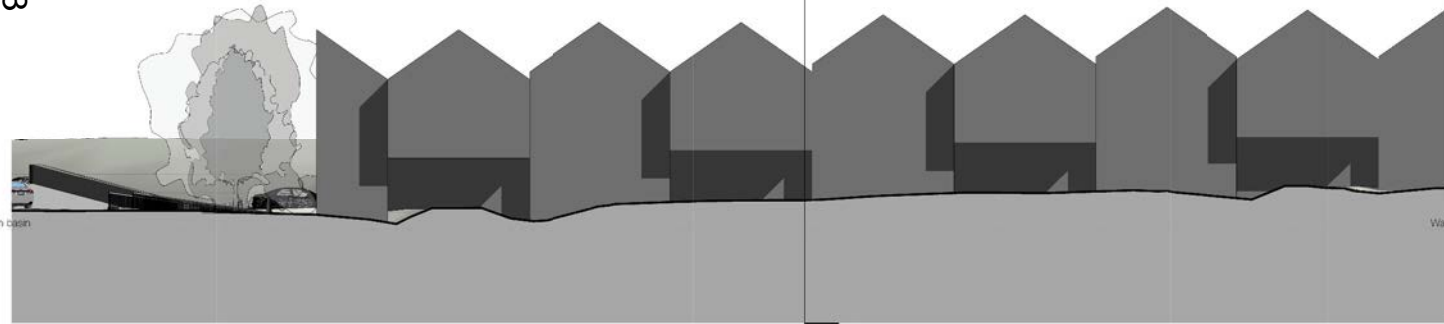
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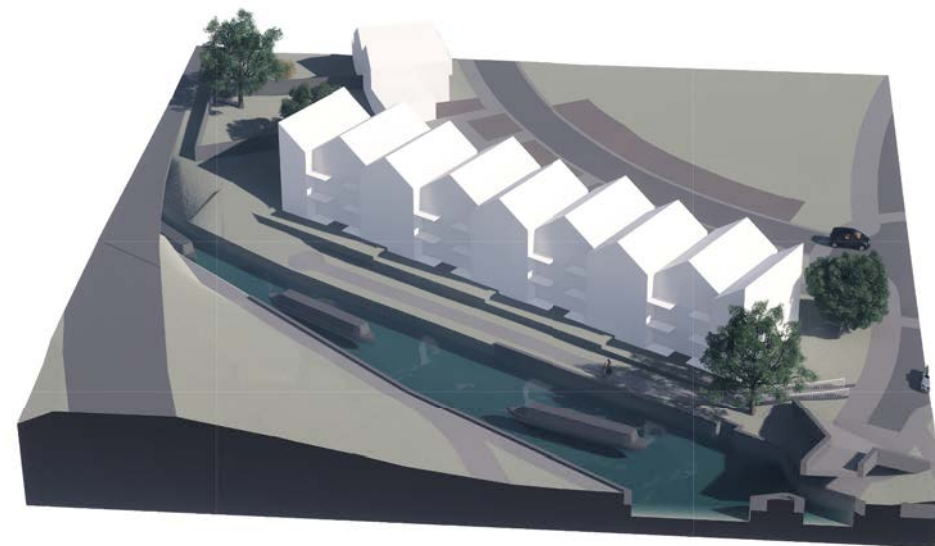
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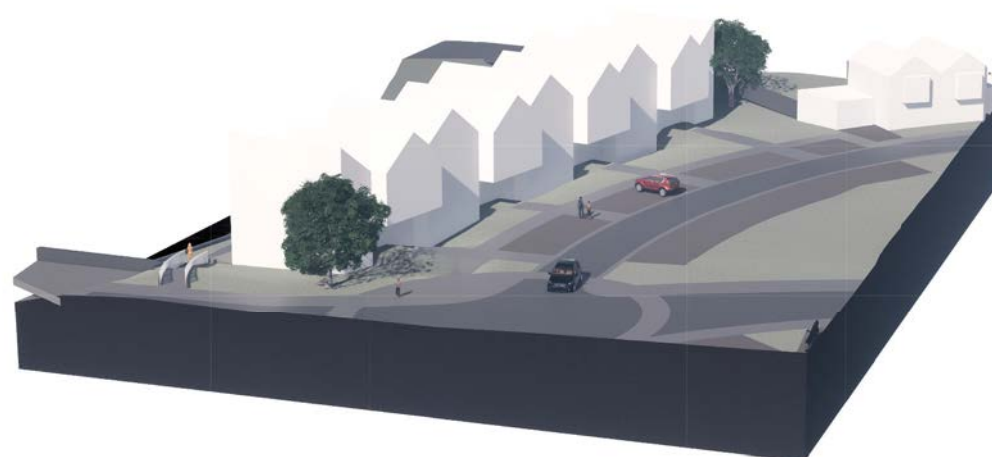
Canalside Elevation
1:200



Canal Road Elevation
1:200



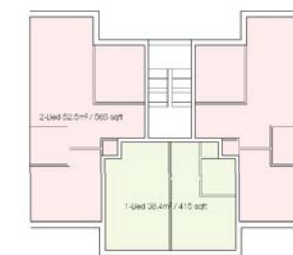
Canalside 3D



Canalside 3D



Canalside Detail Plan
1:200



Canalside Apartment Typical Plan
1:200

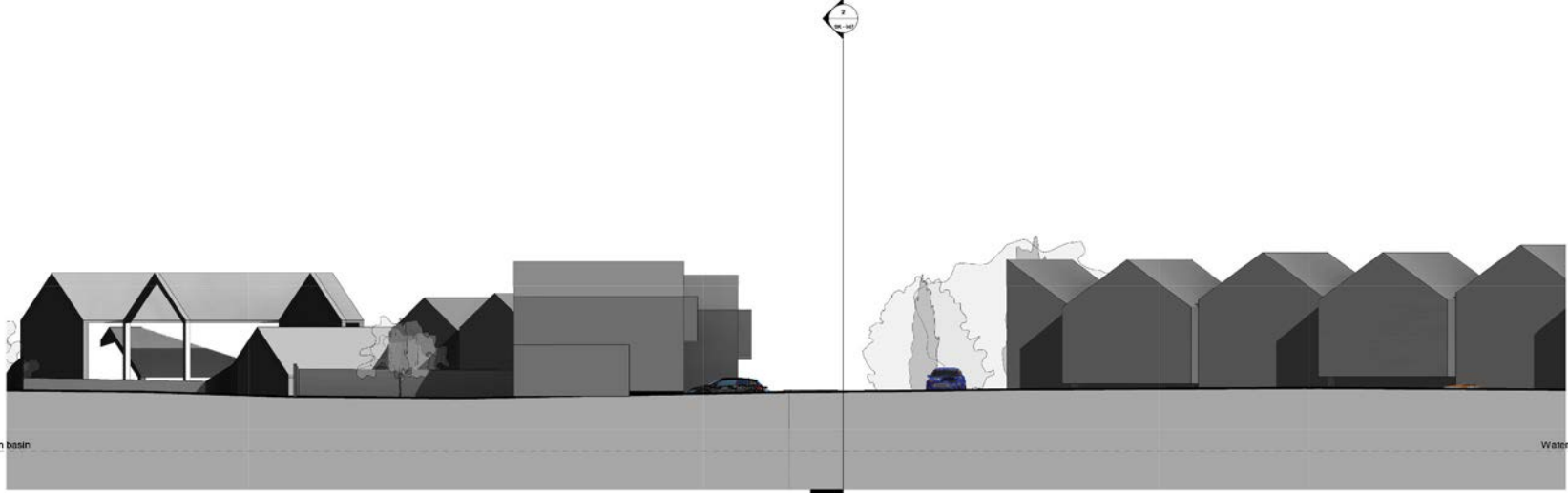
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| | |
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| Entrance | |
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| Total: | 24no. 2-Bed Apts 4no. 1-Bed Apt. |

Potential

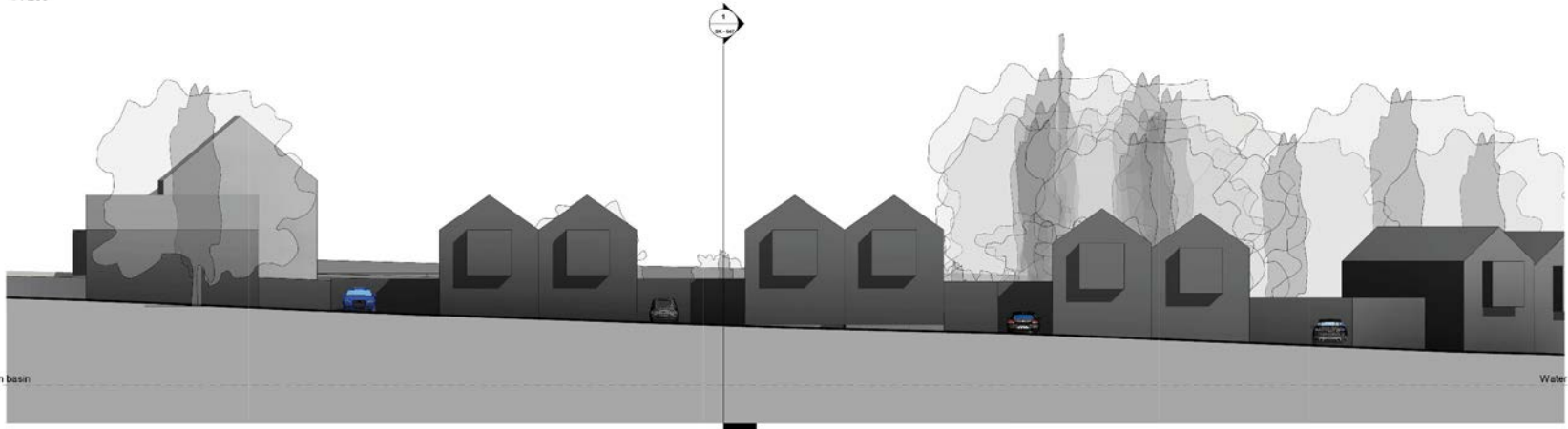
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| peakarchitects | | | |
| 2 Pitt Street, London EC4A 3DF, UK www.peakarchitects.co.uk | | | |
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| Client: | | | |
| Block: | Revision: | Comment: | Approval: |
| 1 | | | |
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FINAL PRELIMINARY



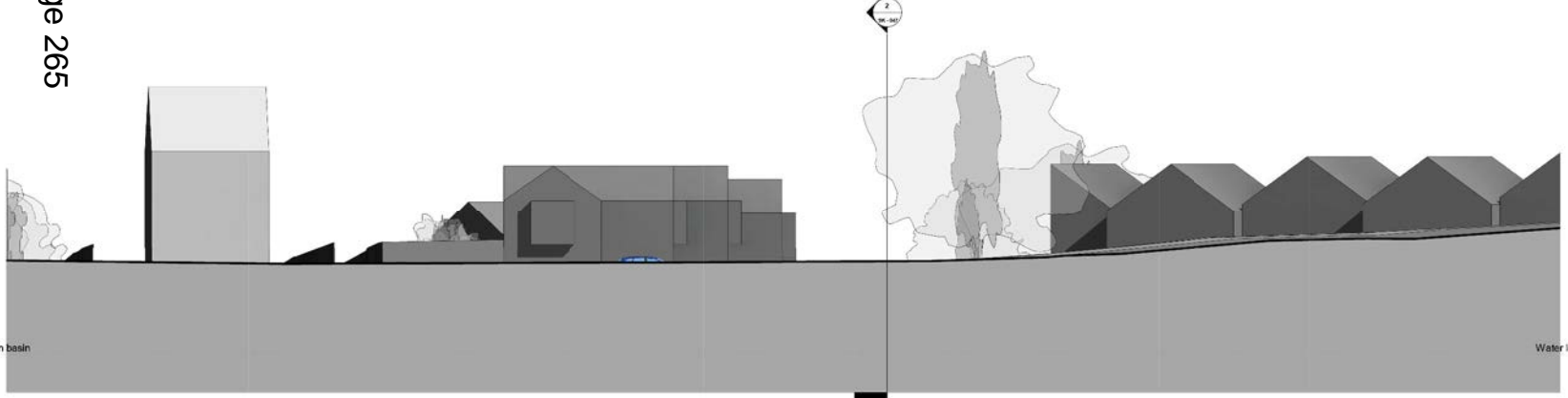
Entrance Road Section

1:200



Entrance Road Elevation

1:200

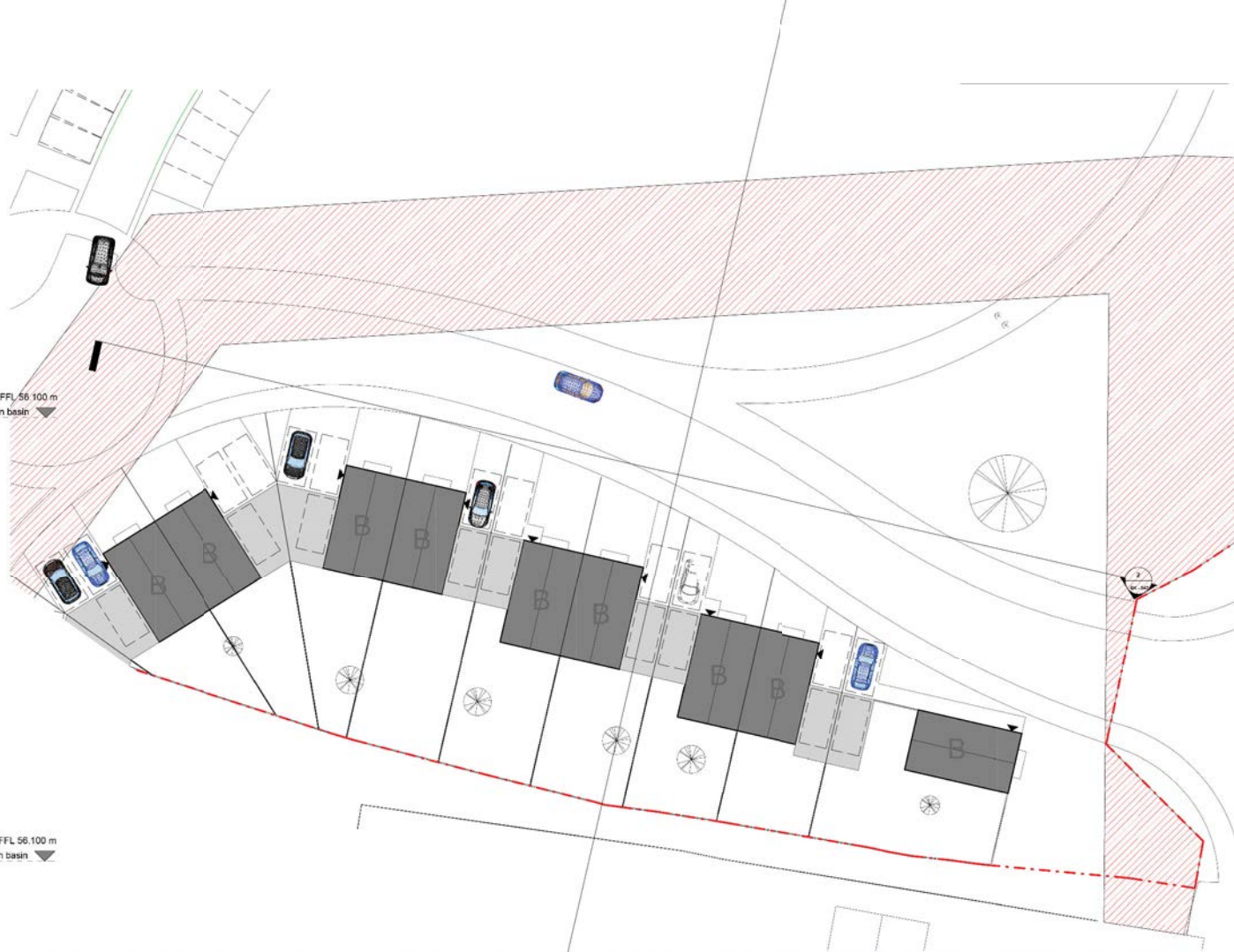


Eckington Road Elevation

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Entrance Road 3D

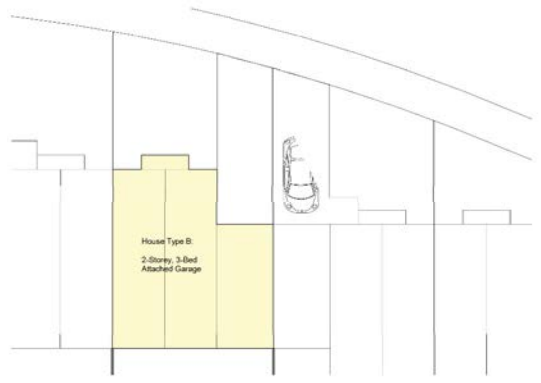


Entrance Road Detail Plan

1:300



Eckington Road 3D



Entrance Road Typical House Plan

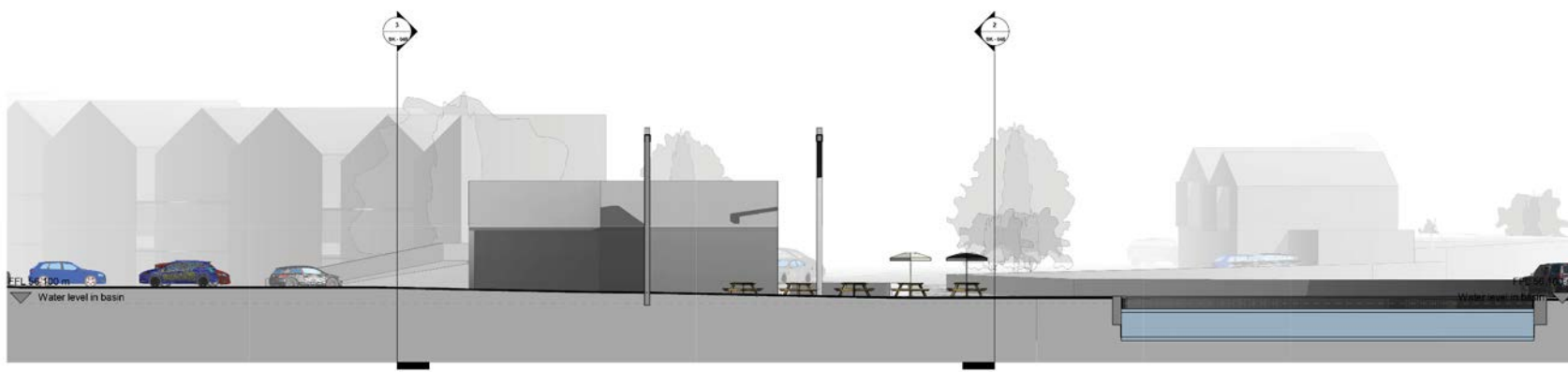
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 Total: 9 no. 3-Bed Houses

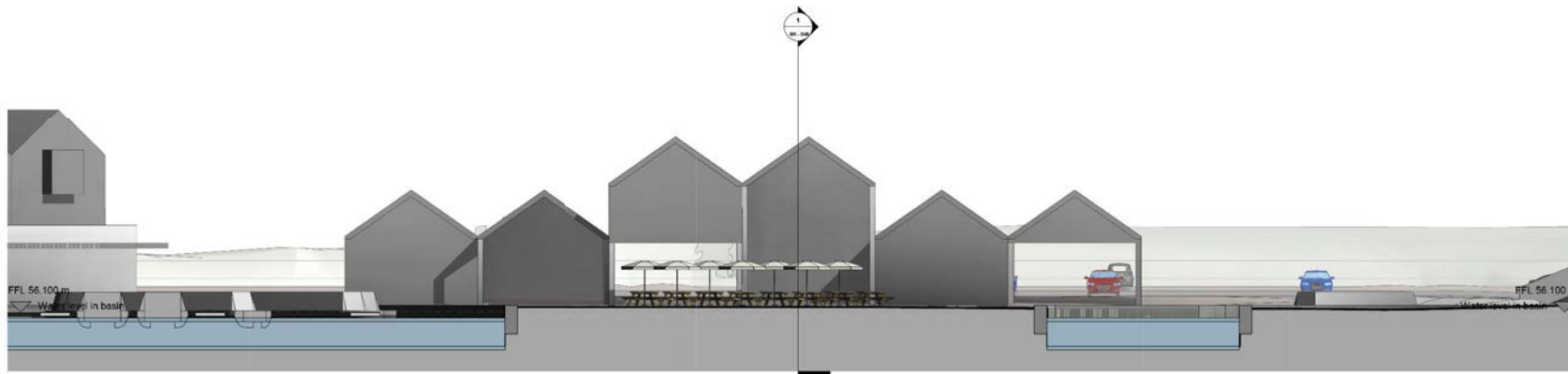
Potential Accommodation

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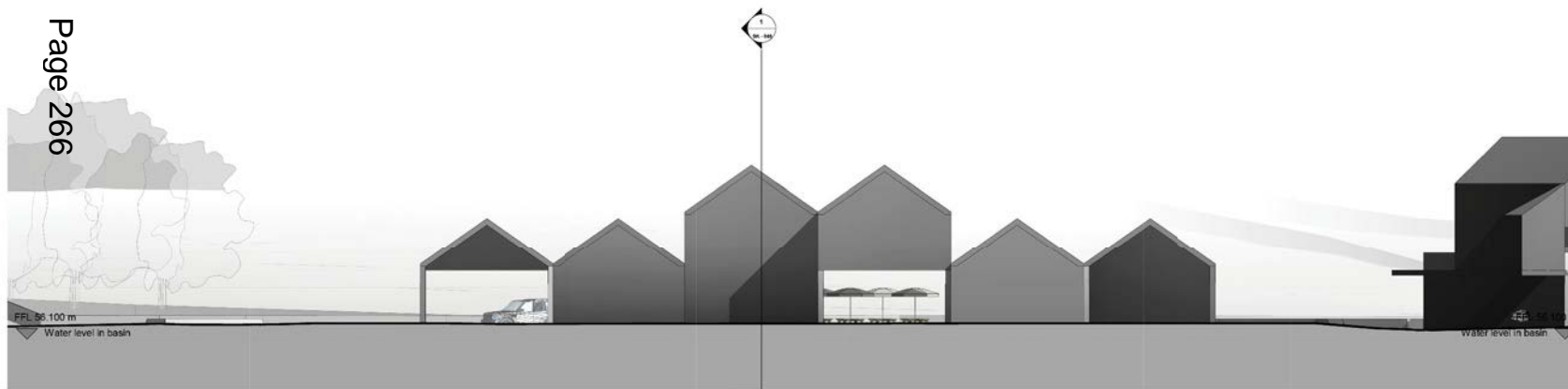
Page 265



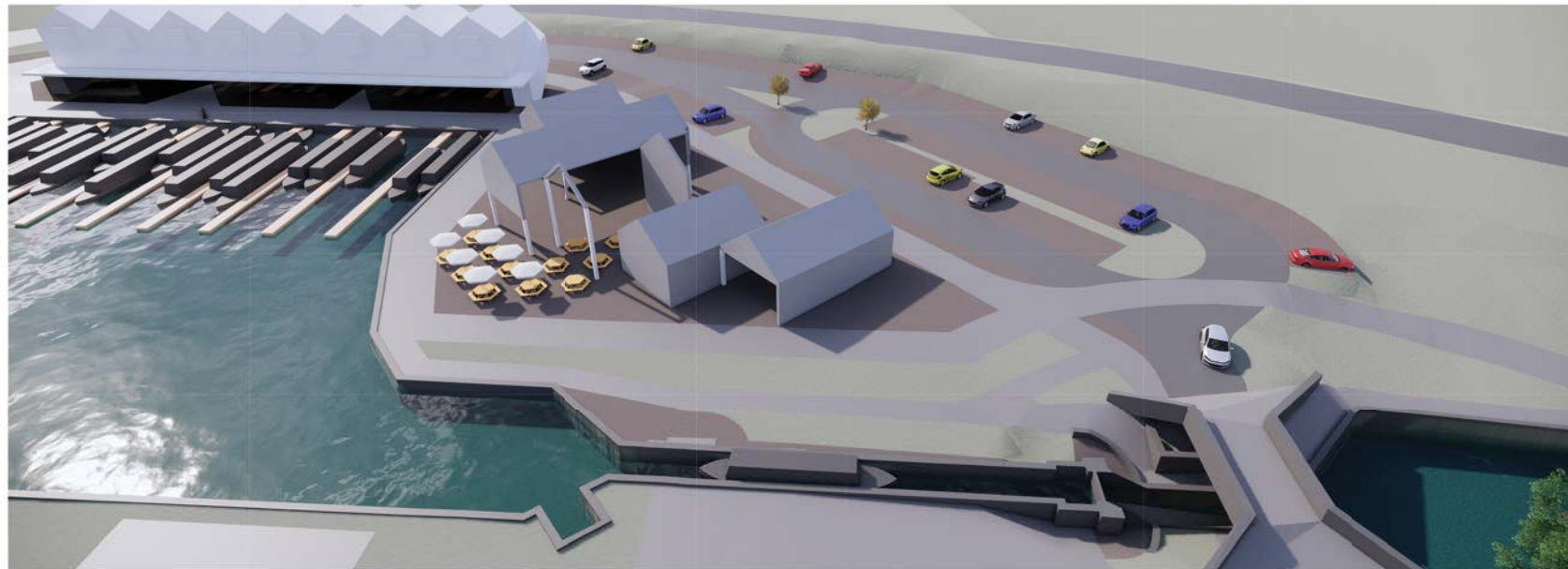
Destination Cafe Section
1 : 200



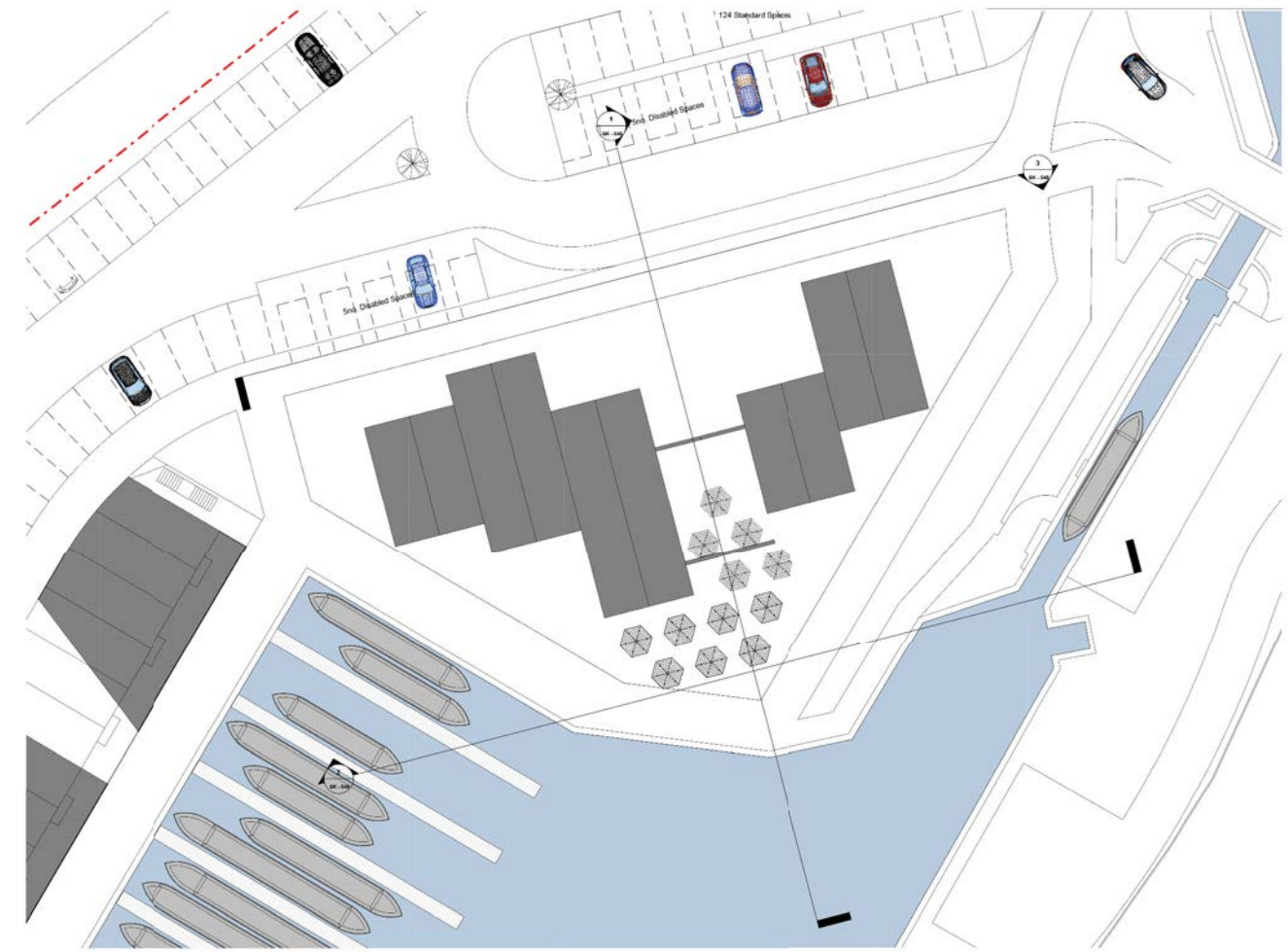
Destination Cafe Elevation
1 : 200



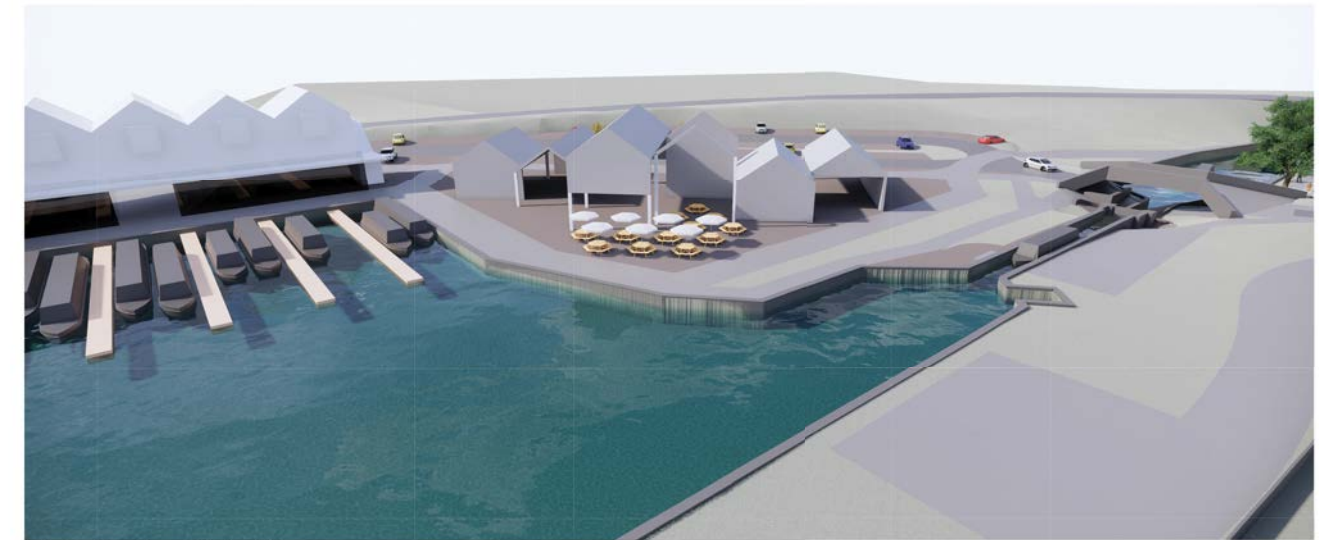
Destination Cafe Rear Elevation
1 : 200



Destination Cafe 3D



Destination Cafe Detail Plan
1 : 300



Destination Cafe 3D

Page 266

Indicative Public "Destination" Cafe:
 Ground Floor: 5295 sqft A3 Cafe
 Outside Area: Covered Seating
 Total: Feature Cafe Unit (5295 sqft A3)

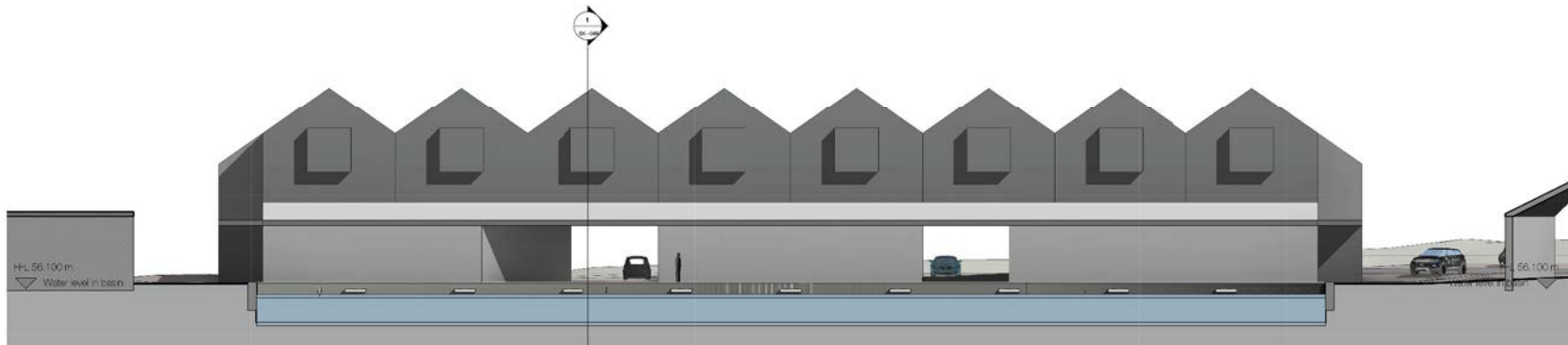
Potential Accommodation

| Rev | Description | Date | By |
|---|--------------------------|--------------------------|--------------------------|
| peakarchitects | | | |
| Project: 233-2016 Staverey Canal Basin | | | |
| Client: | | | |
| Status | Information | Comment | Approval |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Drawing: SCB - PA - SK - 048 Destination Cafe | | | |
| Revision | Date | 26/02/20 | |
| Scale | | As indicated @ A1 | @ A3 |

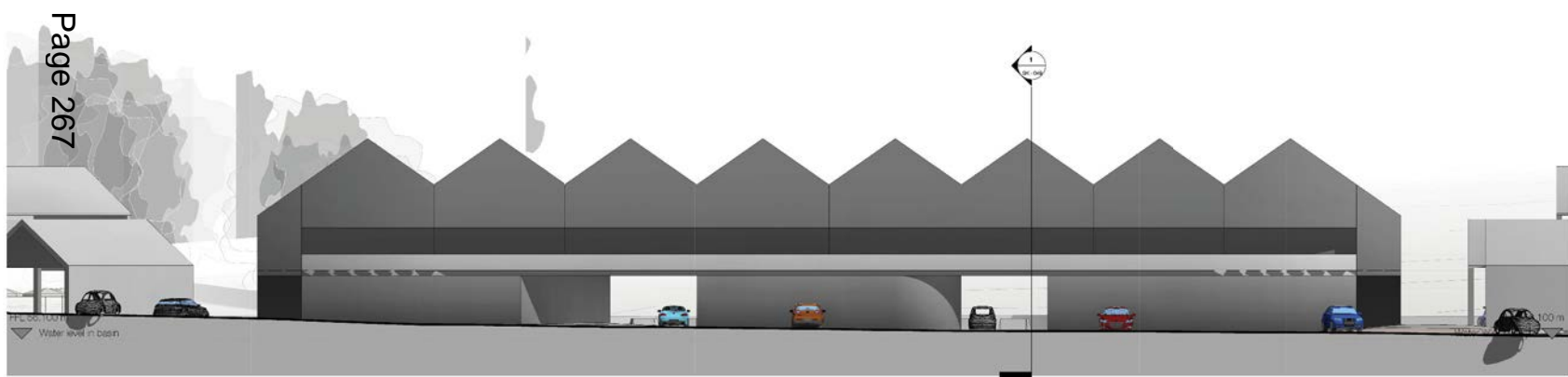
FINAL PRELIMINARY



Canal Basin Section
1:200



Canal Basin Elevation
1:200



Canal Basin Rear Elevation
1:200



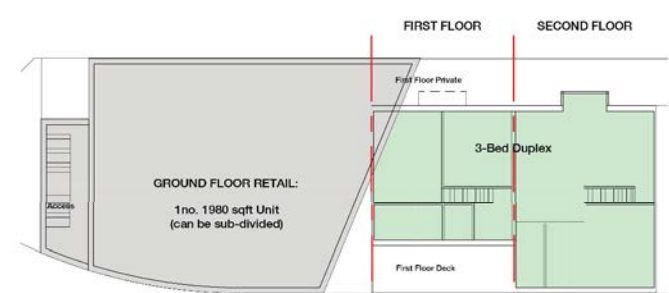
Canal Basin 3D



Canal Basin Apartments Detail Plan
1:300



Canal Basin 3D



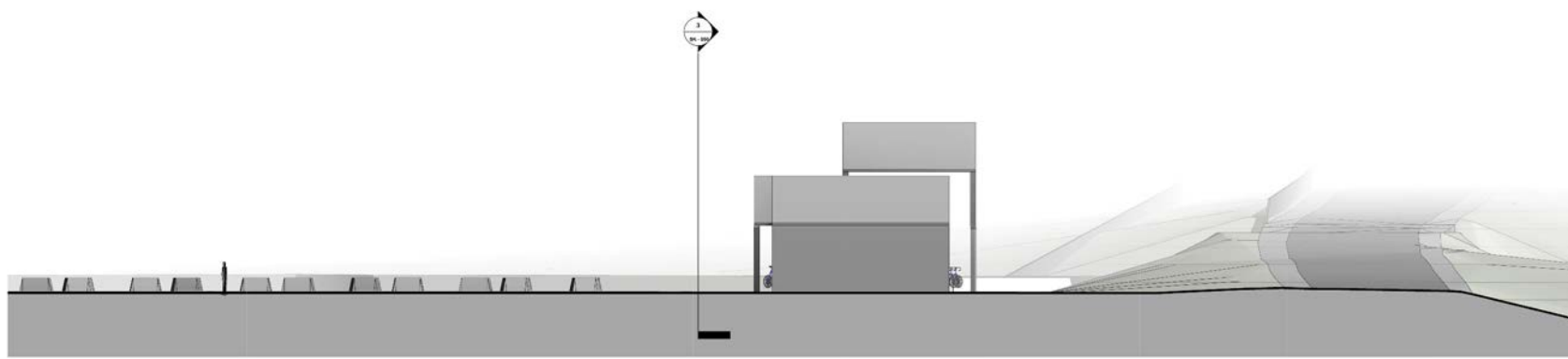
Canal Basin Apartments Typical Plan
1:200

| Rev | Description | Date | By |
|---|-------------------------|----------|----------|
| peakarchitects | | | |
| 233-2018 Staveley Canal basin | | | |
| Client | | | |
| Block | Version | Comment | Approval |
| | | | |
| Drawing SCB - PA - SK - 049 Canal Basin Apartments | | | |
| Revision | Item | 26/02/20 | |
| Scale | As indicated @ A1/ @ A3 | | |

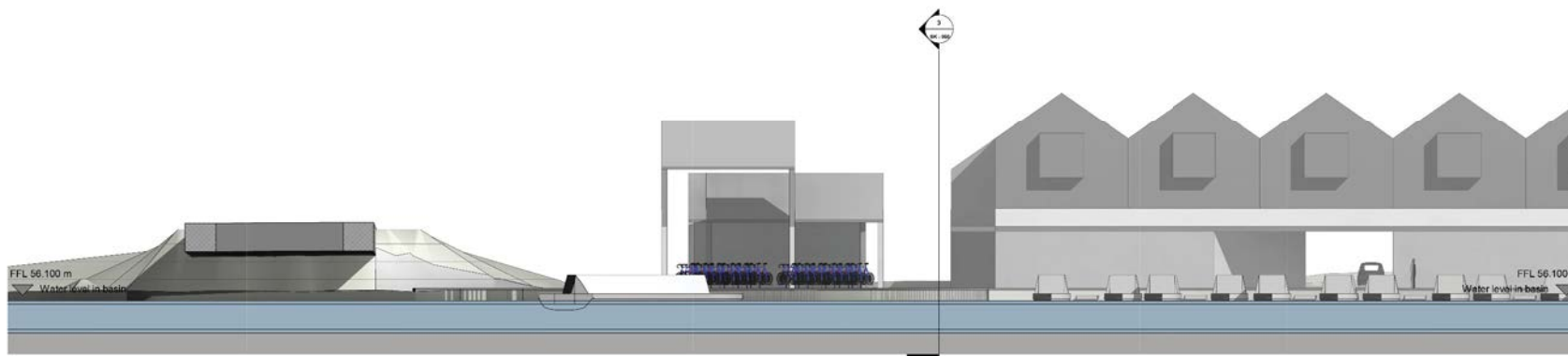
8no. Blocks as indicated adjacent:
 Ground Floor: 3no. Retail Units
 1st & 2nd Floors: 8no. 3-Bed Duplex Apartments
 Total: 3no. Retail Units (5950 sqft A1)

Potential

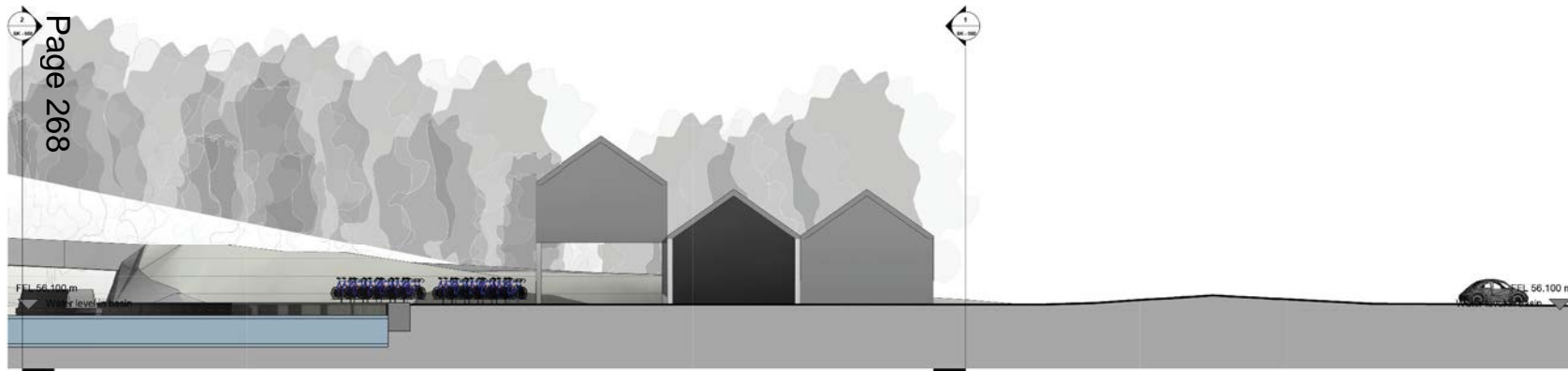
FINAL PRELIMINARY



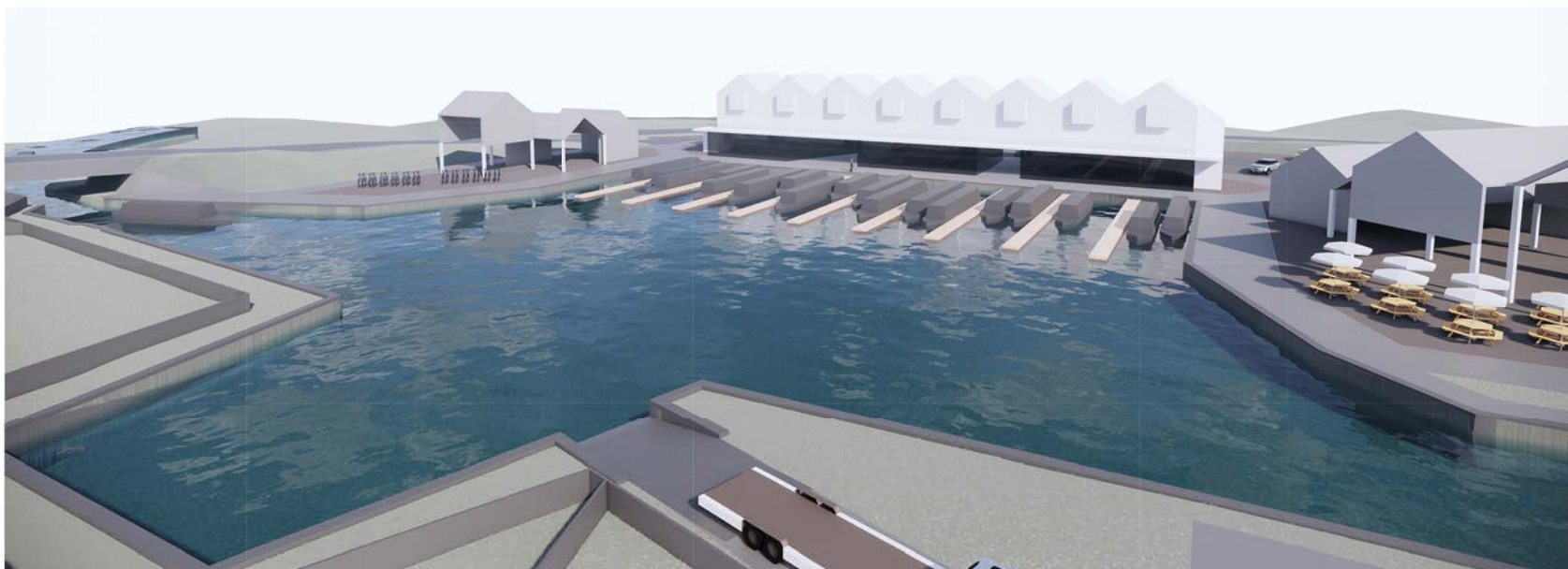
Commercial Units Section
1:200



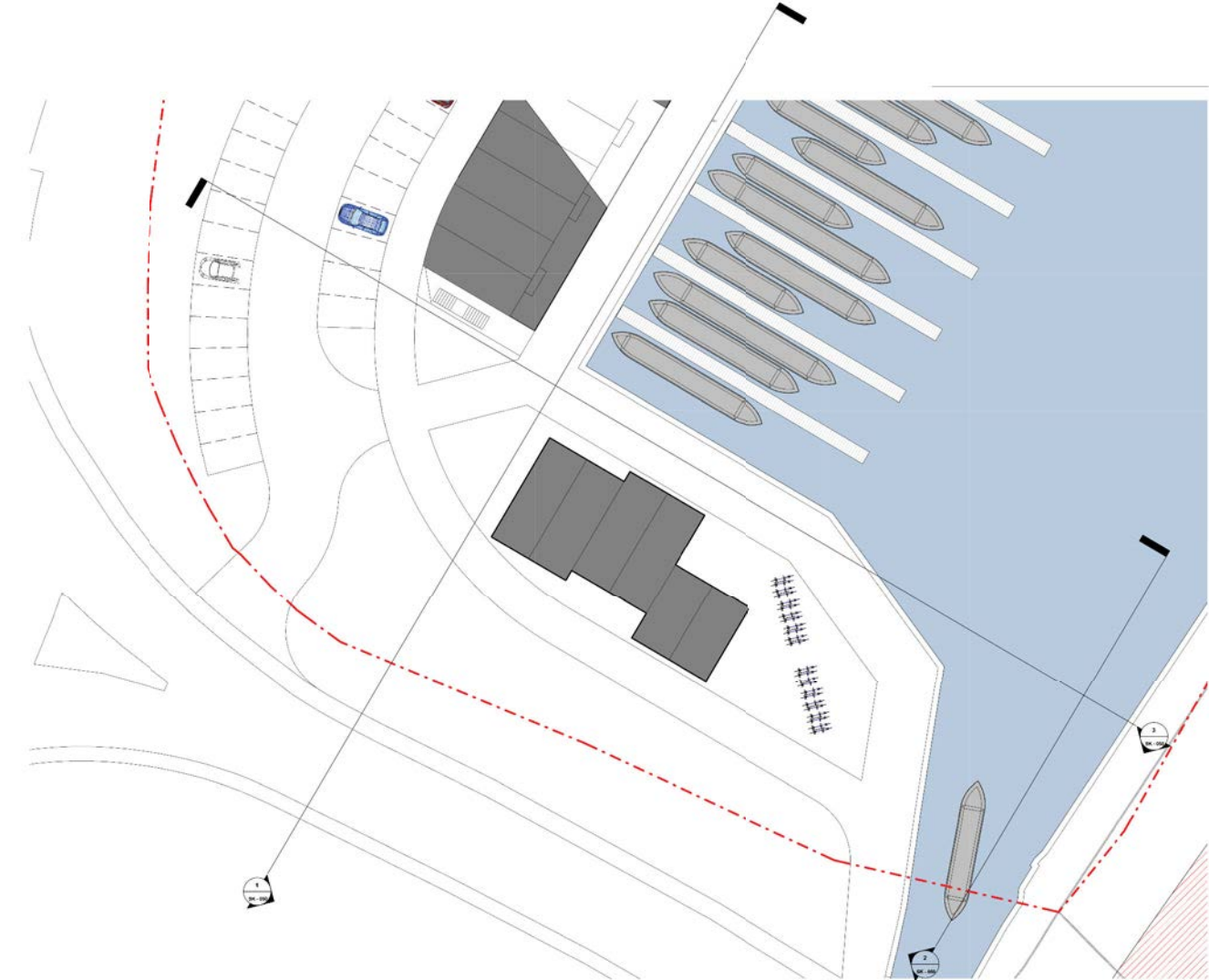
Commercial Units Elevation
1:200



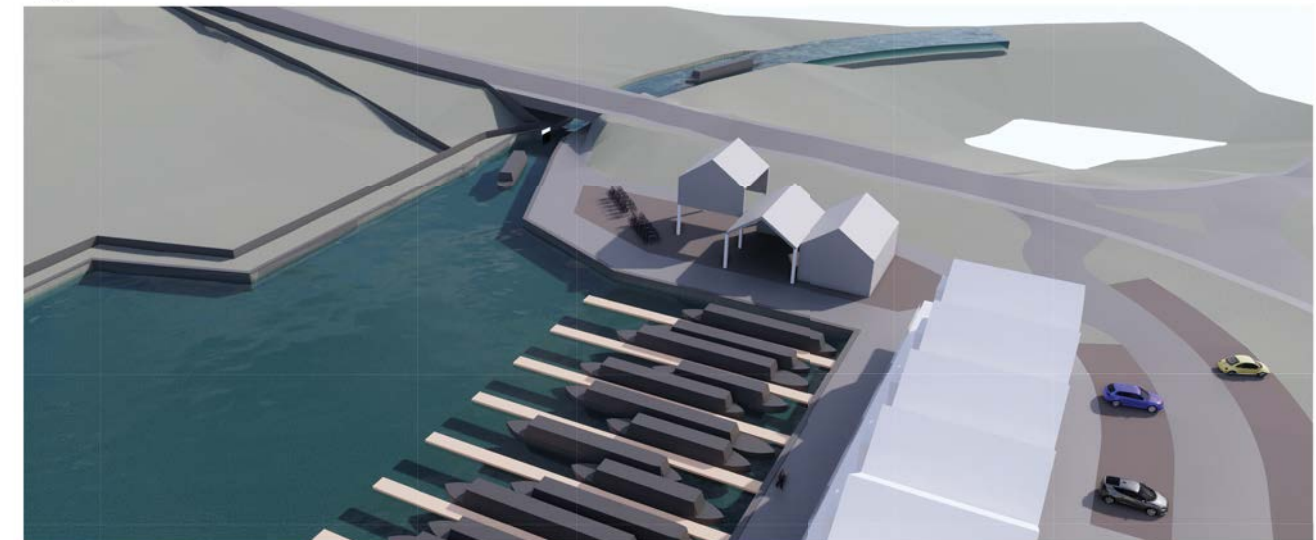
Commercial Units Elevation
1:200



Commercial Units 3D



Commercial Units Detail Plan
1:300



Commercial Units 3D

Indicative Commercial Units:
Ground Floor: 2220 sqft A1 / B1

Total: Commercial
Units

Potential Accommodation

| Rev | Description | Date | By |
|---|--------------------------|--------------------------|--------------------------|
| peakarchitects | | | |
| Project: 233-2016 Staveley Canal Basin | | | |
| Client: | | | |
| Status | Information | Comment | Approval |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Drawing: SCB - PA - SK - 050 Commercial Units | | | |
| Revision | Date | 26/02/20 | |
| Scale | | As indicated @ A1 | @ A3 |
| FINAL PRELIMINARY | | | |

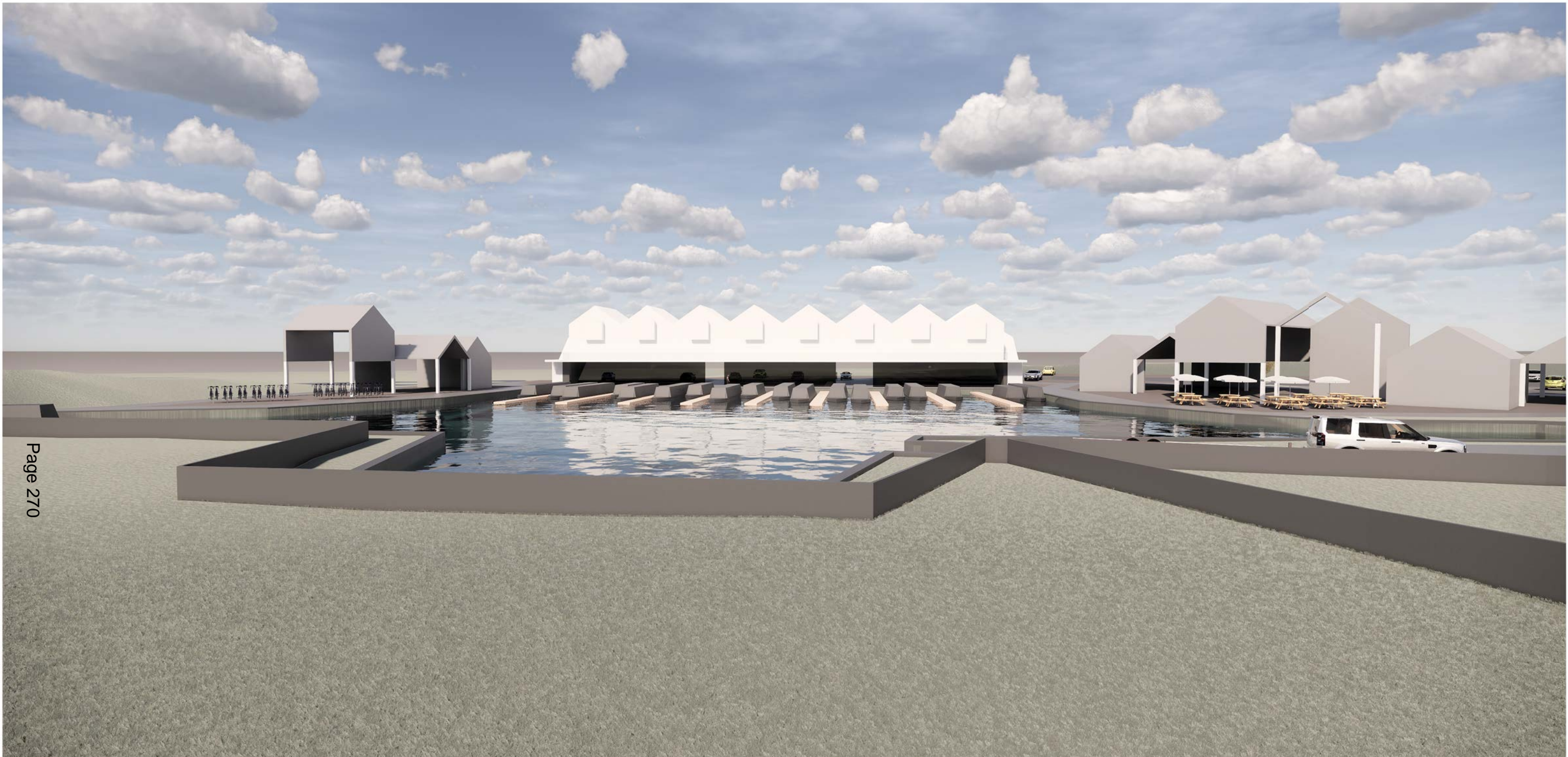
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Proposed 3D Aerial View

| Rev | Description | Date | By |
|--|--|----------|--------------------------|
|  | | | |
| <small>2011-2019 Peak Year 001, 002, 003, 004, 005, 006, 007, 008, 009, 010, 011, 012, 013, 014, 015, 016, 017, 018, 019, 020, 021, 022, 023, 024, 025, 026, 027, 028, 029, 030, 031, 032, 033, 034, 035, 036, 037, 038, 039, 040, 041, 042, 043, 044, 045, 046, 047, 048, 049, 050, 051, 052, 053, 054, 055, 056, 057, 058, 059, 060, 061, 062, 063, 064, 065, 066, 067, 068, 069, 070, 071, 072, 073, 074, 075, 076, 077, 078, 079, 080, 081, 082, 083, 084, 085, 086, 087, 088, 089, 090, 091, 092, 093, 094, 095, 096, 097, 098, 099, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 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995, 996, 997, 998, 999, 1000</small> | | | |
| Project: 233-2018 Staveley Canal Basin | | | |
| Client: | | | |
| Status: Information | <input type="checkbox"/> | Comment | <input type="checkbox"/> |
| Approval | <input type="checkbox"/> | Tender | <input type="checkbox"/> |
| Construction | <input type="checkbox"/> | As-Built | <input type="checkbox"/> |
| Drawing: SCB - PA - SK - 051 Proposed 3D Aerial View | | | |
| Revision | Date | 26/02/20 | |
| Scale | <input checked="" type="radio"/> A1 <input type="radio"/> A3 | | |
| FINAL PRELIMINARY | | | |



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Proposed 3D Perspective View

| Rev | Description | Date | By |
|--|-------------|----------------|----|
|  | | | |
| <small>2 Pitt Street, London, UK. Tel: +44 (0)20 7460 1000. www.peakarchitects.co.uk</small> | | | |
| Project: 233-2018 Staveley Canal basin | | | |
| Client: [Redacted] | | | |
| Roles: [Redacted] | | | |
| Drawing: SCB - PA - SK - 052 Proposed 3D Perspective View | | | |
| Revision: | | Date: 26/02/20 | |
| Scale: | | @ A1 / @ A3 | |
| FINAL PRELIMINARY | | | |

Planning Pre-App Feedback

Proposals:

- Draft proposals reflect the emerging Local Plan and emerging policies LP4 and LP19;

Planning Obligations:

- The emerging Local Plan is likely to require the following to be in place at the stage of a planning permission:
 - Minimum 5% of units as Affordable Housing (at Affordable Rent);
 - A scheme of Public Art;
 - Management company arrangements for future management of unadopted public spaces, SuDS and roads etc.
- The emerging Local Plan is likely to require requirements specific to the site to be secured through a section 106 agreement via an outline planning permission (or equivalent) for the wider basin site, including:
 - Laying out of the events area;
 - Moorings and facilities for visiting boats

Community Infrastructure Levy:

- The site is in the Low charging zone £20sqm (C3 Residential). At the current time it is anticipated that CIL cover some of the off-site infrastructure required to support the development, including:
 - Transport infrastructure (including improvements to road junctions and measures to improve walking, cycling and public transport);
 - Strategic green infrastructure (including public open space, playing pitches, habitat improvements etc.)
 - Education provision;
 - Flood defences.
- NOTE: "Infrastructure Funding Statements" are due to replace the Regulation 123 list at the end of 2020. The above guidance is based on the current CIL requirements;
- The council does operate a CIL Exceptional Circumstances Relief Policy which may be applicable.

Walking Together

Markham Vale Mining Memorial Heritage Trail



www.markhamstorymine.org

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About

The 'Walking Together' project aims to remember each of the miners who lost their lives in the three major disasters of 1937, 1938 and 1973 with 106 sculptural steel figures. The concept was developed by artist Stephen Broadbent with guidance from the community and the route symbolises a miner's journey to the pit - and back home again. Each figure will bear the name of the man who died, his age, occupation and the year of the disaster.

A parallel project called 'The Story Mine' has unearthed stories of mining life and the men who died in each of the major disasters shared on a new website markhamstorymine.org. This resource was supported by Heritage Lottery Fund and Derbyshire County Council, and project managed by Beam.

1938

At 5.30am on Tuesday 10th May 1938, the night shift was coming to an end, some of the men had already started to make their way back to the pit bottom. This was the Black Shale seam, the deepest and the farthest away from the pit bottom. In the pit yard the men on the day shift were arriving ready to start work at 6am. Suddenly, underground, a tremendous draft got up followed by a terrific bang. Black coal dust and smoke filled the pit and a wall of fire swept through the seam. There had been an explosion of gas at the coal face. Some tubs carrying coal ran out of control and smashed into an electric joint box causing sparks which ignited the coal dust. 79 men were killed and 40 men were injured. All 79 men were buried on Saturday, 14th May in 13 cemeteries.

The 3 Major Disasters at Markham Colliery

1937

On Thursday 21st January 1937 at 2.45 pm an explosion happened just when the men were changing over from the day shift to the afternoon shift. A flame which escaped from a faulty covering plate on the coal cutting machine caused a build-up of gas and ignited the coal dust. Seven men were killed at the scene and two men died later in hospital. Four men were seriously injured. The accident happened in the Black Shale seam - the deepest part of the pit and the furthest away from the pit bottom about one and a half miles. (The nine men who died have all now been commemorated as part of the Walking Together project.)

1973

On Monday 30th July 1973 a terrible disaster happened when the cage carrying the miners to go underground into the pit failed to stop. It was the start of the day shift and by 6.20am 105 miners had already been lowered into the pit. Then, the overlap rope cage carrying 15 men on the top deck and 14 men on the lower deck began its descent. Sparks were seen coming from the brake cylinder by the engine winder who then slammed on the emergency stop button. Nothing happened and the cage crashed down to the bottom of the pit some 1320 feet below ground. The ascending cage crashed through the winding house roof. 13 men died at the scene and another 5 men died later in hospital. The other 11 men in the cage and one rescue worker were very seriously injured and were taken to hospital at Chesterfield.

Markham Colliery History

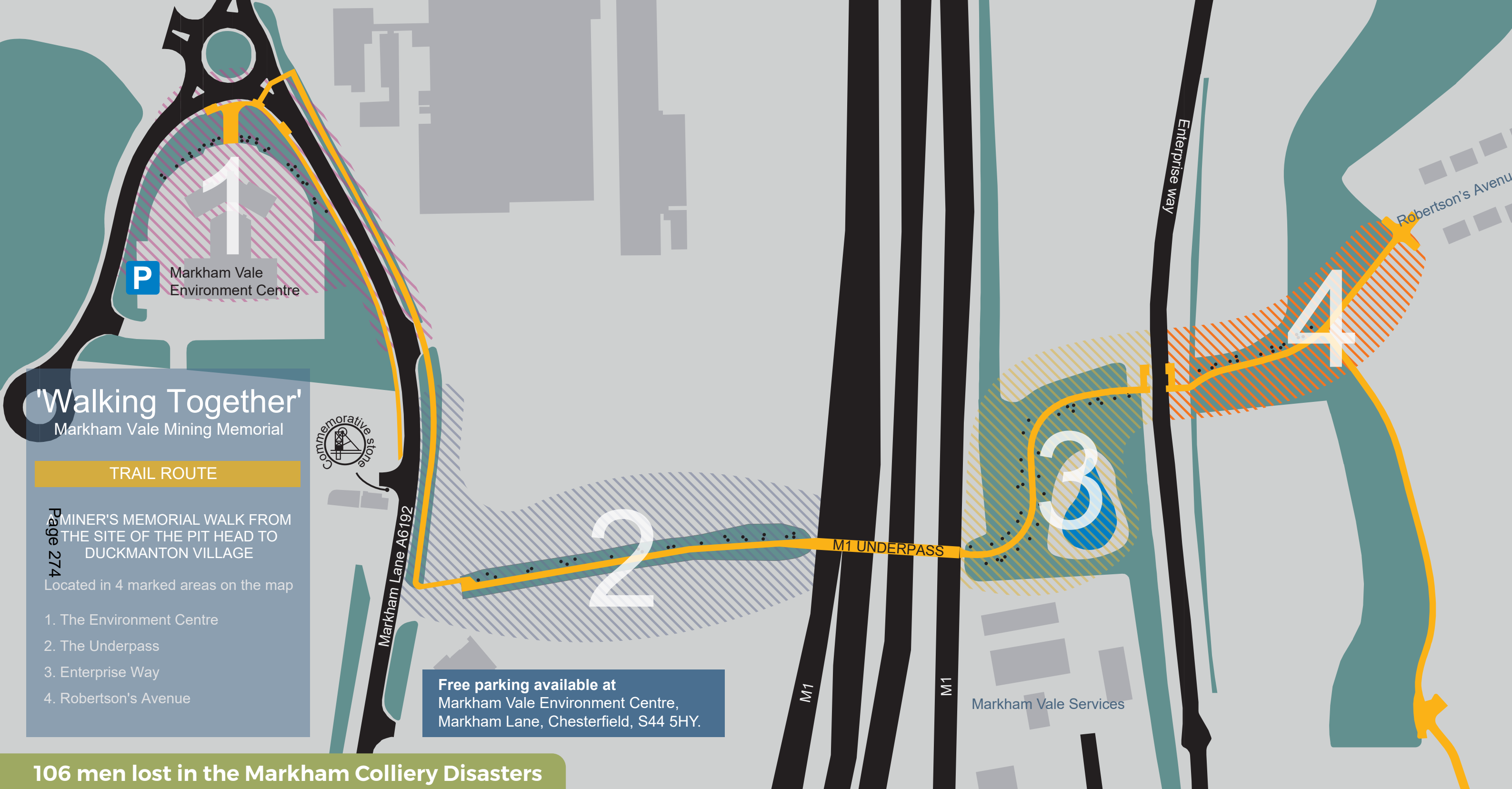
In 1863 Richard Barrow, owner of Staveley Ironworks founded the Staveley Coal and Iron Company and invited his friend, Charles Markham, Chief Engineer at the Midland Railway in Derby, to come to Staveley as his Managing Director. Richard Barrow died in 1865. In 1882 Charles Markham, then owner of the company, leased 5000 acres of coal reserves from William Arkwright and by 1885 the new Sutton Estate Colliery, later renamed Markham Colliery, was in full production.

The Staveley company built the colliery villages at Duckmanton, Staveley, Arkwright, Warsop, Barrow Hill and Poolsbrook for the workers and their families.

Markham Vale

The former Markham Colliery area has now been reclaimed and is home to the County Council's £94m Markham Vale regeneration scheme, which is working to create 4,100 jobs on site for local people and is underpinned by a philosophy of sustainability, accessibility and quality. The public-private sector partnership of Derbyshire County Council and Henry Boot Developments Ltd understand the significance of the site to local people and are committed to supporting the delivery of a memorial led by the community. Fundraising to complete the Markham Vale Mining Memorial Heritage Trail is ongoing.

Further Information
markhamstorymine.org



'Walking Together'
Markham Vale Mining Memorial

TRAIL ROUTE

MINER'S MEMORIAL WALK FROM THE SITE OF THE PIT HEAD TO DUCKMANTON VILLAGE

Page 274
Located in 4 marked areas on the map

1. The Environment Centre
2. The Underpass
3. Enterprise Way
4. Robertson's Avenue

Free parking available at
Markham Vale Environment Centre,
Markham Lane, Chesterfield, S44 5HY.

106 men lost in the Markham Colliery Disasters

- 1937**
- Baggaley, Edward (1)
 - Cadywould, Leonard (1)
 - Cauldwell, William Henry (1)
 - Furniss, Joseph (1)
 - Marsden, Ralph (1)
 - Moreton, Charles (4)
 - Roddy, Frederick (1)
 - Slater, Wilfred E (3)
 - Smith, Edmund (1)

- Atkin, Leonard (1)
- Bann, David
- Bell, Albert
- Bluer, Walter (4)
- Bown, Charles (2)
- Bradford, John Henry
- Bray, John Arnold (4)
- Bray, Samuel (3)
- Brough, Herbert (3)
- Brown, Arthur (1)
- Brown, John Thomas (1)
- Buckley, George Cyril Foulds (2)
- Carter, Arthur (3)
- Commons, John William Watson (2)
- Cowley, George

- Davidson, George (3)
- Frost, Walter James (3)
- Furniss, Alfred (1)
- Garland, Alfred
- Geary, Joseph (1)
- Gee-Pemberton, Colin
- Grainger, Ambrose (3)
- Grainger, John William (3)
- Grainger, Robert Emlen (3)
- Gregory, Bernard (3)
- Gregson, Robert
- Hadley, John William
- Hardy, Joe (2)
- Hargreaves, Leslie (4)
- Hargreaves Jnr, Herbert (4)

- Hargreaves Snr, Herbert (4)
- Haywood, Wilfred (1)
- Henson, Arthur (4)
- Hibbard, Joseph
- Hill, Clarence (2)
- Hudson, Harry (2)
- Jacklin, Lawrence
- Jackson, George Henry (2)
- Jones, Enoch (1)
- Jones, Frank (2)
- Jones, Thomas (1)
- Keller, Leonard (3)
- Kerry, Samuel (3)
- Kirk, Rowe
- Lamb, Alfred (3)

- Lavender, Harry (4)
- Lievesley, John William (1)
- Lilley, Joseph
- Linathan, Felix
- Lodge, Stanley (3)
- May, Arthur (1)
- McConnon, John (3)
- Monk, Fred (2)
- Palmer, Clarence Cyril (2)
- Pether, George Edward (4)
- Pickering, William
- Richards, Mark
- Rodgers, Albert Ernest (4)
- Roper, Arthur
- Rowland, James Stanley (4)

- Salt, Samuel Edward
- Sherwin, William (1)
- Silcock, Clarence
- Simms, Robert (4)
- Smith, Frank (3)
- Taylor, Fred
- Taylor, Harry (3)
- Wale, Herbert (3)
- Wallace, Benjamin (2)
- Watson, William Wilkinson (3)
- Whelpdale, Denton (1)
- Whelpton, William Edward (2)
- Whitley, George (2)
- Whitehead, Redvers Baden
- Williams, Matthew

- 1973**
- Birkin, Joseph (3)
 - Briggs, George Clarence (2)
 - Brocklehurst, Joseph William (2)
 - Brooks, Clifford (2)
 - Chapman, Henry (2)
 - Cooper, Gordon Richard 'Bob' (1)
 - Eyre, George (2)
 - Kaminski, Jan (2)
 - Kilroy, Michael (2)
 - Plewinski, Lucjan Julian (2)
 - Reddish, Frederick (2)

- Rodgers, Wilfred (2)
- Sissons, Charles Leonard (4)
- Stone, Frank (2)
- Turner, Charles Richard (2)
- Tyler, Albert (1)
- White, Alfred (2)
- Yates, William (4)



Agenda Item

FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

CABINET

14 October 2021

Report of the Executive Director of Adult Social Care and Health

Direct Care Homes for Older People: Essential works programme

1. Divisions Affected

1.1 Countywide

2. Key Decision

2.1 This is a key decision because it is likely to result in the Council incurring expenditure which is significant having regard to the budget for the service concerned.

3. Purpose

3.1 For Cabinet to approve:

- the proposed programme of essential works to be undertaken on the Direct Care homes for older people as set out in this report
- the funding associated with this programme of essential works
- the arrangements for procurement associated with the programme.

4. Information and Analysis

- 4.1 Corporate Property have prepared a work schedule and budget estimates for all of the Councils directly provided residential care homes for older people. This schedule includes all works which relate to the safety and soundness of the homes to include (where required) roof works, heating works/replacement of boilers, replacement of kitchen ventilation, etc. These are priority works which are deemed to be required either for reason of health and safety or statutory compliance. This programme does not include rewiring or full refurbishment which would need to be part of a longer-term plan. This schedule was considered at the Cabinet meeting on 21 January 2021 and capital funding was approved to partially fund the programme (see section 4 below.)
- 4.2 The schedule does not include the three homes which are already undergoing full refurbishment but does include all other homes which are identified as requiring essential works.
- 4.3 The schedule also includes Hazelwood (Cotmanhay) as although this is planned to be replaced by a new home at Bennerley Avenue in June 2022, the works required are immediately required for statutory compliance and health and safety reasons.

Proposed work programme

The following is a summary of works proposed to be undertaken and total budget estimates for each home:

| Home | Summary of works | Total budget estimate £ |
|------------------------------|---|--------------------------------|
| The Grange, Eckington | Upgrades to fabric, and external landscaping to remove hazards and improve means of escape, upgrades to heating and lighting including boiler replacement, upgrade kitchen vent | 0.195m |
| Castle Court, Castle Gresley | Upgrades to Kitchen vent, and emergency lighting | 0.162m |
| The Leys, Ashbourne | Upgrades to fabric, heating installation including boiler replacement; upgrade kitchen vent, upgrade water tanks | 0.493m |

| | | |
|------------------------------------|--|--------|
| Whitestones, Chapel en le Frith | Upgrade to external paving and footways to remove trip hazards in current degraded paving and improve external access and evacuation routes for residents. | 0.010m |
| Thomas Colledge, Bolsover | Upgrades to fabric including canopy, upgrade heating and hot water installation including calorifiers, boiler control panels; upgrade lounge lighting | 0.120m |
| Hazelwood, Cotmanhay | Upgrade Kitchen vent, upgrade hot water and heating system | 0.122m |
| Beechcroft, West Hallam | Upgrades to fabric, upgrade to electrical installation including distribution boards, and fire alarm, detectors to improve safety including associated enabling works. | 0.245m |
| East Clune, Clowne | Upgrades to roof, upgrade to kitchen vent including associated enabling works | 0.433m |
| Gernon Manor, Bakewell | Upgrades to roof, upgrade to heating and hot water installation boiler and calorifier replacement, upgrade kitchen vent including associated enabling works | 0.460m |
| Goyt Valley House, New Mills | Upgrades to external hard landscaping to remove hazards and improve means of escape, gas pipework, mains water and associated enabling works | 0.232m |
| Holmlea, Tibshelf | Upgrades to external hard landscaping to remove hazards and improve means of escape, kitchen vent replacement, including associated enabling works | 0.226m |

| | | |
|-------------------------|---|---------------|
| Ladycross, Sandiacre | Upgrades to roof including enabling works, and external hard landscaping to remove hazards and improve means of escape. | 0.092m |
| The Spinney, Brimington | Upgrades to roofs, cladding, upgrade boilers and associated enabling works | 0.288m |
| Contingency | | 0.522m |
| <hr/> | | |
| TOTAL | | 3.600m |
| <hr/> | | |

Procurement

Design work for the above listed works will be undertaken by Concertus in line with the Council's contractual agreement with the joint venture partner. The joint venture contract provides for both Best Value Reviews and Benchmarking to enable the Council to fulfil its statutory obligations and demonstrate that it is continuing to achieve value for money for the services provided by Concertus. Works will be undertaken by internal operational teams or external contractors as necessary. All procurement will be made subject to the Council's normal financial procedures and procurement rules.

Programme planning

Subject to the approval of Cabinet, Corporate Property will establish a work programme to undertake the highest priority work at each home as soon as possible. It is envisaged that the programme will take a minimum of 18 months to fully complete

5. Consultation

5.1 Not applicable.

6. Alternative Options Considered

6.1 Delay planned maintenance activity. Taking this option would deliver significant risk of ongoing deterioration in the fabric of the buildings which would impact on the safety and wellbeing of the residents and staff.

6.2 Undertake no planned maintenance. Taking this option would deliver significant risk of ongoing deterioration in the fabric of the buildings which would impact on the safety and wellbeing of the residents and staff. This would likely lead to the buildings being unfit for habitation over time.

7. Implications

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

8. Background Papers

8.1 4 June 2020 Cabinet report: Outcome of the consultation on the future of Direct Care homes for older people.

9. Appendices

9.1 Appendix 1- Implications.

9.2 Not applicable

10. Recommendation(s)

That Cabinet:

- a) approve the programme of essential works at the Direct Care Homes for Older People as set out in this report
- b) approve the funding allocation of £2.190m from Adult Care reserve to fund the programme (in addition to the already approved £1.410m from the Capital Programme)
- c) approve the arrangements for procurement set out in the report in order to undertake the work as soon as possible.

11. Reasons for Recommendation(s)

- 11.1
- a) to ensure that Direct Care homes for older people are suitably maintained through the completion of identified essential works
 - b) to ensure sufficient funds are available to complete works that are identified as essential
 - c) to ensure arrangements for completion of works can be undertaken as quickly as possible.

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

12.1 No

Report Author: Robert Moore

Contact details: robert.moore@derbyshire.gov.uk

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Implications

Financial

- 1.1 On 21 January 2021 Cabinet approved the allocation of £1.410m capital funding (from April 2021) for part of this work programme. It is proposed that the remaining balance of £2.190m is funded from Adult Care reserve. This allocation is based on budget estimates and may need to be refined once the programme is finalised

Legal

- 2.1 The Director of Legal and Democratic Services will advise in relation to any contractual and property related issues

Human Resources

- 3.1 No obvious implications

Information Technology

- 4.1 No obvious implications

Equalities Impact

- 5.1 Not applicable

Corporate objectives and priorities for change

- 6.1 Not applicable

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

- 7.1 From a property and asset management perspective the Council is required to ensure that the services it provides are of a suitable standard and quality, and that they adhere to relevant building regulations and health and safety requirements.

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Agenda Item

FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

CABINET

14 October 2021

Report of the Executive Director - Place

**Trading Standards – Authorisation of Statutory Duties
(Health and Communities)**

1. Divisions Affected

1.1 County-wide.

2. Key Decision

2.1 This is not a Key Decision.

3. Purpose

3.1 The purpose of this report is to seek Cabinet's approval to update and amend the current arrangements in place within the Council's Scheme of Delegation, detailed within the Constitution, to ensure the appropriate authorisation of the Trading Standards service and its officers to undertake enforcement of over 150 Acts, Regulations and Orders.

4. Information and Analysis

4.1 The Trading Standards Service enforces over 150 pieces of legislation on behalf of the Council. Each is essential in protecting the public and ensuring a safer, healthier and fairer society. These laws, both criminal and civil, cover a diverse range of subjects including areas such as food safety,

animal welfare, unfair trading, counterfeit goods, product safety, tenant's rights and environmental controls.

- 4.2 Appendix 2 of this report provides a full list of that legislation. In order for the Council to ensure that officers can administer and enforce those laws, the list is included as Appendix A to Appendix 1 within the Council's Constitution – Responsibility for Functions.
- 4.3 The Trading Standards Service subscribes to a vetted facility which provides an updated list of legislation on a six-monthly basis. A new and updated list has recently been provided and it is proposed that this update replaces that currently included at Appendix A of the Council's Constitution.
- 4.4 To ensure this update can be completed as speedily as possible in future, it is proposed that authority to update the list of legislation be delegated to the Director of Legal and Democratic Services.
- 4.5 As amendments to the Constitution are reserved to Council, and the role of the Governance, Ethics and Standards Committee is to advise the Council on amendments to the Constitution, Cabinet is also asked to recommend that both the Governance, Ethics and Standards Committee and full Council note the decisions made by Cabinet regarding these delegations and that Council agrees to amend the Constitution accordingly.
- 4.6 Appendix 1 of the Constitution delegates the responsibility for undertaking enforcement and administrative duties to the relevant Executive Director or Director. This is currently detailed in the Constitution as being the Director – Community Services. In July 2021, the Trading Standards Service moved into the Place Department and therefore, it is appropriate for the delegation *“to undertake enforcement and administrative duties detailed in the list at Appendix A; together with:*
- (a) any Orders or Regulations made thereunder or relating to any of the foregoing or having effect by virtue of the European Communities Act 1972 or the European Union (Withdrawal) Act 2018;*
 - (b) any offence under any legislation, or at common law, which is of a similar nature or related to the foregoing, including offences of aiding, abetting, counselling and procuring, incitement, conspiracy, perverting the course of justice and criminal attempts; and*
 - (c) any modification or re-enactment to the foregoing”*

to become the responsibility of Executive Director - Place.

- 4.7 A departmental scheme of sub-delegation, as permitted by the Constitution at paragraph A5 of section H of Appendix 1, further delegates this responsibility to the Head of Trading Standards (HoTS) who, in turn, provides specific authorisation to officers via warrants and/or credentials that are periodically updated. This arrangement was in place whilst the Service was aligned to the Commissioning, Communities and Policy Department and it is now proposed these principles be retained but reflected within the Place Department's Scheme of Sub-delegation.
- 4.8 One of the laws administered and enforced by Trading Standards is the Weights and Measures Act 1985. Part of this legislation defines the Local Weights and Measures Authority (LWMA) and in Derbyshire, this is the County Council. The Act requires the LWMA to appoint a Chief Inspector Weights and Measures (CIWM) who will ensure the maintenance of standards and equipment such that the Authority can undertake its statutory duties and ensure annual reporting to Government is undertaken. The role of HoTs incorporates the role of the CIWM.
- 4.9 The LWMA is also required to appoint '*such number of other inspectors of weights and measures as may be necessary for the efficient discharge in the Authority's area of the functions conferred or imposed on inspectors by the legislation*'. Therefore, an additional delegation is proposed to the Executive Director - Place to appoint inspectors of weights and measures; this will also be sub-delegated to the HoTS in accordance with the departmental scheme.

5. Consultation

- 5.1 N/A

6. Alternative Options Considered

- 6.1 **Do Nothing** – if the updated list of legislation is not included within the Constitution then the Council's Trading Standards Service would not have the authorisation to undertake its statutory duties in relation to the whole range of consumer protection legislation. This would create a situation where the Trading Standards Service was unable to exercise powers under the legislation, could not undertake enquiries or investigation into non-compliance and fail to take formal action, including prosecution against rogue businesses. Such a situation would create unacceptable risks to Derbyshire consumers and legitimate Derbyshire businesses.
- 6.2 **Authorise some but not all of the proposals** – this could result in Trading Standards being restricted in the carrying out its statutory duties

and would require undue reporting to Cabinet for approval of administrative changes to legislation enforced by the Council.

- 6.3 Cabinet may choose not to delegate the authority to update the list of legislation to the Director of Legal and Democratic Services. This responsibility could remain with Cabinet or be delegated to another officer. Should the responsibility remain with Cabinet, then each time there is an update to the legislation a report will be required. The responsibility could be delegated to another officer, however, on the basis that this is to enable the Constitution to remain up to date in a legislative context, it is proposed that the Director of Legal and Democratic Services is the most appropriate officer.

7. Implications

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

8. Background Papers

- 8.1 None identified.

9. Appendices

- 9.1 Appendix 1 - Implications.
- 9.2 Appendix 2 – list of legislation to be enforced by Trading Standards

10. Recommendations

- 10.1 That Cabinet:
- a) Agrees to the updating of the existing list of legislation within the Council's Constitution (as in Appendix 2 attached).
 - b) Notes the Departmental Scheme of Sub-delegation which provides for the delegation of the responsibility to undertake enforcement and administrative duties under the legislation detailed to the Head of Trading Standards (HoTS) which, in turn, provides for further delegation to individual officers within the Trading Standards Service.
 - c) Agrees to delegate authority to the Director of Legal and Democratic Services to update the Constitution as necessary and in response to changes in relevant legislation regarding Trading Standards enforcement or administration and, in particular, to update the list of legislation attached at

Appendix A to Appendix 1 of the Constitution – Responsibility for Functions, as necessary.

- d) Agrees that the postholder of the role of HoTs also be appointed as Chief Inspector Weights and Measures as required by Section 72 of the Weights and Measures Act 1985.
- e) Agrees that the responsibility to appoint additional inspectors of Weights and Measures is delegated to the Executive Director - Place.
- f) Agrees to recommend the necessary amendments to the Constitution to the Governance, Ethics and Standards Committee and to Council; and for Council to note the decisions and amend the Constitution.

11. Reasons for Recommendations

- 11.1 To ensure that the relevant part of the Council's Constitution remains accurate and current.
- 11.2 To enable the County Council to meet its statutory duties and to enable the Council's Trading Standards Service to protect residents and businesses under various pieces of criminal and/or civil legislation.
- 11.3 To reduce the administrative demands upon Cabinet.

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

- 12.1 No

Report Author: Steve Allen – Acting Head of Trading Standards

Contact details: steve.allen@derbyshire.gov.uk

Implications

Financial

- 1.1 There are no significant implications for the Council as the paper does not involve an expenditure or budgetary changes

Legal

- 2.1 As described within the report within the report regarding the obligations under the Weights and Measures Act 1985 and other enforcement duties.
- 2.2 Trading Standards functions are executive functions and as such, decisions regarding them, including consideration regarding delegations, need to be made by Cabinet.
- 2.3 However, amendments to the Constitution are reserved to full Council. Therefore, although the decision regarding the delegations of Trading Standards are matters for Cabinet, Council must agree to amend the Constitution to reflect the decisions made by Cabinet.

Human Resources

- 3.1 This is an administrative decision and as such, there are no Human Resources implications.

Information Technology

- 4.1 N/A

Equalities Impact

- 5.1 This is an administrative decision and as such, as Equalities Impact Assessment has not been undertaken.

Corporate objectives and priorities for change

- 6.1 The Council Plan includes specific priorities linked to Trading Standards work. These cover the protection of vulnerable residents susceptible to scams and fraud, and the support for local businesses due to the EU Exit process. There would be implications for progress against these priorities if

associated enforcement to this work were hampered due the lack of authorisation to Trading Standards staff.

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

- 7.1 Any lack of appropriate authorisation for the Trading Standards services and its officers may prejudice the ability of the Council to enforce legislation covering environmental controls and could increase risks to Derbyshire's residents if there are gaps in enforcement

List of Legislation as at 30 June 2021**Part 1****Authorisation for officers enforcing legislation generally.**

Agriculture (Miscellaneous Provisions) Act 1968
Air Quality (Domestic Solid Fuels Standards) (England) Regulations 2020
Animal Health Act 1981
Animal Welfare Act 2006
Animals Act 1971
Anti-social Behaviour Act 2003
Brucellosis (England) Order 2015
Cancer Act 1939
Children and Families Act 2014
Children and Young Persons (Protection from Tobacco) Act 1991
Children and Young Persons Act 1933
Clean Air Act 1993 – Motor Fuel (Composition and Content) Regs.
Companies Act 2006
Consumer Credit Act 1974
Consumer Protection Act 1987
Consumer Rights Act 2015
Copyright, Designs and Patents Act 1988
Criminal Justice Act 1988
Criminal Justice and Police Act 2001
Customs & Excise Management Act 1979
Education Reform Act 1988
Energy Efficiency (Private Rented Property) (England and Wales) Regulations 2015
Enterprise Act 2002
Environmental Protection (Microbeads)(England) Regulations 2017
Environmental Protection (Plastic Straws, Cotton Buds and Stirrers) (England) Regulations 2020
Estate Agents Act 1979

European Union (Withdrawal) Act 2018 as it continues to give effect to the following Regulations or Orders under which this local authority has an enforcement duty:

Advanced Television Services Regulations 2003
African Horse Sickness (England) Regulations 2012
Animal By-Products (Enforcement)(England) Regulations 2013
Avian influenza (Preventative Measures) (England) Regulations 2006

Avian Influenza (Vaccination)(England) Regulations 2006
Beef and Veal Labelling Regulations 2010
Biofuel Labelling Regulations 2004
Bluetongue Regulations 2008
Business Protection from Misleading Marketing Regulations 2008
Cat and Dog Fur (Control of Import, Export and Placing on the Market) Regulations 2008
Cattle Identification Regulations 2007
Construction Products Regulations 2013
Consumer Contracts (Information, Cancellation and Additional Charges) Regulations 2013
Consumer Protection from Unfair Trading Regulations 2008
Consumer Rights (Payment Surcharges) Regulations 2012
Cosmetic Products Enforcement Regulations 2013 and the EU Cosmetic Products Regulation 1223/2009
Crystal Glass (Descriptions) Regulations 1973
Detergents Regulations 2010
Diseases of Swine Regulations 2014
EC Fertilisers (England and Wales) Regulations 2006
Eggs and Chicks (England) Regulations 2009
Electrical Equipment (Safety) Regulations 2016
Electromagnetic Compatibility Regulations 2016
Energy Information Regulations 2011
Energy Performance of Buildings (England and Wales) Regulations 2012
Equine Identification (England) Regulations 2018
Financial Services (Distance Marketing) Regulations 2004
Fluorinated Greenhouse Gases Regulations 2015
Foot-and-Mouth Disease (Control of Vaccination) (England) Regulations 2006
Footwear (Indication of Composition) Labelling Regulations 1995
Gas Appliances (Enforcement) and Miscellaneous Amendments Regulations 2018
General Product Safety Regulations 2005
Package Travel and Linked Travel Arrangements Regulations 2018
Packaging (Essential Requirements) Regulations 2015
Passenger Car (Fuel Consumption and CO2 Emissions Information) Regulations 2001
Personal Protective Equipment (Enforcement) Regulations 2018
Pressure Equipment (Safety) Regulations 2016
Products of Animal Origin (Disease Control) (England) Regulations 2008
Pyrotechnic Articles (Safety) Regulations 2015
Quality Schemes (Agricultural Products and Foodstuffs) Regulations 2018
Radio Equipment Regulations 2017
REACH Enforcement Regulations 2008
Recreational Craft Regulations 2017
Registration of Establishments (Laying Hens)(England) Regulations 2003

Rights of Passengers in Bus and Coach Transport (Exemptions and Enforcement) Regulations 2013
Simple Pressure Vessels (Safety) Regulations 2016
Supply of Machinery (Safety) Regulations 2008
Textile Products (Labelling and Fibre Composition) Regulations 2012
Timeshare, Holiday Products, Resale and Exchange Contracts Regulations 2010
Tobacco and Related Products Regulations 2016
Toys (Safety) Regulations 2011
Trade in Animals and Related Products Regulations 2011
Transmissible Spongiform Encephalopathies (England) Regulations 2018
Veterinary Medicines Regulations 2013
Volatile Organic Compounds in Paints, Varnishes and Vehicle Refinishing Products Regulations 2012
Welfare of Animals at Time of Killing (England) Regulations 2015
Zoonoses (Monitoring) (England) Regulations 2007

Fireworks Act 2003
Fraud Act 2006
Hallmarking Act 1973
Health Act 2006
Knives Act 1997
Legal Services Act 2007
Licensing Act 2003
Medicines and Medical Devices Act 2021
Motor Cycle Noise Act 1987
Offensive Weapons Act 2019
Olympic Symbol etc. (Protection) Act 1995
Prices Act 1974
Protection of Animals Act 1911
Psychoactive Substances Act 2016
Registered Designs Act 1949
Road Traffic Acts 1988 and 1991
Road Traffic Regulation Act 1984
Single Use Carrier Bags Charges (England) Order 2015
Tenant Fees Act 2019 and the Housing and Planning Act 2016 as it relates to Client Money Protection Schemes
Theft Act 1968
Tobacco Advertising and Promotion Act 2002
Trade Descriptions Act 1968
Trade Marks Act 1994
Unsolicited Goods and Services Acts 1971 and 1975

Video Recordings Act 1984
Vehicles (Crime) Act 2001

Part 2

Additional List of Legislation for officers with qualification/competency in: Food Law

European Union (Withdrawal) Act 2018 as it continues to give effect to the following Regulations or Orders under which this local authority has an enforcement duty:

Animals and Animal Products (Examination for Residues and Maximum Residue Limits) (England and Scotland) Regulations 2015

Country of Origin of Certain Meats (England) Regulations 2015

Food for Specific Groups (Food for Special Medical Purposes for Infants, Infant Formula and Follow-on Formula) (Information and Compositional Requirements) (Amendment etc.) (England) Regulations 2020

Food for Specific Groups (Information and Compositional Requirements)(England) Regulations 2016

Food Information Regulations 2014

Food Safety and Hygiene (England) Regulations 2013

Genetically Modified Organisms (Traceability and Labelling) (England) Regulations 2004

Materials and Articles in Contact with Food (England) Regulations 2012

Novel Foods (England) Regulations 2018

Official Controls (Animals, Feed and Food, Plant Health Fees etc.) Regulations 2019 in so far as it relates to food law

Official Feed and Food Controls (England) Regulations 2009 in so far as it relates to food law

Olive Oil (Marketing Standards) Regulations 2014

Organic Products Regulations 2009

Poultrymeat (England) Regulations 2011

Quick-frozen Foodstuffs (England) Regulations 2007

Scotch Whisky Regulations 2009

Specified Products from China (Restrictions on First Placing on the Market) (England) Regulations 2008

Spirit Drinks Regulations 2008

Wine Regulations 2011

Food Act 1984

Food and Environment Protection Act 1985 [Note: Authorisation must be issued directly to the officer by the FSA.]

Food Safety Act 1990

Part 3

Additional List of Legislation for officers with qualification/competency in: Feed Law

Agriculture Act 1970

Animal Feed (Composition, Marketing and Use) (England) Regulations 2015

Animal Feed (Hygiene, Sampling etc. and Enforcement) (England) Regulations 2015

European Union (Withdrawal) Act 2018 as it continues to give effect to the following Regulations or Orders under which this local authority has an enforcement duty:

Animal Feed (Basic Safety Standards) (England) Regulations 2019

Genetically Modified Organisms (Traceability and Labelling) (England) Regulations 2004

Official Controls (Animals, Feed and Food, Plant Health Fees etc.) Regulations 2019 in so far as it relates to feed law

Official Feed and Food Controls (England) Regulations 2009 in so far as it relates to feed law

Part 4 Additional List of Legislation for officers with qualification in: Weights and Measures Law

European Union (Withdrawal) Act 2018 as it continues to give effect to the following Regulations or Orders under which this local authority has an enforcement duty:

Measuring Container Bottles (EEC Requirements) Regulations 1977

Measuring Instruments Regulations 2016

Non-automatic Weighing Instruments Regulations 2016

Weights & Measures (Packaged Goods) Regulations 2006

Weights and Measures Act 1985

Part 5

A separate authorisation is required under the Health and Safety at Work etc. Act 1974 referring to the following:

- i) Sections 20, 21, 22 and 25 of the 1974 Act;
- ii) The following Regulations made under the 1974 Act:

The Ammonium Nitrate Materials (High Nitrogen Content) Safety Regulations 2003

The Biocidal Products and Chemicals (Appointment of Authorities and Enforcement) Regulations 2013

The Chemicals (Hazard Information and Packaging for Supply) Regulations 2009

The Dangerous Substances and Explosive Atmospheres Regulations 2002,

The Explosives Regulations 2014,

The Petroleum (Consolidation) Regulations 2014; and

iii) The provisions of the following Acts mentioned in Schedule 1 to the 1974 Act;

Explosives Act 1875

Public Health Acts 1936 and 1961

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Agenda Item

FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

CABINET

14 October 2021

Report of the Executive Director - Place

**Enhanced Partnership Arrangements for Bus Services in Derbyshire and
the Bus Service Improvement Plan
(Highways Assets and Transport)**

1. Divisions Affected

1.1 County-wide.

2. Key Decision

2.1 This is a key decision because it is likely to result in the Council incurring expenditure which is significant, having regard to the budget for the service or function concerned and it is likely to be significant in terms of its effect on communities living or working in an area comprising two or more electoral areas in the County.

3. Purpose

3.1 To update Cabinet on the development of the Enhanced Partnership arrangements for bus services in Derbyshire and the various measures which are recommended for inclusion in the Council's Bus Service Improvement Plan to support the delivery of the partnership.

4. Information and Analysis

4.1 Background

On 15 March 2021, Government published the first National Bus Strategy for England. The main objective of the Strategy is to reverse the long term decline in bus use nationally, which has been exacerbated by the impact of the COVID-19 pandemic. It aims to achieve this by making bus services more frequent, reliable, better co-ordinated and easier to use. To enable this to happen, Government wants to see major improvements in a variety of areas including bus priority measures, vehicle emission standards, the provision of service information, simplified ticketing arrangements and the joint marketing of services. Government has committed to provide £3bn of new transformation funding nationally to help drive forward these improvements.

4.2 Central to these changes, the Strategy expects all Local Transport Authorities (LTAs) in England to play a much bigger role than they do currently in the way bus services are operated in their area. Under the existing deregulated model of bus provision, which has been in place since the 1986, most services are provided on a commercial basis. This means it is the bus companies themselves who decide the route of the service, the timetable, fares, types of vehicle used etc., based on what they think makes the best commercial proposition. It is only when bus companies consider there is not a commercial case to operate a route in a particular area, or time of day, that LTAs can become involved by specifying and funding additional services to fill gaps in commercial provision. Prior to the pandemic, approximately 80% of bus passenger journeys in Derbyshire were made on commercially operated services, with the remaining 20% of journeys taken on routes financially supported by the Council.

4.3 The Strategy expects all LTAs in England to replace this deregulated model in their area with one of two options, Franchising or an Enhanced Partnership (EP). In the Strategy, the Department for Transport (DfT) has made it clear that adoption of either Franchising or EPs is essential if LTAs are to receive future funding, not only for bus related activities but for transport projects more generally, such as new roads or cycle schemes. Future Government funding to bus operators is also dependent on them taking part in these arrangements.

4.4 At the meeting of the 17 June 2021, Cabinet agreed to enter into an EP arrangement with all of the bus operators who provide local bus services in Derbyshire and with other relevant stakeholders (Minute No. 99/21 refers). A formal notice of intent to prepare an EP Plan, which is a

legal requirement of the Transport Act 2000, was subsequently published with copies appearing in a number of local newspapers across the region and on the Council's website.

4.5 **Progress to Date**

The DfT has set a very challenging timetable in the Strategy to introduce these changes. By 31 October 2021, the Council must publish a Bus Service Improvement Plan (BSIP). This will be developed by the Council in collaboration with bus operators and other stakeholders including district and borough councils and passenger groups. It will focus on what needs to be done to deliver the bus network that the LTAs and others want to see. The BSIP will also be used by the DfT to judge how much of the £3bn Transformation Fund each LTA will be allocated for future bus projects and support. The DfT has made it clear that it wishes to see ambitious proposals in the BSIP and this ambition will be funded. To allow the DfT to monitor the progress over the longer term and decide on future funding levels, the BSIP also needs to include a number of performance targets which will need to be reported every six months. Following the submission of the BSIP, more work to formally agree the terms of the Partnership will then take place to allow an EP to be in place covering all of Derbyshire from the 1 April 2022.

4.6 Since June 2021, staff from the Council's Public Transport Unit and external consultants, Systra, who have been employed to develop the project, have been drawing up the detailed proposals which will form the EP agreement and BSIP. As part of this, detailed consultation has taken place with all bus operators who provide services across Derbyshire. This is to understand, in greater detail, what they perceive to be the main issues which need to be resolved to support the revival of bus services, not only from the short term reduction in passengers following the pandemic, but also from the more general decline in use which has taken place over many years.

4.7 Discussions have also taken place with a number of other key stakeholders including representatives from bus user groups, the borough and district councils, disability groups, the Peak District National Park Authority, neighbouring LTAs and special interest organisations. There has also been wider consultation with members of the public via a survey which ran for five weeks up until 23 August 2021. The survey asked existing passengers and non-users what they thought would improve local bus services and encourage them to use them more often in the future. This survey had a good response rate with 2,038 responses being received.

4.8 From this process, it is apparent that there were a number of broad themes where improvements were considered to be required including:

1. Changes to improve the overall quality of bus travel to make it the first choice mode for more journeys.
2. Changes to make buses easier to use and more welcoming for passengers.
3. Measures to expand the reach of services to allow buses to be used for more types of journeys.
4. Changes to ticketing arrangements to make bus travel more affordable.
5. Measures to make the bus network more environmentally sustainable.
6. Measures to reduce isolation and increase social inclusion.

4.9 Work has taken place to develop a range of proposals to be included in the BSIP and deliver the improvements identified. Whilst a copy of the final draft of the BSIP is not yet available, due to the constraints of the timetable set by the DfT for LTAs to produce their plan, the key interventions proposed for inclusion in it are detailed below:

- A major expansion of the existing system which provides bus priority at traffic signals.
- A significant increase in the number of roadside Real Time Information signs at bus stops across Derbyshire and upgrades to the joint D2N2 (Derby, Derbyshire, Nottingham and Nottinghamshire) back office system which supports it.
- Measures to improve integration between different bus services and between bus and rail including improved information and the development of transport hubs at key locations to help bring services together.
- The introduction of a Bus Passenger Charter setting out what customers can expect on all services across Derbyshire; linked to this a Bus User Forum will be established.
- Joint marketing and information to create a unified Derbyshire wide network highlighting the breadth of services which are available.
- The introduction of new ticketing arrangements to make bus travel more affordable including a bus only county-wide all operator joint ticketing scheme and an enhanced young person's offer which will give improved benefits to more people than the current b_line card.
- Significant improvements to roadside shelters and other stop infrastructure including whole route upgrades with new arrangements to maintain, repair and clean bus stop infrastructure.

- Improvements in the frequency and hours of operation of key core services.
- An expansion in the number of areas where Demand Responsive Transport services are available.
- Introduction of more environmentally friendly buses including hydrogen powered vehicles.
- Review of car parking charges and action to reduce inconsiderate roadside parking and enforce traffic restrictions on bus routes, stops and at bus lanes.

4.10 To monitor what impact the BSIP is having, it also needs to contain a set of targets on a wide range of issues. From the improvement proposed above, the Council anticipates these will include:

- Punctuality of services compared to timetable.
- Reliability of services in terms of cancellations and scheduled mileage lost.
- Number of passenger journeys.
- Customer satisfaction on a number of different aspects including journey time, value for money, and vehicle cleanliness.
- Percentage of buses in Derbyshire which have engine emissions of Euro 6 standard or above.
- Number of bus stops with Real Time Information displays.

4.11 At the moment, the DfT has not confirmed how it will score the BSIPs it receives and how this will translate into the amount of funding each LTA in England will receive for 2022-23 and in future years. The Council currently estimates its proposed measures will cost between £85m and £95m over a five year period from 2022-23. Should the DfT decide not to make available the full amount of funding requested in the Council's BSIP, then the proposed programme of measures and targets would need to be altered to prioritise those which were seen as most important.

4.12 There is also likely to be a requirement for additional Council capital and revenue funding to support buses as the DfT has asked for details of current and future local spending on services to form part of the BSIP. The DfT has said that LTAs which commit more of their own funding as part of this process are likely to receive more from the Government for their BSIP.

4.13 At the same time as the BSIP has been developed, work has also been taking place to progress the formal EP arrangements. The National Bus Strategy requires each EP to be jointly run by a board that represents

the LTA, local bus operators, and other stakeholders led by an independent chairperson.

4.14 Because of the very tight timetable set by the Government for the submission of the BSIP, it was decided, following discussions with the Cabinet Member - Highways Assets and Transport, that the initial makeup of the board would be:

- Six representatives from the County Council including the Cabinet Member and Support Member for Highways Assets and Transport and the Executive Director – Place.
- Six representatives from the bus companies who operate services across Derbyshire. These are Stagecoach Yorkshire and Trent Barton as the two largest operators in the County, Hulleys of Baslow and Midland Classic who are medium size companies and Ashbourne Community Transport and Derbyshire Community Transport representing third sector providers.
- An Independent Chair. Professor Margaret Bell, from Newcastle University, has agreed to take on this role. Professor Bell has significant academic and practical understanding of the transport sector in the UK and overseas. As a former resident of Long Eaton, she also has a good knowledge of Derbyshire and has been working with the Council and partners in the Transport and Infrastructure Covid Recovery Group for the last 16 months.

4.15 Once the BSIP is submitted, it is anticipated that the membership of the board will change to include representatives from a variety of other stakeholders including representatives from passenger groups and borough and district councils.

4.16 The Board met for the first time on 17 August 2021 and subsequent meetings have concentrated on agreeing what measures should be included in the BSIP and the associated targets. To help this process, a number of workshops have also been held with Board members to work through the details. Following the submission of the BSIP at the end of October 2021, the Board's focus will change with a particular emphasis on finalising the details of the EP agreement and an implementation plan for what measures should be introduced during the first year of the new arrangements in 2022-23.

5. Consultation

5.1 Consultation on the proposals in the BSIP have taken place with all of the bus companies who operate bus services in Derbyshire, the community transport operators who run the Derbyshire Connect

Demand Responsive Transport services, bus passenger user groups, disability organisations and other special interest groups. There has also been consultation with representatives from the borough and district councils, the Peak District National Park Authority and neighbouring LTAs.

5.2 A public consultation was also undertaken to understand what improvements the public would like to see introduced as part of the BSIP. A total of 2,038 responses were received of which 58% identified themselves as regular bus passengers and 42% as infrequently or non-users. When asked what three measures they thought would encourage more bus use, the four most popular responses were:

- Improved connectivity with other bus routes and rail services, which was chosen by 40%.
- Improved reliability and quicker journey times, which was chosen by 31%.
- A range of simple low-cost day, weekly and monthly tickets allowing travel on all bus services in Derbyshire including those into neighbouring authority areas, which was chosen by 31%.
- More Real Time Information screens at bus stops and interchanges which was chosen by 31%

5.3 A summary of the consultation results is attached as Appendix 2 to this report.

6. Alternative Options Considered

6.1 The following alternative options have been considered:

6.2 **Do nothing and continue with current arrangement** – The National Strategy makes it clear that unless an LTA agrees to introduce an EP or franchising in their area by 30 June 2021 and then submits a BSIP by 31 October 2021, they will not receive future discretionary funding from the DfT, for bus related activities or for transport projects more generally. Cabinet agreed on 17 June 2021 to introduce an EP arrangement. Doing nothing is therefore not considered a practical option.

6.3 **Introduce Franchising rather than an Enhanced Partnership** – Franchising would bring with it considerable financial risks for the Council as it would be responsible for meeting the overall cost of providing all the services in Derbyshire not covered by passenger fares and other income. Currently, estimating this cost would be very difficult due to the significant impact of the pandemic on bus passenger

numbers over the last year. Also, the Council does not have the automatic right to introduce franchising as, under the existing legislation, only Mayoral Combined Authorities have these powers. To gain this authority from the Secretary of State for Transport and start the process within the timetable set down by the DfT is not considered a practical option.

7. Implications

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

8. Background Papers

- 8.1 Cabinet Report - Impact of the National Bus Strategy on the Future Development of Bus Services in Derbyshire, dated 17 June 2021

9. Appendices

- 9.1 Appendix 1 - Implications.
- 9.2 Appendix 2 - Consultation survey results summary.

10. Recommendations

That Cabinet:

- a) Notes the work undertaken on the development of the Enhanced Partnership including the formation of the Board.
- b) Notes the measures which are likely to form the key elements of the Bus Service Improvement Plan (BSIP) and the estimated funding bid to the Department of Transport (DfT) associated with it.
- c) Grants the Executive Director - Place in consultation with the Cabinet Member - Highways Assets and Transport delegated powers to agree the final wording of the BSIP which will be submitted to the DfT by 31 October 2021.
- d) Notes the requirement for an increased commitment to revenue and capital funding from the County Council for public transport to support the Enhanced Partnership and BSIP over the medium term.

11. Reasons for Recommendations

- 11.1 At the meeting on 17 June 2021, Cabinet agreed to enter into an Enhanced Partnership arrangement, as required by the National Bus Strategy. This includes the establishment of a board to manage the Partnership.
- 11.2 The BSIP is central to the future development of the Enhanced Partnership as it sets out the various measures necessary to bring about the improvement in bus services required by the National Bus Strategy. It also provides the DfT with details of the level of funding they will need to provide to the Council to allow these measures to be introduced.
- 11.3 Because of time constraints, the final version of the BSIP is not yet available for Cabinet to approve.
- 11.4 Enhanced Partnership arrangements will require the Council to consider future budget implications, the planning of which needs to commence at the earliest opportunity as part of the Medium Term Financial Strategy.

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

- 12.1 No.

Report Author: Chris Hegarty

Contact details: 36721

Implications

Financial

- 1.1 The Council has a total of around £35m committed revenue expenditure per annum across all transport services, including statutory Home to School (HTS), Special Educational Needs or Disabilities (SEND), and Adult Social Care Transport. This includes around £10m of concessionary fare payments which is a statutory duty. In 2021-22, the Council is also committing £1.2m from its capital programme on public transport infrastructure schemes. To implement the measures set out in the BSIP, the Council anticipates that the funding requirement from the Department for Transport (DfT) will be between £85m and £95m over the initial five years of the programme starting from 2022-23.
- 1.2 Presently, it is difficult to estimate what changes will be needed to Council funding arising from the creation of the Enhanced Partnership (EP) as this will depend on how much funding the DfT decides to award following its consideration of the Council's Bus Service Improvement Plan (BSIP) and what investments the local bus operators make. However, the DfT has made it clear that it expects Local Transport Authorities (LTAs) to increase the level of funding they provide locally to support bus services as part of their commitment to the National Bus Strategy. If, for example, the Council did employ two additional grade 10 staff to undertake some of the extra work required to implement some of the measures in the BSIP, this would equate to approximately an extra £80,000 a year in staffing costs.

Legal

- 2.1 Section 63(1) of the Transport Act 1985 places a duty on Derbyshire County Council to secure the provision of '*such passenger transport services as the Council considers appropriate to meet any public transport requirement within Derbyshire which would not, in its view, be met, apart from any action taken by them for that purpose*'.
- 2.2 A formal notice of intent to prepare an Enhanced Partnership Plan, which is a legal requirement of the Transport Act 2000, was published in June 2021 with copies appearing in a number of local newspapers across the region and on the Council's website.

Human Resources

- 3.1 The work to prepare the BSIP has been undertaken by existing staff from the Passenger Transport Unit and their consultants. It is, however, recognised that the level of additional work proposed in the BSIP is beyond the capacity of the existing Passenger Transport Unit to accommodate. It is estimated that, a dozen extra staff will be required to implement all the measures being proposed. Therefore, as part of the BSIP submission, funding is being

requested to cover the cost of most of these additional staff. However, it is recognised that the DfT expects a local contribution from LTA towards any additional staff costs, and as a result it is proposed that at least two of these extra posts are funded directly by the Council. The additional staff it is provisionally proposed the Council recruit include:

- A BSIP implementation project manager.
- Three posts in the roadside infrastructure team which will include bus priority measures.
- Two posts with responsibility for improving information provision including an expansion in the number of Real Time Information signs.
- Two posts with responsibility for community engagement and marketing and promoting the use of bus services.
- Two posts to manage bus service changes including the expansion of demand responsive transport and transport hubs.
- One post to deliver the new ticketing and youth concessionary fares arrangements.
- One post to monitor and report on the various performance measures in the BSIP and to support the Enhanced Partnership Board.

3.2 It is proposed that the two posts with responsibility for community engagement and marketing of services should be directly funded by the Council. Whilst no detailed job evaluation has yet been undertaken, it is been assumed that these roles would be of a similar level as the existing Community Rail Partnership Officer who undertake a comparable function for the rail sector. Currently, these posts are classified at grade 10 level.

Information Technology

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

Equalities Impact

5.1 Bus services are particularly important to a range of disadvantaged groups such as young people, older people, women and those from economically deprived communities, all of which make a higher proportion of their journeys by bus than the population as a whole. The introduction of an EP and the measures associated with the BSIP will not only enhance the quality of bus services available but will support the wider levelling up agenda across all communities and ambitions for driving 'good growth'. Particularly, it will improve the opportunity for these people to access a variety of key opportunities such as education, employment and health care provision.

Corporate objectives and priorities for change

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

Specifically, creation of an Enhanced Partnership will also enable the delivery of Place Directorate priorities around sustainable transport and travel.

- 6.2 The main aim of the BSIP and EP is to generate additional use of bus services and in turn encourage modal shift away from the private car. If this happens it will have a positive impact on the Council's wider environmental sustainability objectives and support the targets set in the Climate Change Strategy: Achieving Net Zero. Specific measures such as introducing low emissions buses is a key element of the BSIP proposals with the number of vehicles with Euro 6 or better emissions standards forming one of the targets progress is monitored against.

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

- 7.1 N/A

Appendix 2 - Consultation survey results summary

Table 1 - % of bus users and infrequent /non users responding to survey

| Response rate summary | | |
|------------------------|--------------|-------------|
| Frequency | Count | % |
| # Users | 1191 | 58% |
| # Non/Infrequent Users | 847 | 42% |
| Total | 2,038 | 100% |

Key

Users = people who travel by bus 1 or more days a week on average

Non/infrequent users = people who travel by bus less than 1 day a week on average or not at all

Table 2 – Age range of respondents to the survey

| Age Band | |
|-------------------|-------------|
| Frequency | % |
| 18-34 | 13% |
| 35-49 | 17% |
| 50-64 | 29% |
| 65+ | 33% |
| Prefer not to say | 7% |
| Base | 100% |

Table 3 - % of respondents to the survey who do and do not has a concessionary travel pass

| Concession Status | |
|-------------------|-------------|
| Frequency | % |
| No | 62% |
| Yes | 36% |
| Prefer not to say | 2% |
| Base | 100% |

Key –

No = People who do not have a Gold Card concessionary pass and pay a fare to travel.

Yes = People who do have a Gold Card concessionary pass.

Table 4 - Modes of travel used by the respondents prior to the pandemic

| Q1a. Modes of transport used pre-Covid-19 | |
|---|-------------|
| Frequency | % |
| Walk | 70% |
| Cycle | 17% |
| Bus | 58% |
| Rail | 36% |
| Private car / van (as a driver, without passengers) | 54% |
| Private car / van (as a driver, with passengers) | 40% |
| Private car / van (as a passenger) | 38% |
| Car club / hire car | 1% |
| Taxi (including companies such as Uber) | 19% |
| Motorcycle / Moped | 2% |
| Other | 2% |
| Base | 100% |

Table 5 –Top 3 improvements which would encourage respondents to use the bus more

| Q5a. Improvements to encourage bus use - Times selected in respondents 'Top 3' | | | | | |
|---|---------|------------|--------------|---------------|--------------|
| Frequency | Total % | Frequent % | Infrequent % | Concessions % | Farepayers % |
| Improved reliability and quicker journey times, with more bus priority measures (bus lanes etc.) | 31% | 35% | 26% | 32% | 32% |
| Up to date bus service information that is clear, easy to understand, and readily available | 26% | 27% | 25% | 32% | 23% |
| Improved connectivity with other bus services and rail services | 40% | 40% | 42% | 45% | 38% |
| A reduction in the number of times that changes are made to bus timetables and services each year | 9% | 12% | 6% | 12% | 7% |
| Improved accessibility for passengers such as raised kerbs / better wheelchair access | 4% | 5% | 4% | 6% | 3% |
| More integrated and innovative services such as flexible, bookable, demand-responsive transport services | 13% | 10% | 18% | 11% | 15% |
| Buses with on-board Wi-Fi, USB charging and next stop announcements | 9% | 12% | 6% | 11% | 8% |
| Better bus stop waiting facilities, such as regularly cleaned and more modern bus shelters | 14% | 18% | 8% | 17% | 12% |
| A range of simple, low-cost, day, weekly and monthly tickets that can be paid for using contactless card, Apple Pay, etc; allowing travel on all bus services (including into neighbouring counties) and many rail services | 31% | 29% | 33% | 9% | 43% |
| Real time bus information at bus stops and interchanges | 31% | 34% | 26% | 37% | 27% |
| A single public transport app for Derbyshire, providing a range of information relating to timetables, disruptions, and ticketing information for all operators | 19% | 17% | 21% | 19% | 19% |
| Investment in greener and more environmentally friendly buses | 20% | 20% | 19% | 20% | 20% |
| Capped daily charge for using bus services | 11% | 10% | 12% | 3% | 15% |
| None of the above would encourage me to use the bus / use the bus more often | 7% | 4% | 10% | 7% | 6% |
| Base | - | - | - | - | - |

Key

People taking part in the survey were asked to rate what of the options provided were the top 3 improvements to bus services they would like to see. These results have been further sub divided by frequency of bus use and if the person answering has a concession pass or not.

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Agenda Item

FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

CABINET

14 October 2021

Report of the Executive Director – Place

**Chesterfield East-West Walking and Cycling Route
(Highways Assets and Transport)**

1. Divisions Affected

1.1 Divisions affected in alphabetical order are Boythorpe and Brampton South, Brimington, Dronfield West and Walton, Spire and Walton and West.

2. Key Decision

2.1 This is a key decision because it is likely to result in the Council incurring expenditure which is significant (in excess of £500,000), and it will have an effect on communities living or working in an area comprising two or more electoral areas in the County. The budget received for the project from the Department for Transport is £1.68 million.

3. Purpose

3.1 Following consideration of this report, Cabinet is asked to grant approval for the completion of detailed design and subsequent construction of the proposed east-west Chesterfield walking and cycling route as per the consulted extents.

4. Information and Analysis

- 4.1 The purpose of this report is to summarise the findings of the recent community engagement exercise that has taken place in relation to initial design proposals to create a new east-west walking and cycling route across Chesterfield, which is to be funded by the Department for Transport.
- 4.2 In November 2020, the County Council was successful in securing funding of £1.68m from the Department for Transport's (DfT's) Active Travel Fund (Tranche 2) to create a new east-west walking and cycling route across Chesterfield.
- 4.3 The route extends between Holymoorside and Chesterfield Royal Hospital at Calow and provides access to Chesterfield town centre, the rail station and a range of other key employment, retail and education destinations. The funding constitutes follow-on investment from a Tranche 1 of the DfT's Active Travel funding allocation, which provided temporary walking and cycling improvements along a section of this route with the temporary closure of Crow Lane (as well as at various other locations across the County).
- 4.4 The proposed east-west route forms a strategic transport corridor across Chesterfield, which is Derbyshire's largest market town with a population of around 105,000 residents. The corridor is an essential commuter route and is also utilised as a route to schools, transport hubs and health, education, and retail destinations. The route also forms a key leisure corridor, particularly on sections of the existing Hipper Valley Trail where it passes through Somersall and Queen's parks. The route will considerably enhance walking and cycling access to all the aforementioned destinations and has met all of the funding criteria set out by the Government.
- 4.5 The delivery of the route also forms a fundamental part of Derbyshire's Covid-19 economic recovery planning and will support and embed longer term changes in behaviour by encouraging people to walk/cycle/wheel, thereby helping to decarbonise transport, tackle climate change, reduce inequalities and improve air quality. The route proposals are also closely aligned to the priorities of the Derbyshire Key Cycle Network which was approved by Cabinet on 16 January 2020 (Minute No. 8/20 refers).

- 4.6 The route measures approximately 8km in length and was divided into the following five distinct sub-sections to make it easier for the local community to provide their views on the proposals:
- Section 1 – Baslow Road, Chatsworth Road and Linden Avenue.
 - Section 2 – Hipper Valley Trail.
 - Section 3 – Walton Road to Boythorpe Road.
 - Section 4 – Queen’s Park to Chesterfield Rail Station.
 - Section 5 – Crow Lane and Wetlands Lane.
- 4.7 Initial design options have been produced for all five sections and consider appropriate design standards and best practice to ensure high quality design. During March 2021, a wide-ranging engagement exercise, which sought to obtain the views of the local community on the initial design options, was undertaken. The following section provides details of this.

5. Consultation

- 5.1 The community engagement period extended between Monday 8 March 2021 and Thursday 25 March 2021. Owing to the Covid-19 pandemic, it was not possible to undertake face-to-face engagement. As such, an online survey, which sought to gather the views of the local community, was held on the ‘Commonplace’ community engagement website. People without internet access could complete paper surveys or call a dedicated phone number for assistance.
- 5.2 The following information was provided on the Commonplace website:
- Background information on the proposals and details on why the route is needed.
 - Description of the proposals for each of the five sections which make up the overall 8km route.
 - Preliminary design drawings showing the route proposals for each of the five sections.
 - Survey questions seeking the views of the local community on the proposals for each of the five sections.
- 5.3 To encourage participation amongst the local community, the engagement was promoted in the following ways:

- Letters explaining how to complete the survey were delivered to approximately 4,000 properties located on, or close to, the route. For those without internet access, the letter explained how a paper copy of the survey could be requested.
- Elected Members of both Derbyshire County Council and Chesterfield Borough Council were contacted by the Project Lead Officer in advance of the start of the engagement period advising them of the upcoming survey. Elected Members were asked to provide their views on the proposals as well as encouraging their constituents to do the same.
- Similar to the above, stakeholders including local schools, local service providers, parish councils, community groups, public transport providers, the emergency services and internal County Council and Chesterfield Borough Council officers were contacted in advance of the start of the engagement period and provided with details on how they could provide their views.
- The engagement was advertised on the County Council's Project webpage, alongside details of how to participate.
- The County Council produced a media release which was provided to local news outlets and resulted in some articles about the proposed route appearing in the local press.

5.4 A total of 1,182 responses (including, both online and paper methods) were made to the survey as follows:

- Section 1 – Baslow Road, Chatsworth Road and Linden Avenue (301 responses).
- Section 2 – Hipper Valley Trail (184 responses).
- Section 3 – Walton Road to Boythorpe Road (156 responses).
- Section 4 – Queen's Park to Chesterfield Rail Station (152 responses).
- Section 5 – Crow Lane and Wetlands Lane (389 responses).

5.5 In addition to the above survey responses, some members of the local community/stakeholders choose to provide additional representations, typically by either email or letter.

5.6 A report entitled '*Chesterfield Active Travel Route Community Engagement Summary Report*' has been produced and provides a detailed summary of the findings from the community engagement exercise. This is included as Appendix 2 and the key findings are highlighted below.

- 5.7 **Survey Findings** - Respondents were asked how they felt about the plans to improve walking and cycling on each of the five route sections. As summarised by the Table below, across the whole route, over 70% of people were positive towards the proposals.

| | Sentiment - N° People and % | | | Total |
|--------------|------------------------------------|-----------------|------------------|--------------|
| | Positive | Neutral | Negative | |
| Section 1 | 180 (60%) | 31 (10%) | 90 (30%) | 301 |
| Section 2 | 157 (85%) | 15 (8%) | 12 (7%) | 184 |
| Section 3 | 135 (86%) | 15 (10%) | 6 (4%) | 156 |
| Section 4 | 132 (87%) | 15 (10%) | 5 (3%) | 152 |
| Section 5 | 237 (61%) | 24 (6%) | 128 (33%) | 389 |
| Total | 841 (71%) | 100 (9%) | 241 (20%) | |

- 5.8 The level of positive sentiment varied by route section, with at least 85% of people having a positive sentiment towards sections 2, 3 and 4. Although the level of positive sentiment towards sections 1 and 5 was lower (60% and 61% respectively), it still formed a clear majority response. As such, it is considered that the survey results demonstrate a very good level of support for the east-west walking and cycling route across Chesterfield.
- 5.9 As part of the survey, several comments were received from the local community in relation to additional improvements and further ideas. All these comments have been considered as part of Officer Design Workshops and if proposals are advanced to the next stage, these comments will actively shape the design of the proposals.
- 5.10 **Additional Representations** – Several representations were made by Elected Members, Community Groups and Chesterfield Royal Hospital. These expressed a range of views from strong support to strong opposition. Further details are available within the report entitled '*Chesterfield Active Travel Route Community Engagement Summary Report*'.
- 5.11 Further engagement between the Derbyshire County Councillor, Councillor Athwal (Cabinet Member – Highways Assets and Transport), Council officers and Councillors, who had objected to the proposals, was undertaken on Friday 3 September 2021 to assist with understanding in more detail the concerns raised during the consultation. The following representatives were made:
- Borough Councillor Trisha Gilby had nothing further to add than what was noted in the response to the consultation.

- Councillor Jack Woolley emphasised the concern of his constituents and, in particular, those in Calow, of the displacement of traffic onto nearby congested routes increasing journey times. He spoke about his understanding for why the route has been selected and of the difficulties of alternatives, such as traffic calming measures or a route via Hady Hill.
- Councillor Dean Collins; Elaborated that the concern of speeding cyclists (downhill) along Crow Lane pose a danger to pedestrians and would want to see separate lanes for cyclists / pedestrians. Previously received comments were noted regarding lighting levels in Crow Lane posing a concern for users especially in the winter months and the difficulty of the gradient particularly for disabled users.

5.12 **Summary** – Taking all viewpoints into account, it is considered that the consultation has demonstrated overall broad support for the proposed east-west walking and cycling route across Chesterfield and that this provides appropriate justification to continue with the further design and implementation of the route proposals.

5.13 Detailed design will consider measures to alleviate concerns and, in particular, will include the following for Section 5 (Crow Lane and Wetlands Lane) route:

- Enhanced signing and lining to clearly mark cyclists and pedestrian space along with appropriate road markings, signage and traffic calming to encourage considerate cycling.
- Enhanced lighting along Crow Lane to include the western section to begin and expand on the entire length subject to ongoing funding award. Thinning of the trees and shrubs will also be considered to aid in improved lighting conditions.

6. Alternative Options Considered

6.1 **Do something different** – When submitting the funding bid to the DfT's Active Travel Fund (Tranche 2), alternative locations were considered for the walking and cycling route. These alternatives included the market towns of Buxton and Long Eaton. However, detailed analysis identified that these alternative options did not fully meet the Government's required funding criteria and did not have the same level of benefits associated with them as the Chesterfield proposals. Given this, the alternative options were not pursued.

6.2 **Do nothing** – Doing nothing is not considered an appropriate option. Funding has been secured for the east-west Chesterfield walking and

cycling route and cannot be allocated to other projects. Not progressing with the project at this stage would result in the loss of funding, would represent a significant lost opportunity and will potentially impact future funding grants for the Council from the DfT, especially for the upcoming Tranche 3 offering of which the Council is in the process of submitting proposals for consideration.

7. Implications

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

8. Background Papers

- 8.1 Proposals align with the Strategic Aims and the Guiding Principles set out in the adopted Derbyshire Cycling Plan 2016 – 2030:
<https://www.activederbyshire.org.uk/uploads/the-derbyshire-cycling-plan-2016-2030.pdf>
- 8.2 Connection with the Derbyshire Key Cycle Network approved by Cabinet:
<https://democracy.derbyshire.gov.uk/documents/s2561/Key%20Cycle%20Network.pdf>
- 8.3 Alignment with the Local Cycling and Walking Plan (LCWIP), as approved by Cabinet:
<https://democracy.derbyshire.gov.uk/documents/s5972/6e%20Local%20Cycling%20and%20Walking%20Infrastructure%20Plan.pdf>
- 8.4 Ties in with the published Chesterfield Cycle Network:
<https://www.derbyshire.gov.uk/transport-roads/transport-plans/transport-studies/chesterfield-cycle-network/chesterfield-proposed-cycle-network.aspx>

9. Appendices

- 9.1 Appendix 1 – Implications.
- 9.2 Appendix 2 – Chesterfield Active Travel Route Community Engagement Summary Report.
- 9.3 Appendix 3 – Equality Impact Assessment.

10. Recommendation

10.1 That Cabinet:

- a) Approves to continue with the further detailed design and subsequent implementation of the east-west Chesterfield walking and cycling route proposals with inclusion for the measures outlined in 5.25 above.

11. Reasons for Recommendation

11.1 The recent consultation with the local community and key stakeholders has demonstrated overall broad support for the proposals and funding has been secured for the project from the Department for Transport.

11.2 The benefits of the proposals meet the Council’s pledged to tackle climate change stated in the carbon reduction manifesto, which includes supporting and promoting the development of low carbon travel and sustainable travel and smarter choices.

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

12.1 No.

Report Author: Simon Tranter - Principal Engineer – Traffic and Safety

Contact details: 38673

This report has been approved by the following officers:

| | |
|---|--|
| <p>On behalf of: Director of Legal Services and Monitoring Officer Director of Finance and ICT Managing Executive Director Executive Director(s)</p> | |
|---|--|

Implications

Financial

- 1.1 The required funding to deliver the project has been secured from the Department for Transport. No additional funding is required other than the grant provided.

Legal

- 2.1 Some sections of the route will require modifications to existing Traffic Regulation Orders (e.g. new speed limits, waiting restrictions). The County Council, as the local traffic authority, has power under the Road Traffic Regulation Act 1984 to make necessary changes to Traffic Regulation Orders.

Human Resources

- 3.1 The project has been designed and consulted upon utilising a consultancy resource and these costs are contained within the overall funding for the project.

Information Technology

- 4.1 None.

Equalities Impact

- 5.1 An Equality Impact Assessment has been carried out and is included as Appendix 3. The Equality Impact Assessment has demonstrated that the project proposals are robust, well supported by the community and that responded to the consultation exercise and that adverse impacts will be mitigated and are not expected to be significant. The project is at the preliminary design stage and, as the project progresses to the detailed design stage, the following considerations will be addressed:
 - Reduction of pedestrian/cyclist conflict throughout the extents of the route by keeping cyclists on the carriageway where possible and by improving the signing along with other calming measures.
 - Parking and loading restrictions to be reviewed to ensure no adverse effect on disability access and delivery access.
 - Lighting improvements to ensure safety of all users of the route.

- Traffic calming measures to ensure vehicle speeds and numbers are in line with the restrictions, providing a safe environment for all cyclists.
- Monitoring and evaluation processes are incorporated into the project to ensure once completed any adverse effects are realised and remedied.

Corporate objectives and priorities for change

- 6.1 The scheme supports the Council's key priorities in contributing towards a resilient, healthier, and safer community by encouraging a shift towards cycling and walking as the preferred travel alternative and part of the recovery from the Covid-19 pandemic. The scheme will also contribute towards reducing carbon emissions and help to encourage well-being in those taking up active travel options.

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

- 7.1 None.



Derbyshire County Council

Chesterfield Active Travel Route
Community Engagement
Summary Report

June 2021

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Chesterfield Active Travel Route Community Engagement Summary Report

June 2021

Client Commission

| | | | |
|---------|---------------------------|--------------------|--------------|
| Client: | Derbyshire County Council | Date Commissioned: | January 2020 |
|---------|---------------------------|--------------------|--------------|

LTP Quality Control

| Job No: | LTP/21/4421 | File Ref: | Chesterfield Active Travel Route - Engagement Summary Note - Final Issue 3 | | |
|---------|-------------|-------------------------|--|-----------------------|------------|
| Issue | Revision | Description | Author | Checked | Date |
| 1 | - | Final to client | CS/RP | RP/AM | 20/04/2021 |
| 2 | Rev | Revised final to client | CS/RP | RP/AM | 02/06/2021 |
| 3 | Rev | Revised final to client | CS/RP | RP/AM | 16/06/2021 |
| | | | | Authorised for Issue: | AM |

LTP PROJECT TEAM

As part of our commitment to quality the following team of transport professionals was assembled specifically for the delivery of this project. Relevant qualifications are shown and CVs are available upon request to demonstrate our experience and credentials.

| Team Member | LTP Designation | Qualifications |
|----------------|----------------------------|--------------------------------------|
| Andy Mayo | Director (Project Manager) | BA(Hons) MSc CMILT FIHE FCIHT FSoRSA |
| Ryan Penn | Senior Engineer | BA(Hons) IEng FIHE MCIHT MSoRSA |
| Clare Shepherd | Technical Assistant | - |

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CHESTERFIELD ACTIVE TRAVEL ROUTE COMMUNITY ENGAGEMENT SUMMARY REPORT

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APPENDICES

- Appendix 1 – Letter Distribution Extents
- Appendix 2 – Elected Member Distribution List
- Appendix 3 – Wider Stakeholder Distribution List
- Appendix 4 – DCC Media Release

I. INTRODUCTION

I.1 Project Background

- 1.1.1 The UK Government has awarded Derbyshire County Council (DCC) approximately £1.6m as part of the Active Travel Fund (Tranche 2) to create a new east to west walking and cycling route across Chesterfield. The proposed 8km route extends from the A619 junction with Holymoore Road, along Chatsworth Road and the existing Hipper Valley Trail, through Queen's Park and to Chesterfield Royal Hospital via Crow Lane and Wetlands Lane. The route was chosen as it met all the criteria set out by the Government and has been identified as an important link to create a better network of walking and cycling routes in the town.
- 1.1.2 During March 2021, DCC undertook a wide-ranging engagement exercise which sought to obtain the views of the local community on initial route design options. These views will help to inform the next stages of the project.
- 1.1.3 This report provides a summary of the findings from the community engagement exercise.

I.2 Engagement Details

- 1.2.1 An online survey which sought to gather the views of the local community was held on the 'Commonplace' community engagement platform. The survey was hosted at the following location <https://chesterfieldcycleroute.commonplace.is/> and was available for completion between Monday 8th and Thursday 25th March 2021. Owing to the Covid-19 pandemic it was not possible to undertake face-to-face engagement.
- 1.2.2 The following information was provided on the Commonplace website:
- Background information on the proposals and details on why the route is needed;
 - Description of the proposals for each of the five sections which make up the overall 8km route;
 - Preliminary design drawings showing the route proposals for each of the five sections; and
 - Survey questions seeking the views of the local community on the proposals for each of the five sections. The survey questions included a combination of multiple-choice questions as well as 'free-text' survey questions.

1.2.3 In order to encourage participation amongst the local community, the engagement was promoted in the following ways:

- Letters were delivered to approximately 4,000 properties that are located on or close to the route (extents of distribution area is included as Appendix 1). All letters were delivered on 8th March 2021. As well as explaining the background to the project, the letters provided details on how to complete the survey. A contact telephone number and email address were also included on the letter for those people who had further queries or who wanted to request paper copies.
- The engagement was advertised on DCC's project webpage: <https://www.derbyshire.gov.uk/council/have-your-say/consultation-search/consultation-details/east-west-chesterfield-cycle-route.aspx>
- Elected Members of both DCC and Chesterfield Borough Council (CBC) were emailed by DCC's project lead in advance of the start of the engagement period advising them of the upcoming engagement period. Elected Members were asked to provide their views on the proposals as well as encouraging their constituents to do the same. A list of those Elected Members that were contacted is included as Appendix 2.
- Similar to the above, local stakeholders were also emailed and informed of the engagement period and how they could provide their views. Stakeholders included local schools, local service providers, parish councils, community groups, public transport providers, the emergency services and internal DCC/CBC contacts. A list of those stakeholders that were contacted is included as Appendix 3.
- DCC press/media releases and social media posts which promoted participation amongst the local community. The DCC media release which was provided to local news outlets is included as Appendix 4.

1.3 Report Structure

1.3.1 This report is structured as follows:

- Sections 2 to 7 – Provide a summary of the Commonplace engagement findings in relation to:
 - Section 1 of the route (Baslow Road, Chatsworth Road and Linden Avenue);
 - Section 2 of the route (Hipper Valley Trail);
 - Section 3 of the route (Walton Road to Boythorpe Road);
 - Section 4 of the route (Queen’s Park to Chesterfield Train Station);
 - Section 5 of the route (Crow Lane and Wetlands Lane); and
 - The overall route as a whole.
- Section 8 – Summary of the findings from those people/groups who provided non-Commonplace responses (e.g. those who provided comments by email/letter).

2. ENGAGEMENT FINDINGS – SECTION I

2.1 Section I

2.1.1 Section 1 of the route covers Baslow Road, Chatsworth Road and Linden Avenue. The length of this section of the route is approximately 1.6km.

2.2 Contribution Summary & Demographic Details

2.2.1 A total of 301 people provided responses in relation to Section 1. The age group of the respondents is summarised within Table 1.

Table 1: Age Group of Respondents

| Age Group | Number | % |
|-------------------|------------|-------------|
| 16-24 | 1 | <1% |
| 25-34 | 11 | 4% |
| 35-44 | 29 | 10% |
| 45-54 | 47 | 16% |
| 55-65 | 50 | 17% |
| 65-74 | 55 | 18% |
| 75-84 | 12 | 4% |
| Prefer not to say | 5 | 2% |
| No response | 91 | 30% |
| Total | 301 | 100% |

2.2.2 The home postcode information of the 301 respondents is provided within Table 2.

Table 2: Post Code of Respondents

| Post Code | Number | % |
|--------------|------------|-------------|
| S40 | 126 | 42% |
| S42 | 39 | 13% |
| S41 | 17 | 6% |
| S43 | 7 | 2% |
| Other | 15 | 5% |
| No response | 97 | 32% |
| Total | 301 | 100% |

2.2.3 Respondents were asked about the nature of their connection to the area. This information is summarised within Table 3. People were able to select more than one response (i.e. they may both live and work in the area).

Table 3: Connection to Area of Respondents

| Nature of Connection | Number | % |
|------------------------------|------------|-------------|
| Live here | 189 | 51% |
| Work here | 32 | 9% |
| Own a business here | 10 | 3% |
| Travel through here | 25 | 7% |
| Regular visitor here | 19 | 5% |
| Elected Member / Stakeholder | 2 | <1% |
| No response | 92 | 25% |
| Total | 369 | 100% |

2.3 Current Use of this Section of the Route

2.3.1 Table 4 identifies that the majority of respondents currently either walk or cycle (or both) along this section of the route.

Table 4: Current Use of the Route

| Nature of Connection | Number | % |
|----------------------|------------|-------------|
| Walk only | 107 | 36% |
| Walk and cycle | 106 | 35% |
| Neither | 48 | 16% |
| Cycle only | 34 | 11% |
| No response | 6 | 2% |
| Total | 301 | 100% |

2.4 Current Safety Concerns on the Route

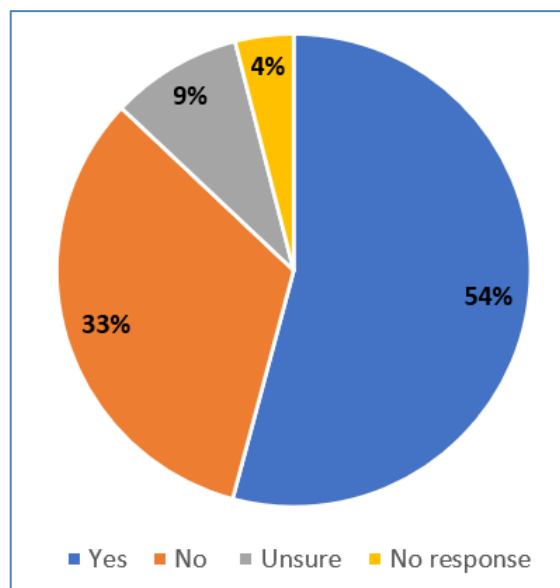
2.4.1 Respondents were asked whether they have any safety concerns about walking and cycling along this section of the route as it is now. The most popular responses were as follows (people were able to select multiple concerns):

- Too busy with traffic – 187 people;
- Traffic is too fast – 173 people;
- There are no cycle lanes – 143 people; and
- There are not enough crossing facilities – 59 people.

2.5 Would the Planned Improvements Encourage you to Walk/Cycle

2.5.1 Respondents were asked whether the planned improvements would encourage them to walk or cycle along this section of the route more often. Figure 1 identifies that over 50% of people (163 people) said they would walk or cycle more often. A third of people said they would not walk or cycle more (99 people).

Figure 1: Future Active Travel Use



2.5.2 The 163 people that outlined that they would walk or cycle more were asked which destinations they would walk or cycle to most often. The most popular responses were as follows (people were able to select multiple destinations):

- Parks and recreational areas – 128 people;
- Chesterfield town centre – 98 people;
- Local shops and services – 93 people; and
- Friends and relatives houses – 67 people.

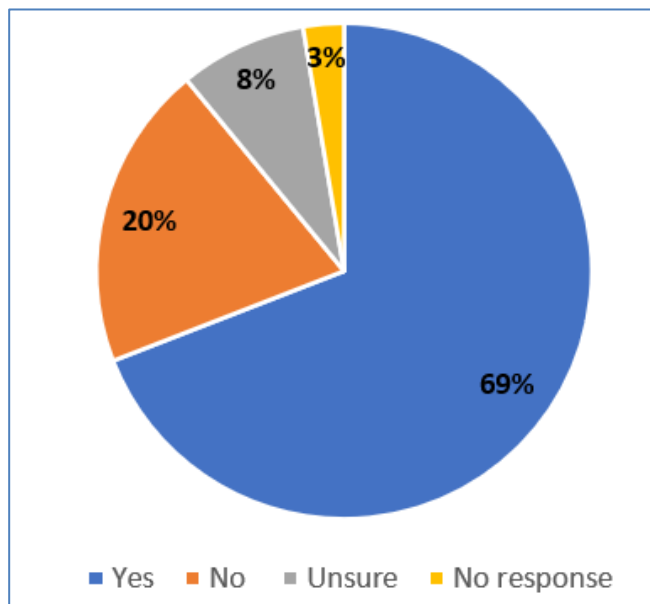
2.5.3 A total of 99 people said that they would not walk or cycle more if the planned improvements were made. These people were asked to provide reasons for this within a free-text answer. A wide range of answers were received and were grouped into main themes for ease of analysis. The most popular comment themes are outlined below:

- **Traffic flows (37 people)** – Chatsworth Road is too busy and/or has a high proportion of HGV movements and is therefore unsuitable for cycling, particularly for less confident cyclists;
- **Alternative route (26 people)** – An alternative, quieter cycling route is preferred, with an extension of the Hipper Valley Trail between Somersall Park and Holymoorside cited as the most popular alternative route option;
- **Environmental concerns (15 people)** – Air quality/pollution and noise concerns associated with having a pedestrian and cycle route adjacent to a busy ‘A’ road; and
- **Congestion and removal of right turn lanes (7 people)** – The proposals through narrowing traffic lanes and removing right turn lanes would make congestion worse along the route.

2.6 Physical Protection for Cyclists on Baslow Road / Chatsworth Road

2.6.1 The cycling proposals for Baslow Road and Chatsworth Road would provide physical protection for cyclists from traffic. Respondents were asked if they would be in support of this. Figure 2 identifies that over two thirds of people said they support the provision of physical protection for cyclists. 20% of people did not support this, 8% were unsure and 3% did not provide a response.

Figure 2: Physical Protection for Cyclists



2.7 Pedestrian Crossing Improvements

2.7.1 Respondents were asked if they were supportive of the pedestrian crossing improvements that are proposed. Table 5 identifies that over two thirds of people said they supported the crossing improvements.

Table 5: Pedestrian Crossing Improvements

| In Support of Crossing Improvements | Number | % |
|-------------------------------------|------------|-------------|
| Yes | 208 | 69% |
| No | 44 | 14% |
| Unsure | 35 | 12% |
| No Response | 14 | 5% |
| Total | 301 | 100% |

2.8 Additional Improvements

2.8.1 Respondents were asked if there were any further improvements to encourage walking and cycling that they would like to see made along this section of the route. Again, answers were on a ‘free-text’ basis and were grouped into themes. The most popular comment (38 people) related to not using the Chatsworth Road route and instead creating a quieter/traffic-free route, in particular extending the Hipper Valley Trail between Somersall Park and Holymoorside.

2.8.2 A number of people did have ideas for additional improvements along Chatsworth Road, the most popular being:

- **Speed management (18 people)** – Implementation of speed management measures (e.g. speed cameras or reducing the speed limit further to 20mph) to ensure lower vehicle speeds on Chatsworth Road;

- **Pedestrian improvements (16 people)** – The need for additional pedestrian improvements, various ideas were identified, including: providing additional crossing facilities for pedestrians, retaining central refuge crossing islands for pedestrians and ensuring that crossing times are sufficient at signal controlled crossings;
- **Means of segregation (9 people)** – The use of wands (or a similar) as a means of segregation may not offer sufficient protection for cyclists (especially for westbound cyclists) on what is a well trafficked route used by HGVs. More robust means of segregation would be preferred; and
- **Onward cycle connections (7 people)** – Onward cycle connections, particularly on Holymoore Road into Holymoorside would be beneficial – 7 people.

2.9 Further Comments

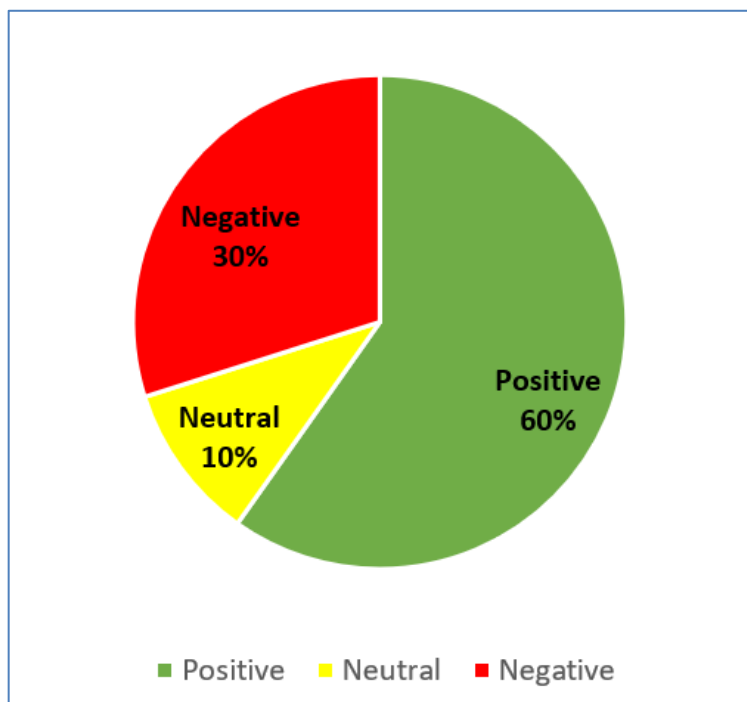
2.9.1 Respondents were also asked whether they had any further comments to make in relation to the proposals. Generally, this involved people repeating/expanding on those comments already discussed within Sections 2.5 and 2.8 and these are therefore not repeated.

2.9.2 Some comments were made which have not already been highlighted and these include:

- Concern that the scheme would adversely affect the ability of delivery vehicles to park kerb-side on Chatsworth Road;
- Concern that it would become more difficult for people to access/egress their driveways on the northern side of Chatsworth Road as they would have to cross the footway and the bi-directional cycle facility and also may not be expecting cyclists to approach from both directions;
- Concern that westbound cyclists within the bi-directional facility would be cycling close to (albeit separated by a form of segregation) HGVs travelling eastbound and the air forces generated by these vehicles could destabilise cyclists and be generally unpleasant;
- Concern that the proposed active travel improvements at the Chatsworth Road / Storrs Road traffic signal junction would adversely impact on capacity for motorised users;
- Concern that at school leaving time pupils at Brookfield Community School may spill out and/or congregate and therefore obstruct users of the cycle facility within the vicinity of the school;
- Suggestion that the coloured surfacing covers the whole of the bi-directional cycle facility and not just at junction/access locations; and
- Suggestion that additional signing/wayfinding is provided along the route alongside new areas of cycle parking.

2.9.3 Respondents were asked to outline how they feel about the plans to improve walking and cycling along this section. The overall sentiment results are shown in Figure 3 and outline that 60% of people were positive towards the proposals, 10% were neutral and 30% were negative.

Figure 3: Overall Sentiment towards Proposals



3. ENGAGEMENT FINDINGS – SECTION 2

3.1 Section 2

3.1.1 Section 2 of the route covers the Hipper Valley Trail. The length of this section of the route is approximately 1.1km.

3.2 Contribution Summary & Demographic Details

3.2.1 A total of 184 people provided responses in relation to Section 2. The age group of the respondents is summarised within Table 6.

Table 6: Age Group of Respondents

| Age Group | Number | % |
|-------------------|------------|-------------|
| 16-24 | 1 | <1% |
| 25-34 | 5 | 3% |
| 35-44 | 17 | 9% |
| 45-54 | 28 | 15% |
| 55-65 | 32 | 17% |
| 65-74 | 38 | 21% |
| 75-84 | 7 | 4% |
| Prefer not to say | 2 | 1% |
| No response | 54 | 29% |
| Total | 184 | 100% |

3.2.2 The home postcode information of the 184 respondents is provided within Table 7.

Table 7: Post Code of Respondents

| Post Code | Number | % |
|--------------|------------|-------------|
| S40 | 79 | 43% |
| S42 | 15 | 8% |
| S41 | 13 | 7% |
| S43 | 6 | 3% |
| Other | 14 | 8% |
| No response | 57 | 31% |
| Total | 184 | 100% |

3.2.3 Respondents were asked about the nature of their connection to the area. This information is summarised within Table 8. People were able to select more than one response (i.e. they may both live and work in the area).

Table 8: Connection to Area of Respondents

| Nature of Connection | Number | % |
|------------------------------|------------|-------------|
| Live here | 112 | 46% |
| Work here | 32 | 13% |
| Own a business here | 8 | 3% |
| Travel through here | 19 | 8% |
| Regular visitor here | 15 | 6% |
| Elected Member / Stakeholder | 3 | 1% |
| No response | 54 | 22% |
| Total | 243 | 100% |

3.3 Current Use of this Section of the Route

3.3.1 Table 9 identifies that over 90% of respondents currently either walk or cycle (or both) along this section of the route.

Table 9: Current Use of the Route

| Nature of Connection | Number | % |
|----------------------|------------|-------------|
| Walk and cycle | 87 | 47% |
| Walk only | 53 | 29% |
| Cycle only | 29 | 16% |
| Neither | 14 | 8% |
| No response | 1 | <1% |
| Total | 184 | 100% |

3.4 Current Safety Concerns on the Route

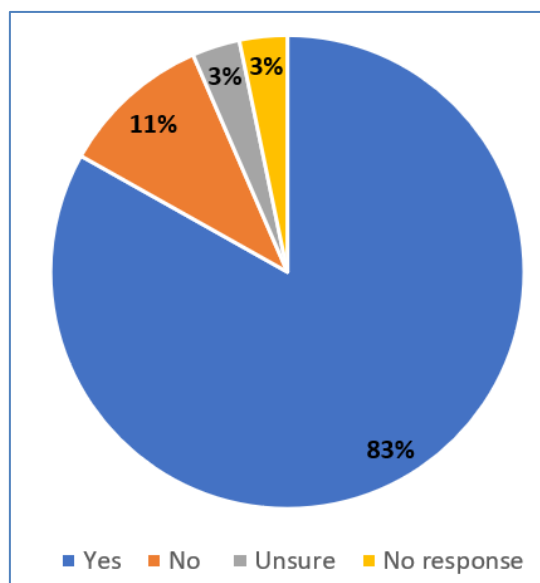
3.4.1 Respondents were asked whether they have any safety concerns about walking and cycling along this section of the route as it is now. The most popular responses were as follows (people were able to select multiple concerns):

- Uneven/poor surface – 140 people;
- Route can flood – 110 people;
- Route is not wide enough – 83 people; and
- Route is not well enough lit – 59 people.

3.5 Would the Planned Improvements Encourage you to Walk/Cycle

3.5.1 Respondents were asked whether the planned improvements would encourage them to walk or cycle along this section of the route more often. Figure 4 identifies that over 80% of people said they would walk or cycle more often.

Figure 4: Future Active Travel Use



3.5.2 The 153 people that outlined that they would walk or cycle more were asked which destinations they would walk or cycle to most often. The most popular responses were as follows (people were able to select multiple destinations):

- Parks and recreational areas – 120 people;
- Chesterfield town centre – 101 people;
- Local shops and services – 81 people; and
- Train station – 55 people.

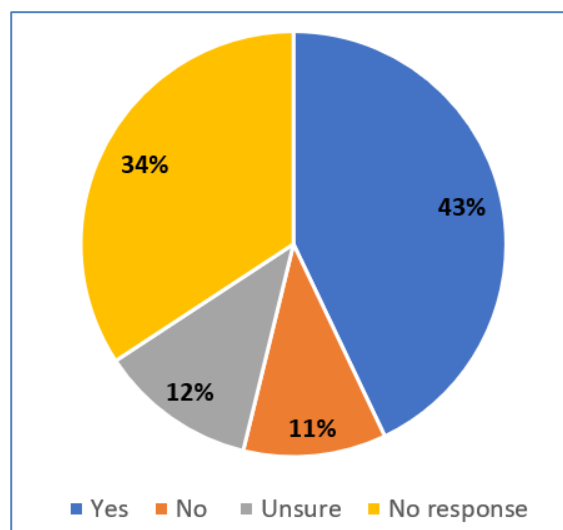
3.5.3 A total of 18 people said that they would not walk or cycle more if the planned improvements were made. These people were asked to provide reasons for this within a free-text answer. The most popular comment themes are outlined below:

- **Degradation of recreational value (4 people)** – By providing additional hard paved areas, the proposals will degrade the recreational value and character of the area;
- **Pedestrian use will be deterred (4 people)** – Additional cyclists through the area, particularly those travelling at higher speeds, will make the route less pleasant/safe for pedestrians and may discourage use; and
- **Segregation (2 people)** – It would be better to segregate cyclists from pedestrians.

3.6 Surfacing – Wooded Section of the Route

3.6.1 As part of the current proposals, in order to protect tree roots no hard surfacing improvements are proposed through the wooded section of the route. Respondents were asked whether they agreed with this approach. Although this question was not particularly well answered (over a third of people did not provide a response), the most common answer was that people did agree with the approach of not providing surfacing improvements (43%).

Figure 5: Wooded Area – Surfacing Improvements



3.7 Additional Improvements

3.7.1 Respondents were asked if there were any further improvements to encourage walking and cycling that they would like to see made along this section of the route. Again, answers were on a 'free-text' basis and were grouped into themes. A total of 84 comments were made, the most popular being:

- **Surface through the wooded section (22 people)** – In order to ensure a high standard of route across the whole section, particularly during bad weather, an appropriate surface treatment should be provided within the wooded section of the route. Potential ideas that were identified include a permeable resin bound surface, a raised boardwalk or a conventional tarmac surface. These comments contrast to the findings identified within Figure 5 above;
- **Segregating pedestrians and cyclists (10 people)** – It would be beneficial if pedestrians and cyclists could be segregated along the route and each have their own spaces;
- **Improving signing (5 people)** – Signing is required to help with wayfinding and to ensure that people are aware that the route is to be shared in a courteous manner by pedestrians and cyclists; and
- **Route maintenance (5 people)** – Regular route maintenance (e.g. cutting back of vegetation) is required to ensure that the full width of the route is useable at all times.

3.8 Further Comments

3.8.1 Respondents were also asked whether they had any further comments to make in relation to the proposals. Generally, this involved people repeating/expanding on those comments already discussed within Sections 3.5 and 3.7 and these are therefore not repeated.

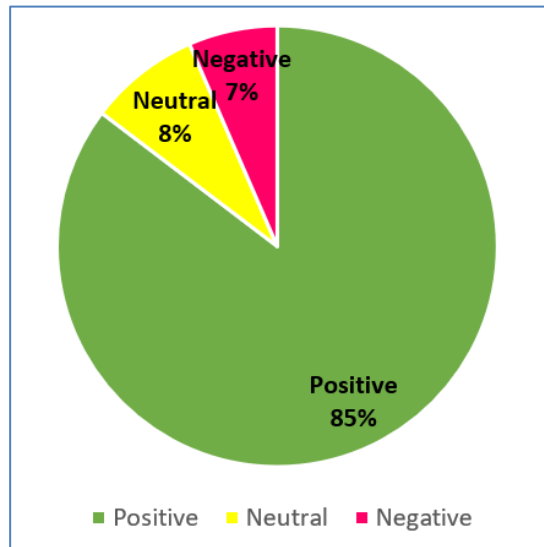
3.8.2 Some comments were made which have not already been highlighted and these include:

- Recognition that there is a need to strike a balance between improving the surface through the wooded section to offer benefits for pedestrians and protecting the natural beauty of the existing area;
- Concern that any lighting proposals could be harmful to local wildlife, adversely impact on the rural character of the route and encourage anti-social behaviour;
- Requests for improvements to other existing paths which connect to the Hipper Valley Trail, for example routes from Oakfield Avenue, Foxbrook Drive and Newhaven Close; and
- Requests for the Hipper Valley Trail route to be extended westwards from Somersall Park to Holymoorside.

3.9 Overall Sentiment

3.9.1 Respondents were asked to outline how they feel about the plans to improve walking and cycling along this section. The overall sentiment results are shown in Figure 6 and outline that 85% of people were positive towards the proposals, 8% were neutral and 7% were negative.

Figure 6: Overall Sentiment towards Proposals



4. ENGAGEMENT FINDINGS – SECTION 3

4.1 Section 3

4.1.1 Section 3 of the route covers Walton Road, Bobbin Mill Lane, Goytside Road and Dock Walk. The length of this section of the route is approximately 1.3km.

4.2 Contribution Summary & Demographic Details

4.2.1 A total of 156 people provided responses in relation to Section 3. The age group of the respondents is summarised within Table 10.

Table 10: Age Group of Respondents

| Age Group | Number | % |
|-------------------|------------|-------------|
| 16-24 | 1 | <1% |
| 25-34 | 4 | 3% |
| 35-44 | 13 | 8% |
| 45-54 | 28 | 18% |
| 55-65 | 26 | 17% |
| 65-74 | 27 | 17% |
| 75-84 | 7 | 5% |
| Prefer not to say | 2 | 1% |
| No response | 48 | 31% |
| Total | 156 | 100% |

4.2.2 The home postcode information of the 156 respondents is provided within Table 11.

Table 11: Post Code of Respondents

| Post Code | Number | % |
|--------------|------------|-------------|
| S40 | 66 | 42% |
| S42 | 14 | 9% |
| S41 | 12 | 8% |
| S43 | 5 | 3% |
| Other | 9 | 6% |
| No response | 50 | 32% |
| Total | 156 | 100% |

4.2.3 Respondents were asked about the nature of their connection to the area. This information is summarised within Table 12. People were able to select more than one response (i.e. they may both live and work in the area).

Table 12: Connection to Area of Respondents

| Nature of Connection | Number | % |
|------------------------------|------------|-------------|
| Live here | 91 | 43% |
| Work here | 25 | 12% |
| Own a business here | 8 | 4% |
| Travel through here | 22 | 11% |
| Regular visitor here | 14 | 7% |
| Elected Member / Stakeholder | 2 | 1% |
| No response | 48 | 23% |
| Total | 210 | 100% |

4.3 Current Use of this Section of the Route

4.3.1 Table 13 identifies that 85% of respondents currently either walk or cycle (or both) along this section of the route.

Table 13: Current Use of the Route

| Nature of Connection | Number | % |
|----------------------|------------|-------------|
| Walk and cycle | 67 | 43% |
| Cycle only | 39 | 25% |
| Walk only | 27 | 17% |
| Neither | 20 | 13% |
| No response | 3 | 2% |
| Total | 156 | 100% |

4.4 Current Safety Concerns on the Route

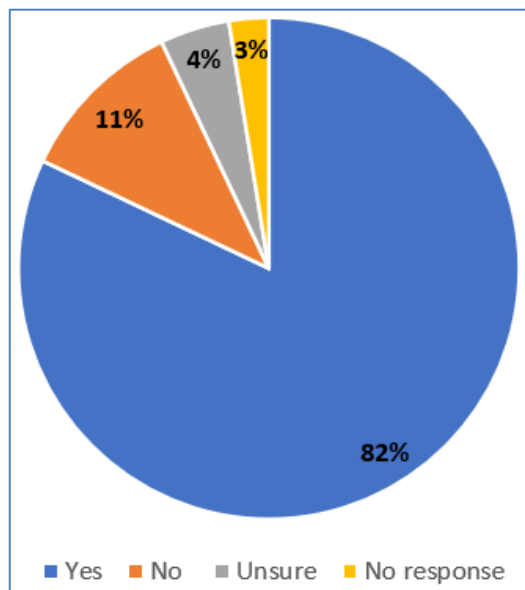
4.4.1 Respondents were asked whether they have any safety concerns about walking and cycling along this section of the route as it is now. The most popular responses were as follows (people were able to select multiple concerns):

- Uneven / poor surface – 92 people;
- Not enough cycle lanes – 71 people;
- Not well enough lit – 50 people; and
- Anti-social behaviour along the route – 37 people.

4.5 Would the Planned Improvements Encourage you to Walk/Cycle

4.5.1 Respondents were asked whether the planned improvements would encourage them to walk or cycle along this section of the route more often. Figure 7 identifies that over 80% of people said they would walk or cycle more often.

Figure 7: Future Active Travel Use



4.5.2 The 128 people that outlined that they would walk or cycle more were asked which destinations they would walk or cycle to most often. The most popular responses were as follows (people were able to select multiple destinations):

- Parks and recreational areas – 97 people;
- Chesterfield town centre – 91 people;
- Local shops and services – 74 people; and
- Friends and relatives houses – 35 people.

4.5.3 A total of 17 people said that they would not walk or cycle more if the planned improvements were made. These people were asked to provide reasons for this within a free-text answer. The most popular comment themes are outlined below:

- **Already cycle (4 people)** – People already cycle here and the proposals would not increase the amount of cycling they undertake; and
- **Safety/anti-social behaviour issues (3 people)** – Broken glass and general unpleasantness of the area around Goytside Road can make the route feel unsafe, particularly during an evening.

4.6 Additional Improvements

4.6.1 Respondents were asked if there were any further improvements to encourage walking and cycling that they would like to see made along this section of the route. Again, answers were on a 'free-text' basis and were grouped into themes. A total of 57 comments were made, the most popular being:

- **Environmental improvements (16 people)** – The area around Goytside Road and Walton Fields Road is unattractive, not well maintained and in need of environmental improvements if it is to be made an attractive route for walking and cycling. Identified issues include high amounts of litter (including dog waste), broken glass, graffiti, lack of natural surveillance, high walls providing a sense of enclosure and anti-social behaviour;
- **Vehicle parking on Walton Road (6 people)** – Use of the existing cycle facility on the eastern side of Walton Road is regularly obstructed by parked vehicles. Physical measures to prevent vehicle parking or suitable enforcement would be required to ensure that the new cycle facility is not obstructed in the same way;
- **Widen the route between Walton Fields Road and Goytside Road (2 people)** – The existing walking/cycling route is narrow and should be widened by making use of adjacent land; and
- **Goytside Road west of Factory Street (2 people)** – So as to avoid westbound cyclists having to cross Goytside Road twice, can the off-road cycle facility on the northern side of Goytside Road continue up to the Northwood Hygiene Products access.

4.7 Further Comments

4.7.1 Respondents were also asked whether they had any further comments to make in relation to the proposals. Generally, this involved people repeating/expanding on those comments already discussed within Sections 4.5 and 4.6 and these are therefore not repeated.

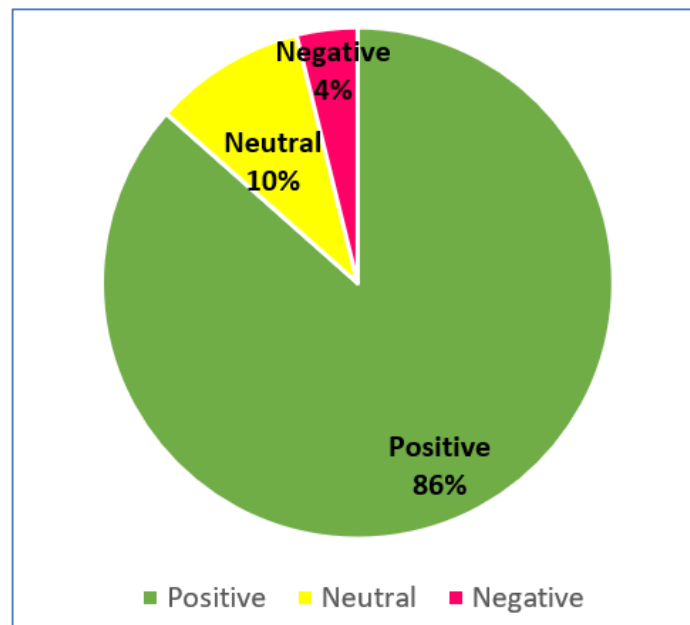
4.7.2 Some comments were made which have not already been highlighted and these include:

- Recognition that currently vacant land on Goytside Road may be developed in the future and that the walking/cycling route proposals should take this into account (and vice versa);
- Traffic flows are generally light and speeds low on Dock Walk and, as such, it may be preferable to accommodate cyclists on-road, rather than providing an off-road facility that is shared with pedestrians; and
- Pre-pandemic parking levels on Goytside Road were relatively high and suitable measures will be required to ensure that on-street parking will not obstruct use of the cycle facilities.

4.8 Overall Sentiment

4.8.1 Respondents were asked to outline how they feel about the plans to improve walking and cycling along this section. The overall sentiment results are shown in Figure 8 and outline that 86% of people were positive towards the proposals, 10% were neutral and 4% were negative.

Figure 8: Overall Sentiment towards Proposals



5. ENGAGEMENT FINDINGS – SECTION 4

5.1 Section 4

5.1.1 Section 4 of the route covers Queen’s Park and the existing walking/cycling route between Park Road and Chesterfield Train Station. The length of this section of the route is approximately 1.8km.

5.2 Contribution Summary & Demographic Details

5.2.1 A total of 152 people provided responses in relation to Section 4. The age group of the respondents is summarised within Table 14.

Table 14: Age Group of Respondents

| Age Group | Number | % |
|-------------------|------------|-------------|
| 16-24 | 1 | <1% |
| 25-34 | 5 | 3% |
| 35-44 | 12 | 8% |
| 45-54 | 27 | 18% |
| 55-65 | 28 | 18% |
| 65-74 | 26 | 17% |
| 75-84 | 7 | 5% |
| Prefer not to say | 2 | 1% |
| No response | 44 | 29% |
| Total | 152 | 100% |

5.2.2 The home postcode information of the 152 respondents is provided within Table 15.

Table 15: Post Code of Respondents

| Post Code | Number | % |
|--------------|------------|-------------|
| S40 | 60 | 40% |
| S41 | 21 | 14% |
| S42 | 10 | 7% |
| S43 | 6 | 4% |
| Other | 9 | 6% |
| No response | 46 | 30% |
| Total | 152 | 100% |

5.2.3 Respondents were asked about the nature of their connection to the area. This information is summarised within Table 16. People were able to select more than one response (i.e. they may both live and work in the area).

Table 16: Connection to Area of Respondents

| Nature of Connection | Number | % |
|------------------------------|------------|-------------|
| Live here | 92 | 45% |
| Work here | 28 | 14% |
| Own a business here | 8 | 4% |
| Travel through here | 16 | 8% |
| Regular visitor here | 12 | 6% |
| Elected Member / Stakeholder | 3 | 2% |
| No response | 45 | 22% |
| Total | 204 | 100% |

5.3 Current Use of this Section of the Route

5.3.1 Table 17 identifies that over 90% of respondents currently either walk or cycle (or both) along this section of the route.

Table 17: Current Use of the Route

| Nature of Connection | Number | % |
|----------------------|------------|-------------|
| Walk and cycle | 72 | 47% |
| Cycle only | 43 | 28% |
| Walk only | 26 | 17% |
| Neither | 11 | 7% |
| Total | 152 | 100% |

5.4 Current Safety Concerns on the Route

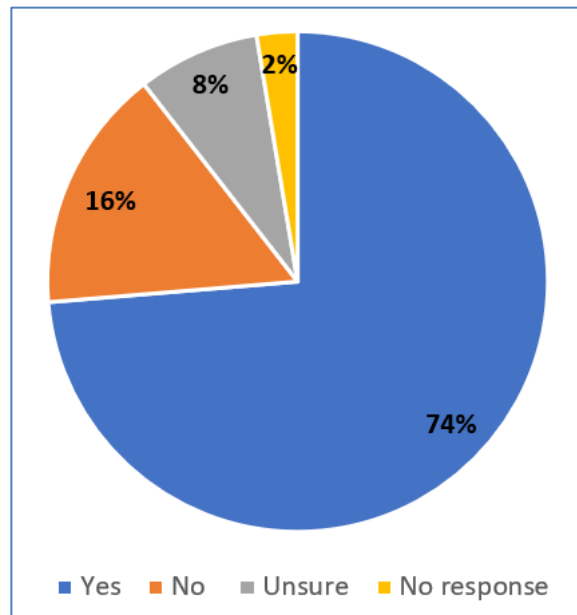
5.4.1 Respondents were asked whether they have any safety concerns about walking and cycling along this section of the route as it is now. The most popular responses were as follows (people were able to select multiple concerns):

- Anti-social behaviour along the route – 37 people;
- Not well enough lit – 36 people;
- Route is not wide enough – 33 people; and
- Uneven / poor surface – 29 people.

5.5 Would the Planned Improvements Encourage you to Walk/Cycle

5.5.1 Respondents were asked whether the planned improvements would encourage them to walk or cycle along this section of the route more often. Figure 9 identifies that approaching 75% of people said they would walk or cycle more often. 15% of people said they would not walk or cycle more.

Figure 9: Future Active Travel Use



5.5.2 The 112 people that outlined that they would walk or cycle more were asked which destinations they would walk or cycle to most often. The most popular responses were as follows (people were able to select multiple destinations):

- Parks and recreational areas – 89 people;
- Chesterfield town centre – 77 people;
- Train station – 75 people; and
- Local shops and services – 57 people.

5.5.3 A total of 24 people said that they would not walk or cycle more if the planned improvements were made. These people were asked to provide reasons for this within a free-text answer. The most popular comment themes are outlined below:

- **Already use the route (12 people)** – People already use the route, think it is generally fit for purpose and the proposals would not affect how often they use the route; and
- **Safety/anti-social behaviour issues (3 people)** – Personal safety concerns as part of the route is quite isolated with limited natural surveillance.

5.6 Additional Improvements

5.6.1 Respondents were asked if there were any further improvements to encourage walking and cycling that they would like to see made along this section of the route. Again, answers were on a 'free-text' basis and were grouped into themes. A total of 66 comments were made, the most popular being:

- **Lighting improvements (10 people)** – Parts of the route, particularly between the train station and retail park are not well lit and require additional lighting to improve personal security along the route during periods of darkness;
- **Regular maintenance (9 people)** – Regular route maintenance (e.g. cutting back of vegetation, litter removal etc) is required to ensure that the full width of the route is useable at all times;
- **Pedestrian/cycle access to retail park (5 people)** – A pedestrian/cycle access should be created from the route to the retail park which accommodates Home Bargains, TK Maxx and The Range. It is understood that this has previously been investigated by DCC but it has not been possible to establish a connection;
- **Improving signing (5 people)** – Signing is required to help with wayfinding and to ensure that people are aware that the route is to be shared in a courteous manner by pedestrians and cyclists;
- **Reverse parking (3 people)** – Concerns that some people may not adhere to the reverse parking only proposal within Queen's Park and as a result it may be beneficial to relocate the cycle route away from the car parking bays; and
- **Queen's Park speed hump (3 people)** – A number of speed bumps are located along the existing cycle route through Queen's Park and should be removed so as to provide a continuous and obstruction-free route for cyclists.

5.7 Further Comments

5.7.1 Respondents were also asked whether they had any further comments to make in relation to the proposals. Generally, this involved people repeating/expanding on those comments already discussed within Sections 5.5 and 5.6 and these are therefore not repeated.

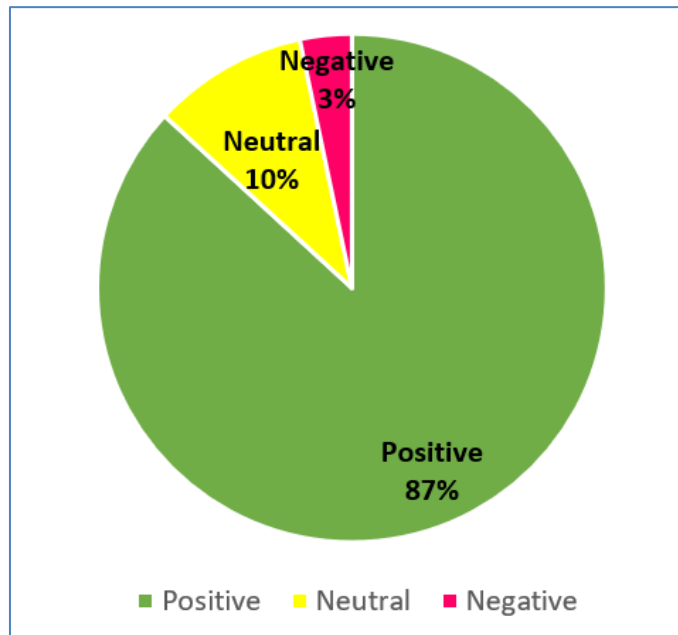
5.7.2 Some comments were made which have not already been highlighted and these include:

- Concerns that the removal of pedestrian/cyclist segregation on the path through Queen's Park may increase the risk of cyclists dominating the space, resulting in pedestrians having to move out of the way; and
- Opportunities should be sought to provide additional walking and cycling connections from neighbouring areas to the route.

5.8 Overall Sentiment

5.8.1 Respondents were asked to outline how they feel about the plans to improve walking and cycling along this section. The overall sentiment results are shown in Figure 10 and outline that 87% of people were positive towards the proposals, 10% were neutral and 3% were negative.

Figure 10: Overall Sentiment towards Proposals



6. ENGAGEMENT FINDINGS – SECTION 5

6.1 Section 5

6.1.1 Section 5 of the route covers Crow Lane and Wetlands Lane. The length of this section of the route is approximately 1.8km.

6.2 Contribution Summary & Demographic Details

6.2.1 A total of 389 people provided responses in relation to Section 5. The age group of the respondents is summarised within Table 18.

Table 18: Age Group of Respondents

| Age Group | Number | % |
|-------------------|------------|-------------|
| 16-24 | 2 | <1% |
| 25-34 | 18 | 4% |
| 35-44 | 32 | 8% |
| 45-54 | 59 | 15% |
| 55-65 | 72 | 19% |
| 65-74 | 51 | 13% |
| 75-84 | 14 | 4% |
| Prefer not to say | 5 | 1% |
| No response | 136 | 35% |
| Total | 389 | 100% |

6.2.2 The home postcode information of the 389 respondents is provided within Table 19.

Table 19: Post Code of Respondents

| Post Code | Number | % |
|--------------|------------|-------------|
| S43 | 87 | 22% |
| S40 | 52 | 13% |
| S41 | 45 | 12% |
| S44 | 35 | 9% |
| S42 | 10 | 3% |
| Other | 11 | 3% |
| No response | 149 | 38% |
| Total | 389 | 100% |

6.2.3 Respondents were asked about the nature of their connection to the area. This information is summarised within Table 20. People were able to select more than one response (i.e. they may both live and work in the area).

Table 20: Connection to Area of Respondents

| Nature of Connection | Number | % |
|------------------------------|------------|-------------|
| Live here | 229 | 47% |
| Work here | 52 | 11% |
| Own a business here | 14 | 3% |
| Travel through here | 30 | 6% |
| Regular visitor here | 17 | 4% |
| Elected Member / Stakeholder | 3 | <1% |
| Study here | 1 | <1% |
| No response | 137 | 27% |
| Total | 483 | 100% |

6.3 Current Use of this Section of the Route

6.3.1 Table 21 identifies that over 70% of respondents currently either walk or cycle (or both) along this section of the route.

Table 21: Current Use of the Route

| Nature of Connection | Number | % |
|----------------------|------------|-------------|
| Walk only | 121 | 31% |
| Walk and cycle | 103 | 27% |
| Neither | 103 | 27% |
| Cycle only | 53 | 14% |
| No response | 9 | 2% |
| Total | 389 | 100% |

6.4 Current Safety Concerns on the Route

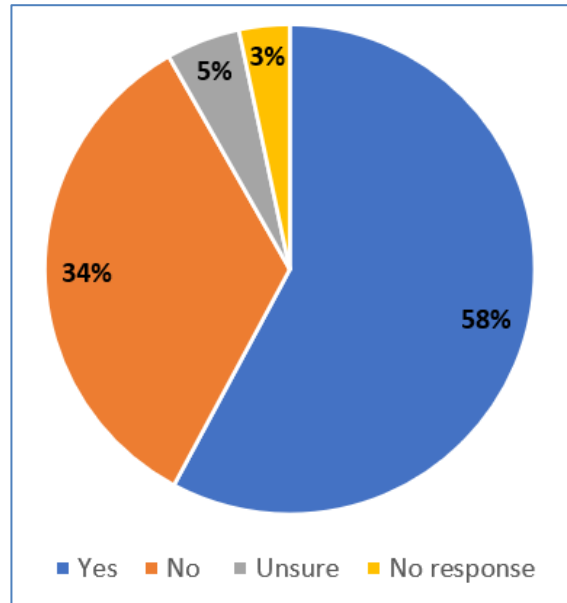
6.4.1 Respondents were asked whether they have any safety concerns about walking and cycling along this section of the route as it is now. The most popular responses were as follows (people were able to select multiple concerns):

- Not well enough lit – 114 people;
- Not enough space for pedestrians/cyclists – 111 people;
- Too busy with traffic – 95 people; and
- Traffic is too fast – 90 people.

6.5 Would the Planned Improvements Encourage you to Walk/Cycle

6.5.1 Respondents were asked whether the planned improvements would encourage them to walk or cycle along this section of the route more often. Figure 11 identifies that 58% of people said they would walk or cycle more often and 34% said they would not walk or cycle more. The remaining 8% were either unsure or did not provide a response.

Figure 11: Future Active Travel Use



6.5.2 The 225 people that outlined that they would walk or cycle more were asked which destinations they would walk or cycle to most often. The most popular responses were as follows (people were able to select multiple destinations):

- Parks and recreational areas – 127 people;
- Chesterfield town centre – 126 people;
- Hospital / healthcare services – 118 people; and
- Train station – 88 people.

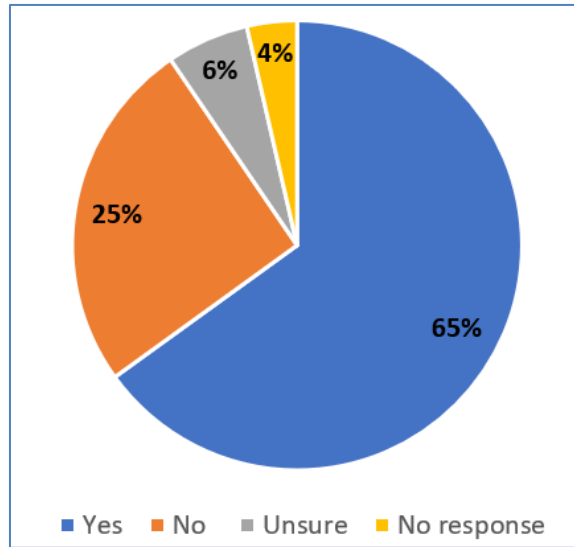
6.5.3 A total of 132 people said that they would not walk or cycle more if the planned improvements were made. These people were asked to provide reasons for this within a free-text answer. The most popular comment themes are outlined below:

- **Gradient (24 people)** – The gradient on Crow Lane is too steep, particularly for cycling;
- **Street lighting (13 people)** – Crow Lane and Wetlands Lane are unlit and do not provide safe conditions for walking and cycling;
- **Alternative route (13 people)** – An alternative route via Dark Lane, Wheathill Lane and the golf course would be better route to designate for walking/cycling use, with Crow Lane re-opened for vehicle use;
- **Already use route (12 people)** – People already use the route and the proposals would not affect how often they use the route; and
- **Personal security (8 people)** – The absence of vehicles along the route results in a lack of natural surveillance which raises personal security concerns.

6.6 Temporary Vehicle Closure on Part of Crow Lane

6.6.1 Respondents were asked whether they felt that the current temporary vehicle closure along part of Crow Lane which has been implemented as part of Tranche 1 funding has improved conditions for walking and cycling. Figure 12 identifies that 65% of people felt that conditions have improved for pedestrians and cyclists, whereas 25% felt that conditions had not improved. The remaining people were either unsure (6%) or did not provide a response (4%).

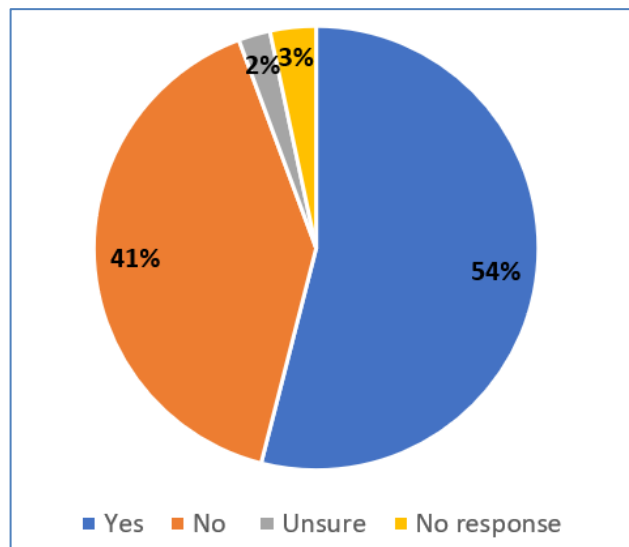
Figure 12: Current Crow Lane Temporary Closure



6.7 Use of Crow Lane Since Temporary Closure

6.7.1 Respondents were asked if they had used Crow Lane more for walking and cycling since the temporary vehicle closure was implemented. The results were reasonably evenly split, with 54% of people saying they had walked or cycled more and 41% stating they had not.

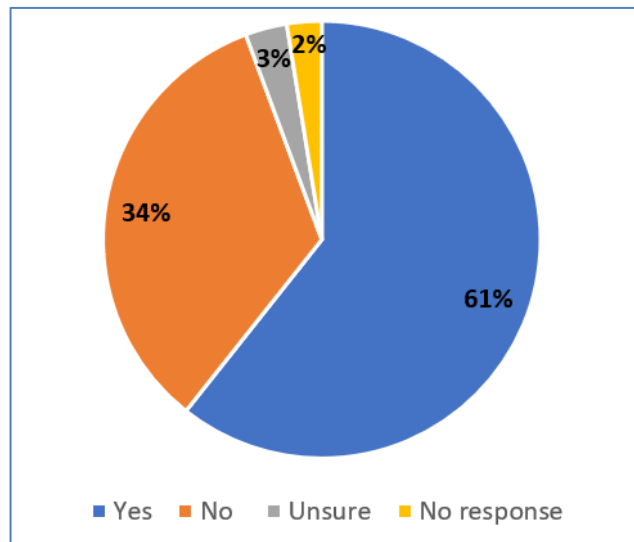
Figure 13: Current Crow Lane Temporary Closure – Active Travel Use



6.8 Permanent Closure on Crow Lane

6.8.1 Respondents were asked if they generally supported making the temporary closure arrangements on Crow Lane permanent. Figure 14 summarises the results and indicates that 61% of people are in favour of a permanent closure, 34% are against a permanent closure and 5% are unsure or did not provide a response.

Figure 14: Making the Temporary Crow Lane Closure Permanent



6.9 Additional Improvements

6.9.1 Respondents were asked if there were any further improvements to encourage walking and cycling that they would like to see made along this section of the route. Again, answers were on a 'free-text' basis and were grouped into themes. A total of 177 comments were made, the most popular being:

- **Alternative route (17 people)** – As outlined in response to a previous question, some people feel that an improvement would be to route the pedestrian/cycle route via Dark Lane, Wheathill Lane and the golf course which would allow Crow Lane to be opened up for vehicle use;
- **Regular maintenance (17 people)** – Regular route maintenance (e.g. cutting back of vegetation, litter removal, road sweeping etc) is required to ensure that the route is useable at all times;
- **Lighting (14 people)** – As outlined in response to a previous question, some people feel that lighting of Crow Lane and Wetlands Lane is necessary to make it safer for walking and cycling; and
- **Increased use of Dark Lane, Wheathill Lane and Pettyclose Lane (9 people)** – The temporary closure of Crow Lane has resulted in some traffic diverting onto Dark Lane, Wheathill Lane and Pettyclose Lane. The increase in flow on this single lane width route is a hazard for pedestrians, cyclists, horse riders and vehicle users.

6.10 Further Comments

6.10.1 Respondents were also asked whether they had any further comments to make in relation to the proposals. To some extent, this involved people repeating/expanding on those comments already discussed within Sections 6.5 and 6.9 and these are therefore not repeated.

6.10.2 In addition to the above, a number of comments were made with regards to people's experiences/views of the temporary closure on Crow Lane and whether they would like to see it made permanent. Comments covered wide-ranging subject matter and, in some cases, were very detailed. The range in opinion was also significant, with a number of both extremely positive and extremely negative responses received in relation to the Crow Lane proposal.

6.10.3 The positive comments tend to focus on:

- How people now regularly enjoy using the lane for commuting, leisure and exercise purposes without the prospect of encountering traffic;
- How people who previously viewed the route as too dangerous are now enjoying being able to use the traffic-free route; and
- The associated benefits the closure has brought, such as improved quality of wildlife, a more pleasant environment and a reduction in litter/fly-tipping.

6.10.4 The negative comments tend to focus on:

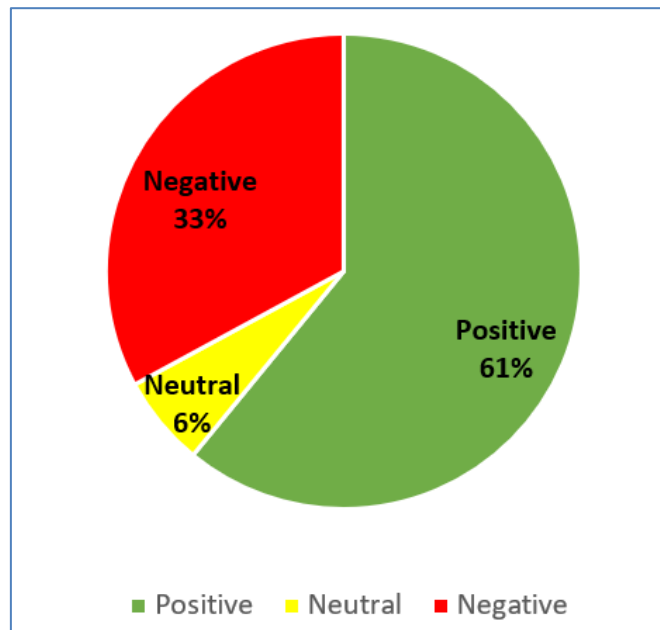
- How Crow Lane formed an important/useful traffic route for them and that having to use an alternative route has increased congestion, journey times and air pollution on other routes;
- How the closure of Crow Lane increases the potential for rat-running on other routes, such as between Dark Lane and Paxton Road at Tapton; and
- That the additional numbers of walkers and cyclists using Crow Lane is insufficient to justify a permanent closure.

6.10.5 The above provides an overall summary and all further comments that have been received have been passed in full to DCC.

6.11 Overall Sentiment

6.11.1 Respondents were asked to outline how they feel about the plans to improve walking and cycling along this section. The overall sentiment results are shown in Figure 15 and outline that 61% of people were positive towards the proposals, 6% were neutral and 33% were negative.

Figure 15: Overall Sentiment towards Proposals



7. ENGAGEMENT FINDINGS – OVERALL

7.1 Introduction

7.1.1 By combining responses across all five route sections, this section provides a brief summary of:

- Whether people felt that the planned improvements would encourage them to walk or cycle more often; and
- Overall sentiment towards the planned improvements.

7.2 Would the Planned Improvements Encourage you to Walk/Cycle

7.2.1 Table 22 summarises whether the planned improvements would encourage the respondents to walk or cycle more across the different sections of the route.

Table 22: Walk/Cycle More Often

| Section | Yes | No | Unsure/No response | Total |
|--------------|------------------|------------------|--------------------|-------------|
| Section 1 | 163 (54%) | 99 (33%) | 39 (13%) | 301 |
| Section 2 | 153 (83%) | 19 (11%) | 12 (6%) | 184 |
| Section 3 | 128 (82%) | 17 (11%) | 11 (7%) | 156 |
| Section 4 | 112 (74%) | 24 (16%) | 16 (10%) | 152 |
| Section 5 | 225 (58%) | 132 (34%) | 32 (8%) | 389 |
| Total | 781 (66%) | 291 (25%) | 110 (9%) | 1182 |

7.2.2 Of the responses received, approximately two thirds said they would walk or cycle more. Those people that outlined that they would walk or cycle more were asked which destinations they would walk or cycle to most often. The most popular responses were as follows (people were able to select multiple destinations):

- Parks and recreational areas – 561 responses;
- Chesterfield town centre – 493 responses; and
- Local shops and services – 357 responses.

7.3 Overall Sentiment

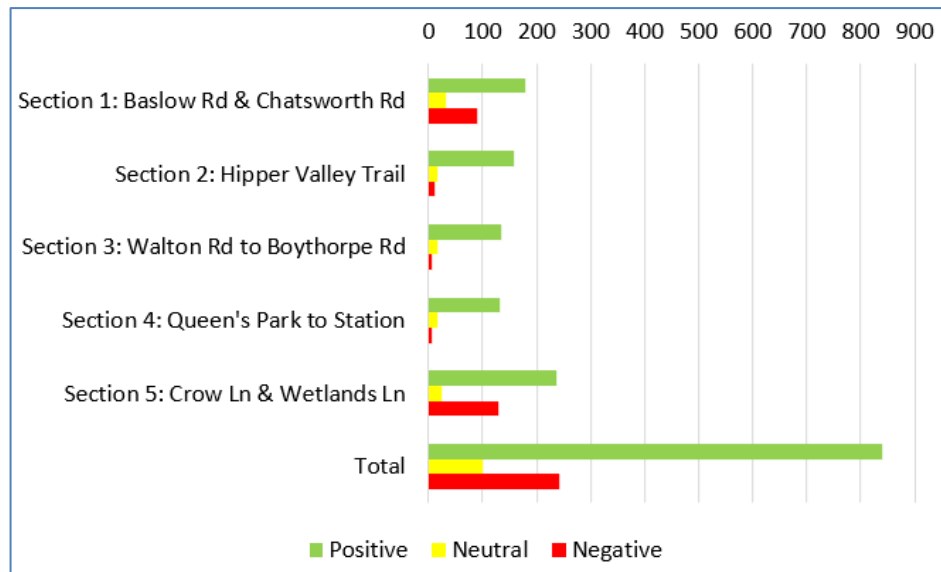
7.3.1 Table 23 summarises the overall sentiment respondents had towards the planned improvements across the different sections of the route. Across the whole route, a positive sentiment figure of over 70% was identified.

Table 23: Overall Sentiment

| Section | Positive | Neutral | Negative | Total |
|--------------|------------------|-----------------|------------------|-------------|
| Section 1 | 180 (60%) | 31 (10%) | 90 (20%) | 301 |
| Section 2 | 157 (85%) | 15 (8%) | 12 (7%) | 184 |
| Section 3 | 135 (86%) | 15 (10%) | 6 (4%) | 156 |
| Section 4 | 132 (87%) | 15 (10%) | 5 (3%) | 152 |
| Section 5 | 237 (61%) | 24 (6%) | 128 (33%) | 389 |
| Total | 841 (71%) | 100 (9%) | 241 (20%) | 1182 |

7.3.2 The information contained above within Table 23 is shown graphically within Figure 16.

Figure 16: Overall Sentiment



8. NON-COMMONPLACE ENGAGEMENT FINDINGS

8.1 Non-Commonplace Comments Received

8.1.1 Some members of the local community choose to provide responses to the engagement outside of the Commonplace platform and this typically consisted of emails and letters. Table 24 provides an overall summary of the scheme-specific comments received from the following:

- Elected Members;
- Holymoorside & Walton Parish Council;
- Chesterfield Borough Council;
- Chesterfield Royal Hospital;
- Local groups/organisations; and
- DCC public transport officer.

8.1.2 All information has been paraphrased/shortened as it was not possible to provide full responses within the below table. All full responses have been passed to DCC for further consideration.

Table 24: Summary of Scheme Specific Non-Commonplace Comments

| Ref | Stakeholder | Support / Object | Summary of Additional Details Provided |
|-----|--|--------------------|--|
| 1 | CBC Councillor Tony Rogers – Moor Ward | Support (General) | - |
| 2 | CBC Councillor Dean Collins – Lowgates & Woodthorpe Ward | Object (Section 5) | Objects on health and safety grounds. |
| 3 | CBC Councillor Tricia Gilby – Brimington South Ward | Object (Section 5) | Considers that there is a lot of local opposition to a permanent closure of Crow Lane due to the inconvenience and delay/congestion caused by motorists having to use other routes. Suggests that an alternative route via Dark Lane would be better for pedestrians and cyclists. |
| 4 | DCC Councillor Stuart Brittain – Brimington Ward | Object (Section 5) | Considers the proposal to permanently close Crow Lane to motor traffic is flawed. Very little walking/cycling use of Crow Lane and suggests an alternative route via Dark Lane would be better for pedestrians and cyclists. |
| 5 | Toby Perkins – MP for Chesterfield | Object (Section 5) | Crow Lane proposals are contentious and own survey suggests that there is considerable opposition to them. Suggests that an alternative route via Dark Lane would be better for pedestrians and cyclists. The implementation of traffic calming on Crow Lane would be preferable to a permanent closure. |
| 6 | Kate Brailsford – Holymoorside & Walton Parish Council | Unknown | To provide comments following the next Parish Council meeting (13 th April 2021). |

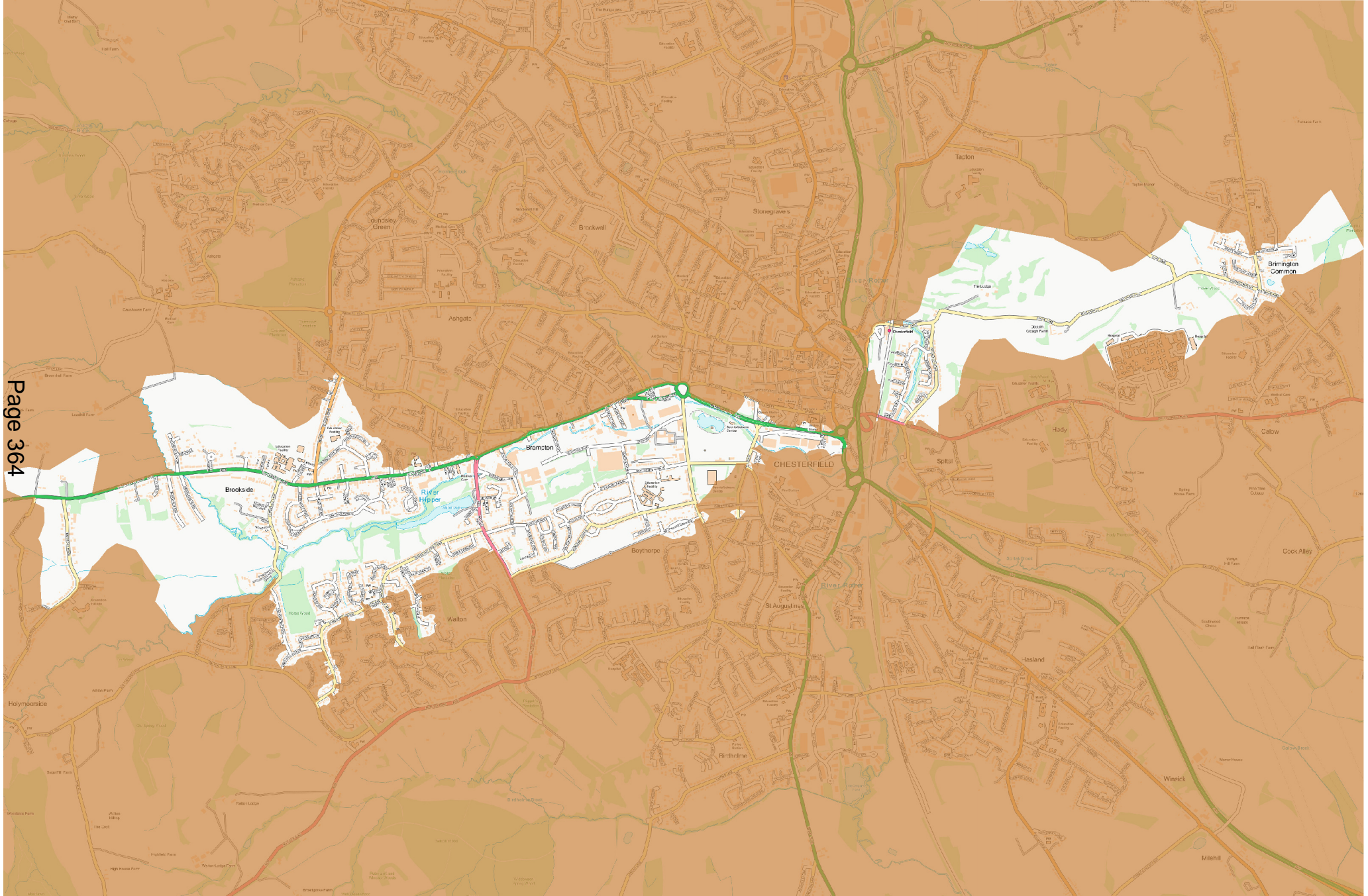
| Ref | Stakeholder | Support / Object | Summary of Additional Details Provided |
|-----|--|---|--|
| 8 | Chesterfield Borough Council (Officer Level) | General support, some concerns on Section 1 | Using Chatsworth Road would not be CBC's first preference as it is a heavily trafficked primary route and may not be viewed by all as a safe and attractive route |
| 8 | Chesterfield Royal Hospital | Support (General) | Fully supports all route sections. |
| 9 | Transition Chesterfield | Support (General) | Strongly support all route sections but would also like to see some additional measures provided. |
| 10 | Chesterfield Cycle Campaign | Support (General) | Strongly support all route sections and have identified further possible improvements / opportunities. |
| 11 | Trans Pennine Trail Office | Support (Section 5) | Supports the proposals and has also suggested possible improved connections to the nearby Trans Pennine Trail route. |
| 12 | Chesterfield & District Civic Society | Object (Section 1) & Support (Section 5) | <p>Strongly opposed to Chatsworth Road proposals due to impact on street character, adverse impact on pedestrians/motorists and difficulties associated with private drive access.</p> <p>Support the permanent closure of Crow Lane and would also like to see the lower section of the route closed once the proposed link road between Hollis Lane and the station is opened.</p> |
| 13 | DCC Public Transport Officer | General Feedback | Provided detailed comments on the impact of the scheme proposals on public transport provision and has outlined suggested improvements / opportunities. |

9. SUMMARY

9.1 Summary

- 9.1.1 UK Government has awarded Derbyshire County Council (DCC) approximately £1.6m as part of the Active Travel Fund (Tranche 2) to create a new east to west walking and cycling route across Chesterfield. The proposed 8km route extends from the A619 junction with Holymoore Road, along Chatsworth Road and the existing Hipper Valley Trail, through Queen's Park and to Chesterfield Royal Hospital via Crow Lane and Wetlands Lane. The route was chosen as it met all the criteria set out by the Government and has been identified as an important link to create a better network of walking and cycling routes in the town.
- 9.1.2 During March 2021, DCC undertook a wide-ranging engagement exercise which sought to obtain the views of the local community on initial route design options.
- 9.1.3 Across the five route sections, a total of 1182 responses were provided on the Commonplace engagement platform. Across the proposed route as a whole, the key findings were that:
- Approximately two thirds of the responses (66%) outlined that the planned improvements would encourage them to walk or cycle more often.
 - The most popular destinations that people would walk or cycle to were parks and recreational areas, Chesterfield town centre and local shops and services.
 - An overall positive sentiment figure of 71% was identified for the planned improvements as a whole. The level of positive sentiment varied by route section, with Sections 2, 3 and 4 recording a positive sentiment level of at least 85%. Although the level of positive sentiment towards Sections 1 and 5 was lower (60% and 61% respectively), it still formed the majority response.
- 9.1.4 Some members of the local community provided responses to the engagement outside of the Commonplace platform and this typically consisted of emails and letters. These comments included a mix of supportive responses, comments not in favour of the scheme and general scheme feedback.
- 9.1.5 All comments and feedback received on the initial route design options (both via Commonplace and via other methods) have been fully reviewed and will help to inform the next stages of the project.

Appendix I – Letter Distribution Extents



Appendix 2 – Elected Member Distribution List

| |
|--|
| Elected Members |
| Cllr Simon Spencer (DCC - Member for Highways & Transport) |
| Cllr Trevor Ainsworth (DCC - Support for Highways & Transport - North) |
| MPs |
| Toby Perkins MP (Chesterfield) |
| Lee Rowley MP (North East Derbyshire) |
| Derbyshire County Councillors |
| Cllr Barry Lewis (DCC - Leader of the Council) |
| Cllr David Allen (DCC - Birdholme) |
| Cllr Ron Mihaly (DCC - Boythorpe & Brampton South) |
| Cllr Stuart Brittain (DCC - Brimington) |
| Cllr Mick Wall (DCC - Loundsley Green and Newbold) |
| Cllr Sharon Blank (DCC - Spire) |
| Cllr Jean Innes (DCC - St. Mary's) |
| Cllr Helen Elliott (DCC - Staveley) |
| Cllr Barry Bingham (DCC - Staveley North & Whittington) |
| Cllr John Boulton (DCC - Walton & West) |
| Cllr Angelique Foster (DCC - Dronfield West & Walton) |
| Cllr Nigel Barker (DCC - Sutton) |
| North East Derbyshire District Councillors (as at 8/3/21) |
| Cllr Martin Thacker (NEDDC - Brampton & Walton) |
| Cllr Peter Elliott (NEDDC - Brampton & Walton) |
| Cllr Joseph Birkin (NEDDC - Sutton) |
| Cllr Pat Kerry (NEDDC - Sutton) |
| Chesterfield Borough Councillors (as at 8/3/21) |
| Councillor Paul Holmes |
| Councillor Kelly Thornton |
| Councillor Terry Gilby |
| Councillor Suzie Francis Perkins |
| Councillor Andy Bellamy |
| Councillor Ian Callan |
| Councillor Tricia Gilby |
| Councillor Maureen Davenport |
| Councillor Ed Fordham |
| Councillor Katherine Hollingworth |
| Councillor Janice Marriott |
| Councillor Mark Rayner |
| Councillor Gordon Simmons |
| Councillor Mick Brady |
| Councillor Amanda Serjeant |
| Councillor Paul Mann |
| Councillor Ruth Perry |
| Councillor Mick Bagshaw |
| Councillor Glenys Falconer |
| Councillor Keith Falconer |
| Councillor Peter Barr |
| Councillor Emily Coy |
| Councillor Ray Catt |
| Councillor Avis Murphy |
| Councillor Dean Collins |

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| Councillor Lisa Collins |
| Councillor Barry Dyke |
| Councillor Chris Ludlow |
| Councillor Kate Caulfield |
| Councillor Tony Rogers |
| Councillor Peter Innes |
| Councillor Lisa Blakemore |
| Councillor Jenny Flood |
| Councillor Keith Miles |
| Councillor Jill Mannion-Brunt |
| Councillor Tom Murphy |
| Councillor Dan Kelly |
| Councillor Kate Sarvent |
| Councillor Maggie Kellman |
| Councillor Nicholas Redihough |
| Councillor Tom Snowdon |
| Councillor Howard Borrell |
| Councillor Paul Niblock |
| Councillor Shirley Niblock |

Appendix 3 – Wider Stakeholder Distribution List

| Wider Stakeholders |
|--|
| Chesterfield Cycle Campaign |
| Transition Chesterfield |
| Chesterfield Royal Hospital (Env. Advisor & Health & Wellbeing Lead) |
| CBC Walking for Health Groups |
| CBC Assistant Director, Health & Wellbeing |
| CBC Major Sites Officer |
| CBC Senior Environmental Health Officer |
| AECOM (Hollis Lane Link Rd Project Manager) |
| AECOM (Station Masterplan Project Manager) |
| East Midlands Ambulance Service NHS Trust |
| Derbyshire Constabulary Chief Constable |
| Derbyshire Fire & Rescue Service |
| Stagecoach Yorkshire (Commercial Director) |
| East Midlands Railway (Area Station Manager) |
| Road Haulage Association |
| Freight Transport Association |
| Tom Tom Geographical Data |
| NFU Regional Offices |
| Derbyshire & Nottinghamshire Chamber of Commerce |
| Sustrans (Nottingham Office) |
| Environment Agency |
| Natural England |
| Campaign to Protect Rural England |
| Derbyshire Wildlife Trust |
| Midlands Historic England |
| Guide Dogs Nottingham Mobility Team |
| Links CVS |
| Derbyshire Voluntary Action |
| Accessible Derbyshire |
| Sight Support Derbyshire |
| Deaf & Hearing Support |
| Brightlife Chesterfield |
| Active Derbyshire |
| British Horse Society |
| British Driving Society |
| Auto Cycle Union Ltd. |
| CTC / Cycling UK |
| Trail Riders Fellowship (East Midlands Rights of Way Officer) |
| International Mountain Biking Association UK |
| Chesterfield Spire Cycling Club |
| Bolsover & District Cycling Club |
| Bolsover Wheelers Cycling Club |
| Inclusive Pedals CIC |
| GLASS (Green Lane Association) |
| Derbyshire Footpaths Preservation Society |
| Peak & Northern Footpaths Society |
| Chesterfield U3A Walking Groups |
| Chesterfield & NE Derbyshire Ramblers |
| Derbyshire Community Transport |
| St. Thomas Centre, Brampton |
| Calow Community Centre |
| Walton Holymoorside Primary School (Head) |
| Brookfield Community School (Head) |

| |
|--|
| Storrs Road Pre-School (Manager) |
| Westfield Infant School (Head) |
| Old Hall Junior School (Head) |
| Brampton Primary School (Head) |
| Parkside Community School (Head) |
| William Rhodes Primary & Nursery School (Head) |
| Whitecotes Primary Academy (Head) |
| Spire Junior School (Head) |
| St Mary's Catholic High School (Head) |
| Abercrombie Primary School (Head) |
| St. Peter & St. Paul School (Head) |
| Hady Primary School (Head) |
| Brimington Manor Infant & Nursery School (Head) |
| Children 1st @ St Peter & St Paul Day Nursery |
| Chesterfield College |
| University of Derby Chesterfield Campus |
| Chesterfield County Court |
| Chesterfield Museum |
| Pomegranate Theatre & Winding Wheel Theatre |
| Royal Mail Chesterfield Delivery Office |
| Chatsworth Road Medical Centre (Practice Manager) |
| The Surgery @ Wheatbridge (Practice Manager) |
| Friends of Somersall Park |
| Friends of Queen's Park |
| Queen's Park Sports Centre |
| Tapton Park Golf Course Clubhouse |
| Church in the Peak |
| Chesterfield Parish Church |
| Chesterfield Skate Park |
| Robinsons Sports Ground / Chesterfield Barbarians Cricket Ground |
| Chesterfield Market |
| Screwfix (Walton Road) |
| Morrisons (Chatsworth Road) |
| Lidl (Chatsworth Road) |
| Home Bargains (Lordsmill Street) |
| The Range (Lordsmill Street) |
| TK Maxx (Lordsmill Street) |
| Tapton Park Innovation Centre (CBC) |
| Ravenside Retail Park (XPROP on behalf of Land Securities) |
| Markham Retail Park (XPROP on behalf of CBRE) |
| Spires Retail Park (Avison Young on behalf of Paloma Capital) |
| Ibis Chesterfield Central (Lordsmill Street) |
| Parish Councils |
| Holymoorside & Walton Parish Council |
| Brimington Parish Council |
| Calow Parish Council |
| Brampton Parish Council |

Appendix 4 – DCC Media Release

HAVE YOUR SAY ON MAJOR NEW CYCLING AND WALKING ROUTE FOR CHESTERFIELD

Ambitious plans for an east-west walking and cycling route for Chesterfield have been published today by the county council, and local people are being asked for their views.

The Government has awarded the county council just over £1.6m to create a new route for cyclists and those on foot.

The route will go from the A619 junction with Holymoore Road, along Chatsworth Road and the existing Hipper Valley Trail, through Queen's Park, and to the hospital by using Crow Lane and Wetlands Lane.

The plans for the route include improving existing sections by widening and resurfacing, to provide enough space for all users and allow for better social distancing.

Councillor Simon Spencer, Derbyshire County Council's Cabinet Member for Highways, Transport and Infrastructure, said: "This new route will help many people to walk or cycle into the town centre, to the railway station and the hospital.

"We've already seen a huge increase in the number of cyclists in the town centre and this route will help to take more traffic off the roads, which can only be a good thing for everyone.

"We can't use this money for anything else, nor can we use it anywhere else in the county, so I'd urge everyone who lives locally to have a look at the plans and let us have their views.

The consultation can be found at <https://chesterfieldcycleroute.commonplace.is/> and closes on 25 March 2021.



Derbyshire County Council Equality Impact Analysis Record Form 2018

| | |
|--|--|
| Department | Traffic and Safety (Place) |
| Service Area | Economy Transport and Environment |
| Title of policy/ practice/ service of function | Chesterfield East-West Walking and Cycling Route |
| Chair of Analysis Team | Anthony Sabato |

Stage 1. Prioritising what is being analysed

- a. Why has the policy, practice, service or function been chosen? (rationale)
- b. What if any proposals have been made to alter the policy, service or function?

a) The Equality Impact Assessment (EqIA) relates to a project to develop the East-West corridor route between Chesterfield Royal Hospital at Calow and Holymoorside via Chesterfield town centre, the rail station, connecting into key employment, retail and education destinations. This route forms the strategic east - west corridor through Chesterfield (Derbyshire's largest market town with a population of around 105 thousand residents), which is an essential commuter route, but also utilised as a route to schools, transport hubs, health, education and retail destinations. The route also functions as key leisure corridor, particularly on sections of the existing Hipper Valley Trail where it passes through Somersall and Queen's Parks and also wider destinations including the Peak District and Sherwood Forest. The project is funded by the Department for Transport (DfT).

b) N/A.

c. What is the purpose of the policy, practice, service or function?

The project aims to build a new cycling and walking route east to west across Chesterfield. The route utilises existing sections of infrastructure realised through Emergency Active Travel Fund (EATF) Tranche 1 (installation of modal filter and point closure to motor vehicles at Crow Lane) and existing sections of the off-road, rail station link and Hipper Valley Greenway through Queen's and Somersall urban parks. Improvements and gap closing along this corridor will include the works identified on the drawing below to form a high quality, segregated route that is continuous and direct. The route will be constructed of sufficient width and materials to permit year round use, such that it is lit and suitable for use by an unaccompanied 12 year old, as per the latest guidance. The route will improve walking and cycling access to workplaces, schools, Chesterfield College, the station, recreational facilities and the hospital. It will also make other general everyday trips on foot or by bicycle easier. Proposals will be designed within accordance of relevant Design Manual for Roads and Bridges (DMRB), Manual for Streets and Disability Discrimination Act (DDA).

This project forms part of [The Derbyshire Key Cycle Network \(KCN\)](#), which was approved by Cabinet in January 2020. This expands of the priorities identified in the [Derbyshire Cycling Plan](#).

Strategic north/south and east/west corridors were identified through the town of Chesterfield through the route selection process. Raising the standard of and completion of the E/W route through the town is recognised as a key priority. Once complete the project will contribute towards the creation of a network of attractive cycle paths, providing residents and visitors with healthier and sustainable options to travel other than using their cars. An increase in cycling for local trips will also assist us to accommodate additional traffic generated by new developments including Peak Resort, Waterside, The Avenue and housing at Clay Cross.

d. Will the proposals lead to changes in staffing resources/ the organisation of staffing? If Yes, please outline.

No. The delivery of the scheme will be managed under existing staff resources in Place utilising external consultants for design and external contractors for construction.

Stage 2. The team carrying out the analysis

| Name | Area of expertise / role |
|--|---|
| Anthony Sabato (Chair) – DCC Capital Programme Manager (and Active Travel Fund Tranche 2 Project Lead) | Active Travel Fund Tranche 2 Project Lead with extensive walking and cycling route appraisal, design, development and implementation experience. Successfully implemented a number of similar projects in the UK, which have included Equality Impact Assessments (EqIA). |
| Simon Tranter – DCC Principal Engineer, Traffic and Safety | Experienced Traffic and Road Safety Engineer providing design and engineering support for the project. |
| Andy Mayo – Director at LTP Ltd (LTP are providing consultancy services on the project) | Extensive walking and cycling route appraisal, design, development and implementation experience. Undertaken a number of Equality Impact Assessments (EqIA) in relation to active travel and other highway projects. Experienced road safety auditor who takes into account the needs of various user groups, including those with protected characteristics, as part of day-to-day work. |
| Ryan Penn – Senior Engineer at LTP Ltd (LTP are providing consultancy services on the project) | Considerable walking and cycling route appraisal, design and development experience. Undertaken a number of Equality Impact Assessments (EqIA) in relation to active travel and other highway projects. Experienced road safety auditor who takes into account the needs of various user groups, including those with protected characteristics, as part of day-to-day work. |

Stage 3. The scope of the analysis – what it covers

Under the specific public sector duties introduced by the Equality Act 2010 public bodies must have due regard for the need to (S.149):

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the act, such as the failure to make reasonable adjustments for disabled people.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic and those who do not.

These duties relate to the nine protected characteristic groups defined by the Equality Act 2010, namely:

- Age.
- Disability.
- Gender or Sex.
- Gender re-assignment.
- Pregnancy and maternity.
- Race.
- Religion and belief, including non-belief.
- Sexual orientation, and
- Marriage and Civil Partnership (albeit solely in relation to the need to eradicate unlawful prohibited conduct).

The scope of the analysis is therefore to consciously think about the likely impacts of the project on people with a protected characteristic. The analysis has been a useful tool for identifying possible improvements to the project so that it meets the needs of the diverse groups of people living within Derbyshire. It involves bringing together all relevant information and consultation feedback so that conclusions can be reached about how the project may affect different groups of people, especially those with a protected characteristic.

Stage 4. Data and consultation feedback

a. Sources of data and consultation used

| Source | Reason for using |
|---|--|
| Baseline pedestrian and cycle count data from survey counters along the proposed route (see Appendix 1). | To provide information with regards to current route usage (including information on different times of the year, time of day etc). |
| Active Travel Appraisal Tool Kit as part of project bid to DfT | To provide information on projected route usage for different types of users |
| National Travel Attitudes Survey (NTAS) | To provide supportive information relating to patterns and trends in cycling and walking across the UK |
| Sustrans Bike Life Report (2018) | To provide supportive information relating to patterns and trends in cycling and walking |
| Propensity to Cycle Tool and Rapid Cycleway Prioritisation Tool as part of project bid to DfT | To demonstrate the strategic importance and need for providing high quality cycle facilities on the east-west corridor. |
| Census 'method of travel to work data' and 'distance travelled to work' for the Chesterfield area | To demonstrate that existing trips by walking and cycling are underrepresented and that there is scope to increase these modal splits and provide increased travel opportunities for people. This is also supported by distance travelled to work data which outlines that two-thirds of Chesterfield residents travel less than 10km to work. |
| Public Health England (PHE) Profile 2014 | To demonstrate the health and well-being statistics as a baseline measurement to judge project benefits. |
| Public health England (PHE) 2018: Cycling and Walking for Individual and Population Health Benefits | To demonstrate the socio-economic costs relating to the National Health Service (NHS). |
| School travel modal split information as part of project bid to DfT | To demonstrate that relatively little school travel takes place by bicycle and that the provision of high-quality facilities should allow this modal split to be increased. |
| Business Travel Plans (Chesterfield College & Chesterfield Royal Hospital) | To demonstrate the low number of employees walking and cycling to these workplaces despite around 40-60% of employees residing less than five miles away. The proposed project interventions are expected to directly benefit employees working at both |

| Source | Reason for using |
|--|---|
| | these locations by providing a safe and more accessible walking/cycling route to work. |
| Commonplace online engagement portal (https://chesterfieldcycleroute.commonplace.is/) | Online survey sought to gather the views of the local community on the scheme proposals. In excess of 4,000 letters were delivered to residential and business properties located on or close to the route. The survey included a combination of multiple choice and 'free text' questions which allowed people to clearly explain their views. |
| Phone line support option | For those people unable/unwilling to use the internet, a specific phone number was advertised which people could use to provide their views. |
| Pre-engagement email briefing for DCC and CBC Elected Members | To advise them of the upcoming engagement period and encourage them and their constituents to provide their views on the proposals. |
| Pre-engagement email briefing for key stakeholders including local schools, local service providers, parish councils, community groups, public transport providers, the emergency services and internal DCC/CBC contacts/Officers. | To advise them of the upcoming engagement period and encourage them to provide their views on the proposals and to pass on the details within their own networks of contacts. |
| Use of DCC project website and DCC press/media releases and social media posts | To promote survey participation amongst the local community. |
| DCC Officer knowledge | Over a significant period of time, the public and stakeholders have made requests/representations to DCC Officers regarding transport issues and ideas. This information and knowledge has been brought to the project. |

Stage 5. Analysing the impact or effects

a. What does the data tell you?

| Protected Group | Findings |
|------------------------|---|
| Age | According to the 2011 Census, only 1% of people make journeys by bicycle to work, which is lower than the Derbyshire percentage of 2% and the national average of 3%. Although people of all ages do make use of walking and cycling across Chesterfield and the UK (see 2018/19 cycling statistics across the UK here) there is scope for modal splits in these journey choices to increase. In particular, there is considerable scope for young people to walk and cycle to |

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|------------|---|
| | <p>school. Currently, only 1% of students from Brookfield Community School cycle to school as identified at the time of the project bid to the DfT. Similarly, elderly people may not currently choose to walk and cycle as they may not feel safe or face access constraints (e.g. physically unable to navigate some routes), which is gathered from the UK census data showing the age group least likely to travel by bike is the over 55's along with reasons for not cycling, safety is the most common response (over 66% of adults) as per the National Travel Attitude Survey 2018/19 The combined effect of safe routes and advancements in electric bicycles will assist to encourage greater uptake.</p> <p>According to the PHE Health Profile 2014, rates of obesity (24.7%) in Derbyshire are higher than the national average, and this can lead to serious long term conditions such as diabetes or heart disease. Encouraging modal shift to cycling will reduce the impact on the public transport network and remove the number of journeys made by car further improving air quality across Chesterfield.</p> <p>The project seeks to overcome the barriers outlined above and referenced in the data sources, with the route seeking to facilitate independent walking and cycling for all ages (especially encouraging unaccompanied 12 year old and older people) by providing segregated cycle lanes safe from vehicles and particularly HGV's along with improved wayfinding, lighting and more comfortable cycle / walking facilities.</p> |
| Disability | <p>Limited baseline data regarding the experiences of people with disabilities along the route alignment is currently known. However; according to the NTAS people with disabilities make six times fewer cycle trips and 7 times fewer cycling miles, make two times fewer walking trips and three times fewer walking miles. Existing barriers to walking and cycling use for people with disabilities include issues such as tight/restrictive access barriers at route entrance points (e.g. parks / dropped kerbs) which limit access for wheelchairs and mobility scooters etc. and providing a cycle route where they feel safe from vehicles and HGV's.</p> <p>The project seeks to remove barriers for people with disabilities following DDA compliant design in accordance with the DMRB (e.g. if access barriers are required, ensure that people with disabilities are able to use them, wider footways, tactile paving) and make walking and cycling easier for this group. The design has also considered access to public transport to ensure sufficient bus stop provision to enable deployment of ramps and access for disability groups are not adversely affected.</p> |

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| Gender (Sex) | <p>Limited baseline data regarding the experiences of people of different genders is currently known specifically to this route alignment. However, 71% of females have cited that “it is too dangerous to cycle on the road” compared with 61% for men according to the NTAS 2020 report. Men also cycle 2.5 times more often than women and almost four times more miles. Also, in the Sustrans Bike Life Report (2018) found that in seven major cities only 12% of women use a cycle to travel regularly and 73% of women didn’t ride a bike; but 30% of these said that they would like to cycle. 76% of women who cycle or would like to start would find cycle routes alongside the road (but physically separated from traffic) very useful. 79% of women support building more protected cycle lanes, even if this means less space for traffic. 39% of females aged over 16 said they felt a bit unsafe or very unsafe when walking alone after dark (ONS 2016) compared to 12% of males. Feeling unsafe increased with age with 53% of females over 75 saying they felt a bit unsafe or very unsafe when walking alone after dark.</p> <p>The project, through proposing segregated cycle lanes, routes free from motorised vehicle traffic and improved lighting / comfort will directly address these concerns and encourage people of all genders to make more cycle and walking trips more often.</p> |
| Gender reassignment | <p>There is no evidence that the proposals will have a material adverse impact on the grounds of Gender reassignment, but that the impacts which have been identified could affect people with and without this characteristic as outlined elsewhere in this analysis.</p> |
| Marriage and civil partnership | <p>There is no evidence that the proposals will have a material adverse impact on the grounds of Marriage and Civil Partnerships, but that the impacts which have been identified could affect people with and without this characteristic as outlined elsewhere in this analysis.</p> |
| Pregnancy and maternity | <p>There is no evidence that the proposals will have a material adverse impact on the grounds of Pregnancy and Maternity, but that the impacts which have been identified could affect people with and without this characteristic as outlined elsewhere in this analysis.</p> <p>The project seeks to provide an east-west route cycle and walking route, and restrictive access barriers (e.g. gates) are to be removed or replaced with something more appropriate as part of the project. This combined with dropped kerbs, pedestrian crossings and segregated cycle lanes, will provide improved connectivity and access for people with pregnancy and maternity restrictions. The Hospital is located at the eastern end of the route and a key driver of the project is to enhance walking/cycling access to this facility. As such,</p> |

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| | the project may positively impact walking and cycling levels amongst people from this group attending appointments. |
| Race | There is no evidence that the proposals will have a material adverse impact on the grounds of Race, but that the impacts which have been identified could affect people with and without this characteristic as outlined elsewhere in this analysis. |
| Religion and belief including non-belief | There is no evidence that the proposals will have a material adverse impact on the grounds of Religion and belief, including non-belief, but that the impacts which have been identified could affect people with and without this characteristic as outlined elsewhere in this analysis. Two churches are in the immediate vicinity of the route (St. Thomas's Church Brampton and Church in the Peak Chesterfield) and the project may positively impact patrons attending Church services. |
| Sexual orientation | There is no evidence that the proposals will have a material adverse impact on the grounds of Sexual Orientation, but that the impacts which have been identified could affect people with and without this characteristic as outlined elsewhere in this analysis. |

Other

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|--------------------------|---|
| Socio-economic | Walking is an activity that can be undertaken free of charge. Cycling is also low-cost transportation mode where there is no road tax applicable, no toll, fuel or parking fees. There is also support from Derbyshire County Council partners 'Wheels to work' scheme and 'Cycle Friendly' grants scheme to provide low-cost bicycles for residents and workers to access. Dr Bike sessions provided by Chesterfield Cycle Campaign (CCC) also offer free repairs to bicycles and CCC also offer free cycle training. Compared to other travel modes (public transport, private car etc), walking and cycling are low-cost options along with providing health benefits that reduce the impact on the NHS where inactivity is estimated to cost £450 million per year according to the Public Health England 2018 report . |
| Rural | The proposed 8km route provides a gateway connection to the Peak District National Park to the west at Chatsworth Road and to the east with the rural areas of Brimington and Calow. In between it intersects the urban recreational grounds of Hipper Valley and Queen's Park as well as industrial areas of Dock walk and commercial districts at the retail parks. |
| Employees of the Council | Chesterfield Borough Council offices are located a short distance north of the project extents at Queens Park. Employees may be positively affected as the project will enhance the travel options to / from the office and onto key |

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| | locations within the borough, such as the Royal Hospital, Train Station and Hipper Valley Park. |
|--|---|

b. What does customer feedback, complaints or discussions with stakeholder groups tell you about the impact of the policy, practice, service or function on the protected characteristic groups?

| Protected Group | Findings | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|-------------|--------|---|-------|---|-----|-------|----|----|-------|----|-----|-------|----|-----|-------|----|-----|-------|----|-----|-------|----|----|-------------------|---|----|-------------|----|-----|--------------|------------|-------------|
| Age | <p>People from a range of age groups took part in the Commonplace engagement (ranging from ages 16-24 to 75-84). Details of the respondents age is summarised in the following table, as found in Appendix 2: <i>Chesterfield Active Travel Route - Engagement Summary Note - Final Issue 3.pdf</i></p> <p style="text-align: center;">Table 1: Age Group of Respondents</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Age Group</th> <th>Number</th> <th>%</th> </tr> </thead> <tbody> <tr> <td>16-24</td> <td>1</td> <td><1%</td> </tr> <tr> <td>25-34</td> <td>11</td> <td>4%</td> </tr> <tr> <td>35-44</td> <td>29</td> <td>10%</td> </tr> <tr> <td>45-54</td> <td>47</td> <td>16%</td> </tr> <tr> <td>55-65</td> <td>50</td> <td>17%</td> </tr> <tr> <td>65-74</td> <td>55</td> <td>18%</td> </tr> <tr> <td>75-84</td> <td>12</td> <td>4%</td> </tr> <tr> <td>Prefer not to say</td> <td>5</td> <td>2%</td> </tr> <tr> <td>No response</td> <td>91</td> <td>30%</td> </tr> <tr> <td>Total</td> <td>301</td> <td>100%</td> </tr> </tbody> </table> | Age Group | Number | % | 16-24 | 1 | <1% | 25-34 | 11 | 4% | 35-44 | 29 | 10% | 45-54 | 47 | 16% | 55-65 | 50 | 17% | 65-74 | 55 | 18% | 75-84 | 12 | 4% | Prefer not to say | 5 | 2% | No response | 91 | 30% | Total | 301 | 100% |
| Age Group | Number | % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16-24 | 1 | <1% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25-34 | 11 | 4% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 35-44 | 29 | 10% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 45-54 | 47 | 16% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 55-65 | 50 | 17% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 65-74 | 55 | 18% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 75-84 | 12 | 4% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Prefer not to say | 5 | 2% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| No response | 91 | 30% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total | 301 | 100% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Disability | No specific comments received in relation to this characteristic. As such, the currently proposed alignment is considered the most beneficial and there are considered to be no other viable alternatives. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Gender (Sex) | No specific comments received in relation to this characteristic. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Gender reassignment | No specific comments received in relation to this characteristic. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Marriage and civil partnership | No specific comments received in relation to this characteristic. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pregnancy and maternity | No specific comments received in relation to this characteristic. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Race | No specific comments received in relation to this characteristic. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Religion and belief including non-belief | No specific comments received in relation to this characteristic. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sexual orientation | No specific comments received in relation to this characteristic. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Other

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|--------------------------|--|
| Socio-economic | A relatively small number of people identified that the steep gradient on Crow Lane / Wetlands Road meant that they would require a e-bike to cycle up this section of the route but that they could not afford one. As previously outlined, although this section is on a gradient it is considered the most appropriate option with no other viable alternatives. |
| Rural | A number of people raised the possibility of further developing walking/cycling routes to better serve other areas (including rural areas). Such route extensions would fall outside the scope of the current project, but the comments have been recorded and will be used to inform the development of any relevant future schemes. |
| Employees of the Council | Comments have been received from Dean Jones (DCC Public Transport Officer). These detail that all bus stops are to meet, as a minimum, accessibility standards required by DCC. This includes heightened kerb lengths, bus stop post provision and appropriate carriageway lining provision. A meeting will be held with Dean Jones to ensure that these accessibility standards are met as part of the scheme. Further comments have been provided in relation to specific bus stop locations and these will also be discussed accordingly. |

- c. Are there any other groups of people who may experience an adverse impact because of the proposals to change a policy or service who are not listed above?

Yes. Respondents to the consultation raised concerns in Appendix 2: *Chesterfield Active Travel Route - Engagement Summary Note - Final Issue 3.pdf*:

Pedestrians; regarding potential increase in conflict between pedestrians and cyclists particularly at shared use footpath locations.

Car drivers; may find it more difficult to park their car particularly in Linden Avenue and in Goytside Road due to enhanced kerbside restrictions to enable a safe, clear and quiet cycle experience.

d. Gaps in data

What are your main gaps in information and understanding of the impact of your policy and services? Please indicate whether you have identified ways of filling these gaps.

| Gaps in data | Action to deal with this |
|--|--|
| <p>Although some younger people did complete the Commonplace engagement survey, they were less well represented than adults.</p> | <p>To an extent this was addressed during the engagement periods as on-going analysis identified a shortage of young person engagement. As a result, Chesterfield College were re-contacted about the survey and additional social media messages (which are likely to have a younger audience) were posted. These actions resulted in an uptick in younger person engagement. The intention is to establish continued engagement with younger people. This is to be achieved by DCC working with and going into schools (post Covid 19) and providing necessary details and, where relevant, training on cycling and walking.</p> |

Stage 6. Ways of mitigating unlawful prohibited conduct or unwanted adverse impact, or to promote improved equality of opportunity or good relations

| |
|---|
| <p>This is to be achieved in various ways:</p> <ul style="list-style-type: none"> • The design process ensured that flat/direct/quiet/safe routes, which connect communities were used to promote improved equality of opportunity. • Use of ‘share with care’ (or similar) signs to ensure that shared pedestrian and cyclist areas are shared in a courteous manner and that one user does not dominate over the other. • Widening of existing paths to increase the size of spaces for pedestrians and cyclists. Removal of restrictive access barriers and replacement with more suitable features which allow easy access for people with disabilities as well as those pushing prams or those using non-standard bicycles (e.g. cargo bikes). • Street lighting and associated environmental improvements to reduce vulnerability and enhance personal safety. • Commitment to exploring opportunities to provide further pedestrian/cycle connections in the future which would help to further extend opportunities for people. • Speed mitigation measures (raised tables, speed humps) along with camera enforcement following monitoring of the scheme once completed. |
|---|

- Traffic Management Orders to enable enforcement of new parking and loading arrangements to suit new highway layout, disabled parking alternatives to be considered to ensure provision of parking is retained in the vicinity.
- Monitoring of the proposals once implemented.

Stage 7. Do stakeholders agree with your findings and proposed response?

Yes, the results of the extensive engagement on the preliminary design proposals are outlined below and all 5 sections of the proposed route have an overall positive sentiment:

- Section 1: 60% positive, 10% neutral, 20% negative.
- Section 2: 85% positive, 8% neutral, 7% negative.
- Section 3: 86% positive, 10% neutral, 4% negative.
- Section 4: 87% positive, 10% neutral, 3% negative.
- Section 5: 61% positive, 6% neutral, 33% negative.

In addition to the above, the upcoming detailed design process will consider all engagement comments received and seek to make further improvements to the scheme designs particularly with regard to:

- Lighting improvements; to make the route brighter, safer and for use at all times throughout the extents of the scheme.
- Pedestrian / cycle conflict, wider paths and improved signage along with the removal of cyclists using footway in Dock Walk
- Speed management; through the introduction of reduced vehicle speeds and traffic calming measures.,

This is expected to further enhance equality of opportunity for all potential users, but the constraint regarding the existing gradient in Crow Lane cannot be overcome as part of these proposals

Stage 8. Main conclusions and recommendations

This Equality Impact Assessment has demonstrated that the project proposals are robust, well supported by the community that responded through the consultation exercise and that adverse impacts will be mitigated and are not expected to be significant. The project is at the preliminary design stage and, as the project progresses to the detailed design stage, the following considerations will be addressed:

- Reduction of pedestrian / cyclist conflict throughout the extents of the route by keeping cyclists on the carriageway where possible and by improving the signing along with other calming measures
- Parking and loading restrictions to be reviewed to ensure no adverse effect on disability access and delivery access
- Lighting improvements to ensure safety of all users of the route
- Traffic calming measures to ensure vehicle speeds and numbers are in line with the restrictions, providing a safe environment for all cyclists.
- Monitoring and evaluation processes are incorporated into the project to ensure once completed any adverse effects are realised and remedied.

Stage 9. Objectives setting/ implementation

| Objective | Planned action | Who | When | How will this be monitored? |
|---|---|--------------|------------------|---|
| To ensure that the robust preliminary design proposals are developed into suitable detailed designs. Taking on board comments received during the consultation, advancing equality of opportunity, eradicating unlawful / prohibited conduct. And promoting good relations between people with and without a protected characteristic | Undertake the detailed design exercise with due consideration of the findings of this EqIA, wider engagement findings and within the context of the aims/objectives of the project. | Project Team | May 2021 onwards | 2-weekly Project Team meeting and regular reporting to the DfT, as per funding condition. |
| Take opportunities to strengthen the project as and when they arise with reference to the findings of the EqIA and continued engagement with stakeholders. | Regularly review options to determine whether any new opportunities can be incorporated into the design. | Project Team | May 2021 onwards | 2-weekly Project Team meeting and regular reporting to the DfT, as per funding condition. |

| | | | | |
|--|--|--------------|------------------|--|
| To promote positive impacts | Participation and positive outcomes are to be encouraged. In addition, all communication will encourage positive attitudes, have a clear purpose, be inclusive, engaging and use a wide variety of channels. Responding to those who commented during the consultation period. | Project Team | May 2021 onwards | 2-weekly Project Team meeting and regular reporting to the DfT, as per funding condition. CommonPlace response and more detailed response to specific stakeholders. |
| Gather further information on evidence | A culture of information sharing will be fostered by the Project Team and this will seek to draw out the sometimes more difficult and to obtain qualitative evidence. | Project Team | May 2021 onwards | 2-weekly Project Team meeting and regular reporting to the DfT, as per funding condition. |

Stage 10. Monitoring and review/ mainstreaming into business plans

Please indicate whether any of your objectives have been added to service or business plans and your arrangements for monitoring and reviewing progress/ future impact?

Service or business plans – N/A.
Monitoring and review – Regular monitoring and review reports to be undertaken by Active Travel Fund Tranche 2 Project Lead in line with funding requirements. Ongoing traffic counts to provide detailed before counts and to be continued once scheme is implemented.

Stage 11. Agreeing and publishing the completed analysis

Completed analysis approved by Anthony Sabato on 07826 944021

Where and when published?

Will be published on the CommonPlace website
<https://chesterfieldcycleroute.commonplace.is/> in summer 2021 and as part of an appendix to the relevant Cabinet Member Report.

Decision-making processes

Where linked to decision on proposals to change, reduce or withdraw service/ financial decisions/ large-scale staffing restructures

Attached to report (title): Cabinet Member Report – Chesterfield East – West Walking and Cycling Route

Date of report: 23rd June 2021

Author of report: Simon Tranter

Audience for report e.g. Cabinet/ date: Cabinet / 29th July

Web location of report: XXXXXXXX

Outcome from report being considered

Approval to construct the Chesterfield East-West cycle route with consideration to comments received during consultation and EqIA report.

Details of follow-up action or monitoring of actions/ decision undertaken

Ongoing monitoring of the route and its usage to be undertaken with summer counts planned for July 2021 and several times once the route is completed.

Updated by:

Date:

Appendix 1 – Emergency Active Travel Fund (Tranche 2) Chesterfield East-West Corridor Route Baseline Data Summary: Analysis Document

May 2021

**Emergency Active Travel Fund (Tranche 2)
Chesterfield East-West Corridor Route
Baseline Data Summary**

Analysis Document

By: Jack Dean (Place)



Place Department

Economy and Regeneration Programme Office

County Hall

Matlock

Derbyshire

DE4 3AG

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Background

Walking and cycling flows have been collected using camera counts, to support the baseline for the Emergency Active Travel Fund (EATF) Tranche 2 project consisting a five mile east-west cycling route between Chesterfield Royal Hospital and Holymoorside through the town of Chesterfield. The counts pictured in figure 1 were conducted over 2-week periods, in September and October 2020.

June 2020 (19th-20th)

- Crow Lane – 2-way count

September 2020 (15th-29th)

- Baslow Road, Holymoorside - 2-way count
- Chatsworth Road/Storrs Road/Linden Avenue Junction - 4-way count
- Crow Lane - 2-way count

October 2020 (6th-19th)

- Somersall Park - 3-way count
- Goytside Road/Dock Walk - 3-way count

These counts supplement the snapshot two-day survey conducted in June 2020 at the modal filter on Crow Lane, installed as part of the Tranche 1 works.

Along this corridor there are also alternative sources for walking a cycling flows, including permanent counters that DCC have located along the route, and external data sources such as Strava Metro. These sources will be analysed and compared the temporary counts carried out between September and October 2020.

Executive Summary

The average 2-way weekday pedestrian and cycle flows are reported below.

| Site | Type | Date | Arm | Pedestrians | Cycles |
|--------------------------------|-------|-----------------------|----------------------|-------------|--------|
| Baslow Road | 2-way | 15th-19th Sep 2020 | Baslow Road | 146 | 36 |
| Chatsworth Road/Storrs Road | 4-way | 15th-19th Sep 2020 | Chatsworth Road East | 803* | 60 |
| | | | Linden Avenue | 514* | 45 |
| | | | Chatsworth Road West | 256* | 67 |
| | | | Storrs Road | 119* | 68 |
| Somersall Park | 3-way | 6th-19th Oct 2020 | Somersall Park North | 559 | 35 |
| | | | Somersall Park South | 720 | 47 |
| | | | Somersall Park West | 255 | 20 |
| Goytside Road | 2-way | 6th-19th Oct 2020 | Goytside Road | 278 | 114 |
| | | | Dock Walk | 245 | 102 |
| | | | Central Avenue | 107 | 20 |
| Crow Lane | 2-way | 19th-20th Jun 2020 | Crow Lane | 63 | 28 |
| Crow Lane | 2-way | 15th-19th Sep 2021 | Crow Lane | 55 | 34 |

*Crossing count rather than link.

Analysis of Strava Metro revealed that over the summer of 2020 cycling, walking, and running activities peaked in May and remained high throughout the warmer summer months. In comparison to 2019 total walking, running, hiking, and cycling activities increased by 130-150% in 2020.

Analysis of Derbyshire's permanent counters located on the Chesterfield Station link and Walton Dam, demonstrated a similar pattern to the Strava activities. 2020 Pedestrian flows peaked in May having a 99% increase on the previous 2019 peak in June. 2020 cycle flows also peaked in May, accounting for a 56% increase on the previous year.

**Emergency Active Travel Fund - Tranche 2
 Chesterfield East - West Active Travel Corridor
 Establishing the Baseline - Possible Monitoring Locations**

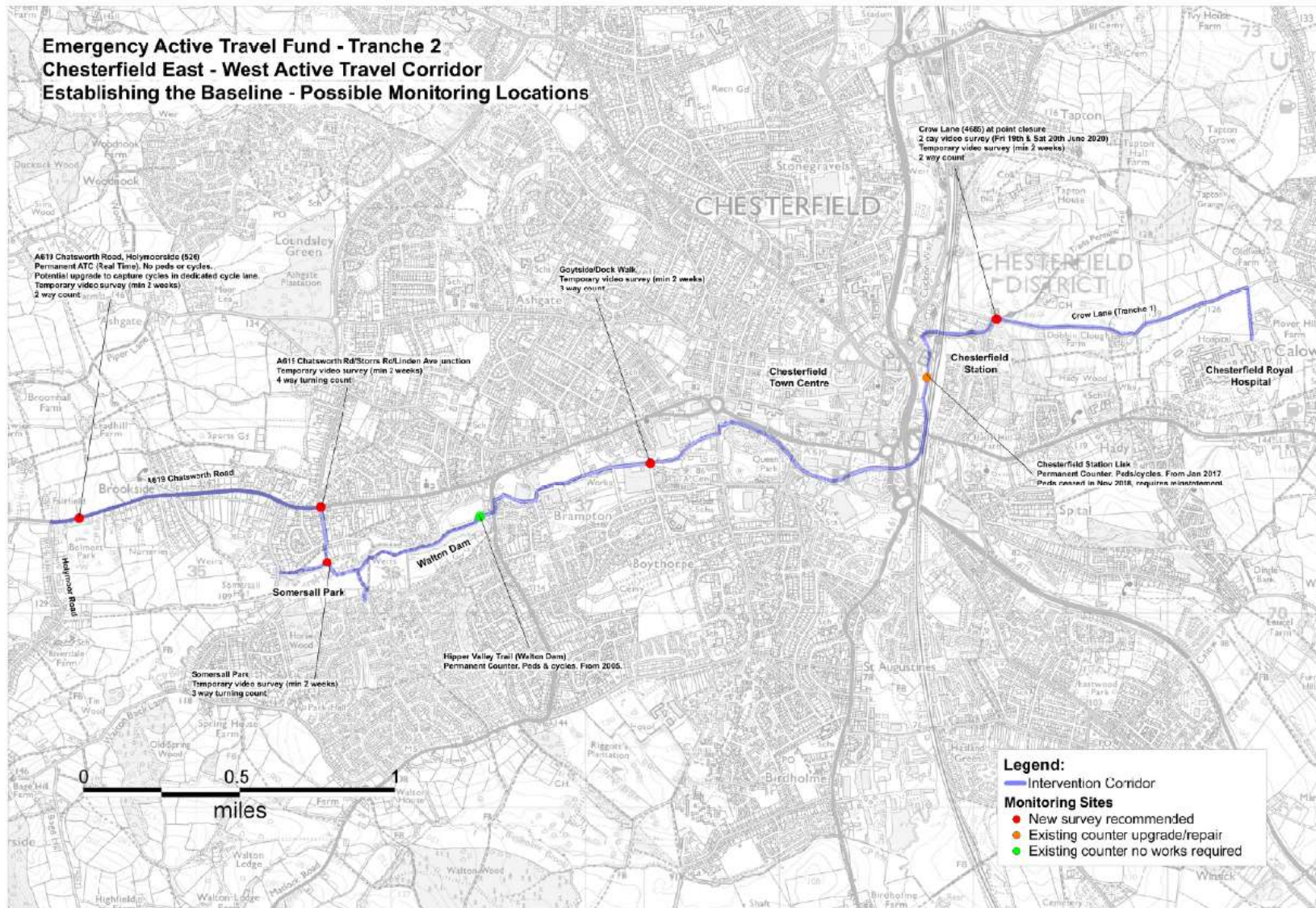
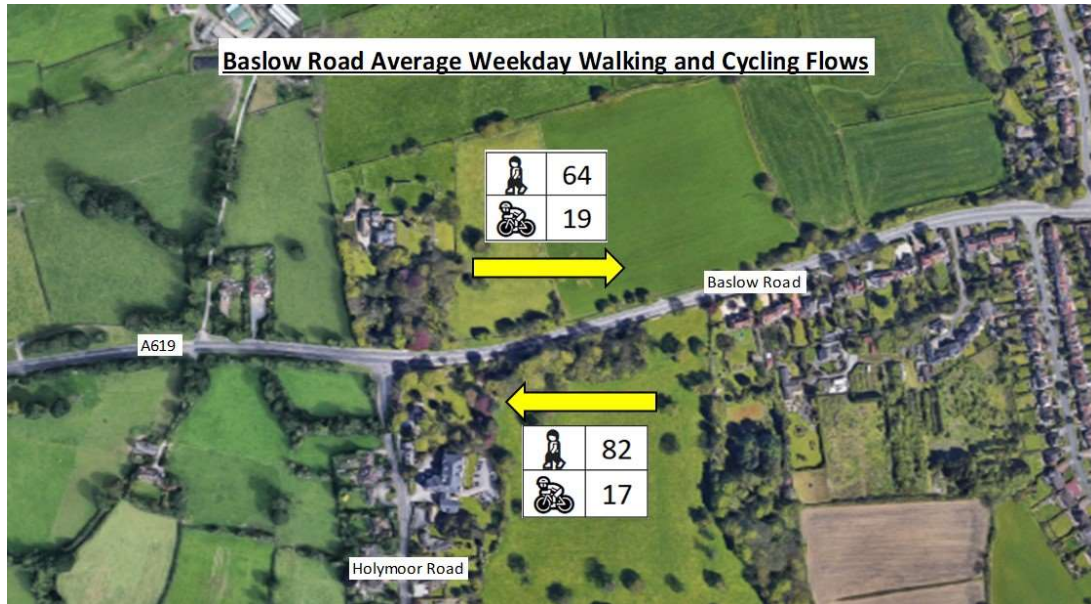


Figure 1 Emergency Active Travel Fund Monitoring Locations

Temporary Counts

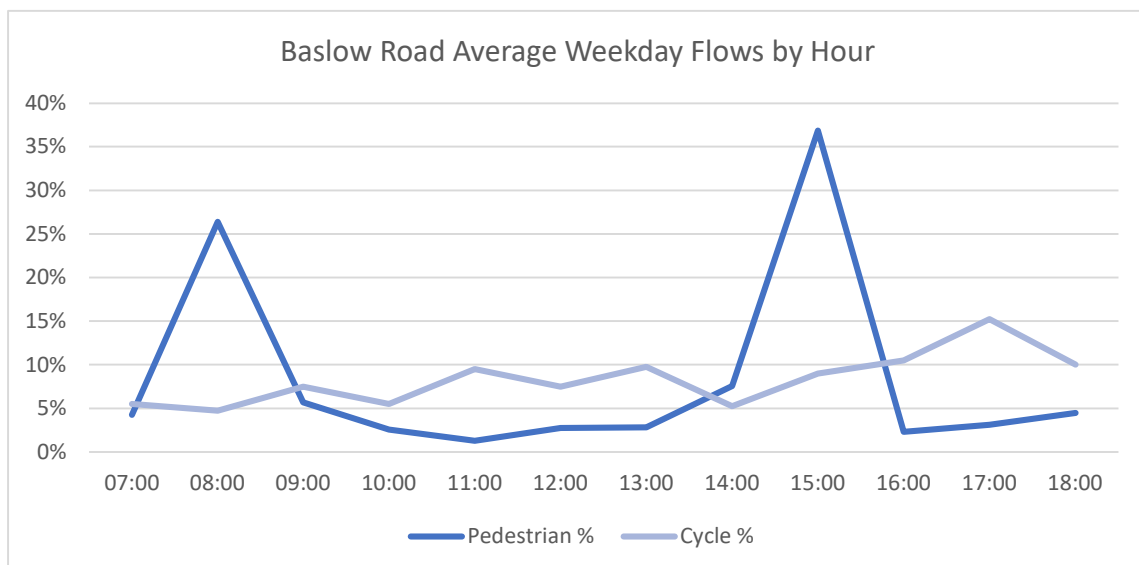
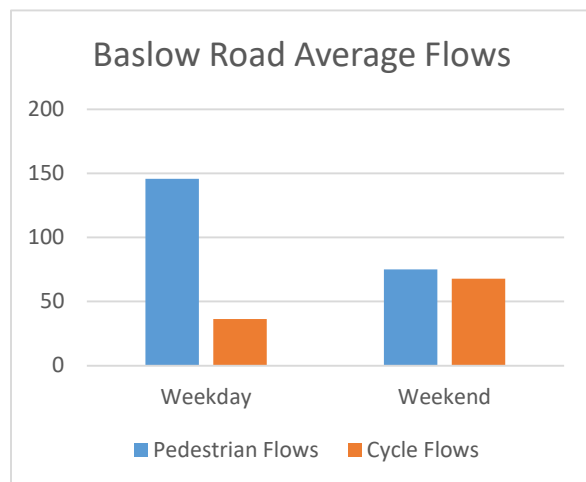
The counts considered in this report are presented west to east.

Baslow Road, Holymoorside - 2-way count



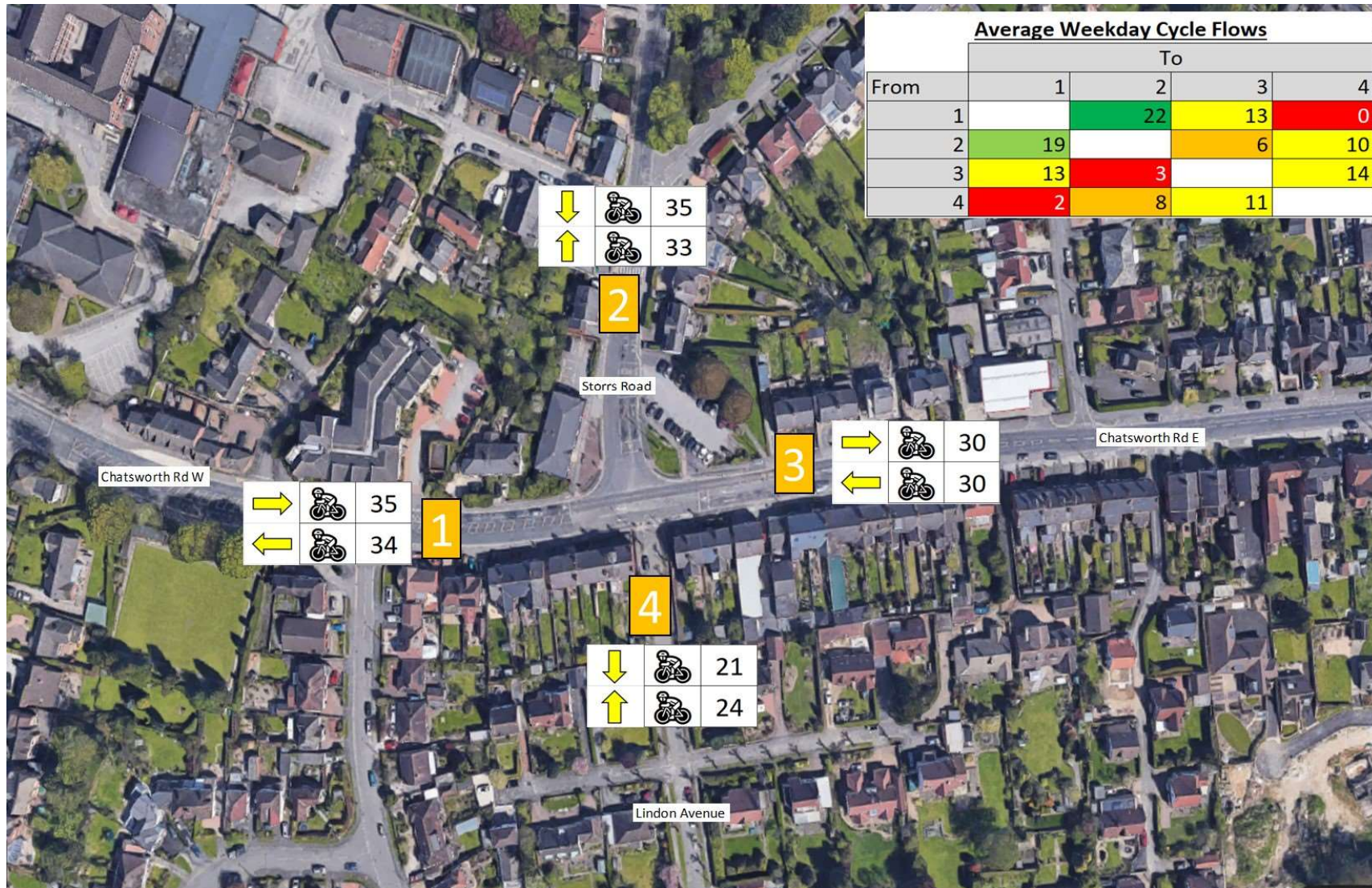
On average on each weekday there were 146 pedestrians and 36 cyclists using the EATF route at this site. On average during the weekend pedestrian flows fell to 75, whereas cycle flows increased to 68.

Most pedestrian flows followed a traditional AM and PM peak format with 8am experiencing 26% and 3pm experiencing 37% of weekday pedestrian traffic. Cycle flows were evenly spread through the day, with a peak at 5pm experiencing 15% of flows.



Chatsworth Road/Storrs Road/Linden Avenue Junction - 4-way count

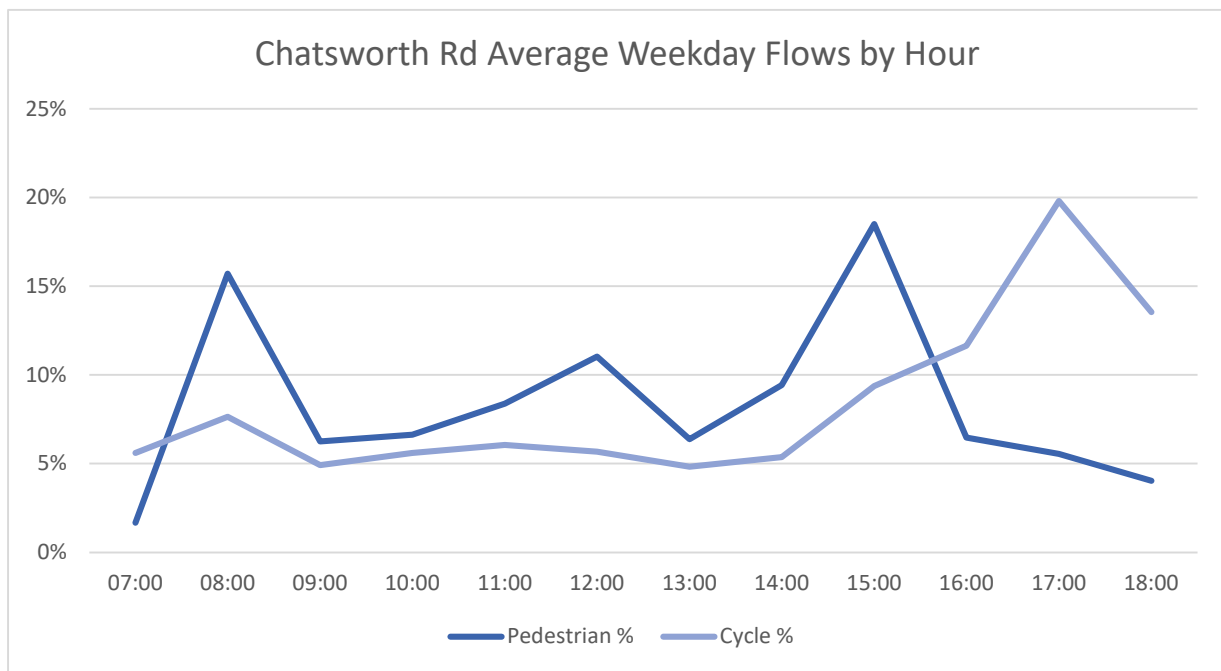
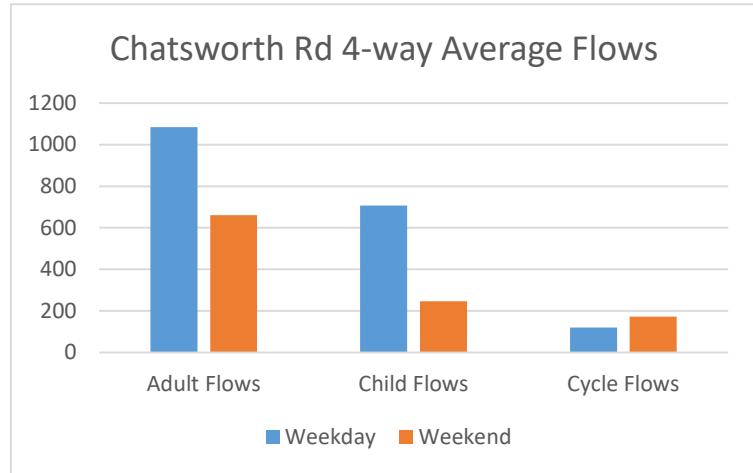




For pedestrians the most frequently used crossing on the junction was on the East side of Chatsworth Road, accounting for 45% of movements within the weekday. This was followed by Linden Avenue making up 29% of pedestrian movements.

The most frequent cycle movements were between the Western side of Chatsworth Road and the B6150, accounting for 34% of total flows. On average there was 1791 pedestrians and 121 cyclists within the average weekday at this site. During the weekend the average number of pedestrians fell to 908, however cycle flows increased to 172.

On average during the week children made up 39% of pedestrian flows, falling to 27% on the weekend. This could indicate higher flows from school Children walking to the nearby school during the week.



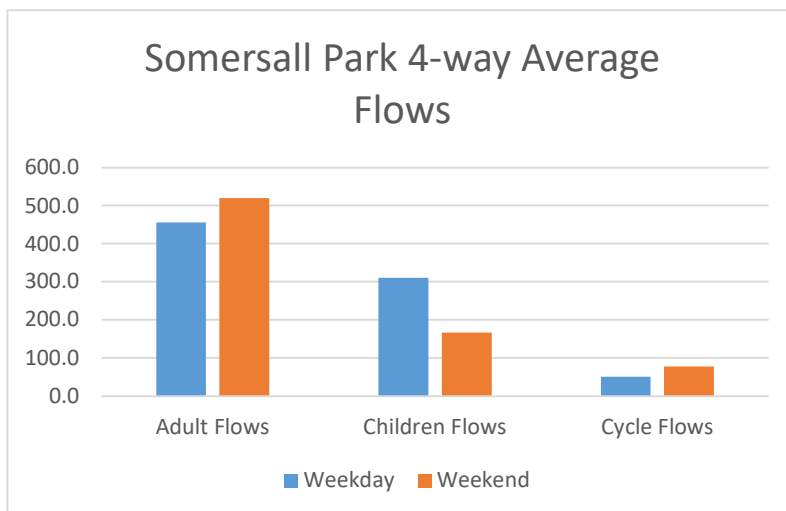
During the period, there was a clearly defined AM and PM peak for pedestrian flows, with 16% of flows being experienced in the 8am period and 19% in the 3pm period. Cycle flows were consistent through the day at around 5%, flows then rose to the peak of 20% at 5pm.

Somersall Park - 3-way count

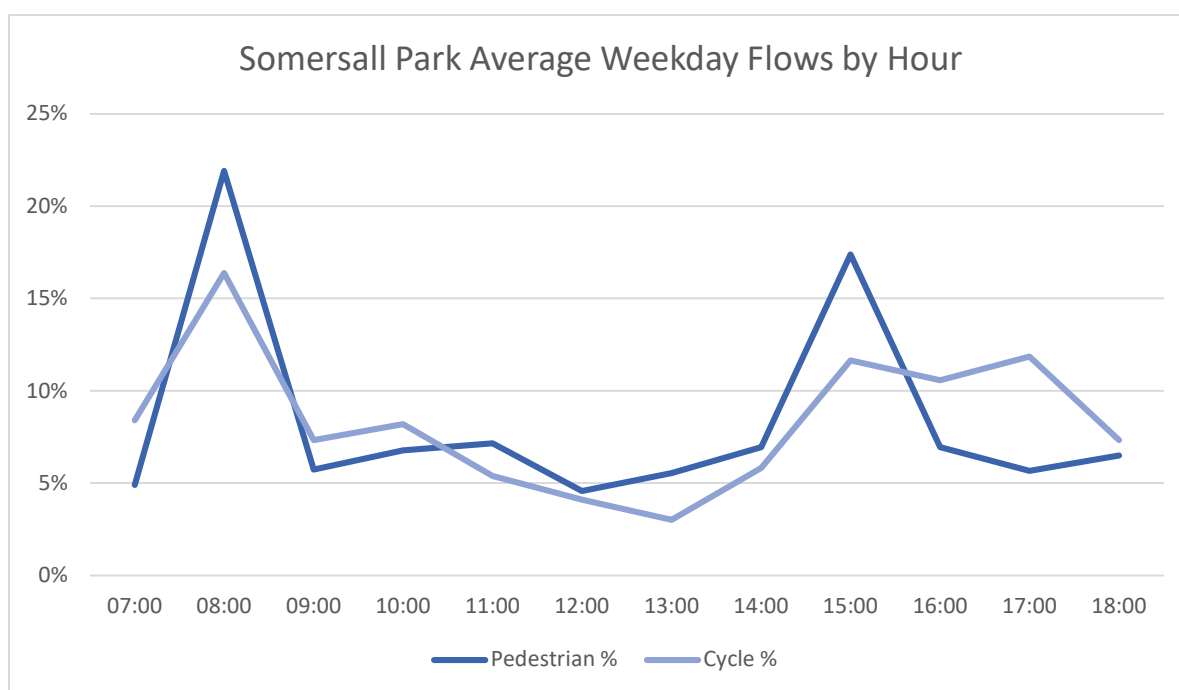


The most frequent weekday movements were between Oakfield Avenue and Somersall Park on the Hipper Valley Trail (Arms 1 and 3). This accounted for 67% of movements for pedestrians and 60% of movements for cyclists on average over the period. Additionally, there was a significant number of movements between Somersall Park car park and Somersall Park (Arms 2 and 3), making up 27% of pedestrian flows and 32% of cycle flows. There were 676 pedestrians and 51 cyclists in the average weekday at this site, on average during the weekend total pedestrian flows fell to 685, while cycle flows rose to 77.

That said the number of adult pedestrians during the weekend rose in comparison to the weekday, but there was a significant fall in Children flows resulting in pedestrian figures falling.



On average in the weekday period, children make up 40% of total pedestrian flows, this falls to 24% on the weekend. This indicates a large amount of weekday movements may be to the nearby school.



During the period in Somersall park there was a clearly defined AM and PM peak for pedestrian flows, with 22% of flows being experienced in the 8am period and 17% in the 3pm period. These pedestrian flows are heavily increased by children movements, which supports the theory of the peak hours being influenced by nearby Brookfield school opening and closing times.

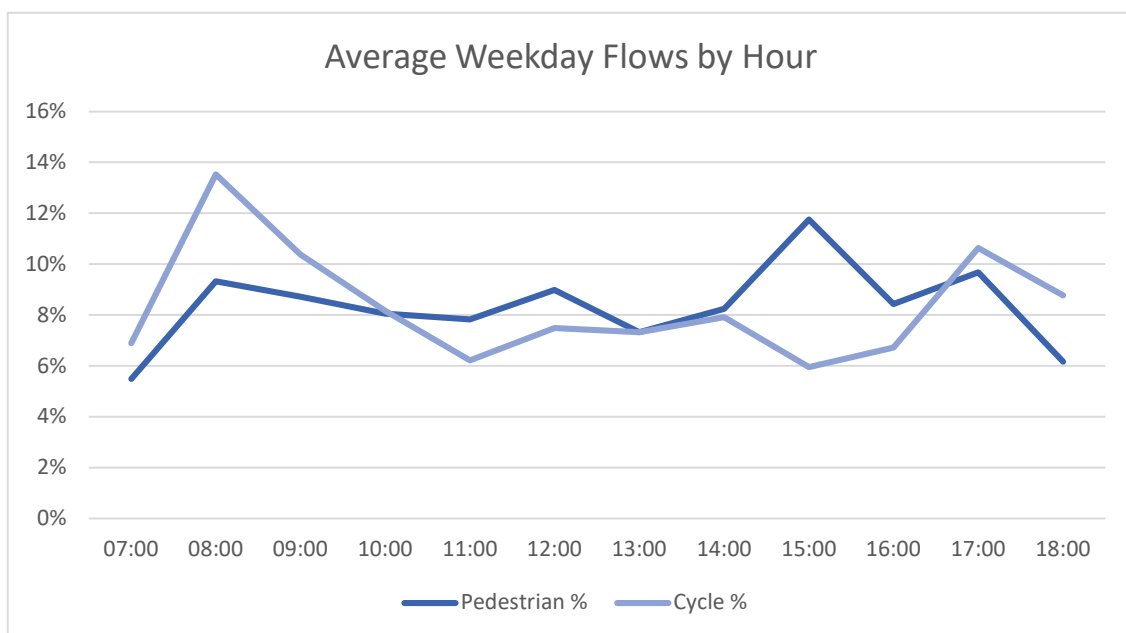
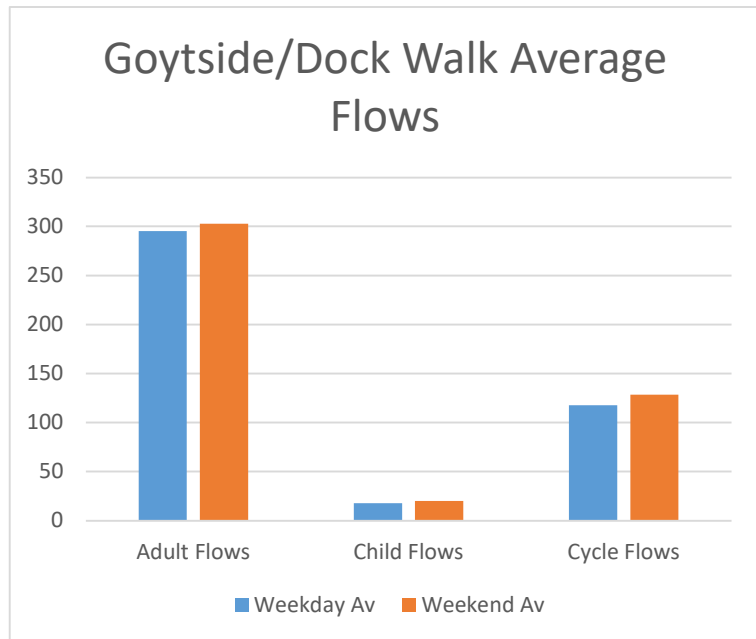
In comparison Cycle flows are more mixed with a peak flow of 16% at 8am and a consistent rise of around 11%/12% from 3pm to 5pm.

Goytside/Dock Walk - 3-way count



The most frequent weekday movements were between Goytside Rd and Dock Walk accounting for 67% of movements for pedestrians and 83% of movements for cyclists on average over the period. On average there was 314 pedestrians and 117 cyclists in the week at this site, this rose to 322 pedestrians and 128 cycles on the weekend.

Just 6% of pedestrian flows were children in the week and 7% were children on the weekend. Demonstrating that this site isn't influenced as heavily by school traffic as the Chatsworth Road 4-way site and Somersall Park.



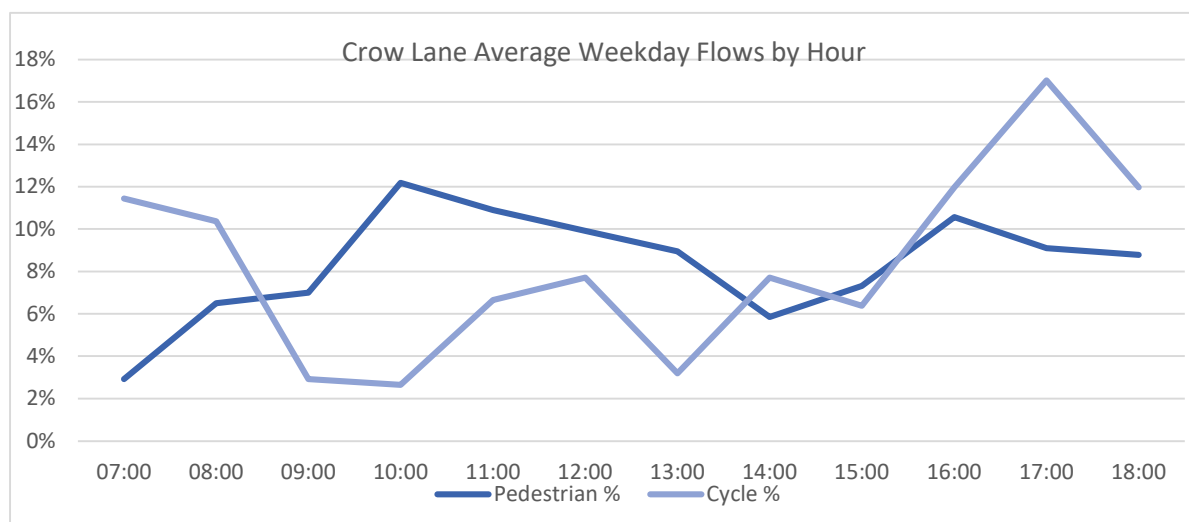
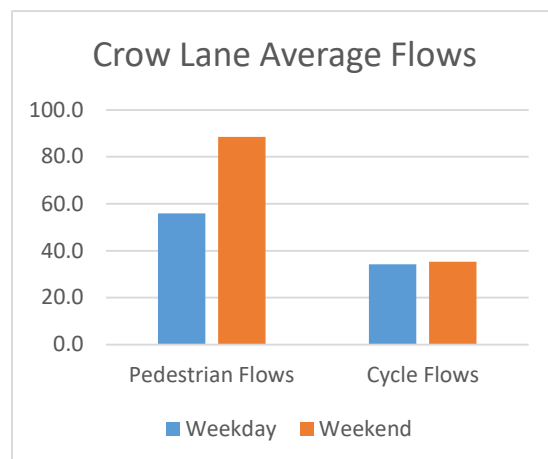
Throughout the period the distribution of pedestrian flows was quite mixed, with there being no real patterns emerging for the average day. The busiest time on average for pedestrians was 3pm experiencing 12% of flows. However, for cycling an AM and PM peak can be identified at 8am experiencing 14% of flows and 5pm experiencing 11% of weekday flows.

Crow Lane - 2-way count



On average in the week there were 55 pedestrians and 34 cyclists using the EATF route at this site, on average during the weekend pedestrian flows increased to 88 and cycle flows slightly increased to 35.

The distribution of flows and time was mixed throughout the day, there were no real patterns emerging for the average day. The busiest time on average for pedestrians was 10am experiencing 12% of flows; for cycling the busiest period was 5pm experiencing 15% of flows.



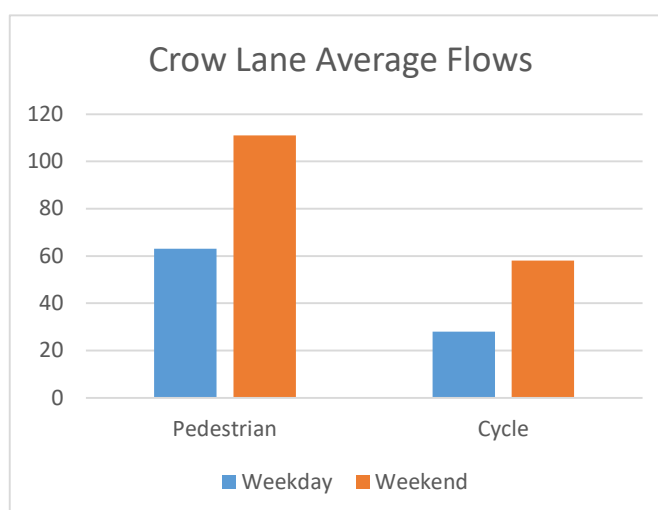
Crow Lane – 2-way count (June)



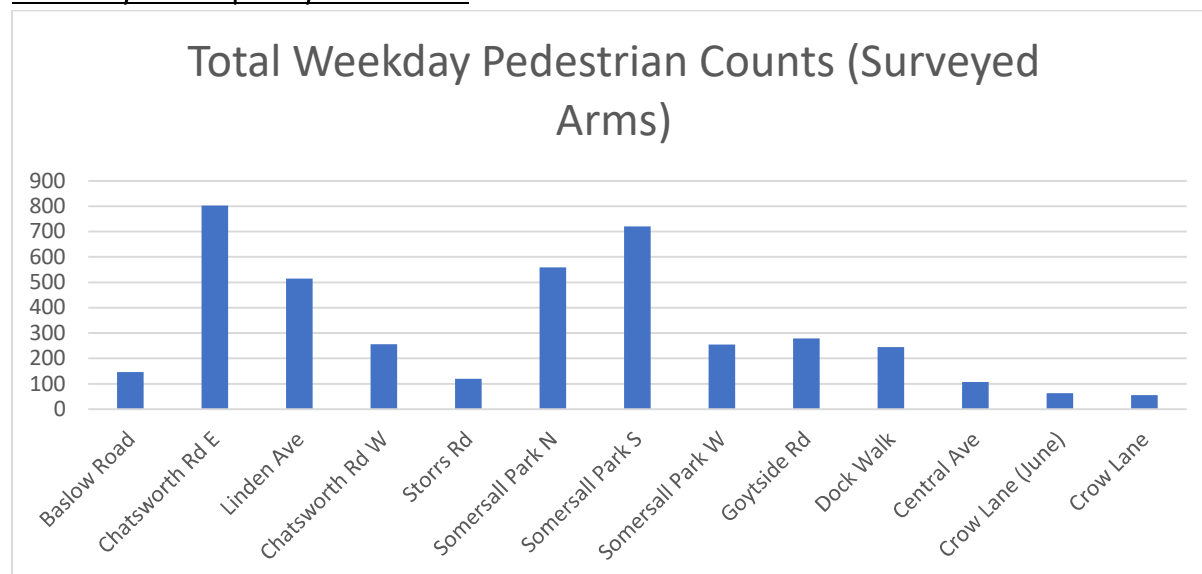
A count was taken across 2 day in June 2020, this was separate to the temporary September and October counts. This was taken on a Friday and a Saturday, meaning weekday averages can't be taken. This means that any data from this count could be influenced by external factors such as weather and public events. However, the data collected does provide a snapshot of the situation at the site, at that time in June.

On the Friday there was a total of 63 pedestrians and 28 cycles recorded at the Crow Lane site. On the Saturday, flows increased to 111 pedestrians and 58 cycles.

In comparison to the count taken in September, weekday flows were similar, with just 8 more pedestrians and 6 less cyclists on the June counts. However, weekend flows were around 30 pedestrians higher and 20 cycles higher than the count taken in October. This could be attributed to better weather during June in comparison to September.

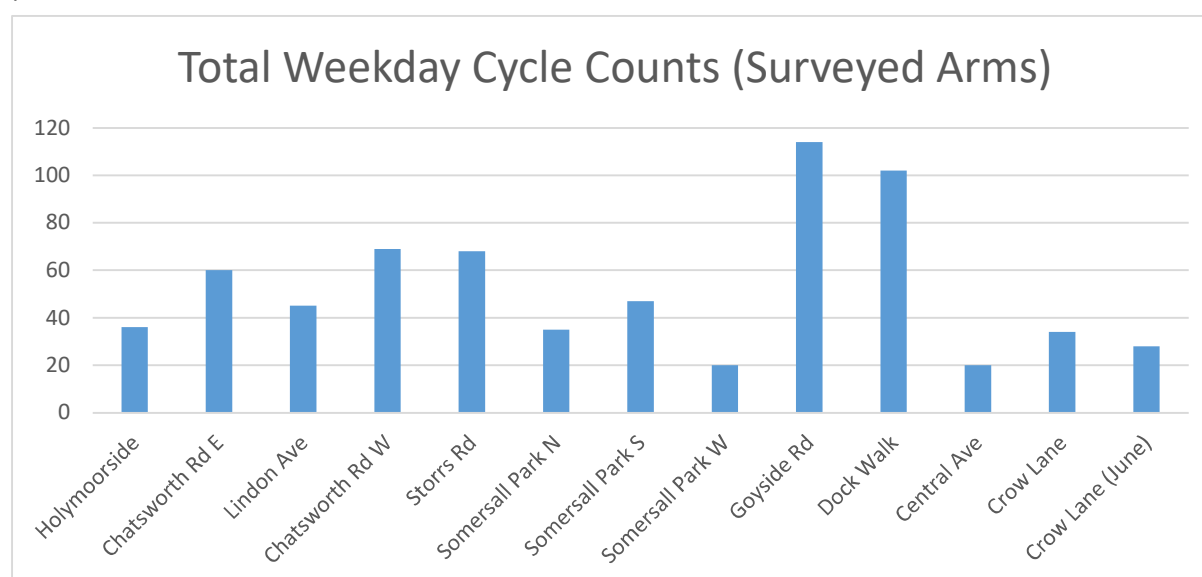


Summary of Temporary Count Sites



Chatsworth Road Eastern arm on the Chatsworth Road 4-way site experienced the most pedestrian and movements though the period with an average of 803 on an average weekday. This was followed by Somersall park's northern and southern arms with 720 and 559 pedestrians respectively on an average weekday. The high flows at these sites could be attributed to the proximity to Brookfield Community School that will be a large attractor of walking and cycling trips in the weekday peaks, from school children.

The site least used arm by pedestrians was Crow Lane with 55 pedestrians on an average weekday, this is considerably lower than the average usage of 338 pedestrians on each arm. However, unlike the Chatsworth Road 4-way site and Somersall park, Crow Lane has been closed to traffic as part of the EATF route, meaning the flows may be lower as people aren't used to having Crow Lane available as walking route. Additionally, Crow Lane has a 10-13% gradient which could be off-putting to potential users. Other sites with low average weekday flows included Central Avenue on the Goytside Road site with 107 pedestrians and Storrs road on the Chatsworth 4-way site with 119 pedestrians.



The two most used arms for cycling were both at the Goyside Rd site, here Goyside Road experienced 114 cyclists on an average weekday, and Dock Walk experienced 102. However, this survey site also had one of the least used arms by cyclists; Central Avenue only experienced 20 cyclists on an average weekday. Somersall park's Western arm also only experienced 20 cyclists on an average weekday.

Crow lane fared better in cycle usage than it did for pedestrian usage, experiencing 34 cyclists on an average weekday which wasn't drastically lower than the 54 cyclists average across all site arms. Again, the West of Crow lane has a gradient of 10-13%, which would be daunting to inexperienced cyclists, and may even prevent potential users from considering the route at all.

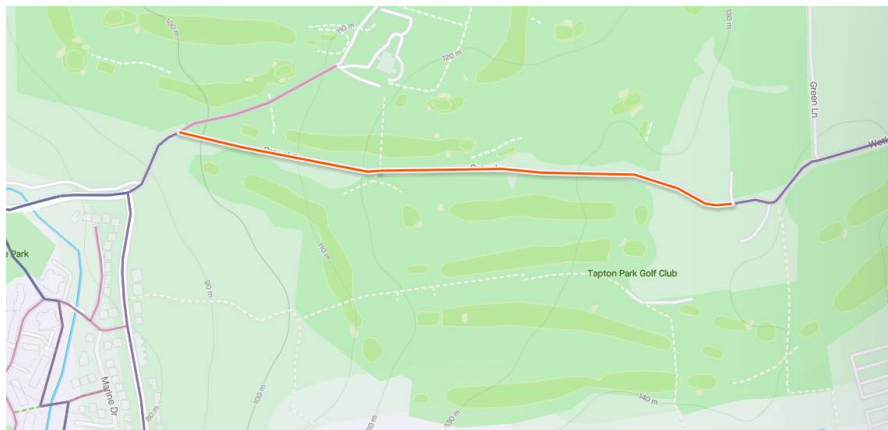
Strava Metro

Strava is a social media platform predominantly used to track and share cycle rides, runs and walks. As of March 2021 Strava, had 76 million users and this figure reportedly increases by 1 million per month. (Business of Apps, 2021)

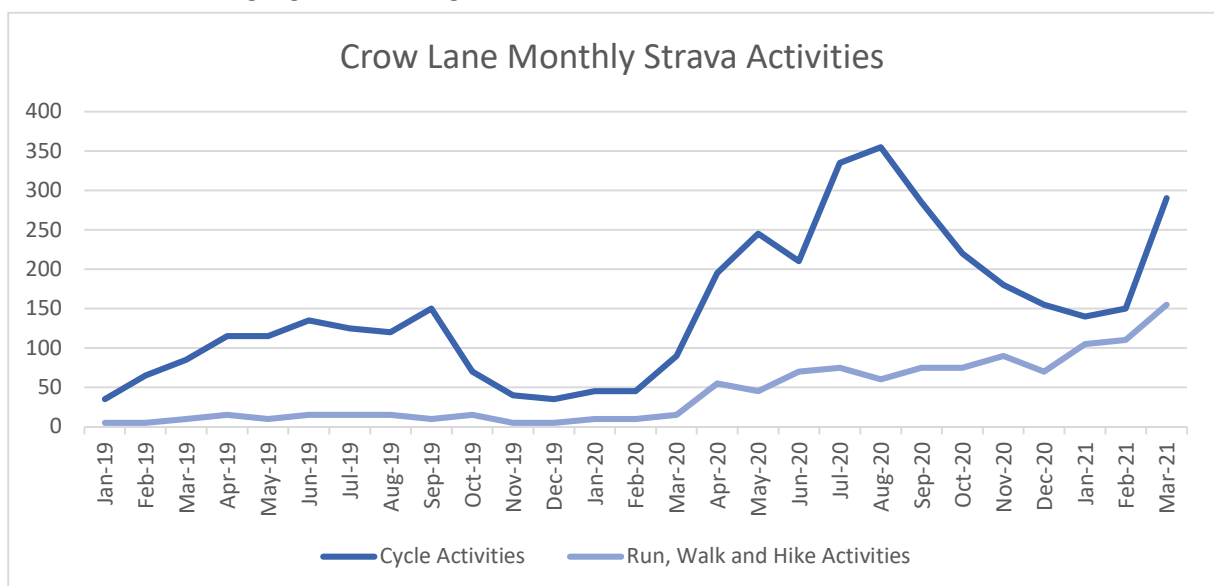
In late 2020 Strava launched the Strava Metro dataset for the use of local authorities. This displays the walking, running, and cycling data collected by Strava, to allow local authorities to view active travel trips within their local area. The data can be presented as a wider heat map, to identify activity hotspots, as well as data for individual segments within the local authority's network.

One caveat for using the Strava data is that most activities will be leisure based, meaning that the effectiveness of commuter routes is difficult to demonstrate with Strava data. As well as this during the summer of 2020 due to lockdown the number of new people using Strava surged by a 33% increase to prior years. (Strava, 2020) This may upset year on year comparison; however, the insights will still be valuable to understand the take up of active travel routes. It is also worth noting that not everyone who either cycles, runs or walks uses Strava, so the figures derived from Strava Metro aren't absolute flows.

Crow Lane



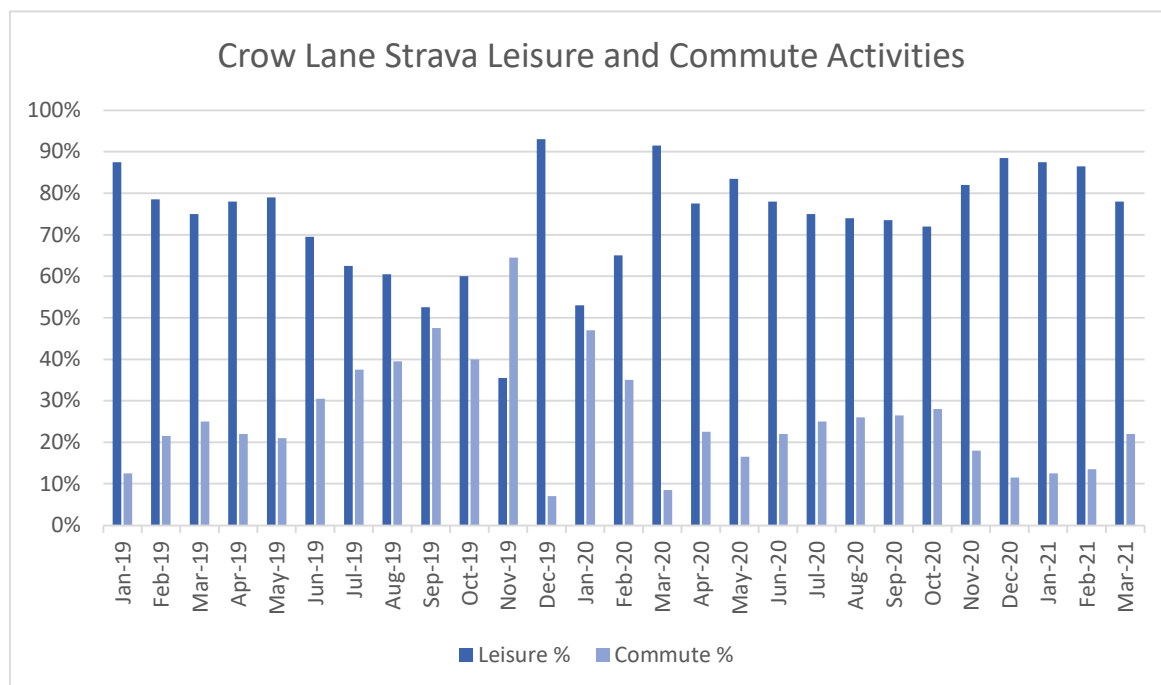
Within Strava metro 2 links have been selected on Crow Lane to be representative of the route. The identified links are highlighted in orange.



Overall, in 2019 there was a monthly average of 101 activities at this site, this increased to 251 in 2020, an increase of 148%. In 2019 the peak monthly cycling activities on Crow Lane was 150 in September, with most summer months experiencing between 100 and 150 activities. These activity figures then expectantly fall to below 50 in the winter of 2019.

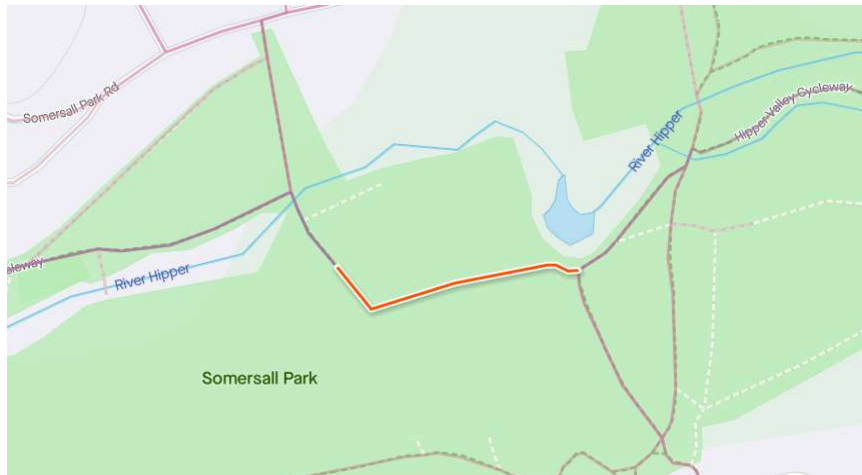
In 2020 cycling activities on Crow Lane peaked at 355 in August; in comparison to 2019’s peak this was a 137% increase in activities, additionally all summer months experienced more than 200 activities. In the winter months of 2021 activity levels remained higher than in 2019/2020, with January 2021 (140) activity numbers being 211% higher than January 2020 (45). As of March 2021, cycle activities were 241% higher than 2 years prior in March 2019.

In 2019 Running, walking, and hiking activities were low across the year, with the maximum observed activities being 15, across multiple months. In contrast the peak in 2020 was 90 activities in November, this accounts for a 500% increase in activities compared to the 2019 peak. This trend was continued into 2021 with activities reaching a peak of 155 activities in March, representing a 933% increase on the 2019 peak.

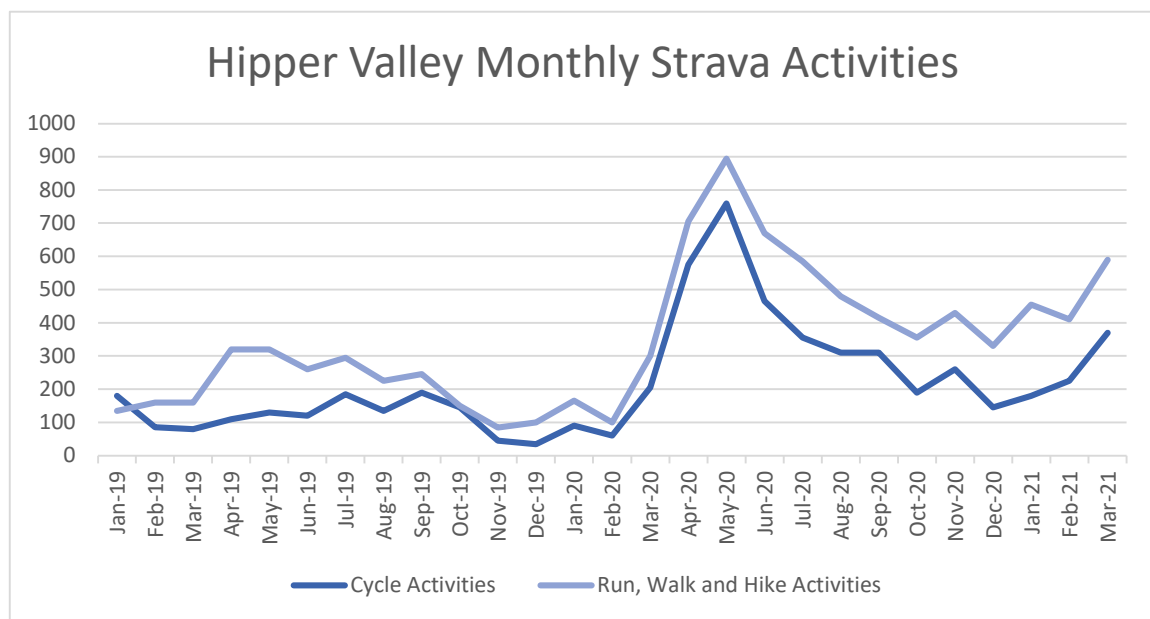


Due to national lockdowns and changes in the way that many organisations have been operating over the Covid-19 period, the purpose a of activities altered. In 2019 on average 31% of cycle activities were recorded as commutes, whereas in 2020 on average just 24% were recorded as commutes, this again fell in 2021, with Q1 of 2021 having 16% of activities logged as commutes.

Hipper Valley



Within Strava metro, one link has been selected. This link has been selected to be representative of the number of people using the link through the original camera monitoring site location. The selected link is highlighted in orange.

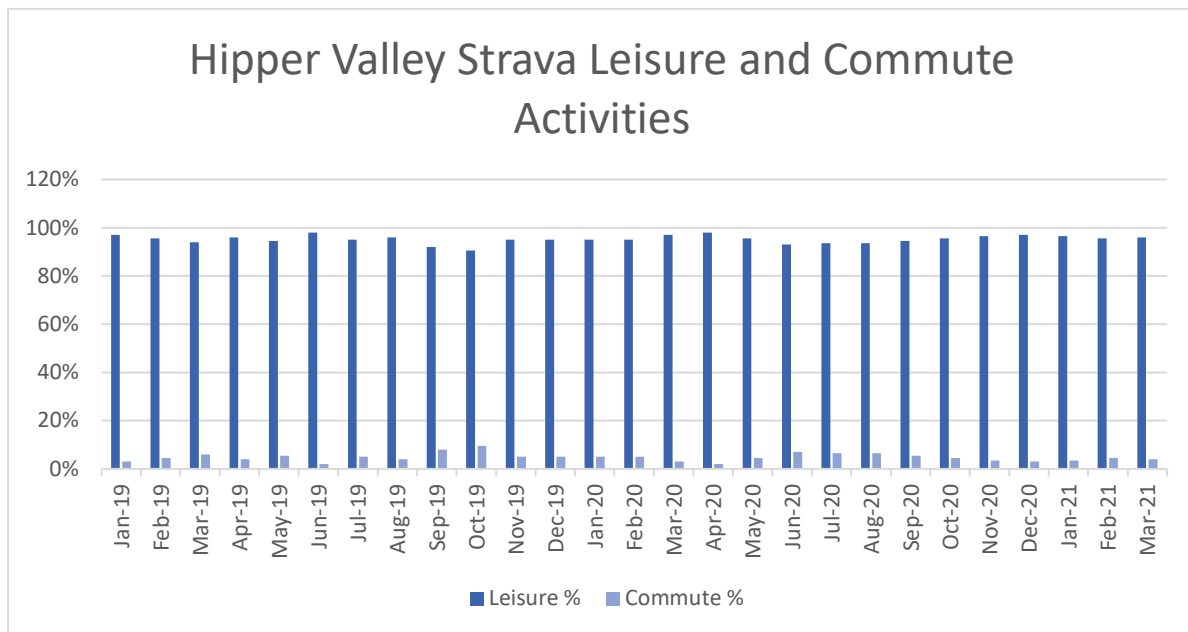


Overall, in 2019 there was a monthly average of 325 activities at this site, this increased to 763 in 2020, an increase of 135%. In 2019 peak monthly cycling activities on the Hipper Valley route was 190 in September, with most summer months experiencing above 100 activities. These activity figures then fall to below 100 in the winter of 2019.

In 2020 cycling activities on the Hipper Valley route peaked at 760 in May; in comparison to 2019's peak this was a 300% increase in activities, additionally all summer months experienced more than 250 activities per month. In the winter months of 2021 activity levels remained higher than in 2019/2020, with January 2021 (180) activity numbers being 100% higher than January 2020 (90). As of March 2021, cycle activities were 363% higher than 2 years prior in March 2019.

In 2019 the maximum observed running, walking, and hiking activities were 320 in May, this is a significantly higher base year of data in comparison to Crow Lane. Nevertheless, the peak in 2020 was 895 activities in May, this accounts for a 180% increase in activities compared to the 2019 peak in May. Going into 2021 activities have yet to surpass that May 2020 peak, however activities have remained high in Q1 than in 2019 and 2020.

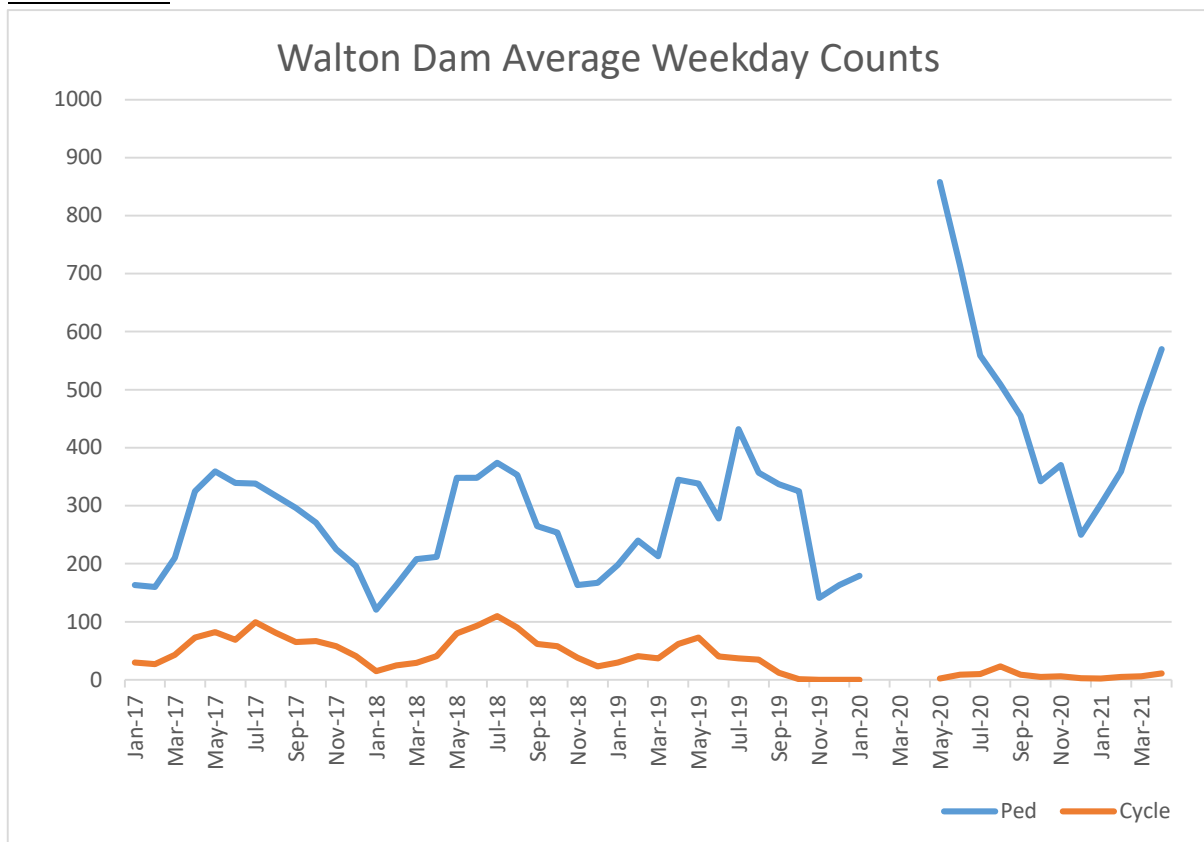
The purpose of activities on the Hipper Valley route are predominantly leisure, seeing little change in trends across the last 2 years even with lockdown. In 2019 on average 95% of activities were for leisure purposes, this remained at 95% in 2020, before rising to 96% in Q1 of 2021.



Across Chesterfield the general trend of Strava activities follows the above, there was a large increase in walking, running, and cycling at the start of the 2020 summer. This peaked in May, followed by a decline in actives going into the winter months, however, activates remained higher than the same month of the previous year.

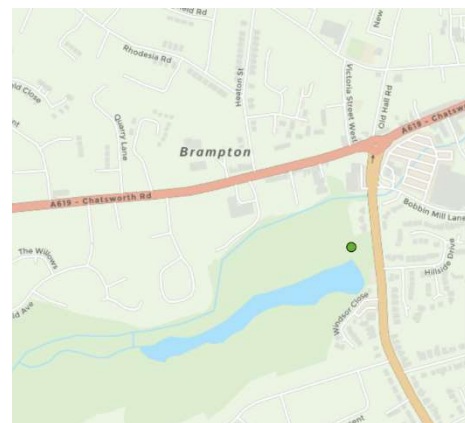
Derbyshire Cycle Counters

Walton Dam



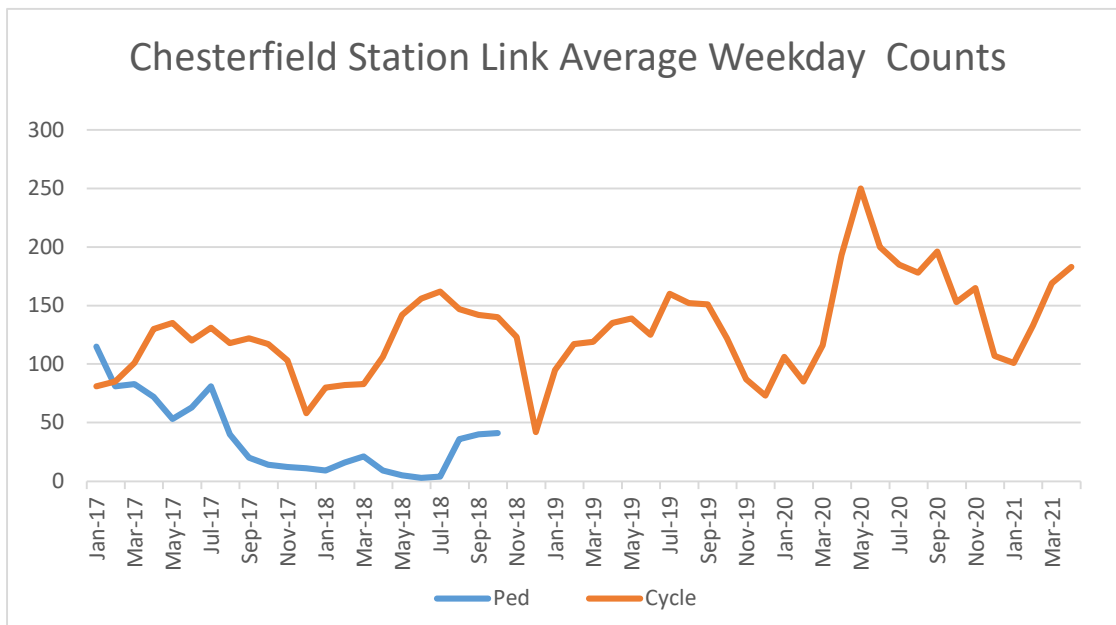
Due to a gap in the data the analysis of this site will be limited. Nevertheless, in 2019 the peak average weekday pedestrian flows were in July at 432 movements. From the data available the peak for 2020 was in May with a total of 858 movements, accounting for a 99% increase in total flows in 2020. Going into Q1 of 2021 flows have continued to stay above the levels experienced in 2019.

Since 2017 pedestrian flows at this site has followed a similar May/July peak as exhibited in 2019, however historic flows haven't been anywhere near as high as they were in May 2020.



Reported cycle flows at this site are significantly lower than flows in 2019, so much so it is perceived that this site is under reporting cycle flows. Thus, analysis of cycle flows has been omitted.

Chesterfield Station Link



Unfortunately, for the past few year the station link counter has only captured cycle movements. Thus, there are no records of pedestrian flows at this site, and any analysis of pedestrian flows has been omitted.

The peak cycle flows at this site in 2019 was an average of 160 per day in June, with a low of 73 movements per day in December. In comparison following the covid-19 pandemic in 2020 flows peaked at 250 cycles per day in May, this was a 56% increase on the previous year. The lowest number of cyclists a day post covid-19 in 2020 was 107 in December, a 22% increase on the previous year.

Going back to 2017 a year on year trend can be seen for cycles, with a peak around the May/June period and tailing off into the winter months. Dating back to 2017 cycle flows at this count have never been as high as they were in May 2020.



Permanent Count Proxy Estimates

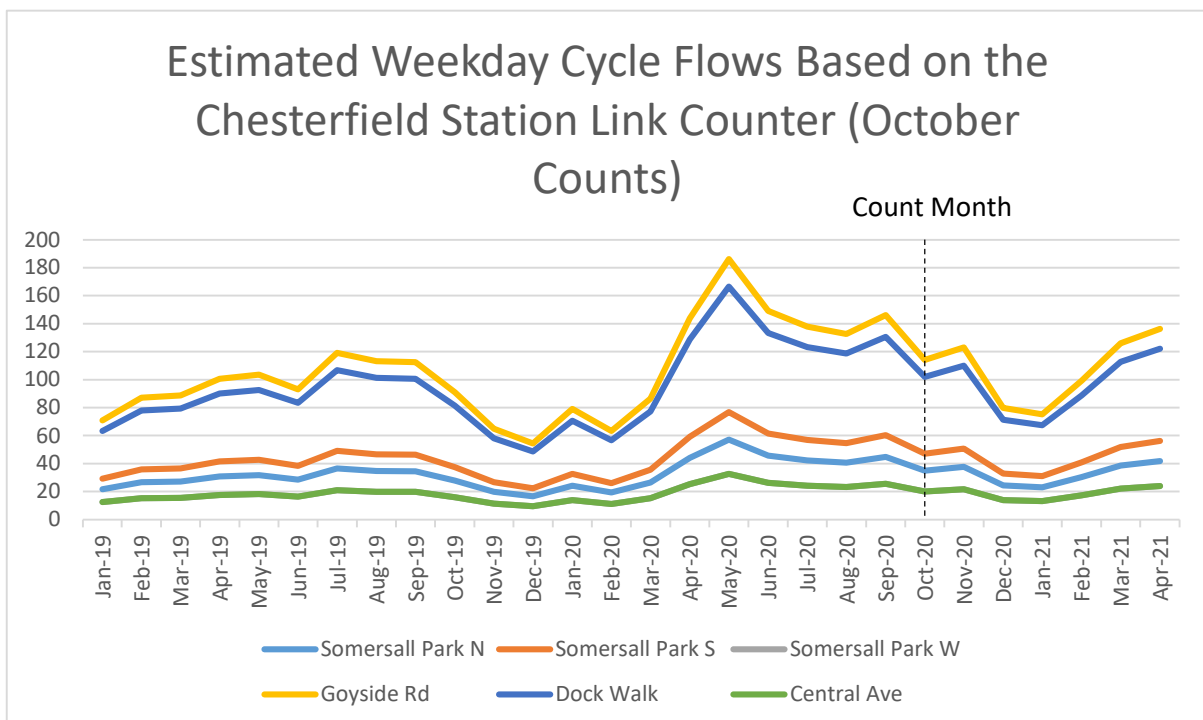
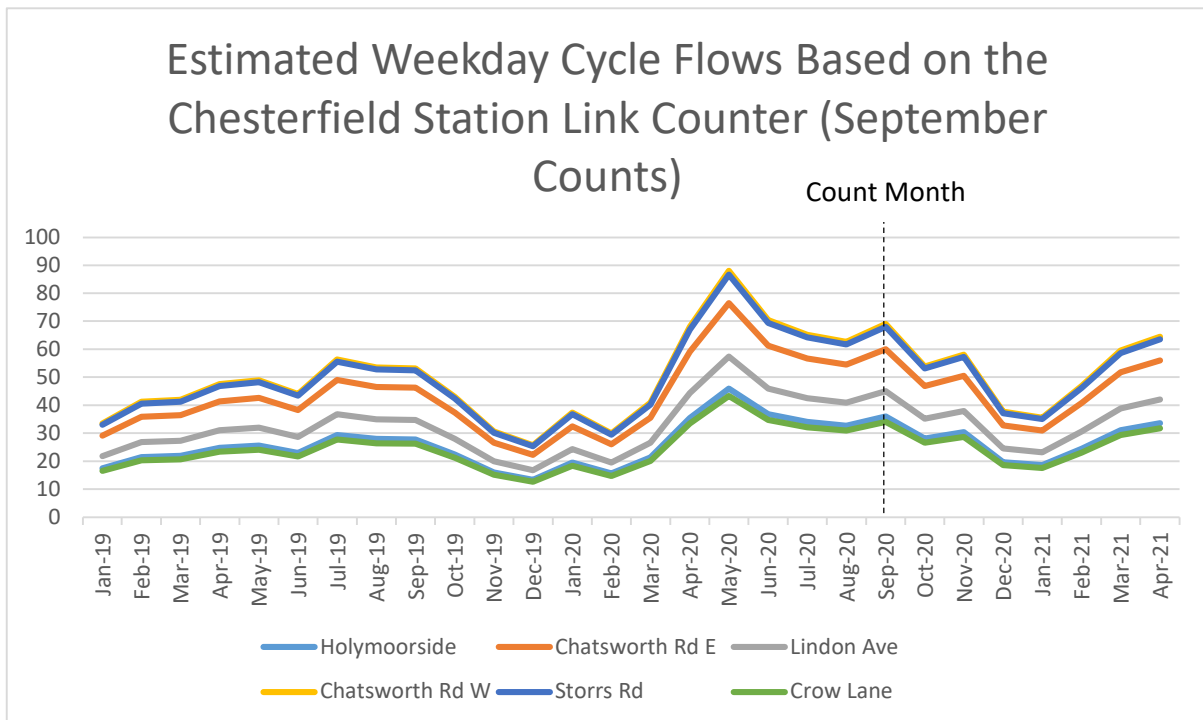
The temporary counts carried out in September and October provided a good on the ground snapshot of data, however it only covered a 2 period. The existing permanent active travel counters on the network are recording all year round but are only in a limited number of locations. To resolve the pitfalls of each, these two forms of data can be combined to estimate the weekday flows at the temporary count sites through the whole year.

The process behind this would be to take September and October as a respective base year on the permanent counts, and then find out the magnitude of which the walking and cycling flows changed throughout the year. This could then be used to create a year-round estimated weekday flow for each month. For example, if flows were 20% higher in August than they were in September, that 20% increase could be applied to the temporary counts conducted in September, to create an estimated August weekday flow at that site.

From the network of permanent counters, the only counter that was reporting consistently through 2020 was the station link unit, and unfortunately this site was only recording cycles. So due to a lack of 2020 base year evidence the only analysis that can be conducted in this manner is on cycles on the Chesterfield Station Link.

This presents several limitations, firstly that no analysis can be conducted on pedestrian flows to understand how they may have looked at the temporary sites through 2020. Secondly the station link counter is located a significant distance away from the temporary counts such as Somersall park and Baslow Road; so how representative it will be is debatable.

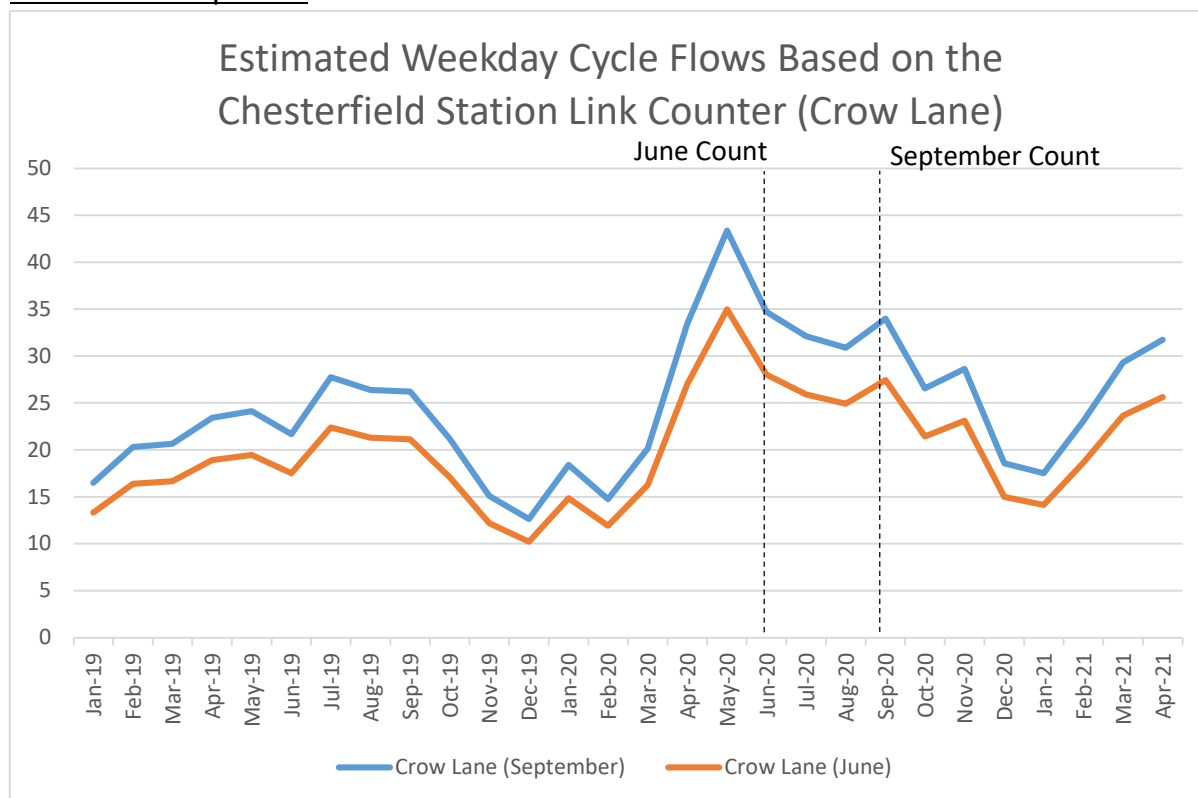
Cycle Count Proxy Estimates



Due to the estimated flows being derived from the same set of data, each site estimate will follow the same pattern though the year.

Peak flows for 2020 were identified in May at the station link counter which is in line with Strava's activity data. On an average weekday May flows were 28% higher than counts taken in September and 63% higher than counts taken in October. In comparison to 2019 flows were 23% lower in the September 2019 than September 2020 and flows were 20% lower in October 2019 than October 2020.

Crow Lane Comparison



Given Crow Lane was assessed during two separate periods, a side by side estimated flow comparison has been provided.

The flows experienced in September do not exactly match up with the estimated flows derived from the count taken in June, there were 6 cycles more on the actual count than the estimated flow. Similarly, when reversed the estimated flows derived from the count taken in September do not match up with the flows experienced in June, with 7 more cycles estimated in June than were actually experienced.

That said the estimated data as well as the September flows were calculated as monthly weekday averages, whereas the count in June only captured the data from 1 day, meaning other factors could be influencing the data. For example, the count was taken on Friday the 19th of June, on that day the temperature was between 10-15 degrees and it was cloudy for most of the day (World Weather Online, 2021); which may have deterred cyclists from using the route.

Future Monitoring Considerations

At present the temporary monitoring carried out in September and October only provides a snapshot of the current situation, it's important that going forward additional counts are commissioned for comparison. It is important that pedestrian and cycle levels continue to be monitored on the EATF route to assess the future success and effectiveness of the project, as it is delivered.

Potential Future monitoring options include:

Continue Temporary Count Monitoring

Continued monitoring of the initial count sites would be beneficial to understand how flows may change/ have changed going into 2021. For example, understanding how flows have been retained now that the EATF route has been in place for around a year.

Commission Permanent ATCs Through Chesterfield

Additionally, the temporary counts could be converted to permanent count sites, this will provide more accurate data that will detail how flows will change month through month.

Update and Repair of Permanent Monitoring Equipment

From the analysis of the permanent counters Derbyshire has available, it is apparent that in previous years and at present there have been gaps in the data collected. For example:

- Station Link – This count is capturing cycle flows, but not pedestrian movements
- Walton Dam – This count is collecting both pedestrian and cycle movements; however, cycle movements do appear to be under-reported. i.e. just 7 cycles per day in June 2020.

It is understood that these issues are being investigated via the operators. It is important these counts are reliable to inform future flows through Chesterfields in relation to the EATF.

Continue factoring temporary counts

When the situation on the permanent counts has been resolved, a temporary count should continue to be factored up against these permanent sites. This should provide analysis of how flows are changing through different months at these sites, without the need for additional monitoring.

**Appendix 2 – Chesterfield Active Travel Route - Engagement Summary Note –
Final Issue 3**

Derbyshire County Council

**Chesterfield Active Travel Route
Community Engagement
Summary Report**

June 2021

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Chesterfield Active Travel Route Community Engagement Summary Report

June 2021

Client Commission

| | | | |
|---------|---------------------------|--------------------|--------------|
| Client: | Derbyshire County Council | Date Commissioned: | January 2020 |
|---------|---------------------------|--------------------|--------------|

LTP Quality Control

| | | | |
|---------|-------------|-----------|--|
| Job No: | LTP/21/4421 | File Ref: | Chesterfield Active Travel Route - Engagement Summary Note - Final Issue 3 |
|---------|-------------|-----------|--|

| Issue | Revision | Description | Author | Checked | Date |
|-----------------------|----------|-------------------------|--------|---------|------------|
| 1 | - | Final to client | CS/RP | RP/AM | 20/04/2021 |
| 2 | Rev | Revised final to client | CS/RP | RP/AM | 02/06/2021 |
| 3 | Rev | Revised final to client | CS/RP | RP/AM | 16/06/2021 |
| Authorised for Issue: | | | | | AM |

LTP PROJECT TEAM

As part of our commitment to quality the following team of transport professionals was assembled specifically for the delivery of this project. Relevant qualifications are shown and CVs are available upon request to demonstrate our experience and credentials.

| Team Member | LTP Designation | Qualifications |
|-----------------------|-----------------------------------|---|
| <i>Andy Mayo</i> | <i>Director (Project Manager)</i> | <i>BA(Hons) MSc CMILT FIHE FCIHT FSoRSA</i> |
| <i>Ryan Penn</i> | <i>Senior Engineer</i> | <i>BA(Hons) IEng FIHE MCIHT MSoRSA</i> |
| <i>Clare Shepherd</i> | <i>Technical Assistant</i> | - |

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CHESTERFIELD ACTIVE TRAVEL ROUTE COMMUNITY ENGAGEMENT SUMMARY REPORT

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APPENDICES

- Appendix 1 – Letter Distribution Extents
- Appendix 2 – Elected Member Distribution List
- Appendix 3 – Wider Stakeholder Distribution List
- Appendix 4 – DCC Media Release

I. INTRODUCTION

I.1 Project Background

- 1.1.1 The UK Government has awarded Derbyshire County Council (DCC) approximately £1.6m as part of the Active Travel Fund (Tranche 2) to create a new east to west walking and cycling route across Chesterfield. The proposed 8km route extends from the A619 junction with Holymoore Road, along Chatsworth Road and the existing Hipper Valley Trail, through Queen's Park and to Chesterfield Royal Hospital via Crow Lane and Wetlands Lane. The route was chosen as it met all the criteria set out by the Government and has been identified as an important link to create a better network of walking and cycling routes in the town.
- 1.1.2 During March 2021, DCC undertook a wide-ranging engagement exercise which sought to obtain the views of the local community on initial route design options. These views will help to inform the next stages of the project.
- 1.1.3 This report provides a summary of the findings from the community engagement exercise.

I.2 Engagement Details

- 1.2.1 An online survey which sought to gather the views of the local community was held on the 'Commonplace' community engagement platform. The survey was hosted at the following location <https://chesterfieldcycleroute.commonplace.is/> and was available for completion between Monday 8th and Thursday 25th March 2021. Owing to the Covid-19 pandemic it was not possible to undertake face-to-face engagement.
- 1.2.2 The following information was provided on the Commonplace website:
- Background information on the proposals and details on why the route is needed;
 - Description of the proposals for each of the five sections which make up the overall 8km route;
 - Preliminary design drawings showing the route proposals for each of the five sections; and
 - Survey questions seeking the views of the local community on the proposals for each of the five sections. The survey questions included a combination of multiple-choice questions as well as 'free-text' survey questions.

1.2.3 In order to encourage participation amongst the local community, the engagement was promoted in the following ways:

- Letters were delivered to approximately 4,000 properties that are located on or close to the route (extents of distribution area is included as Appendix 1). All letters were delivered on 8th March 2021. As well as explaining the background to the project, the letters provided details on how to complete the survey. A contact telephone number and email address were also included on the letter for those people who had further queries or who wanted to request paper copies.
- The engagement was advertised on DCC's project webpage: <https://www.derbyshire.gov.uk/council/have-your-say/consultation-search/consultation-details/east-west-chesterfield-cycle-route.aspx>
- Elected Members of both DCC and Chesterfield Borough Council (CBC) were emailed by DCC's project lead in advance of the start of the engagement period advising them of the upcoming engagement period. Elected Members were asked to provide their views on the proposals as well as encouraging their constituents to do the same. A list of those Elected Members that were contacted is included as Appendix 2.
- Similar to the above, local stakeholders were also emailed and informed of the engagement period and how they could provide their views. Stakeholders included local schools, local service providers, parish councils, community groups, public transport providers, the emergency services and internal DCC/CBC contacts. A list of those stakeholders that were contacted is included as Appendix 3.
- DCC press/media releases and social media posts which promoted participation amongst the local community. The DCC media release which was provided to local news outlets is included as Appendix 4.

1.3 Report Structure

1.3.1 This report is structured as follows:

- Sections 2 to 7 – Provide a summary of the Commonplace engagement findings in relation to:
 - Section 1 of the route (Baslow Road, Chatsworth Road and Linden Avenue);
 - Section 2 of the route (Hipper Valley Trail);
 - Section 3 of the route (Walton Road to Boythorpe Road);
 - Section 4 of the route (Queen’s Park to Chesterfield Train Station);
 - Section 5 of the route (Crow Lane and Wetlands Lane); and
 - The overall route as a whole.
- Section 8 – Summary of the findings from those people/groups who provided non-Commonplace responses (e.g. those who provided comments by email/letter).

2. ENGAGEMENT FINDINGS – SECTION I

2.1 Section I

2.1.1 Section 1 of the route covers Baslow Road, Chatsworth Road and Linden Avenue. The length of this section of the route is approximately 1.6km.

2.2 Contribution Summary & Demographic Details

2.2.1 A total of 301 people provided responses in relation to Section 1. The age group of the respondents is summarised within Table 1.

Table 1: Age Group of Respondents

| Age Group | Number | % |
|-------------------|------------|-------------|
| 16-24 | 1 | <1% |
| 25-34 | 11 | 4% |
| 35-44 | 29 | 10% |
| 45-54 | 47 | 16% |
| 55-65 | 50 | 17% |
| 65-74 | 55 | 18% |
| 75-84 | 12 | 4% |
| Prefer not to say | 5 | 2% |
| No response | 91 | 30% |
| Total | 301 | 100% |

2.2.2 The home postcode information of the 301 respondents is provided within Table 2.

Table 2: Post Code of Respondents

| Post Code | Number | % |
|--------------|------------|-------------|
| S40 | 126 | 42% |
| S42 | 39 | 13% |
| S41 | 17 | 6% |
| S43 | 7 | 2% |
| Other | 15 | 5% |
| No response | 97 | 32% |
| Total | 301 | 100% |

2.2.3 Respondents were asked about the nature of their connection to the area. This information is summarised within Table 3. People were able to select more than one response (i.e. they may both live and work in the area).

Table 3: Connection to Area of Respondents

| Nature of Connection | Number | % |
|------------------------------|------------|-------------|
| Live here | 189 | 51% |
| Work here | 32 | 9% |
| Own a business here | 10 | 3% |
| Travel through here | 25 | 7% |
| Regular visitor here | 19 | 5% |
| Elected Member / Stakeholder | 2 | <1% |
| No response | 92 | 25% |
| Total | 369 | 100% |

2.3 Current Use of this Section of the Route

2.3.1 Table 4 identifies that the majority of respondents currently either walk or cycle (or both) along this section of the route.

Table 4: Current Use of the Route

| Nature of Connection | Number | % |
|----------------------|------------|-------------|
| Walk only | 107 | 36% |
| Walk and cycle | 106 | 35% |
| Neither | 48 | 16% |
| Cycle only | 34 | 11% |
| No response | 6 | 2% |
| Total | 301 | 100% |

2.4 Current Safety Concerns on the Route

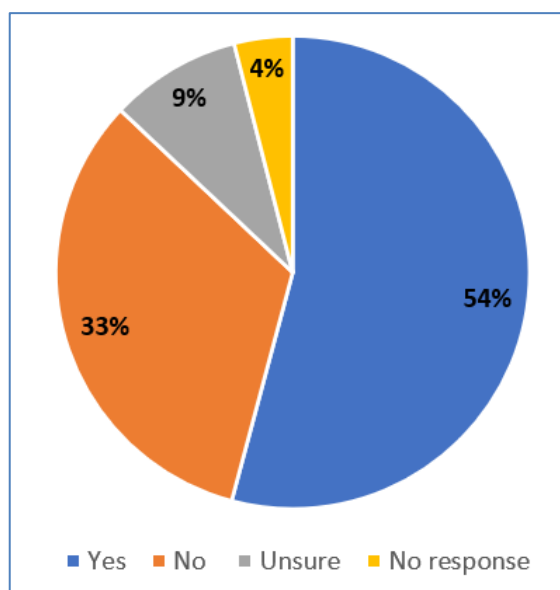
2.4.1 Respondents were asked whether they have any safety concerns about walking and cycling along this section of the route as it is now. The most popular responses were as follows (people were able to select multiple concerns):

- Too busy with traffic – 187 people;
- Traffic is too fast – 173 people;
- There are no cycle lanes – 143 people; and
- There are not enough crossing facilities – 59 people.

2.5 Would the Planned Improvements Encourage you to Walk/Cycle

2.5.1 Respondents were asked whether the planned improvements would encourage them to walk or cycle along this section of the route more often. Figure 1 identifies that over 50% of people (163 people) said they would walk or cycle more often. A third of people said they would not walk or cycle more (99 people).

Figure 1: Future Active Travel Use



2.5.2 The 163 people that outlined that they would walk or cycle more were asked which destinations they would walk or cycle to most often. The most popular responses were as follows (people were able to select multiple destinations):

- Parks and recreational areas – 128 people;
- Chesterfield town centre – 98 people;
- Local shops and services – 93 people; and
- Friends and relatives houses – 67 people.

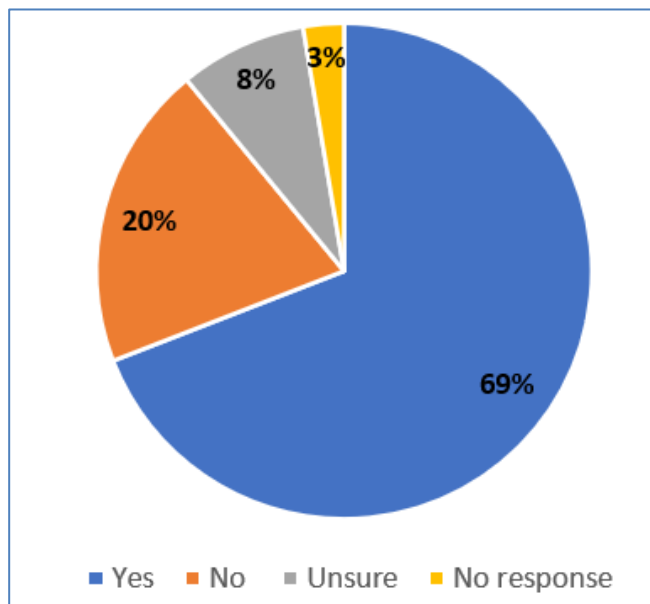
2.5.3 A total of 99 people said that they would not walk or cycle more if the planned improvements were made. These people were asked to provide reasons for this within a free-text answer. A wide range of answers were received and were grouped into main themes for ease of analysis. The most popular comment themes are outlined below:

- **Traffic flows (37 people)** – Chatsworth Road is too busy and/or has a high proportion of HGV movements and is therefore unsuitable for cycling, particularly for less confident cyclists;
- **Alternative route (26 people)** – An alternative, quieter cycling route is preferred, with an extension of the Hipper Valley Trail between Somersall Park and Holymoorside cited as the most popular alternative route option;
- **Environmental concerns (15 people)** – Air quality/pollution and noise concerns associated with having a pedestrian and cycle route adjacent to a busy 'A' road; and
- **Congestion and removal of right turn lanes (7 people)** – The proposals through narrowing traffic lanes and removing right turn lanes would make congestion worse along the route.

2.6 Physical Protection for Cyclists on Baslow Road / Chatsworth Road

2.6.1 The cycling proposals for Baslow Road and Chatsworth Road would provide physical protection for cyclists from traffic. Respondents were asked if they would be in support of this. Figure 2 identifies that over two thirds of people said they support the provision of physical protection for cyclists. 20% of people did not support this, 8% were unsure and 3% did not provide a response.

Figure 2: Physical Protection for Cyclists



2.7 Pedestrian Crossing Improvements

2.7.1 Respondents were asked if they were supportive of the pedestrian crossing improvements that are proposed. Table 5 identifies that over two thirds of people said they supported the crossing improvements.

Table 5: Pedestrian Crossing Improvements

| In Support of Crossing Improvements | Number | % |
|-------------------------------------|------------|-------------|
| Yes | 208 | 69% |
| No | 44 | 14% |
| Unsure | 35 | 12% |
| No Response | 14 | 5% |
| Total | 301 | 100% |

2.8 Additional Improvements

2.8.1 Respondents were asked if there were any further improvements to encourage walking and cycling that they would like to see made along this section of the route. Again, answers were on a ‘free-text’ basis and were grouped into themes. The most popular comment (38 people) related to not using the Chatsworth Road route and instead creating a quieter/traffic-free route, in particular extending the Hipper Valley Trail between Somersall Park and Holymoorside.

2.8.2 A number of people did have ideas for additional improvements along Chatsworth Road, the most popular being:

- **Speed management (18 people)** – Implementation of speed management measures (e.g. speed cameras or reducing the speed limit further to 20mph) to ensure lower vehicle speeds on Chatsworth Road;

- **Pedestrian improvements (16 people)** – The need for additional pedestrian improvements, various ideas were identified, including: providing additional crossing facilities for pedestrians, retaining central refuge crossing islands for pedestrians and ensuring that crossing times are sufficient at signal controlled crossings;
- **Means of segregation (9 people)** – The use of wands (or a similar) as a means of segregation may not offer sufficient protection for cyclists (especially for westbound cyclists) on what is a well trafficked route used by HGVs. More robust means of segregation would be preferred; and
- **Onward cycle connections (7 people)** – Onward cycle connections, particularly on Holymoore Road into Holymoorside would be beneficial – 7 people.

2.9 Further Comments

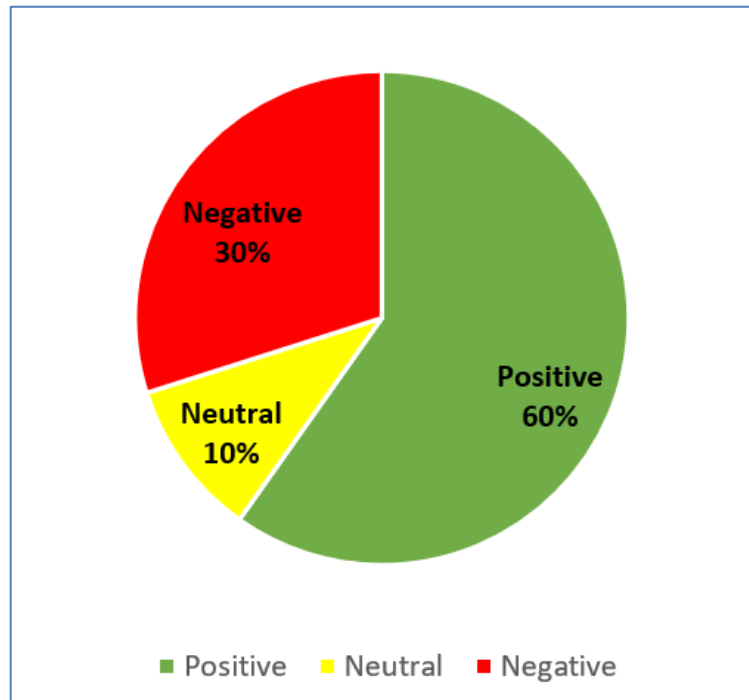
2.9.1 Respondents were also asked whether they had any further comments to make in relation to the proposals. Generally, this involved people repeating/expanding on those comments already discussed within Sections 2.5 and 2.8 and these are therefore not repeated.

2.9.2 Some comments were made which have not already been highlighted and these include:

- Concern that the scheme would adversely affect the ability of delivery vehicles to park kerb-side on Chatsworth Road;
- Concern that it would become more difficult for people to access/egress their driveways on the northern side of Chatsworth Road as they would have to cross the footway and the bi-directional cycle facility and also may not be expecting cyclists to approach from both directions;
- Concern that westbound cyclists within the bi-directional facility would be cycling close to (albeit separated by a form of segregation) HGVs travelling eastbound and the air forces generated by these vehicles could destabilise cyclists and be generally unpleasant;
- Concern that the proposed active travel improvements at the Chatsworth Road / Storrs Road traffic signal junction would adversely impact on capacity for motorised users;
- Concern that at school leaving time pupils at Brookfield Community School may spill out and/or congregate and therefore obstruct users of the cycle facility within the vicinity of the school;
- Suggestion that the coloured surfacing covers the whole of the bi-directional cycle facility and not just at junction/access locations; and
- Suggestion that additional signing/wayfinding is provided along the route alongside new areas of cycle parking.

2.9.3 Respondents were asked to outline how they feel about the plans to improve walking and cycling along this section. The overall sentiment results are shown in Figure 3 and outline that 60% of people were positive towards the proposals, 10% were neutral and 30% were negative.

Figure 3: Overall Sentiment towards Proposals



3. ENGAGEMENT FINDINGS – SECTION 2

3.1 Section 2

3.1.1 Section 2 of the route covers the Hipper Valley Trail. The length of this section of the route is approximately 1.1km.

3.2 Contribution Summary & Demographic Details

3.2.1 A total of 184 people provided responses in relation to Section 2. The age group of the respondents is summarised within Table 6.

Table 6: Age Group of Respondents

| Age Group | Number | % |
|-------------------|------------|-------------|
| 16-24 | 1 | <1% |
| 25-34 | 5 | 3% |
| 35-44 | 17 | 9% |
| 45-54 | 28 | 15% |
| 55-65 | 32 | 17% |
| 65-74 | 38 | 21% |
| 75-84 | 7 | 4% |
| Prefer not to say | 2 | 1% |
| No response | 54 | 29% |
| Total | 184 | 100% |

3.2.2 The home postcode information of the 184 respondents is provided within Table 7.

Table 7: Post Code of Respondents

| Post Code | Number | % |
|--------------|------------|-------------|
| S40 | 79 | 43% |
| S42 | 15 | 8% |
| S41 | 13 | 7% |
| S43 | 6 | 3% |
| Other | 14 | 8% |
| No response | 57 | 31% |
| Total | 184 | 100% |

3.2.3 Respondents were asked about the nature of their connection to the area. This information is summarised within Table 8. People were able to select more than one response (i.e. they may both live and work in the area).

Table 8: Connection to Area of Respondents

| Nature of Connection | Number | % |
|------------------------------|------------|-------------|
| Live here | 112 | 46% |
| Work here | 32 | 13% |
| Own a business here | 8 | 3% |
| Travel through here | 19 | 8% |
| Regular visitor here | 15 | 6% |
| Elected Member / Stakeholder | 3 | 1% |
| No response | 54 | 22% |
| Total | 243 | 100% |

3.3 Current Use of this Section of the Route

3.3.1 Table 9 identifies that over 90% of respondents currently either walk or cycle (or both) along this section of the route.

Table 9: Current Use of the Route

| Nature of Connection | Number | % |
|----------------------|------------|-------------|
| Walk and cycle | 87 | 47% |
| Walk only | 53 | 29% |
| Cycle only | 29 | 16% |
| Neither | 14 | 8% |
| No response | 1 | <1% |
| Total | 184 | 100% |

3.4 Current Safety Concerns on the Route

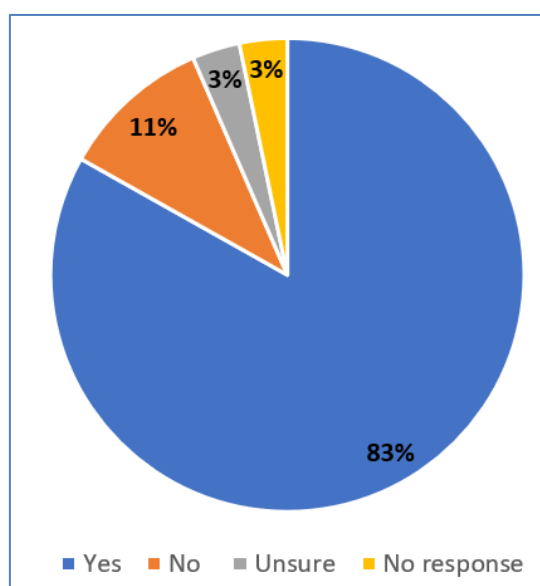
3.4.1 Respondents were asked whether they have any safety concerns about walking and cycling along this section of the route as it is now. The most popular responses were as follows (people were able to select multiple concerns):

- Uneven/poor surface – 140 people;
- Route can flood – 110 people;
- Route is not wide enough – 83 people; and
- Route is not well enough lit – 59 people.

3.5 Would the Planned Improvements Encourage you to Walk/Cycle

3.5.1 Respondents were asked whether the planned improvements would encourage them to walk or cycle along this section of the route more often. Figure 4 identifies that over 80% of people said they would walk or cycle more often.

Figure 4: Future Active Travel Use



3.5.2 The 153 people that outlined that they would walk or cycle more were asked which destinations they would walk or cycle to most often. The most popular responses were as follows (people were able to select multiple destinations):

- Parks and recreational areas – 120 people;
- Chesterfield town centre – 101 people;
- Local shops and services – 81 people; and
- Train station – 55 people.

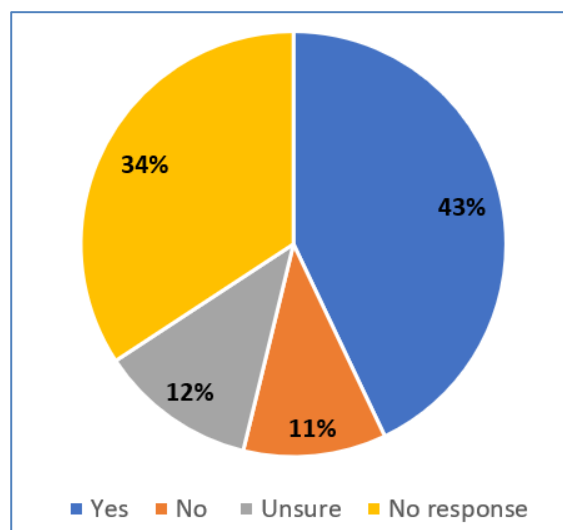
3.5.3 A total of 18 people said that they would not walk or cycle more if the planned improvements were made. These people were asked to provide reasons for this within a free-text answer. The most popular comment themes are outlined below:

- **Degradation of recreational value (4 people)** – By providing additional hard paved areas, the proposals will degrade the recreational value and character of the area;
- **Pedestrian use will be deterred (4 people)** – Additional cyclists through the area, particularly those travelling at higher speeds, will make the route less pleasant/safe for pedestrians and may discourage use; and
- **Segregation (2 people)** – It would be better to segregate cyclists from pedestrians.

3.6 Surfacing – Wooded Section of the Route

3.6.1 As part of the current proposals, in order to protect tree roots no hard surfacing improvements are proposed through the wooded section of the route. Respondents were asked whether they agreed with this approach. Although this question was not particularly well answered (over a third of people did not provide a response), the most common answer was that people did agree with the approach of not providing surfacing improvements (43%).

Figure 5: Wooded Area – Surfacing Improvements



3.7 Additional Improvements

3.7.1 Respondents were asked if there were any further improvements to encourage walking and cycling that they would like to see made along this section of the route. Again, answers were on a 'free-text' basis and were grouped into themes. A total of 84 comments were made, the most popular being:

- **Surface through the wooded section (22 people)** – In order to ensure a high standard of route across the whole section, particularly during bad weather, an appropriate surface treatment should be provided within the wooded section of the route. Potential ideas that were identified include a permeable resin bound surface, a raised boardwalk or a conventional tarmac surface. These comments contrast to the findings identified within Figure 5 above;
- **Segregating pedestrians and cyclists (10 people)** – It would be beneficial if pedestrians and cyclists could be segregated along the route and each have their own spaces;
- **Improving signing (5 people)** – Signing is required to help with wayfinding and to ensure that people are aware that the route is to be shared in a courteous manner by pedestrians and cyclists; and
- **Route maintenance (5 people)** – Regular route maintenance (e.g. cutting back of vegetation) is required to ensure that the full width of the route is useable at all times.

3.8 Further Comments

3.8.1 Respondents were also asked whether they had any further comments to make in relation to the proposals. Generally, this involved people repeating/expanding on those comments already discussed within Sections 3.5 and 3.7 and these are therefore not repeated.

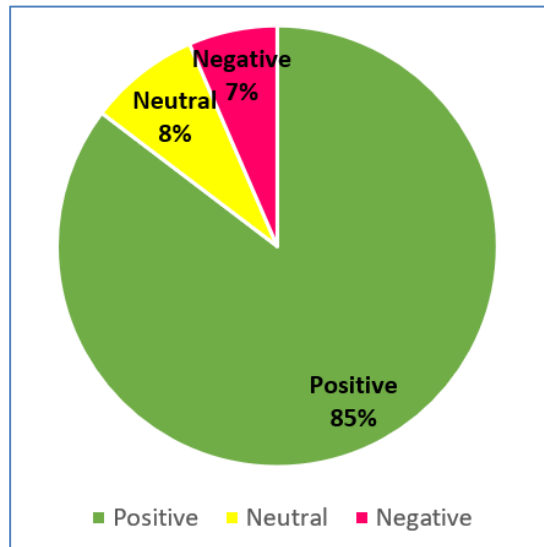
3.8.2 Some comments were made which have not already been highlighted and these include:

- Recognition that there is a need to strike a balance between improving the surface through the wooded section to offer benefits for pedestrians and protecting the natural beauty of the existing area;
- Concern that any lighting proposals could be harmful to local wildlife, adversely impact on the rural character of the route and encourage anti-social behaviour;
- Requests for improvements to other existing paths which connect to the Hipper Valley Trail, for example routes from Oakfield Avenue, Foxbrook Drive and Newhaven Close; and
- Requests for the Hipper Valley Trail route to be extended westwards from Somersall Park to Holymoorside.

3.9 Overall Sentiment

3.9.1 Respondents were asked to outline how they feel about the plans to improve walking and cycling along this section. The overall sentiment results are shown in Figure 6 and outline that 85% of people were positive towards the proposals, 8% were neutral and 7% were negative.

Figure 6: Overall Sentiment towards Proposals



4. ENGAGEMENT FINDINGS – SECTION 3

4.1 Section 3

4.1.1 Section 3 of the route covers Walton Road, Bobbin Mill Lane, Goytside Road and Dock Walk. The length of this section of the route is approximately 1.3km.

4.2 Contribution Summary & Demographic Details

4.2.1 A total of 156 people provided responses in relation to Section 3. The age group of the respondents is summarised within Table 10.

Table 10: Age Group of Respondents

| Age Group | Number | % |
|-------------------|------------|-------------|
| 16-24 | 1 | <1% |
| 25-34 | 4 | 3% |
| 35-44 | 13 | 8% |
| 45-54 | 28 | 18% |
| 55-65 | 26 | 17% |
| 65-74 | 27 | 17% |
| 75-84 | 7 | 5% |
| Prefer not to say | 2 | 1% |
| No response | 48 | 31% |
| Total | 156 | 100% |

4.2.2 The home postcode information of the 156 respondents is provided within Table 11.

Table 11: Post Code of Respondents

| Post Code | Number | % |
|--------------|------------|-------------|
| S40 | 66 | 42% |
| S42 | 14 | 9% |
| S41 | 12 | 8% |
| S43 | 5 | 3% |
| Other | 9 | 6% |
| No response | 50 | 32% |
| Total | 156 | 100% |

4.2.3 Respondents were asked about the nature of their connection to the area. This information is summarised within Table 12. People were able to select more than one response (i.e. they may both live and work in the area).

Table 12: Connection to Area of Respondents

| Nature of Connection | Number | % |
|------------------------------|------------|-------------|
| Live here | 91 | 43% |
| Work here | 25 | 12% |
| Own a business here | 8 | 4% |
| Travel through here | 22 | 11% |
| Regular visitor here | 14 | 7% |
| Elected Member / Stakeholder | 2 | 1% |
| No response | 48 | 23% |
| Total | 210 | 100% |

4.3 Current Use of this Section of the Route

4.3.1 Table 13 identifies that 85% of respondents currently either walk or cycle (or both) along this section of the route.

Table 13: Current Use of the Route

| Nature of Connection | Number | % |
|----------------------|------------|-------------|
| Walk and cycle | 67 | 43% |
| Cycle only | 39 | 25% |
| Walk only | 27 | 17% |
| Neither | 20 | 13% |
| No response | 3 | 2% |
| Total | 156 | 100% |

4.4 Current Safety Concerns on the Route

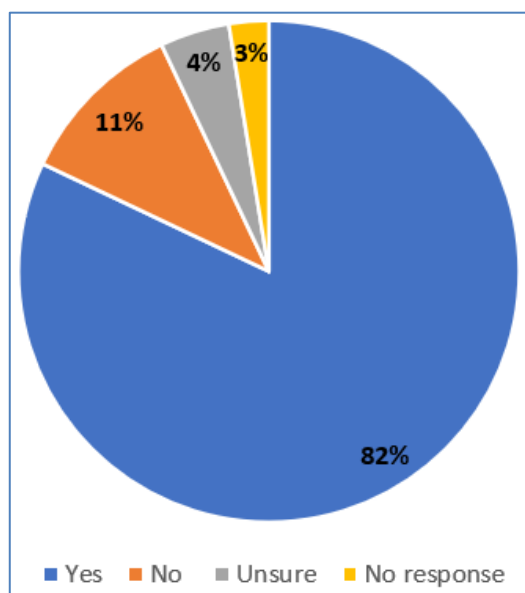
4.4.1 Respondents were asked whether they have any safety concerns about walking and cycling along this section of the route as it is now. The most popular responses were as follows (people were able to select multiple concerns):

- Uneven / poor surface – 92 people;
- Not enough cycle lanes – 71 people;
- Not well enough lit – 50 people; and
- Anti-social behaviour along the route – 37 people.

4.5 Would the Planned Improvements Encourage you to Walk/Cycle

4.5.1 Respondents were asked whether the planned improvements would encourage them to walk or cycle along this section of the route more often. Figure 7 identifies that over 80% of people said they would walk or cycle more often.

Figure 7: Future Active Travel Use



4.5.2 The 128 people that outlined that they would walk or cycle more were asked which destinations they would walk or cycle to most often. The most popular responses were as follows (people were able to select multiple destinations):

- Parks and recreational areas – 97 people;
- Chesterfield town centre – 91 people;
- Local shops and services – 74 people; and
- Friends and relatives houses – 35 people.

4.5.3 A total of 17 people said that they would not walk or cycle more if the planned improvements were made. These people were asked to provide reasons for this within a free-text answer. The most popular comment themes are outlined below:

- **Already cycle (4 people)** – People already cycle here and the proposals would not increase the amount of cycling they undertake; and
- **Safety/anti-social behaviour issues (3 people)** – Broken glass and general unpleasantness of the area around Goytside Road can make the route feel unsafe, particularly during an evening.

4.6 Additional Improvements

4.6.1 Respondents were asked if there were any further improvements to encourage walking and cycling that they would like to see made along this section of the route. Again, answers were on a 'free-text' basis and were grouped into themes. A total of 57 comments were made, the most popular being:

- **Environmental improvements (16 people)** – The area around Goytside Road and Walton Fields Road is unattractive, not well maintained and in need of environmental improvements if it is to be made an attractive route for walking and cycling. Identified issues include high amounts of litter (including dog waste), broken glass, graffiti, lack of natural surveillance, high walls providing a sense of enclosure and anti-social behaviour;
- **Vehicle parking on Walton Road (6 people)** – Use of the existing cycle facility on the eastern side of Walton Road is regularly obstructed by parked vehicles. Physical measures to prevent vehicle parking or suitable enforcement would be required to ensure that the new cycle facility is not obstructed in the same way;
- **Widen the route between Walton Fields Road and Goytside Road (2 people)** – The existing walking/cycling route is narrow and should be widened by making use of adjacent land; and
- **Goytside Road west of Factory Street (2 people)** – So as to avoid westbound cyclists having to cross Goytside Road twice, can the off-road cycle facility on the northern side of Goytside Road continue up to the Northwood Hygiene Products access.

4.7 Further Comments

4.7.1 Respondents were also asked whether they had any further comments to make in relation to the proposals. Generally, this involved people repeating/expanding on those comments already discussed within Sections 4.5 and 4.6 and these are therefore not repeated.

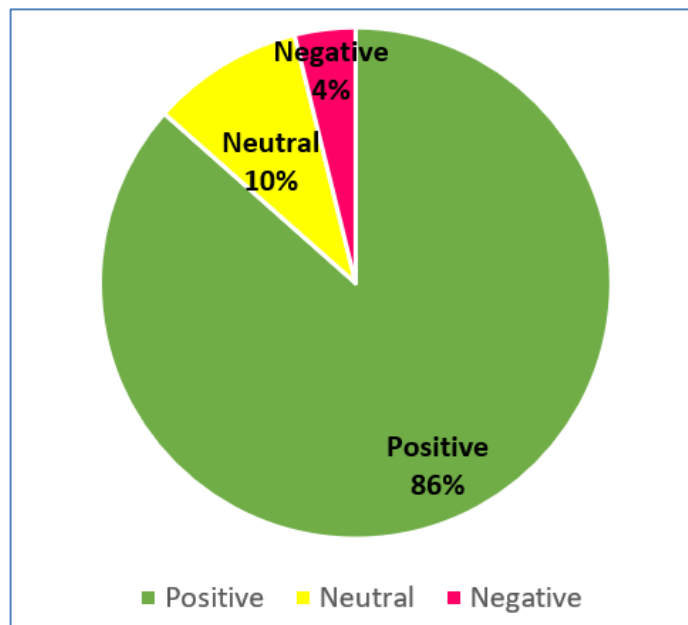
4.7.2 Some comments were made which have not already been highlighted and these include:

- Recognition that currently vacant land on Goytside Road may be developed in the future and that the walking/cycling route proposals should take this into account (and vice versa);
- Traffic flows are generally light and speeds low on Dock Walk and, as such, it may be preferable to accommodate cyclists on-road, rather than providing an off-road facility that is shared with pedestrians; and
- Pre-pandemic parking levels on Goytside Road were relatively high and suitable measures will be required to ensure that on-street parking will not obstruct use of the cycle facilities.

4.8 Overall Sentiment

4.8.1 Respondents were asked to outline how they feel about the plans to improve walking and cycling along this section. The overall sentiment results are shown in Figure 8 and outline that 86% of people were positive towards the proposals, 10% were neutral and 4% were negative.

Figure 8: Overall Sentiment towards Proposals



5. ENGAGEMENT FINDINGS – SECTION 4

5.1 Section 4

5.1.1 Section 4 of the route covers Queen’s Park and the existing walking/cycling route between Park Road and Chesterfield Train Station. The length of this section of the route is approximately 1.8km.

5.2 Contribution Summary & Demographic Details

5.2.1 A total of 152 people provided responses in relation to Section 4. The age group of the respondents is summarised within Table 14.

Table 14: Age Group of Respondents

| Age Group | Number | % |
|-------------------|------------|-------------|
| 16-24 | 1 | <1% |
| 25-34 | 5 | 3% |
| 35-44 | 12 | 8% |
| 45-54 | 27 | 18% |
| 55-65 | 28 | 18% |
| 65-74 | 26 | 17% |
| 75-84 | 7 | 5% |
| Prefer not to say | 2 | 1% |
| No response | 44 | 29% |
| Total | 152 | 100% |

5.2.2 The home postcode information of the 152 respondents is provided within Table 15.

Table 15: Post Code of Respondents

| Post Code | Number | % |
|--------------|------------|-------------|
| S40 | 60 | 40% |
| S41 | 21 | 14% |
| S42 | 10 | 7% |
| S43 | 6 | 4% |
| Other | 9 | 6% |
| No response | 46 | 30% |
| Total | 152 | 100% |

5.2.3 Respondents were asked about the nature of their connection to the area. This information is summarised within Table 16. People were able to select more than one response (i.e. they may both live and work in the area).

Table 16: Connection to Area of Respondents

| Nature of Connection | Number | % |
|------------------------------|------------|-------------|
| Live here | 92 | 45% |
| Work here | 28 | 14% |
| Own a business here | 8 | 4% |
| Travel through here | 16 | 8% |
| Regular visitor here | 12 | 6% |
| Elected Member / Stakeholder | 3 | 2% |
| No response | 45 | 22% |
| Total | 204 | 100% |

5.3 Current Use of this Section of the Route

5.3.1 Table 17 identifies that over 90% of respondents currently either walk or cycle (or both) along this section of the route.

Table 17: Current Use of the Route

| Nature of Connection | Number | % |
|----------------------|------------|-------------|
| Walk and cycle | 72 | 47% |
| Cycle only | 43 | 28% |
| Walk only | 26 | 17% |
| Neither | 11 | 7% |
| Total | 152 | 100% |

5.4 Current Safety Concerns on the Route

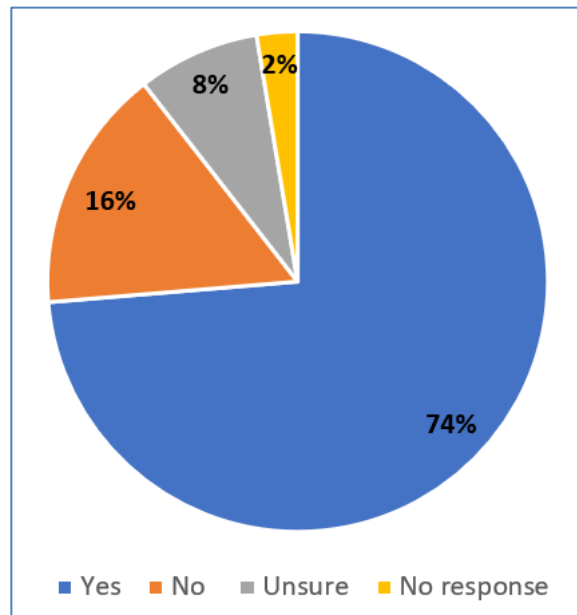
5.4.1 Respondents were asked whether they have any safety concerns about walking and cycling along this section of the route as it is now. The most popular responses were as follows (people were able to select multiple concerns):

- Anti-social behaviour along the route – 37 people;
- Not well enough lit – 36 people;
- Route is not wide enough – 33 people; and
- Uneven / poor surface – 29 people.

5.5 Would the Planned Improvements Encourage you to Walk/Cycle

5.5.1 Respondents were asked whether the planned improvements would encourage them to walk or cycle along this section of the route more often. Figure 9 identifies that approaching 75% of people said they would walk or cycle more often. 15% of people said they would not walk or cycle more.

Figure 9: Future Active Travel Use



5.5.2 The 112 people that outlined that they would walk or cycle more were asked which destinations they would walk or cycle to most often. The most popular responses were as follows (people were able to select multiple destinations):

- Parks and recreational areas – 89 people;
- Chesterfield town centre – 77 people;
- Train station – 75 people; and
- Local shops and services – 57 people.

5.5.3 A total of 24 people said that they would not walk or cycle more if the planned improvements were made. These people were asked to provide reasons for this within a free-text answer. The most popular comment themes are outlined below:

- **Already use the route (12 people)** – People already use the route, think it is generally fit for purpose and the proposals would not affect how often they use the route; and
- **Safety/anti-social behaviour issues (3 people)** – Personal safety concerns as part of the route is quite isolated with limited natural surveillance.

5.6 Additional Improvements

5.6.1 Respondents were asked if there were any further improvements to encourage walking and cycling that they would like to see made along this section of the route. Again, answers were on a 'free-text' basis and were grouped into themes. A total of 66 comments were made, the most popular being:

- **Lighting improvements (10 people)** – Parts of the route, particularly between the train station and retail park are not well lit and require additional lighting to improve personal security along the route during periods of darkness;
- **Regular maintenance (9 people)** – Regular route maintenance (e.g. cutting back of vegetation, litter removal etc) is required to ensure that the full width of the route is useable at all times;
- **Pedestrian/cycle access to retail park (5 people)** – A pedestrian/cycle access should be created from the route to the retail park which accommodates Home Bargains, TK Maxx and The Range. It is understood that this has previously been investigated by DCC but it has not been possible to establish a connection;
- **Improving signing (5 people)** – Signing is required to help with wayfinding and to ensure that people are aware that the route is to be shared in a courteous manner by pedestrians and cyclists;
- **Reverse parking (3 people)** – Concerns that some people may not adhere to the reverse parking only proposal within Queen's Park and as a result it may be beneficial to relocate the cycle route away from the car parking bays; and
- **Queen's Park speed hump (3 people)** – A number of speed bumps are located along the existing cycle route through Queen's Park and should be removed so as to provide a continuous and obstruction-free route for cyclists.

5.7 Further Comments

5.7.1 Respondents were also asked whether they had any further comments to make in relation to the proposals. Generally, this involved people repeating/expanding on those comments already discussed within Sections 5.5 and 5.6 and these are therefore not repeated.

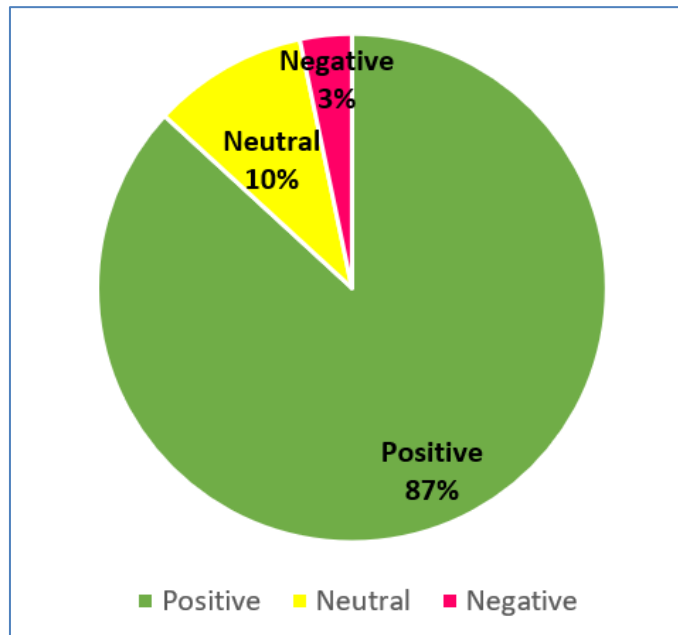
5.7.2 Some comments were made which have not already been highlighted and these include:

- Concerns that the removal of pedestrian/cyclist segregation on the path through Queen's Park may increase the risk of cyclists dominating the space, resulting in pedestrians having to move out of the way; and
- Opportunities should be sought to provide additional walking and cycling connections from neighbouring areas to the route.

5.8 Overall Sentiment

5.8.1 Respondents were asked to outline how they feel about the plans to improve walking and cycling along this section. The overall sentiment results are shown in Figure 10 and outline that 87% of people were positive towards the proposals, 10% were neutral and 3% were negative.

Figure 10: Overall Sentiment towards Proposals



6. ENGAGEMENT FINDINGS – SECTION 5

6.1 Section 5

6.1.1 Section 5 of the route covers Crow Lane and Wetlands Lane. The length of this section of the route is approximately 1.8km.

6.2 Contribution Summary & Demographic Details

6.2.1 A total of 389 people provided responses in relation to Section 5. The age group of the respondents is summarised within Table 18.

Table 18: Age Group of Respondents

| Age Group | Number | % |
|-------------------|------------|-------------|
| 16-24 | 2 | <1% |
| 25-34 | 18 | 4% |
| 35-44 | 32 | 8% |
| 45-54 | 59 | 15% |
| 55-65 | 72 | 19% |
| 65-74 | 51 | 13% |
| 75-84 | 14 | 4% |
| Prefer not to say | 5 | 1% |
| No response | 136 | 35% |
| Total | 389 | 100% |

6.2.2 The home postcode information of the 389 respondents is provided within Table 19.

Table 19: Post Code of Respondents

| Post Code | Number | % |
|--------------|------------|-------------|
| S43 | 87 | 22% |
| S40 | 52 | 13% |
| S41 | 45 | 12% |
| S44 | 35 | 9% |
| S42 | 10 | 3% |
| Other | 11 | 3% |
| No response | 149 | 38% |
| Total | 389 | 100% |

6.2.3 Respondents were asked about the nature of their connection to the area. This information is summarised within Table 20. People were able to select more than one response (i.e. they may both live and work in the area).

Table 20: Connection to Area of Respondents

| Nature of Connection | Number | % |
|------------------------------|------------|-------------|
| Live here | 229 | 47% |
| Work here | 52 | 11% |
| Own a business here | 14 | 3% |
| Travel through here | 30 | 6% |
| Regular visitor here | 17 | 4% |
| Elected Member / Stakeholder | 3 | <1% |
| Study here | 1 | <1% |
| No response | 137 | 27% |
| Total | 483 | 100% |

6.3 Current Use of this Section of the Route

6.3.1 Table 21 identifies that over 70% of respondents currently either walk or cycle (or both) along this section of the route.

Table 21: Current Use of the Route

| Nature of Connection | Number | % |
|----------------------|------------|-------------|
| Walk only | 121 | 31% |
| Walk and cycle | 103 | 27% |
| Neither | 103 | 27% |
| Cycle only | 53 | 14% |
| No response | 9 | 2% |
| Total | 389 | 100% |

6.4 Current Safety Concerns on the Route

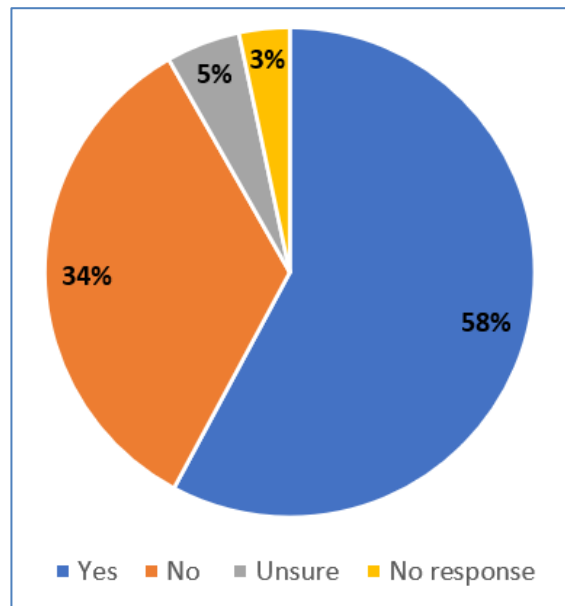
6.4.1 Respondents were asked whether they have any safety concerns about walking and cycling along this section of the route as it is now. The most popular responses were as follows (people were able to select multiple concerns):

- Not well enough lit – 114 people;
- Not enough space for pedestrians/cyclists – 111 people;
- Too busy with traffic – 95 people; and
- Traffic is too fast – 90 people.

6.5 Would the Planned Improvements Encourage you to Walk/Cycle

6.5.1 Respondents were asked whether the planned improvements would encourage them to walk or cycle along this section of the route more often. Figure 11 identifies that 58% of people said they would walk or cycle more often and 34% said they would not walk or cycle more. The remaining 8% were either unsure or did not provide a response.

Figure 11: Future Active Travel Use



6.5.2 The 225 people that outlined that they would walk or cycle more were asked which destinations they would walk or cycle to most often. The most popular responses were as follows (people were able to select multiple destinations):

- Parks and recreational areas – 127 people;
- Chesterfield town centre – 126 people;
- Hospital / healthcare services – 118 people; and
- Train station – 88 people.

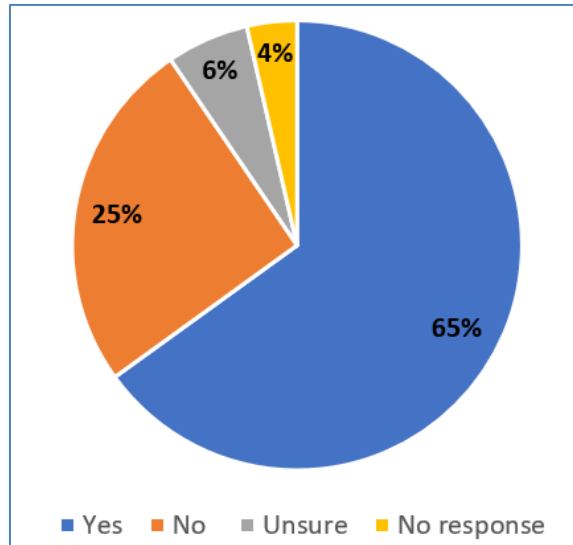
6.5.3 A total of 132 people said that they would not walk or cycle more if the planned improvements were made. These people were asked to provide reasons for this within a free-text answer. The most popular comment themes are outlined below:

- **Gradient (24 people)** – The gradient on Crow Lane is too steep, particularly for cycling;
- **Street lighting (13 people)** – Crow Lane and Wetlands Lane are unlit and do not provide safe conditions for walking and cycling;
- **Alternative route (13 people)** – An alternative route via Dark Lane, Wheathill Lane and the golf course would be better route to designate for walking/cycling use, with Crow Lane re-opened for vehicle use;
- **Already use route (12 people)** – People already use the route and the proposals would not affect how often they use the route; and
- **Personal security (8 people)** – The absence of vehicles along the route results in a lack of natural surveillance which raises personal security concerns.

6.6 Temporary Vehicle Closure on Part of Crow Lane

6.6.1 Respondents were asked whether they felt that the current temporary vehicle closure along part of Crow Lane which has been implemented as part of Tranche 1 funding has improved conditions for walking and cycling. Figure 12 identifies that 65% of people felt that conditions have improved for pedestrians and cyclists, whereas 25% felt that conditions had not improved. The remaining people were either unsure (6%) or did not provide a response (4%).

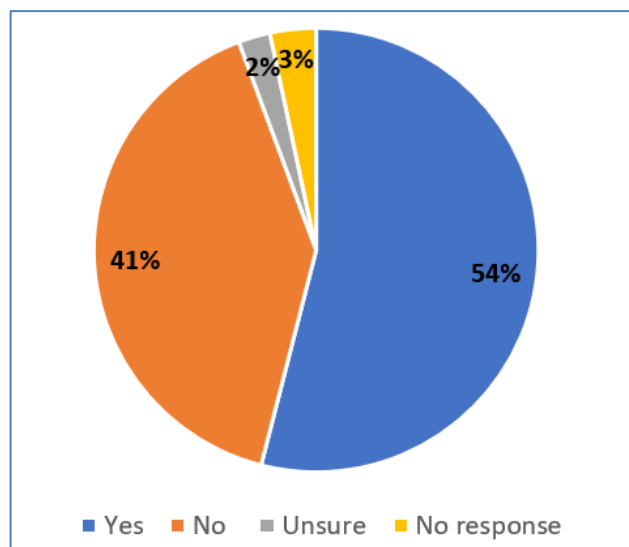
Figure 12: Current Crow Lane Temporary Closure



6.7 Use of Crow Lane Since Temporary Closure

6.7.1 Respondents were asked if they had used Crow Lane more for walking and cycling since the temporary vehicle closure was implemented. The results were reasonably evenly split, with 54% of people saying they had walked or cycled more and 41% stating they had not.

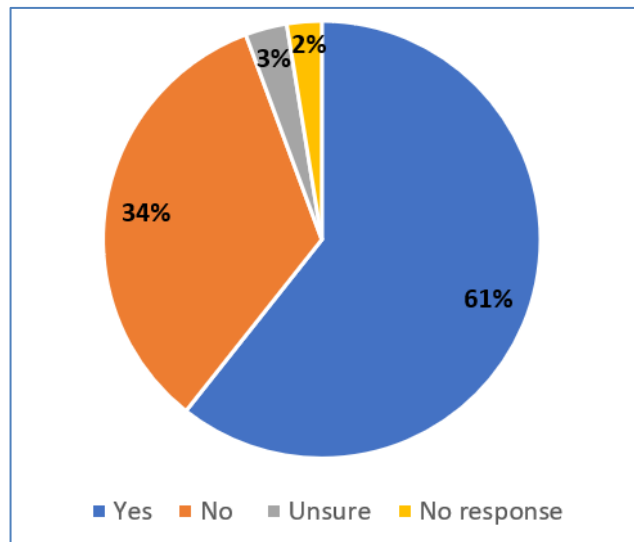
Figure 13: Current Crow Lane Temporary Closure – Active Travel Use



6.8 Permanent Closure on Crow Lane

6.8.1 Respondents were asked if they generally supported making the temporary closure arrangements on Crow Lane permanent. Figure 14 summarises the results and indicates that 61% of people are in favour of a permanent closure, 34% are against a permanent closure and 5% are unsure or did not provide a response.

Figure 14: Making the Temporary Crow Lane Closure Permanent



6.9 Additional Improvements

6.9.1 Respondents were asked if there were any further improvements to encourage walking and cycling that they would like to see made along this section of the route. Again, answers were on a 'free-text' basis and were grouped into themes. A total of 177 comments were made, the most popular being:

- **Alternative route (17 people)** – As outlined in response to a previous question, some people feel that an improvement would be to route the pedestrian/cycle route via Dark Lane, Wheathill Lane and the golf course which would allow Crow Lane to be opened up for vehicle use;
- **Regular maintenance (17 people)** – Regular route maintenance (e.g. cutting back of vegetation, litter removal, road sweeping etc) is required to ensure that the route is useable at all times;
- **Lighting (14 people)** – As outlined in response to a previous question, some people feel that lighting of Crow Lane and Wetlands Lane is necessary to make it safer for walking and cycling; and
- **Increased use of Dark Lane, Wheathill Lane and Pettyclose Lane (9 people)** – The temporary closure of Crow Lane has resulted in some traffic diverting onto Dark Lane, Wheathill Lane and Pettyclose Lane. The increase in flow on this single lane width route is a hazard for pedestrians, cyclists, horse riders and vehicle users.

6.10 Further Comments

6.10.1 Respondents were also asked whether they had any further comments to make in relation to the proposals. To some extent, this involved people repeating/expanding on those comments already discussed within Sections 6.5 and 6.9 and these are therefore not repeated.

6.10.2 In addition to the above, a number of comments were made with regards to people's experiences/views of the temporary closure on Crow Lane and whether they would like to see it made permanent. Comments covered wide-ranging subject matter and, in some cases, were very detailed. The range in opinion was also significant, with a number of both extremely positive and extremely negative responses received in relation to the Crow Lane proposal.

6.10.3 The positive comments tend to focus on:

- How people now regularly enjoy using the lane for commuting, leisure and exercise purposes without the prospect of encountering traffic;
- How people who previously viewed the route as too dangerous are now enjoying being able to use the traffic-free route; and
- The associated benefits the closure has brought, such as improved quality of wildlife, a more pleasant environment and a reduction in litter/fly-tipping.

6.10.4 The negative comments tend to focus on:

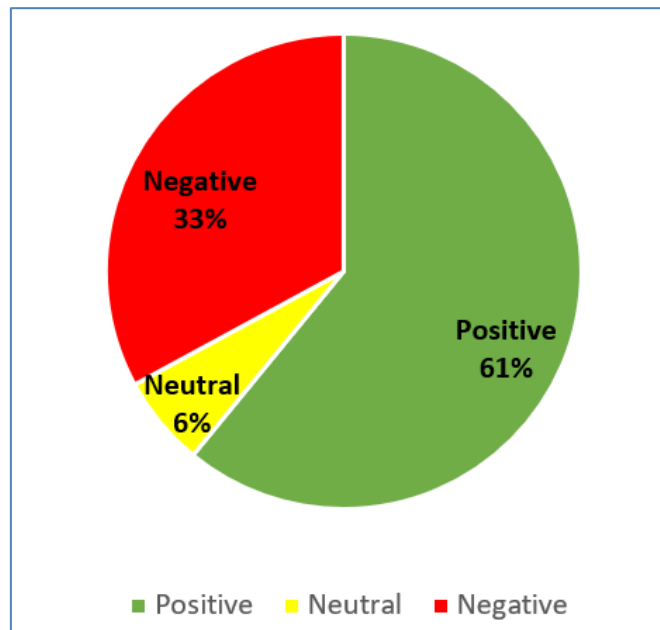
- How Crow Lane formed an important/useful traffic route for them and that having to use an alternative route has increased congestion, journey times and air pollution on other routes;
- How the closure of Crow Lane increases the potential for rat-running on other routes, such as between Dark Lane and Paxton Road at Tapton; and
- That the additional numbers of walkers and cyclists using Crow Lane is insufficient to justify a permanent closure.

6.10.5 The above provides an overall summary and all further comments that have been received have been passed in full to DCC.

6.11 Overall Sentiment

6.11.1 Respondents were asked to outline how they feel about the plans to improve walking and cycling along this section. The overall sentiment results are shown in Figure 15 and outline that 61% of people were positive towards the proposals, 6% were neutral and 33% were negative.

Figure 15: Overall Sentiment towards Proposals



7. ENGAGEMENT FINDINGS – OVERALL

7.1 Introduction

7.1.1 By combining responses across all five route sections, this section provides a brief summary of:

- Whether people felt that the planned improvements would encourage them to walk or cycle more often; and
- Overall sentiment towards the planned improvements.

7.2 Would the Planned Improvements Encourage you to Walk/Cycle

7.2.1 Table 22 summarises whether the planned improvements would encourage the respondents to walk or cycle more across the different sections of the route.

Table 22: Walk/Cycle More Often

| Section | Yes | No | Unsure/No response | Total |
|--------------|------------------|------------------|--------------------|-------------|
| Section 1 | 163 (54%) | 99 (33%) | 39 (13%) | 301 |
| Section 2 | 153 (83%) | 19 (11%) | 12 (6%) | 184 |
| Section 3 | 128 (82%) | 17 (11%) | 11 (7%) | 156 |
| Section 4 | 112 (74%) | 24 (16%) | 16 (10%) | 152 |
| Section 5 | 225 (58%) | 132 (34%) | 32 (8%) | 389 |
| Total | 781 (66%) | 291 (25%) | 110 (9%) | 1182 |

7.2.2 Of the responses received, approximately two thirds said they would walk or cycle more. Those people that outlined that they would walk or cycle more were asked which destinations they would walk or cycle to most often. The most popular responses were as follows (people were able to select multiple destinations):

- Parks and recreational areas – 561 responses;
- Chesterfield town centre – 493 responses; and
- Local shops and services – 357 responses.

7.3 Overall Sentiment

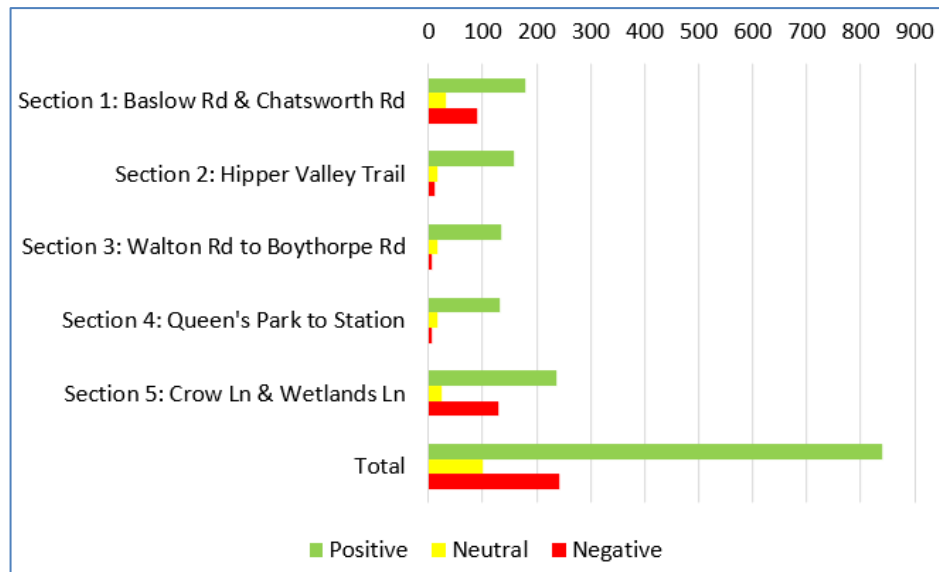
7.3.1 Table 23 summarises the overall sentiment respondents had towards the planned improvements across the different sections of the route. Across the whole route, a positive sentiment figure of over 70% was identified.

Table 23: Overall Sentiment

| Section | Positive | Neutral | Negative | Total |
|--------------|------------------|-----------------|------------------|-------------|
| Section 1 | 180 (60%) | 31 (10%) | 90 (20%) | 301 |
| Section 2 | 157 (85%) | 15 (8%) | 12 (7%) | 184 |
| Section 3 | 135 (86%) | 15 (10%) | 6 (4%) | 156 |
| Section 4 | 132 (87%) | 15 (10%) | 5 (3%) | 152 |
| Section 5 | 237 (61%) | 24 (6%) | 128 (33%) | 389 |
| Total | 841 (71%) | 100 (9%) | 241 (20%) | 1182 |

7.3.2 The information contained above within Table 23 is shown graphically within Figure 16.

Figure 16: Overall Sentiment



8. NON-COMMONPLACE ENGAGEMENT FINDINGS

8.1 Non-Commonplace Comments Received

8.1.1 Some members of the local community choose to provide responses to the engagement outside of the Commonplace platform and this typically consisted of emails and letters. Table 24 provides an overall summary of the scheme-specific comments received from the following:

- Elected Members;
- Holymoorside & Walton Parish Council;
- Chesterfield Borough Council;
- Chesterfield Royal Hospital;
- Local groups/organisations; and
- DCC public transport officer.

8.1.2 All information has been paraphrased/shortened as it was not possible to provide full responses within the below table. All full responses have been passed to DCC for further consideration.

Table 24: Summary of Scheme Specific Non-Commonplace Comments

| Ref | Stakeholder | Support / Object | Summary of Additional Details Provided |
|-----|--|--------------------|--|
| 1 | CBC Councillor Tony Rogers – Moor Ward | Support (General) | - |
| 2 | CBC Councillor Dean Collins – Lowgates & Woodthorpe Ward | Object (Section 5) | Objects on health and safety grounds. |
| 3 | CBC Councillor Tricia Gilby – Brimington South Ward | Object (Section 5) | Considers that there is a lot of local opposition to a permanent closure of Crow Lane due to the inconvenience and delay/congestion caused by motorists having to use other routes. Suggests that an alternative route via Dark Lane would be better for pedestrians and cyclists. |
| 4 | DCC Councillor Stuart Brittain – Brimington Ward | Object (Section 5) | Considers the proposal to permanently close Crow Lane to motor traffic is flawed. Very little walking/cycling use of Crow Lane and suggests an alternative route via Dark Lane would be better for pedestrians and cyclists. |
| 5 | Toby Perkins – MP for Chesterfield | Object (Section 5) | Crow Lane proposals are contentious and own survey suggests that there is considerable opposition to them. Suggests that an alternative route via Dark Lane would be better for pedestrians and cyclists. The implementation of traffic calming on Crow Lane would be preferable to a permanent closure. |
| 6 | Kate Brailsford – Holymoorside & Walton Parish Council | Unknown | To provide comments following the next Parish Council meeting (13 th April 2021). |

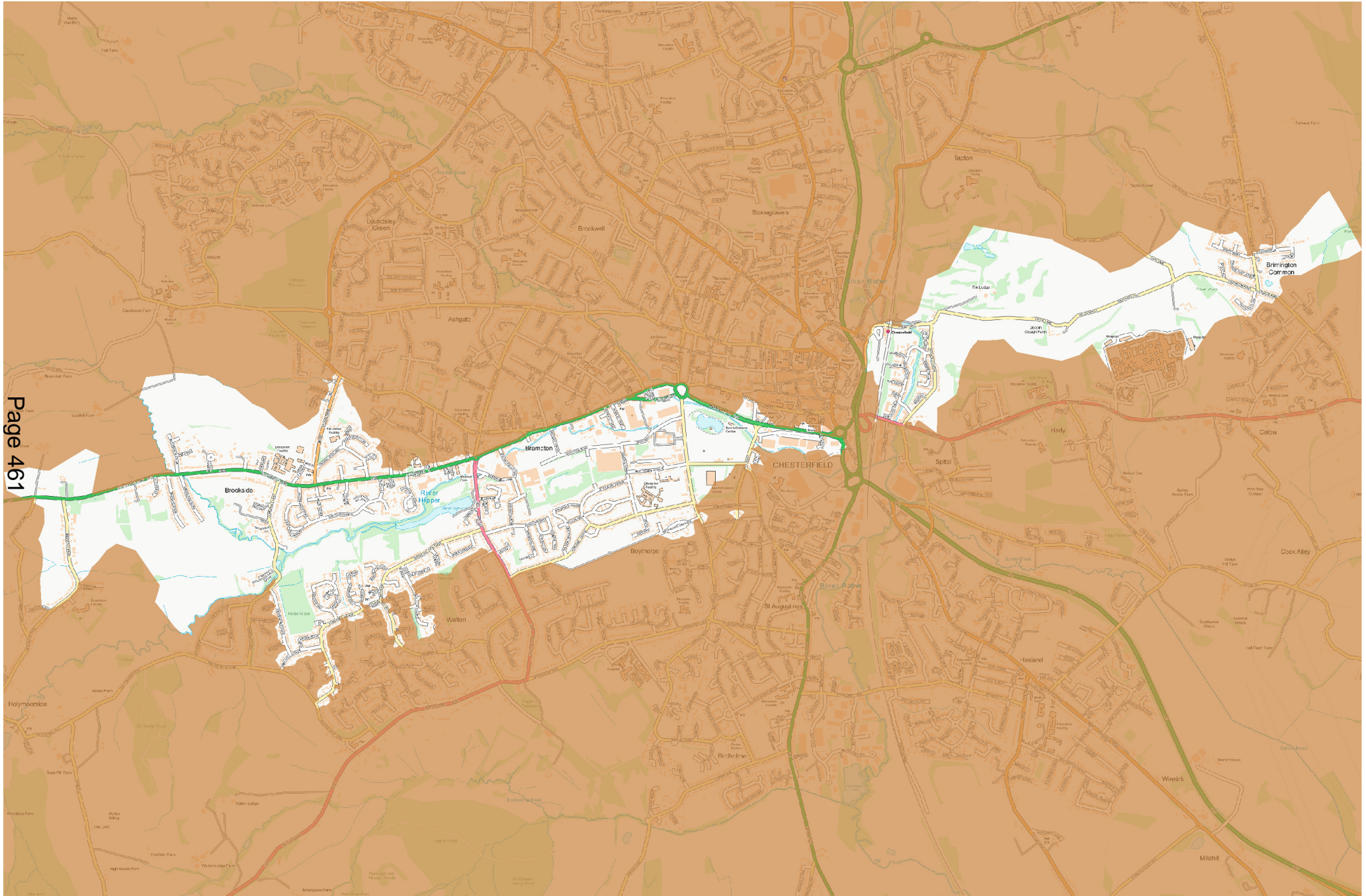
| Ref | Stakeholder | Support / Object | Summary of Additional Details Provided |
|-----|--|---|--|
| 8 | Chesterfield Borough Council (Officer Level) | General support, some concerns on Section 1 | Using Chatsworth Road would not be CBC's first preference as it is a heavily trafficked primary route and may not be viewed by all as a safe and attractive route |
| 8 | Chesterfield Royal Hospital | Support (General) | Fully supports all route sections. |
| 9 | Transition Chesterfield | Support (General) | Strongly support all route sections but would also like to see some additional measures provided. |
| 10 | Chesterfield Cycle Campaign | Support (General) | Strongly support all route sections and have identified further possible improvements / opportunities. |
| 11 | Trans Pennine Trail Office | Support (Section 5) | Supports the proposals and has also suggested possible improved connections to the nearby Trans Pennine Trail route. |
| 12 | Chesterfield & District Civic Society | Object (Section 1) & Support (Section 5) | <p>Strongly opposed to Chatsworth Road proposals due to impact on street character, adverse impact on pedestrians/motorists and difficulties associated with private drive access.</p> <p>Support the permanent closure of Crow Lane and would also like to see the lower section of the route closed once the proposed link road between Hollis Lane and the station is opened.</p> |
| 13 | DCC Public Transport Officer | General Feedback | Provided detailed comments on the impact of the scheme proposals on public transport provision and has outlined suggested improvements / opportunities. |

9. SUMMARY

9.1 Summary

- 9.1.1 UK Government has awarded Derbyshire County Council (DCC) approximately £1.6m as part of the Active Travel Fund (Tranche 2) to create a new east to west walking and cycling route across Chesterfield. The proposed 8km route extends from the A619 junction with Holymoore Road, along Chatsworth Road and the existing Hipper Valley Trail, through Queen's Park and to Chesterfield Royal Hospital via Crow Lane and Wetlands Lane. The route was chosen as it met all the criteria set out by the Government and has been identified as an important link to create a better network of walking and cycling routes in the town.
- 9.1.2 During March 2021, DCC undertook a wide-ranging engagement exercise which sought to obtain the views of the local community on initial route design options.
- 9.1.3 Across the five route sections, a total of 1182 responses were provided on the Commonplace engagement platform. Across the proposed route as a whole, the key findings were that:
- Approximately two thirds of the responses (66%) outlined that the planned improvements would encourage them to walk or cycle more often.
 - The most popular destinations that people would walk or cycle to were parks and recreational areas, Chesterfield town centre and local shops and services.
 - An overall positive sentiment figure of 71% was identified for the planned improvements as a whole. The level of positive sentiment varied by route section, with Sections 2, 3 and 4 recording a positive sentiment level of at least 85%. Although the level of positive sentiment towards Sections 1 and 5 was lower (60% and 61% respectively), it still formed the majority response.
- 9.1.4 Some members of the local community provided responses to the engagement outside of the Commonplace platform and this typically consisted of emails and letters. These comments included a mix of supportive responses, comments not in favour of the scheme and general scheme feedback.
- 9.1.5 All comments and feedback received on the initial route design options (both via Commonplace and via other methods) have been fully reviewed and will help to inform the next stages of the project.

Appendix I – Letter Distribution Extents



Appendix 2 – Elected Member Distribution List

| |
|--|
| Elected Members |
| Cllr Simon Spencer (DCC - Member for Highways & Transport) |
| Cllr Trevor Ainsworth (DCC - Support for Highways & Transport - North) |
| MPs |
| Toby Perkins MP (Chesterfield) |
| Lee Rowley MP (North East Derbyshire) |
| Derbyshire County Councillors |
| Cllr Barry Lewis (DCC - Leader of the Council) |
| Cllr David Allen (DCC - Birdholme) |
| Cllr Ron Mihaly (DCC - Boythorpe & Brampton South) |
| Cllr Stuart Brittain (DCC - Brimington) |
| Cllr Mick Wall (DCC - Loundsley Green and Newbold) |
| Cllr Sharon Blank (DCC - Spire) |
| Cllr Jean Innes (DCC - St. Mary's) |
| Cllr Helen Elliott (DCC - Staveley) |
| Cllr Barry Bingham (DCC - Staveley North & Whittington) |
| Cllr John Boulton (DCC - Walton & West) |
| Cllr Angelique Foster (DCC - Dronfield West & Walton) |
| Cllr Nigel Barker (DCC - Sutton) |
| North East Derbyshire District Councillors (as at 8/3/21) |
| Cllr Martin Thacker (NEDDC - Brampton & Walton) |
| Cllr Peter Elliott (NEDDC - Brampton & Walton) |
| Cllr Joseph Birkin (NEDDC - Sutton) |
| Cllr Pat Kerry (NEDDC - Sutton) |
| Chesterfield Borough Councillors (as at 8/3/21) |
| Councillor Paul Holmes |
| Councillor Kelly Thornton |
| Councillor Terry Gilby |
| Councillor Suzie Francis Perkins |
| Councillor Andy Bellamy |
| Councillor Ian Callan |
| Councillor Tricia Gilby |
| Councillor Maureen Davenport |
| Councillor Ed Fordham |
| Councillor Katherine Hollingworth |
| Councillor Janice Marriott |
| Councillor Mark Rayner |
| Councillor Gordon Simmons |
| Councillor Mick Brady |
| Councillor Amanda Serjeant |
| Councillor Paul Mann |
| Councillor Ruth Perry |
| Councillor Mick Bagshaw |
| Councillor Glenys Falconer |
| Councillor Keith Falconer |
| Councillor Peter Barr |
| Councillor Emily Coy |
| Councillor Ray Catt |
| Councillor Avis Murphy |
| Councillor Dean Collins |

| |
|-------------------------------|
| Councillor Lisa Collins |
| Councillor Barry Dyke |
| Councillor Chris Ludlow |
| Councillor Kate Caulfield |
| Councillor Tony Rogers |
| Councillor Peter Innes |
| Councillor Lisa Blakemore |
| Councillor Jenny Flood |
| Councillor Keith Miles |
| Councillor Jill Mannion-Brunt |
| Councillor Tom Murphy |
| Councillor Dan Kelly |
| Councillor Kate Sarvent |
| Councillor Maggie Kellman |
| Councillor Nicholas Redihough |
| Councillor Tom Snowdon |
| Councillor Howard Borrell |
| Councillor Paul Niblock |
| Councillor Shirley Niblock |

Appendix 3 – Wider Stakeholder Distribution List

| Wider Stakeholders |
|--|
| Chesterfield Cycle Campaign |
| Transition Chesterfield |
| Chesterfield Royal Hospital (Env. Advisor & Health & Wellbeing Lead) |
| CBC Walking for Health Groups |
| CBC Assistant Director, Health & Wellbeing |
| CBC Major Sites Officer |
| CBC Senior Environmental Health Officer |
| AECOM (Hollis Lane Link Rd Project Manager) |
| AECOM (Station Masterplan Project Manager) |
| East Midlands Ambulance Service NHS Trust |
| Derbyshire Constabulary Chief Constable |
| Derbyshire Fire & Rescue Service |
| Stagecoach Yorkshire (Commercial Director) |
| East Midlands Railway (Area Station Manager) |
| Road Haulage Association |
| Freight Transport Association |
| Tom Tom Geographical Data |
| NFU Regional Offices |
| Derbyshire & Nottinghamshire Chamber of Commerce |
| Sustrans (Nottingham Office) |
| Environment Agency |
| Natural England |
| Campaign to Protect Rural England |
| Derbyshire Wildlife Trust |
| Midlands Historic England |
| Guide Dogs Nottingham Mobility Team |
| Links CVS |
| Derbyshire Voluntary Action |
| Accessible Derbyshire |
| Sight Support Derbyshire |
| Deaf & Hearing Support |
| Brightlife Chesterfield |
| Active Derbyshire |
| British Horse Society |
| British Driving Society |
| Auto Cycle Union Ltd. |
| CTC / Cycling UK |
| Trail Riders Fellowship (East Midlands Rights of Way Officer) |
| International Mountain Biking Association UK |
| Chesterfield Spire Cycling Club |
| Bolsover & District Cycling Club |
| Bolsover Wheelers Cycling Club |
| Inclusive Pedals CIC |
| GLASS (Green Lane Association) |
| Derbyshire Footpaths Preservation Society |
| Peak & Northern Footpaths Society |
| Chesterfield U3A Walking Groups |
| Chesterfield & NE Derbyshire Ramblers |
| Derbyshire Community Transport |
| St. Thomas Centre, Brampton |
| Calow Community Centre |
| Walton Holymoorside Primary School (Head) |
| Brookfield Community School (Head) |

| |
|--|
| Storrs Road Pre-School (Manager) |
| Westfield Infant School (Head) |
| Old Hall Junior School (Head) |
| Brampton Primary School (Head) |
| Parkside Community School (Head) |
| William Rhodes Primary & Nursery School (Head) |
| Whitecotes Primary Academy (Head) |
| Spire Junior School (Head) |
| St Mary's Catholic High School (Head) |
| Abercrombie Primary School (Head) |
| St. Peter & St. Paul School (Head) |
| Hady Primary School (Head) |
| Brimington Manor Infant & Nursery School (Head) |
| Children 1st @ St Peter & St Paul Day Nursery |
| Chesterfield College |
| University of Derby Chesterfield Campus |
| Chesterfield County Court |
| Chesterfield Museum |
| Pomegranate Theatre & Winding Wheel Theatre |
| Royal Mail Chesterfield Delivery Office |
| Chatsworth Road Medical Centre (Practice Manager) |
| The Surgery @ Wheatbridge (Practice Manager) |
| Friends of Somersall Park |
| Friends of Queen's Park |
| Queen's Park Sports Centre |
| Tapton Park Golf Course Clubhouse |
| Church in the Peak |
| Chesterfield Parish Church |
| Chesterfield Skate Park |
| Robinsons Sports Ground / Chesterfield Barbarians Cricket Ground |
| Chesterfield Market |
| Screwfix (Walton Road) |
| Morrisons (Chatsworth Road) |
| Lidl (Chatsworth Road) |
| Home Bargains (Lordsmill Street) |
| The Range (Lordsmill Street) |
| TK Maxx (Lordsmill Street) |
| Tapton Park Innovation Centre (CBC) |
| Ravenside Retail Park (XPROP on behalf of Land Securities) |
| Markham Retail Park (XPROP on behalf of CBRE) |
| Spires Retail Park (Avison Young on behalf of Paloma Capital) |
| Ibis Chesterfield Central (Lordsmill Street) |
| Parish Councils |
| Holymoorside & Walton Parish Council |
| Brimington Parish Council |
| Calow Parish Council |
| Brampton Parish Council |

Appendix 4 – DCC Media Release

HAVE YOUR SAY ON MAJOR NEW CYCLING AND WALKING ROUTE FOR CHESTERFIELD

Ambitious plans for an east-west walking and cycling route for Chesterfield have been published today by the county council, and local people are being asked for their views.

The Government has awarded the county council just over £1.6m to create a new route for cyclists and those on foot.

The route will go from the A619 junction with Holymoore Road, along Chatsworth Road and the existing Hipper Valley Trail, through Queen's Park, and to the hospital by using Crow Lane and Wetlands Lane.

The plans for the route include improving existing sections by widening and resurfacing, to provide enough space for all users and allow for better social distancing.

Councillor Simon Spencer, Derbyshire County Council's Cabinet Member for Highways, Transport and Infrastructure, said: "This new route will help many people to walk or cycle into the town centre, to the railway station and the hospital.

"We've already seen a huge increase in the number of cyclists in the town centre and this route will help to take more traffic off the roads, which can only be a good thing for everyone.

"We can't use this money for anything else, nor can we use it anywhere else in the county, so I'd urge everyone who lives locally to have a look at the plans and let us have their views.

The consultation can be found at <https://chesterfieldcycleroute.commonplace.is/> and closes on 25 March 2021.

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Agenda Item

FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

CABINET

14 October 2021

Report of the Executive Director of Children's Services

**Derbyshire Youth Justice Plan 2021-2022
(Children's Services & Safeguarding)**

1. Divisions Affected

1.1 Countywide

2. Key Decision

2.1 This is a key decision because it is a plan which is significant in terms of its effects on communities living or working in an area comprising two or more electoral divisions in the County area.

3. Purpose

3.1 To seek approval of the Youth Justice Plan as required under Section 40 of the Crime and Disorder Act 1998.

4. Information and Analysis

4.1 Derbyshire Youth Offending Service is a multi-agency statutory partnership (comprising local authority, police, probation, health) established under Section 39 of the 1998 Crime and Disorder Act. Funding is provided by a Youth Justice Board Grant, DCC and partner agency funding or staffing in kind. The YOS works with children and young people aged 10 – 18 who have offended to prevent further offending. The service has national targets of reducing:

- First time entrants to the criminal justice system
 - Re-offending
 - The number of young people sentenced to custody.
- 4.2 Section 40 of the Crime and Disorder Act requires the local partnership to produce an annual youth justice plan. It stipulates that the Local Authority, in consultation with the partner agencies, formulate and implement an annual youth justice plan, setting out:
- how youth justice services in their area are to be provided and funded
 - how the youth offending service will be composed and funded, how it will operate, and what functions it will carry out.
- 4.3 The Youth Justice Board oversees the activities of all Youth Offending Services and as part of the conditions of grant has set out an expected template and guidance as to what should be included in the plan. It is a condition of the Youth Justice Board Grant that the authority submits an “in principle agreement” from youth justice partners (through the YOS Management Board) and sign off via the Chair of the Management Board as a minimum requirement for submission to the Youth Justice Board, pending approval through Council governance processes.
- 4.4 The attached plan has been drawn up in conjunction with YOS strategic partners, in accordance with the detailed Youth Justice Board guidance and was submitted ahead of the Youth Justice Board deadline of 30th June.
- 4.5 The Youth Justice Plan is a plan required by legislation. It is also one of the plans making up the Policy Framework. Therefore, the plan requires formal approval by Cabinet as it relates to an executive function. However, as part of the Policy Framework, it also requires approval by full Council.

5. Consultation

- 5.1 Section 40 of the Crime and Disorder Act stipulates that Local Authority partners should be consulted and contribute to the Youth Justice Plan. Key statutory partners, in the form of Police, Probation, Office of the Police and Crime Commissioner, Community Safety, Health, Public Health and Engagement and Inclusion are members of the Youth Offending Service Management Board. This oversees the activities of the Youth Offending Service locally. Partners to the Board contributed to, and helped shape, the Plan.

6. Alternative Options Considered

6.1 The Youth Justice Plan is a statutory requirement and a condition of drawing down national Youth Justice Board funding. Without a full council approved plan Derbyshire YOS cannot operate. Should funding be removed, the Authority would be unable to deliver its full youth offending service responsibilities. This would impact upon children and young people as they would not receive a coordinated multi-agency response or intervention to address their needs and offending behaviour. Therefore, the option not to have a plan in place is not a viable alternative.

7. Implications

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

8. Background Papers

8.1 None identified.

9. Appendices

9.1 Appendix 1- Implications.

9.2 Appendix 2 - Derbyshire Youth Justice Plan 2021-2022

10. Recommendation(s)

That Cabinet:

a) Approves the Youth Justice Plan and recommends it for approval by Council as part of the policy framework.

11. Reasons for Recommendation(s)

11.1 It is a statutory requirement and a condition of Youth Justice Board grant funding that the Local Authority produce an annual Youth Justice Plan.

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

12.1 No

Report Author: Sam Morris – Head of Service

Contact details: sam.morris@derbyshire.gov.uk , 07814 070369

Implications

Financial

- 1.1 The Youth Justice Board, as part of their conditions of grant required the Youth Justice Plan to be submitted by 30th June 2021 pending approval by cabinet. The grant conditions state:

“We recognise that each local area will have its own governance and oversight arrangements for the completion of statutory plans, and that some aspects of this ‘sign off’ may need to be completed after the required date of submission to the YJB. Therefore, it is acceptable to gain an “in principle agreement” from youth justice partners (Management Board) and sign off via the Chair of the Management Board as a minimum requirement for submission to the YJB. The YJ plan must be submitted to the YJB and published in accordance with the directions of the Secretary of State. We request that YJ plans be submitted to the YJB by 30th June 2021

A failure to provide this information could result in the YJB on behalf of the Secretary of State for Justice requiring that the grant payment be returned.”

- 1.2 If cabinet do not approve the Youth Justice plan, there is a risk that a repayment of grant monies will be requested, which would significantly impact upon the ability to deliver services to children and young people and ensure they receive a coordinated intervention to address their needs and offending behaviour.

Legal

- 2.1 The Crime and Disorder Act 1998 sets out the legal requirement to produce an approved Youth Justice Plan which is submitted to the Youth Justice Board:

“Section 40 Youth justice plans

(1) It shall be the duty of each local authority, after consultation with the relevant persons and bodies, to formulate and implement for each year a plan (a “youth justice plan”) setting out—

(a) how youth justice services in their area are to be provided and funded; and

(b) how the youth offending team or teams established by them (whether alone or jointly with one or more other local authorities) are to be composed and funded, how they are to operate, and what functions they are to carry out.

(4) A local authority shall submit their youth justice plan to the Board established under section 41 below and shall publish it in such manner and by such date as the Secretary of State may direct.”

- 2.2 In developing the plan there are also statutory obligations regarding consultation which are detailed in the report.
- 2.3 The Council is required by legislation to have a Youth Justice Plan. If an appropriate plan is not developed, the Council will not fulfil its statutory obligations.
- 2.4 The Youth Justice Plan is included within the Policy Framework. However, the plan itself relates to an executive function. Therefore, in accordance with the Constitution, it must be approved by Cabinet but also put to Council to be approved and adopted as part of the policy framework.

Human Resources

- 3.1 If the plan is accepted, there will be no Human Resources implications for the service.

Information Technology

- 4.1 None identified

Equalities Impact

- 5.1 An equality impact assessment has not been completed. Statute and the guidance issued by the Youth Justice Board sets out the services that must be delivered by Youth Offending Service partnerships across its geographical footprint. Youth Offending Service interventions are tailored to the individual young person, following an assessment of their needs and personal circumstances, which results in an individualised plan. This would take account of their personal diverse situation. Youth Offending Service data and activity is monitored on a regular basis for disproportionality and reassurance that individual needs are being addressed.

Corporate objectives and priorities for change

- 6.1 None identified

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

7.1 None identified



Derbyshire
Youth Offending Service

Derbyshire
Youth Justice Plan
2021-2022

Youth Justice Plan 2021 - 2022

Contents

1. Introduction, vision, and strategy
2. Governance, leadership, and partnership arrangements
3. Resources and services
4. Performance
5. Priorities
6. Responding to the pandemic and recovery from Covid 19
7. Challenges, risks, and issues
8. Service business and improvement plan

Appendices

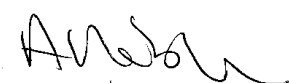
1. Performance data
2. Structure Chart –
3. Partner Contributions to the YOS, pooled budget
4. Youth Offending Service Plan Actions

Introduction, vision, and strategy

Foreword from the Chair of the YOS Management Board

As would be anticipated, the past year has presented challenges to the Youth Offending Service. It had to adapt quickly to the Covid 19 restrictions that were put in place nationally to ensure it could work with children and families in a more flexible, virtual and innovative way. As time has gone on, face to face visits have resumed with a 'blended approach' of physical and virtual meetings being taken to deliver services, based upon the needs and risks of individual children. It is likely that some form of restrictions will remain in place for the coming year, and the Service will continue to operate this flexible approach to ensure that services to children are delivered with the least disruption possible.

This plan sets out the strategic aims of the service and partnership to continue to drive positive outcomes for children and young people and their families against the backdrop of continued challenging times. This plan has been developed with, and agreed by, the partners to the YOS Management Board, who will keep progress against the objectives under review.



Alison Noble
Director – Early Help & Safeguarding (Children's Services)

Vision

Working with children, young people, and their families to understand their needs and the factors leading into offending. Helping children identify their strengths and aspirations and be supported to achieve positive outcomes and reduce their likelihood of offending. Ensuring victims are supported to and their voice is heard to increase their confidence in the Youth Justice System.

The details of this document and the action plan attached at section 8 detail the strategy to achieve this vision.

Values

- Child first
- Valuing diversity
- Reducing inequalities and ensuring all children have access to services and opportunities
- Child centred, individualised approach

Principles

- Working in partnership and collaboration with others
- Working with the child as an individual
- Voice of the child
- Voice of the victim
- Sustainability and working towards a long-term vision
- Trauma informed approaches and practices
- Workforce equipped to work with safeguarding, risk and offending behaviour of children and young people

1. Governance, leadership, and partnership arrangements

Governance arrangements

The Director for Early help & Safeguarding chairs the YOS management Board. The Police representative on the Board is the Vice Chair. The Board is composed of senior managers from Derbyshire County Council (DCC) Children's Services, Police, Probation, the Clinical Commissioning Group, Inclusion and Learning, Community Safety, Public Health, the Office of the Police and Crime Commissioner and the Youth Justice Board (YJB). A governance chart is attached at appendix 1. The Board meets on a quarterly basis. The Board has identified its own areas of development to better understand the YOS and the role the Board can play in challenging and providing direction. A development day will be convened in 2021 to support this.

The YOS Management Board will operate with the key principles of accountability, transparency, responsiveness, stability, equity, and inclusiveness. The Board members will hold each other to account when delivering against objectives. To support this the Board will agree an escalation structure over the coming year.

As well as these formal governance structures the YOS works with partners both strategically and operationally to reduce offending by children and young people and manage and reduce their vulnerabilities.

Strategic partnerships

As well as operating as a YOS management Board, appropriate links will be made between a range of governance boards as required, which will support and enhance partnership commitment to delivering outcomes. The YOS works with its key partners – police, probation, health, community safety and early years and safeguarding – to develop a strategic response to children and young people offending and addressing the causes of this.

Derbyshire Criminal Justice Board – the Head of Service represents the YOS on this Board.

Reducing Re-offending Board -reports to the Criminal Justice Board. The Head of Service represents the YOS on this Board.

Derby and Derbyshire Exploitation and Vulnerable Young People group (a subgroup of the Derby and Derbyshire Safeguarding Children's Board). The Head of Service links with this group.

Magistrates' Courts event – Themed presentations are held with magistrates twice a year. Over the past year these have included the involvement of the speech and language therapist to raise awareness of the work in the YOS to increase the understanding of the impact of hidden, speech, language and communication needs, the presentation of a young person experiencing such needs and strategies to respond to each young person. The clinical psychologist has engaged with magistrates to raise awareness of the trauma informed approach which includes seeking to equip practitioners in placing the child's offending behaviour in the context of their lived experience. The trauma informed response to this seeks to promote young people's desistance from offending and magistrates became aware of how this approach could be referred to in reports prepared for the courts.

Operational Delivery Partnerships

The YOS is a multi-agency partnership and is composed of staff from the Local Authority, Police, Probation and Health, as well as benefitting from some specialist short term funded posts (speech and language therapist and substance misuse workers funded by the Office of the Police and Crime Commissioner and psychologists and wellbeing workers funded by NHS Health and Justice). A structure chart is attached at appendix 2. The Crime and Disorder Act 1998 stipulates that partner agencies should contribute to the YOS, through direct funding or staffing. National Probation Service resources are determined by a national formula, based upon post court caseloads held within the YOS. This has seen the resource into the YOS reduce significantly over recent years. Police staffing levels have remained stable and consistent. Health provision in the North team (via a seconded CAMHS worker and general health nurse) have been stable for several years. However, the South team has not benefitted from a general health practitioner since 2011 or a seconded CAMHS worker since 2017. In addition, there are three different NHS Trusts in operation across the Derbyshire YOS footprint with differing models of mental health provision.

In addition to the work undertaken by the YOS multi-agency workers the YOS works with partners across a range of operational delivery partnerships:

Females in Contact with the Criminal Justice System – a subgroup of the Reducing Re-offending Board. YOS is represented on this panel by a Team Manager. The purpose of the group is to ensure females within the justice system are supported in relation to their needs as they tend to have high levels of welfare needs and are vulnerable to the actions of others.

Out of Court Disposal Panels – The service has a well-developed out of court disposal process, which ensures that young people who are being considered for an out of court disposal are considered by a multi-agency panel. Late

2020/early 2021 the service, along with partners, reviewed the Out of Court Disposal processes and policy to ensure they were current and were in line with new inspection criteria. The new processes were launched 1st April 2021.

Children at risk of exploitation (CRE) – Where a young person working with the YOS is suspected to be at risk of exploitation YOS will attend and contribute to the Social Care locality panels where concerns are discussed and plans to manage the risk developed. If a child open to the YOS is not currently open to Social Care but there are concerns they are at risk of exploitation, the case manager will complete the Child at Risk of Exploitation toolkit and make a referral to Starting Point where appropriate. The Head of Service also attends the CRE panel.

Integrated Offender Management (IOM) Steering and Implementation Group – The service is represented by the YOS to ensure that Young People transitioning to Probation or whose intervention is to close shortly before their 18 birthday is alerted to the IOM lead.

Channel panel –The Prevent Strategy published by the Government in 2011 has the aim of reducing the threat to the UK from terrorism, by stopping people becoming terrorists or supporting terrorism. Within the Prevent Strategy the Channel programme is a key element in providing a local multi-agency response to support vulnerable young people from being drawn into terrorism. The YOS is an active member of the Derbyshire Channel panel and where appropriate provide the information required as part of the referral and assessment process.

Education, Training and Employment (ETE) – There is a Team Manager lead for ETE, who attends the Education Planning Meetings where all young people identified of missing from education are discussed and actions agreed. The meeting also discusses young people who are not receiving their full 25 hours and agencies agree actions needed to increase this. This meeting focuses on young people up to 16 who should be receiving statutory school provision. In relation to the young people who have left statutory education YOS works with the DCC Education and employment officers to source ETE opportunities. ETE will be a priority focus this year to develop links with all education departments.

Harmful Sexual Behaviour (HSB) panel – There is a Team Manager lead for HSB. Derbyshire have worked with the crown prosecution service and the police to enable the agreement of a regional protocol in response to rape and sexual offences. The protocol specifies the criteria that needs to be met and the responsibility of each agency to support the decision making about whether a young person is to be charged with criminal offences or diverted out of the criminal justice system. The quarterly multi-agency HSB panels have been operational in Derbyshire since August 2020. To date there has been commitment from the partner agencies to enable the implementation of this practice.

Multi-Agency Public Protection Arrangements (MAPPA) – There is a Team Manager lead for MAPPA. The Service is represented on YMAPP and the MAPPA Strategic Management Board. Cases are managed across all levels and categories and reviewed at an annual meeting to ensure cases have been managed within agreed policies and procedures. Meetings are held at various locations as follows:

- Level one meetings occur at the Area Offices.
- Level two meetings occur at County Hall Matlock.
- Level three meetings occur at Police Headquarters.

Derbyshire ASB Sub-Group – A Team Manager attends these meetings where partner agencies review current trends and provide general updates in relation to initiatives within Derbyshire. It is a multi-agency meeting.

Children and Young People Substance Misuse Steering Group – a Team Manager attends these meetings which promotes a working partnership of agencies and individuals across Derbyshire to deliver a reduction in the various harms caused by alcohol and substance misuse to individuals, families and communities.

Drug Availability Group Meetings - To provide a collaborative Derbyshire approach, the Substance Misuse Workers attends these meetings with the aim of gaining a focus on activity within Derbyshire through information from various agencies.

Performance and Quality Assurance

Performance is monitored via information management and data systems. The quality of service delivery is monitored via monthly quality assurance audits undertaken by YOS team managers and senior practitioners. In January 2021 the Service also underwent a Practice Learning Day, whereby senior managers and managers reviewed key lines of enquiry within the service to identify strengths and areas for development. The learning from these activities, along with learning from any serious incidents are shared with the YOS Management Board and the YOS staff group and areas for improvement are included in the YOS improvement plan.

Derbyshire Criminal Justice Board has an Out of Court Disposal Scrutiny Panel who review a selection of cases quarterly. The County Team manager will sit on this panel and provide reasoning for decisions on the cases selected by the Chair of the Panel. This is a multi-agency forum that meets on a quarterly basis and seeks to review a sample of out of court disposals to ensure that decisions are appropriate and defensible. The Panel includes representatives from Derbyshire Police, the Crown Prosecution Service, Probation, Remedi, Independent Advocacy Group and Magistrates. They are chaired by the Independent Advocacy Group.

In addition to the Out of Court Scrutiny Panel internal scrutiny is undertaken by the membership of the Youth Justice Panel quarterly to look at data reports around the following areas: -

- Engagement
- Re-offending
- Themes
- Successes

Young person feedback

The YOS seeks feedback from children, young people, and their families on a formal or informal basis, whether this be verbally, written (emails, letters) or through surveys (such as Viewpoint). Formal feedback in the form of praise or complaints can be sent via the Derbyshire County Council complaints and praise process.

Formal Feedback

The YOS utilises a survey called Viewpoint to gain regular feedback from children and young people regarding their experiences of their YOS intervention. This is collated and analysed on a quarterly and rolling 12-month basis by the management team. As part of the quality assurance activity and practice learning day event, young people and their families are contacted by the auditor to gain their views of the intervention and contact with the YOS.

Feedback to the YOS is positive with the latest 12 month rolling data showing that of those who responded 90.91 felt that the service quality was very good and the remaining 9.09% feeling it was good most of the time. When asked what could be improved, young people felt that there was little that could be improved

Informal Feedback

The views of children and young people are sought throughout their intervention with the YOS. Children and young peoples' views are captured as part of the assessment and action planning process and then regularly sought during the intervention. Where a young person is seeing the substance misuse worker, their views are captured at the start and then at the end to see what progress has been made. Likewise, where a child or young person is seeing the wellbeing worker, the Youth Star is completed at the beginning and end of their intervention to see what progress has been made in key aspects of their life.

2. Resources and services

The YOS will also be looking at improving service delivery or developing resources around the priority areas in section 5. Through this the service aims to improve its performance around reoffending and first-time entrants by ensuring interventions respond to the child's needs, vulnerabilities, and previous trauma. It will do this through the cooperation and integration of the different services and partnerships at its disposal and a further skilling up of the workforce in order to better respond to speech, language and communication needs, emotional and mental health or responses to previous trauma. This will build upon the trauma informed and speech, language, and communication needs training that the workforce has previously completed.

To ensure staff are fully equipped to work with children and young people, the YOS recently reviewed its induction, training, and development offer, identifying core and ongoing developmental training at for staff. This presents a robust workforce

development offer for YOS workers, which the YOS will keep under review and continue to develop.

The YOS benefits from a Youth Justice Board Grant, Local Authority, and partnership funding. Appendix 3 shows the breakdown of partner agency contributions. Some of the YOS funding has been short term to provide initiatives which have been impactful and valuable in enabling case managers to work with the differing needs of children and young people. This funding has provided vital access to speech and language, wellbeing and psychology specialists which have enabled the YOS to continue its child centred approach working with the complex needs of young people in a trauma informed, language appropriate manner to improve outcomes for children and young people. However, the short-term nature of the funding presents a challenge in ensuring the sustainability of the work. The YOS partnership will seek to establish sustainable longer-term funding and stability for the service and will use resources and funding across the partnership in a strategic way.

There is a commitment from health partners to use NHS England (NHSE) investments and resources to best effect for the broader system. In 2021/22 NHSE monies are being utilised to expand the children and young people Mental Health, Learning Disability & Autism, (MH, LD&A) Eating Disorder and Complex Behaviour Crisis, Liaison and Brief Response as well as Intensive Home Treatment support to meet the needs of children and young people in mental health crisis. Further investments are being made to develop safe places and personalised 'wrap around' support for children and young people in mental health crisis.

Health investments will also improve Derbyshire's offer to children and young people at risk of admission to mental health or specialist hospitals ensuring these children and young people are prioritised for assessment and treatment. This would include children and young people waiting for an autism diagnostic assessment without a formal diagnosis of autism. There will be a strong focus on those at risk of crisis and / or self-harm.

The financial and resource contributions will maintain the current level of delivery as well as progressing the areas for development identified in section 5 to ensure that Derbyshire YOS delivers effective youth justice services:

Out of Court Disposals – ensuring children and young people are diverted appropriately out of the formal criminal justice system.

Post court interventions – working with children and young people as part of a court ordered intervention.

Junior Attendance Centre – Derbyshire YOS continues to run an Attendance Centre. One of the Team managers holds the position of Attendance Centre Officer and returns are completed monthly to the YJB.

Unpaid Work - Derbyshire YOS continues to utilise Unpaid Work Requirement as part of the Youth Rehabilitation Order (YRO). Derbyshire has developed projects throughout the County, these include local parks and nature reserves, riding stables, charity shops and community projects. To ensure engagement with the sessions,

the project options are discussed with young people when they receive the un-paid work requirement. There is therefore the opportunity for them to work at different projects to complete their hours if they so wish. We will continue to work partners and other organisations to source new projects to support.

Reparation - Derbyshire YOS continues to utilise reparation activity with young people. Derbyshire has developed projects throughout the County which include local parks and nature reserves, riding stables, charity shops and community projects. To ensure engagement with the sessions, the project options are discussed with young people and there is therefore the opportunity for them to work at different projects to complete their hours if they so wish. We will continue to work partners and other organisations to source new projects to support.

Victim work – The YOS have continued to work closely with providers of services to victims, including, CORE and Got Your Back commissioned by the Police and Crime Commissioner and SV2. The YOS service offer is in accordance with relevant legislation and guidance, including the Code of Practice for Victims and guidance issued by the Youth Justice Board. During 2021 the service has been working closely with seconded police colleagues to promote victim participation in the service offer. Looking to the future, data collection will be undertaken to measure the effectiveness of the initiative in addition to strengthening the victim feedback process so that further service improvements can be identified.

Substance Misuse - Derbyshire YOS employs two full-time Substance Misuse Workers as part of funding from the PCC. Young people have been identified through the assessment stage for both court and out of court disposals and referrals are made to the Substance Misuse Workers. A substantial further assessment is then undertaken to identify the type of intervention required, with a referral to the commissioned specialist Tier 3 substance misuse provider Change, Grow, Live (CGL) for the county if required.

Children in Care – The YOS have worked closely with Local Authority Children’s homes, CPS, and police for a number of years to prevent the unnecessary criminalisation of children in care, via the ‘10-point checklist’. This has resulted in low numbers of children in care coming into contact with the criminal justice system. During 2020 this was extended to private children’s homes within Derbyshire. The YOS are currently undertaking a piece of work to better understand the history of those children in care who have offended, to identify key opportunities to work with partners to reduce this number further.

3. Performance

The YOS key performance indicators are:

- First time entrants to the criminal justice system
- Reoffending
- Use of custody
- Children in Care who offend

Due to the Covid 19 restrictions national data around first time entrants (FTE) and re-offending has not been available. The most recent snapshot was September 2020 data, and this is attached at Appendix 4. Whilst YOS have run local data to monitor progress, this is not as reliable as national data, due to the lack of cross reference with Police National Computer data, particularly where a child has since turned 18 and is no longer open to the YOS. Given a large proportion of the young people receiving an intervention from the YOS are aged 17, should they offend post 18, the YOS would be unaware of this and cannot track a young person's offending post 18. An area of concern for YOS is maintaining low rates of first time entrants and addressing the stubborn re-offending rates. The YOS are tracking the offending information around young people who are in contact with the wellbeing worker and psychology projects and early indications are that the re-offending data looks promising – both in terms of frequency and seriousness of offending. The YOS will continue to monitor this data to identify any lessons and areas of good practice. Once Police National Computer data is available the partnership will establish a baseline and set measures to either sustain performance or reduce this even further.

The YOS have continued to maintain low rates of custody but has seen an increase during the last 12 months in children who have been remanded and then sentenced to lengthy custodial sentences due to knife crime offences. These children had no previous or very minimal YOS involvement prior to these very serious offences. Lengthy sentences are in line with national experience where young people are committing very serious offences. It remains rare in Derbyshire for short custodial sentences to be imposed. The YOS continues to receive positive feedback from the Courts and there is trust in the recommendations made by the YOS which helps keep use of custody low. As noted above, due to the concerns around knife crime and the impact of this on the young person, the victim and the wider community, the YOS are developing a knife crime programme, in conjunction with partners, which will be launched in June 2021.

The numbers of children in care who go on to offend remains low and remains lower than national averages. The YOS monitors this data on a monthly basis and will continue to keep this and the effectiveness of the *joint protocol for children in care who offend* under review

In December 2020 the YOS benchmarked reviewed its performance using the YJB disproportionality toolkit, which identifies whether children and young people from an ethnic or minority background are receiving disproportionate outcomes in comparison to white children and young people. No concerns around disproportionality were identified. The YOS will continue to monitor and report on over or under representation through the quarterly performance report presented to the Board to ensure there are no areas of concern.

4. Priorities

The priorities for the YOS relate to improving or maintaining current performance to ensure that children and young people are diverted from offending / re-offending and achieve good outcomes.

This year will see a further embedding of speech, language and communication and trauma informed practice into the work of the YOS. The YOS will look at greater integration of the specialist functions into the work of the YOS. To achieve this ambition YOS will work with partners in the CCG to understand the impact to date of interventions, assess where there are gaps and where pathways need to be strengthened. Undertaking this full assessment will enable partners to be assured that plans to provide a comprehensive health provision across the Derbyshire footprint will be successful. As noted above short term funding and gaps in provision are a challenge for the YOS so the partnership will seek to achieve a sustainable provision in these areas.

These priorities will feed into the action plan (see below – section 8).

In line with national findings the YOS are concerned about the over representation of children presenting with Autistic Spectrum Diagnosis (ASD), Special Educational Needs and Disabilities (SEND) or other neuro-divergence within the criminal justice system. This has been a particular feature for children who have been remanded or sentenced to youth detention. YOS will engage with the NeuroDiversity Children & Young People's pathway project and the Learning Disability / Autism 3 year Roadmap. Both the ND pathway and LD/A 3 Roadmap seek to engage partners such as YOS to ensure mainstream services are accessible to people with autism, adjusting their interventions where required to meet the needs of people with autism.

Education Training and Employment – although the YOS is currently performing well in this area in comparison to national data, some of the traditional links from being physically co located with teams has eroded some of the good practice in this area. As a result, the YOS will strengthen links with ETE colleagues (such as Special Educational Needs and Disability, Children Missing Education).

Children at risk of exploitation and county lines – whilst there is positive partnership working underway to address concerns around children at risk of exploitation, this will remain a priority area, given the devastating impact exploitation has on children and its prevalence. The YOS are seeing an increase in the number of children at risk of county lines exploitation and will consider resources and best ways of working with children who are at risk.

Knife crime – the YOS has noted a number of young people referred for out of court disposals because of being in possession of knives on school premises. Knife crime has also driven the recent remands and custodial sentences. A large proportion of these young people have been previously unknown to the YOS. As a result, as well as developing an intervention to work with those receiving an intervention for possession of a knife, the YOS will engage with partnership activity around knife crime and serious youth violence.

Girls in the criminal justice system – As part of the Women in Justice Sub-Group, YOS are completing a scoping exercise to review whether the needs of young women are being met and whether a strategy and alternative resources are required.

Children's Social Care and YOS – a focus of the following year will be to ensure greater collaborative working between Social Care teams and the YOS to ensure that plans and intervention delivery complement and link with each other.

Volunteers – in common with the experiences shared by volunteers within the HMIP Covid thematic inspection, volunteers have found aspects of their role impacted by Covid 19. Feedback from a recent Practice Learning Day identified that volunteers, similar to national experience have struggled with fully engaging with young people and their families due to panels operating remotely. The YOS will ensure volunteers are supported as much as possible through refreshing the induction new volunteers undertake, as well as ensuring ongoing links and understanding of the YOS via volunteer engagement events and updated structure charts.

Healthy families – The YOS in common with national findings have seen an increase in child or adolescent to parent violence. The YOS will work with partners to develop a strategy of working with families where child to parent violence exists and will identify strategies and programmes to address this area of work, skilling up workforce for this. The YOS will embed systemic, whole family working to ensure that parents and siblings are appropriately signposted to address their needs.

Voice of the child – whilst YOS obtain feedback from children and young people in contact with the YOS at regular stages of their intervention, the YOS will seek to identify other ways to obtain feedback to help inform service delivery and development.

Mentoring – Mentoring can be a positive experience for young people by providing positive and supportive role models who sit outside of the statutory framework. The YOS will explore the availability and feasibility of mentoring programmes.

The plan set out at section 8 demonstrates the priorities and strategy for 2021/22 and how the YOS will utilise its resources and partnership working to maintain and improve performance and outcomes for children and young people.

5. Responding to the pandemic and recovery from Covid 19

At the start of the lockdown YOS buildings were closed and staff equipped with IT equipment and ways of working to enable them to work from home. During the initial phases of the lockdown the YOS ceased face to face visits except for children identified as being high risk or where there were high safety and wellbeing concerns. Sessions were delivered virtually with young people. As restrictions eased, the YOS moved to more of a 'blended' approach to work with young people with a mix of in person and virtual meetings to ensure all young people were seen face to face on a regular basis. Visits to young people in custody were undertaken virtually. Reparation placements were suspended and creative ways, drawing upon parent and carer support, were identified to enable young people to complete their reparation hours in the community in a safe but meaningful manner.

All YOS meetings – risk and safety panels, Referral Order panels, Out of Court disposal panels and other multi-agency meetings and case discussions have taken

place virtually. This has brought some benefits such as improved attendance by partners due to their virtual nature. However, it also presents some challenges such as building rapport with young people for panel members and YOS workers. Currently YOS continue to see children and young people via 'blended' means, with all assessments being conducted face to face. Visits to children in custody are undertaken in person where establishments allow this. YOS court officers attend court in person to allow the child's voice to be heard, and to address any vulnerability concerns should the child be remanded (especially when they have experienced this for the first time). Reparation continues to be offered but due to restrictions this continues to be via creative means utilising parents and carers to support. Meetings continue to operate virtually.

The YOS are currently experiencing no delays or backlog to the Out of Court Disposal or court processes.

Derbyshire County Council's intention is that there will be a blended approach to future working. During 2021, plans will become clear regarding the detail of the approach. Virtual working has had some drawbacks, such as not able to come together as team but has also provided many benefits, such as increased attendance at virtual meetings and staff feeling energised by different ways of working and not having to go back to office in between visits and meetings. The YOS will look at positive lessons learnt from Covid restrictions and will include them in any plans or ways of working going forward, such as staff having the confidence to continue to undertake 'walk and talk' interventions to better engage young people, creative reparation sessions utilising family support etc.

6. Challenges, risks, and issues

Whilst the YOS have been able to secure a continuation of funding for a further year for its specialist posts, this remains short term in nature. Short term funding and resourcing presents risks to ensuring continuation of provision, stability of posts and the ability to sustain continuity and impact.

The SALT service is a whole service approach, from staff training to working directly with young people. A speech and language therapist is able to support young people to learn new tools and strategies to use independently that help with prevention of reoffending. According to national research, between 60-90% of young people within the Youth Justice System have speech, language, and communication needs (SLCN), which can be identified as a causation of anti-social and criminal behaviour and also a factor against desistance.

Figures provided suggest that –

- If untreated 33% of children with SLCN will develop, mental illness and over 50% will become involved in criminal activity. (Centre for Social Justice)
- 90% of youth justice services surveyed confirmed that having SLCN makes it more difficult for the young person to engage effectively in the Criminal Justice System with the main reasons being difficulties in engaging in verbal

interventions and lack of understanding the consequences of their offences. (The Communication Trust)

- 66-90% of young offenders have low language skills, with 46-67% of these being in the poor or very poor range. (Bryan et al 2007)
- At least 60 % of young people working with YOT's have SLCN. [Compared to 8% in general population of young people – (Royal College of Speech Language and Communication)].

The Psychologists focus is on:

- Coordinating and delivering a brief programme of training to develop YOS colleagues' understanding of factors such as trauma and attachment and their potential relationship with offending behaviours;
- Becoming part-time members of the YOS teams, offering formal consultation to YOS colleagues around specific cases and ways to approach their support package;
- As appropriate, either signpost the avenues for direct clinical contacts or consider offering such contacts themselves when identified as being required through consultation.

The YOS Wellbeing Project workers focus on;

- Building positive relationships with CYP and their families
- Enabling CYP to be involved in positive activities
- A clear focus on desistance for CYP

Both the wellbeing and psychology projects have been evaluated by Nottingham Trent University. Further one-year funding has been secured from the Office of the Police and Crime Commissioner and NHS Health and Justice, which will give partners the time to identify benefit realisation for these projects and plan for a stable offer for the long term. While every effort will be made to secure long term funding, if this is not be possible, steps will be taken to embed the learning and knowledge that these posts bring into the mainstream work of the YOS.

Access to health provision (both mental and general health) is inconsistent across the Derbyshire YOS footprint. Whilst the North Youth Offending Team has benefitted from stable general health and CAMHS posts, the South Youth Offending Team have had no general health provision since 2011 and other than a short period of time, no CAMHS worker since 2017, meaning children and young people accessing the YOS provision in the South do not have access to the same provision as those in the North of the County. In addition, as a result of three NHS trusts operating across the Derbyshire footprint, there is no consistency in the mental health model that children and young people can access. The YOS Board will be seeking to resolve the issues of funding and access to health provision to make this a more sustainable model.

Children and young people with neuro divergence are over represented in the Criminal Justice System. The YOS has noted an increase in young people presenting with a diagnosis of autistic spectrum disorder or neuro development needs. It will be a strategic priority to review neuro-development needs of children and young people engaged with the YOS and partner agencies within Derbyshire to develop a partnership response to this.

In line with the findings of the HMIP thematic inspection, Derbyshire has seen increase in child to parent violence and serious violence, particularly as a result of the lockdown restrictions and additional pressure this placed upon families. A partnership approach to addressing these issues will be a priority.

As well as the increased pressures being placed upon families by Covid 19, there will be a lasting impact upon children and young people for many years to come. Children have lost valuable education time, and some will be facing increased anxieties and a decrease in their emotional, mental and/or physical wellbeing. Many have seen disruption to their peer and support networks. For some children this will have exposed them to pro criminal influences and exploitation. In addition, some children will have experienced a worsening of their families' financial or employment situation and may see a worsening of their future prospects. It will therefore be vital for the YOS to be working strategically with partners to ensure children and young people do not face an additional disadvantage that a criminal record would bring.

During 2020 there were three serious incidents resulting in Incident Review Reports. The learning and recommendations from these, along with the learning from the National Standard's self-assessment, monthly quality assurance events and a Practice Learning Day in January 2020 have fed into an improvement plan. The main themes are:

- Assessment timeliness (including following a significant event)
- Case drift and length of time pre court cases remain open
- Exit and contingency planning
- Assessment and analysis of the impact upon the victim and the subsequent planning to protect the victim.
- Effective management oversight

7. Service business and improvement plan

The YOS plan links to the wider Derbyshire County Council's and Children's Services departmental plans, as well as the strategic service plans that exist across the partnership.

YOS business and improvement plan

| Area of focus/ what needs to improve | Action | Responsible person | By when | How do we know we have achieved it | Progress |
|---|--|--|-------------------------------|---|----------|
| <p><i>Maintain or further reduce first time entrants</i></p> <p><i>(Once PNC data is released, the baseline will be established, and targets set)</i></p> | Monitor local re-offending rates for young people on OOCs. | County Team Manager | Quarterly on an ongoing basis | FTE figures remain constant or further reduce | |
| | Identifying themes and characteristics of offending or young people during quarterly OOC review panel. | County Team Manager | Quarterly on an ongoing basis | Clear understanding of data around OOC, CIC offending and resources and activity to address this. | |
| | Monitor rates of CIC re-offending figures and identify actions to address if increasing. | County Team Manager | Monthly on ongoing basis | | |
| | Work with partners to develop a strategy and resources to respond to child to parent violence | Head of Service Youth Offending and relevant partner leads | March 22 | Child to parent violence strategy in place and resources available for case managers. | |

| Area of focus/ what needs to improve | Action | Responsible person | By when | How do we know we have achieved it | Progress |
|--|--|---|----------|--|----------|
| <i>Reduction in re-offending rates and severity (Once PNC data is released, the baseline will be established, and targets set)</i> | Full and timely Asset assessment reviewed at significant events to inform accurate intervention planning. | Team Managers/ Senior practitioners | March 22 | Reduction in reoffending. Dashboard data will evidence timeliness of assessments. Monthly audits to measure quality and adherence to policy around significant events. | |
| | Where children are in part time or out of education, training or employment action plans contain objectives to address this. | Team Managers/ Senior Practitioners | March 22 | All actions plans where ETE is an issue will have an action. Audit to identify that interventions have addressed this. | |
| | All young people have clear contingency and exit plans. | Team managers / senior practitioners | March 22 | Monthly audits to evidence this. | |

| Area of focus/ what needs to improve | Action | Responsible person | By when | How do we know we have achieved it | Progress |
|--|--|---|----------|--|----------|
| Continued ... | Ensure interventions are timely and focused to reduce drift. | Team managers/ senior practitioners | March 22 | Dashboard data will evidence timely case closures; audits will evidence timeliness and quality of interventions. | |
| <i>Reduction in re-offending rates and severity (Once PNC data is released, the baseline will be established, and targets set)</i> | Analysis of Wellbeing worker project and Enhanced Case Management project and data to identify lessons and develop action plan. | ECM/SALT steering group | Aug 21 | Service understands themes and identifies learning and resources to address these | |
| | Review resources and data to ascertain whether needs are being met for girls in the youth justice system and is a strategy required. | County Team Manager and Senior Practitioner | Aug 21 | Girls' needs are fully addressed. Strategy in place if required. | |

| Area of focus/ what needs to improve | Action | Responsible person | By when | How do we know we have achieved it | Progress |
|---|---|--|----------|---|----------|
| Continued ... <i>Reduction in re-offending rates and severity (Once PNC data is released, the baseline will be established, and targets set)</i> | Develop strategy and resources to respond to child to parent violence | Head of Service Youth Offending and relevant partner leads | March 22 | Child to parent violence strategy in place and resources available for case managers | |
| | Case managers make regular use of SLCN therapist to identify and use strategies to improve SLCN. | ECM/SALT steering group | March 22 | Data shows all case managers utilise the SAL therapist. Audits evidence strategies are used with children | |
| | Analyse cohorts of young people (children in care, custody etc.) to identify themes to offending. | Head of Service Youth Offending / Team Managers | Aug 21 | Understanding of the themes facing specific cohorts and actions to address these. | |
| | Review current Police perspective programme to be delivered by seconded police officers. | County Team Manager/Seconded Police Officers | Dec 21 | Police Perspective programme is launched and completed with young people. | |
| | Continue to use the Enhanced Case Management approach with young people with 5+ offences. | ECM steering group | March 22 | All eligible young people receive an ECM approach. Audit shows approach is consistently used. | |

| Area of focus/ what needs to improve | Action | Responsible person | By when | How do we know we have achieved it | Progress |
|---|--|---|----------|---|----------|
| <i>Maintain the number of young people sentenced to custody at 0.06 per 1000 10-17 population</i> | Knife crime intervention programme to be developed and launched. | County Team Manager | June 21 | Knife crime programme in use; data of number of young people undertaking programme; audit demonstrates it use | |
| | Analysis of custody cohort to ID to identify themes. | South Team Manager | June 21 | Understanding of themes of the cohort and identification of actions to respond | |
| | Continue to use the Enhanced Case Management approach with young people with 5+ offences. | ECM steering group | March 22 | All eligible young people receive an ECM approach. Audit shows approach is consistently used. | |
| | Work with the strategic partnership around serious youth violence, knife crime and criminal exploitation | Head of Service Youth Offending and partnership leads | March 22 | Partnership approach to serious youth violence, knife crime and criminal exploitation. | |

| Area of focus/ what needs to improve | Action | Responsible person | By when | How do we know we have achieved it | Progress |
|--|--|---------------------------------|--------------------------|--|----------|
| <i>Number of children in care convicted of a substantive offence to remain lower than national average (currently 3%)</i> | <p>Ensure all private children's homes sign up to the joint protocol for children in care who offend.</p> <p>Continue to review effectiveness of protocol.</p> <p>Monitor rates of CIC re-offending figures and identify actions to address if increasing</p> <p>Identifying themes during quarterly review.</p> | County Team Manager | March 22 | <p>Maintenance or reduction in numbers of CIC who offend.</p> <p>All care homes signed up and the protocol is being appropriately used</p> | |
| <i>Continue to monitor Black and Minority Ethnic (BAME) under/over representation and disproportionality to ensure that BAME young people are not disproportionately overrepresented</i> | <p>Monitor BAME representation within performance data to the Board.</p> <p>Use of disproportionality toolkit.</p> | Head of Service Youth Offending | Quarterly until March 22 | No evidence of children and young people from BAME backgrounds being disproportionately overrepresented | |

| Area of focus/ what needs to improve | Action | Responsible person | By when | How do we know we have achieved it | Progress |
|--|--|---|----------|--|----------|
| <i>Ensure victim voice heard</i> | Victims will be contacted by seconded police officers to clarify consent for YOS contact. | North Team Manager/ seconded police officers | March 22 | Data will reflect consent to contact victims | |
| | YOS will contact all victims who have consented to being contacted. | Team Managers / Senior Practitioners | March 22 | Data will reflect the service requested and provided to the victim | |
| | The details of the service requested by the victim will be shared with the YOS case manager to inform assessment, planning and intervention; | North Team Manager | March 22 | Case records will reflect consideration of the victim in assessment, planning and intervention. Monthly audits evidence victim is fully considered. | |

| Area of focus/ what needs to improve | Action | Responsible person | By when | How do we know we have achieved it | Progress |
|---|---|---|---------|--|----------|
| Continued ... <i>Ensure victim voice heard</i> | Ensure assessments consider impact on victim and plans address risks to victim. Consider how to capture victim feedback and satisfaction | | | Develop victim feedback process and baseline established. | |
| <i>Addressing the needs of children with an autistic spectrum disorder (ASD) diagnosis or other neurodevelopmental needs who offend</i> | Analysis of YOS data to establish the number of children with ASD or neurodevelopmental needs | Head of Service Youth Offending | Sept 21 | YOS able to report accurately on rates of children and young people with ASD or neurodevelopmental needs | |
| | Work with the partnership to develop a strategic response to children with ASD or neurodevelopmental needs. | Head of Service Youth Offending and partnership leads | | Partnership strategy and response to children with ASD or neurodevelopmental needs who offend. | |

| Area of focus/ what needs to improve | Action | Responsible person | By when | How do we know we have achieved it | Progress |
|---|---|--|--|---|----------|
| <i>Effective management oversight</i> | Re-issue children's services supervision policy and expectations; | Head of Service Youth Offending | March 22 | Managers understand expectations around supervision. | |
| | All cases to be reviewed monthly in supervision. Clear management entry at key points on the child's record. | Team Managers / senior practitioners Team Managers / senior practitioners | | Monthly supervision takes place (monitored via regular audits and through the monthly quality assurance audits) | |
| | Development sessions with managers around effective management oversight | Head of Service Youth Offending | | Development sessions held and shared understanding of effective management oversight. | |
| <i>Supporting and engaging volunteers</i> | New induction pack | Senior Practitioner – victim lead | June 21 and then as new volunteers trained | Events and newsletters take place. | |
| | Regular Volunteer networking and training event | | April 21 and every 3 months | Feedback from volunteers is positive and they feel supported and included in the YOS | |

| Area of focus/ what needs to improve | Action | Responsible person | By when | How do we know we have achieved it | Progress |
|---|--|--|---|--|----------|
| Continued ... <i>Supporting and engaging volunteers</i> | Regular newsletters keeping volunteers up to date with service structure. Volunteer Steering group to include volunteers from North and South teams Annual one to one development meetings with Volunteer Coordinator/manager | | April 21 and quarterly April 21 and then every 3 months Start April 21 and ongoing | | |
| <i>Workforce is trained against the workforce plan that has been developed to ensure staff are equipped to undertake their role and respond to the changing safeguarding, cultural, risk and offending needs of children.</i> | Staff to undertake essential training. | Head of Service Youth Offending / Team Managers / Senior Practitioners | | Staff have undertaken all compulsory training. Audits evidence that interventions are appropriate and case managers responsive to needs. | |

| Area of focus/ what needs to improve | Action | Responsible person | By when | How do we know we have achieved it | Progress |
|--|--|--|----------|---|----------|
| Continued ... | <p>Review workforce development/ induction plan on regular basis.</p> <p>Utilise learning from analysis to inform training events.</p> | | | | |
| <i>Young people have equal access to emotional, mental health & physical health advice and treatment across the YOS footprint.</i> | Develop the health model for children and young people in YOS. Consider outcomes / learning from wellbeing worker and psychology pilot evaluations; national best practice; the enhanced care model trailblazer and Derby City triage model. | Head of Service Youth Offending / Team Managers / Senior Commissioning Manager CYP Mental Health (DDCCG) | March 22 | An efficient, fair, and effective health offer, which ensures all YP in YOS receive right service at the right time to address their health needs | |

| Area of focus/ what needs to improve | Action | Responsible person | By when | How do we know we have achieved it | Progress |
|--|---|---|-------------------|--|-----------|
| <i>Improving ETE outcomes for young people out of provision.</i> | Improve links and collaboration with ETE colleagues | Head of Service Youth Offending / County Team Manager | Dec 22 | Workforce understand which team to approach for ETE issues, Evidence that case managers are utilising these links to improve outcomes for children (as evidenced via monthly audits) | |
| <i>Ensure closer working between YOS and SW teams including improved recording, assessment, and planning</i> | HoS attending monthly OLT meetings. | Head of Service Youth Offending Service | Completed | Reflective case reviews | Completed |
| | YOS managers to attend Locality managers' meetings – bi-monthly. | Head of Service Youth Offending and Heads of Service Localities. | September 2021 | Attendance and reflective case reviews. | |

| Area of focus/ what needs to improve | Action | Responsible person | By when | How do we know we have achieved it | Progress |
|---|---|--|---------------|---|----------|
| Continued ... | Joint Managers Development session with a focus on joint working between service areas. Use of case examples - good examples. | Head of Service Youth Offending, Heads of Service localities and Principle Social Worker | November 2021 | Attendance and reflective case reviews | |
| <i>Improve information sharing to ensure YOS assessments and reports are taken into account when placement decisions are made by social care.</i> | Joint Managers Development session with a focus on joint working between service areas. Use of case examples - good examples. | Head of Service Youth Offending, Heads of Service Localities and Principle Social Worker | November 21 | Reflective Case Reviews | |
| <i>Voice of the Child</i> | Review ways of improving young person and family feedback and participation. | Head of Service Youth Offending / Team Managers / Senior Practitioners | March 22 | Feedback from young people has increased and is helping shape service delivery. Children and young people involved in service delivery etc. | |

| Area of focus/ what needs to improve | Action | Responsible person | By when | How do we know we have achieved it | Progress |
|--|--|---|---------|--|----------|
| <p><i>Healthy families Work with young people promotes a whole family way of working in line with Derbyshire County Council's 'Think Family' approach.</i></p> | <p>Work with partners to develop a strategy and resources to respond to child to parent violence.</p> <p>Ensure case managers working systemically and whole family to ensure parents/carers and siblings are signposted to appropriate services</p> | <p>Head of Service Youth Offending and partner leads</p> <p>Team Managers/ Senior Practitioners</p> | | <p>Child to parent violence strategy in place and resources available for case managers.</p> <p>Whole family working evidence in case audits</p> | |

Appendix 1

YOS Management Board Governance Structure

Alison Noble
Service Director
Early Help and Safeguarding
DCC

Sam Morris
Head of Youth
Offending
Service

Smruti Mehta
Assistant Director
Children's
Services

**Christine
Flinton**
Head of
Community
Safety

Deputy PCC

Paul Markham
Vice Chair
Police

Partnership
Advisor
YJB
(Vacant)

**Rosalie
Weetman**
Public Health
Lead for
Substance
Misuse
Community
Safety Link

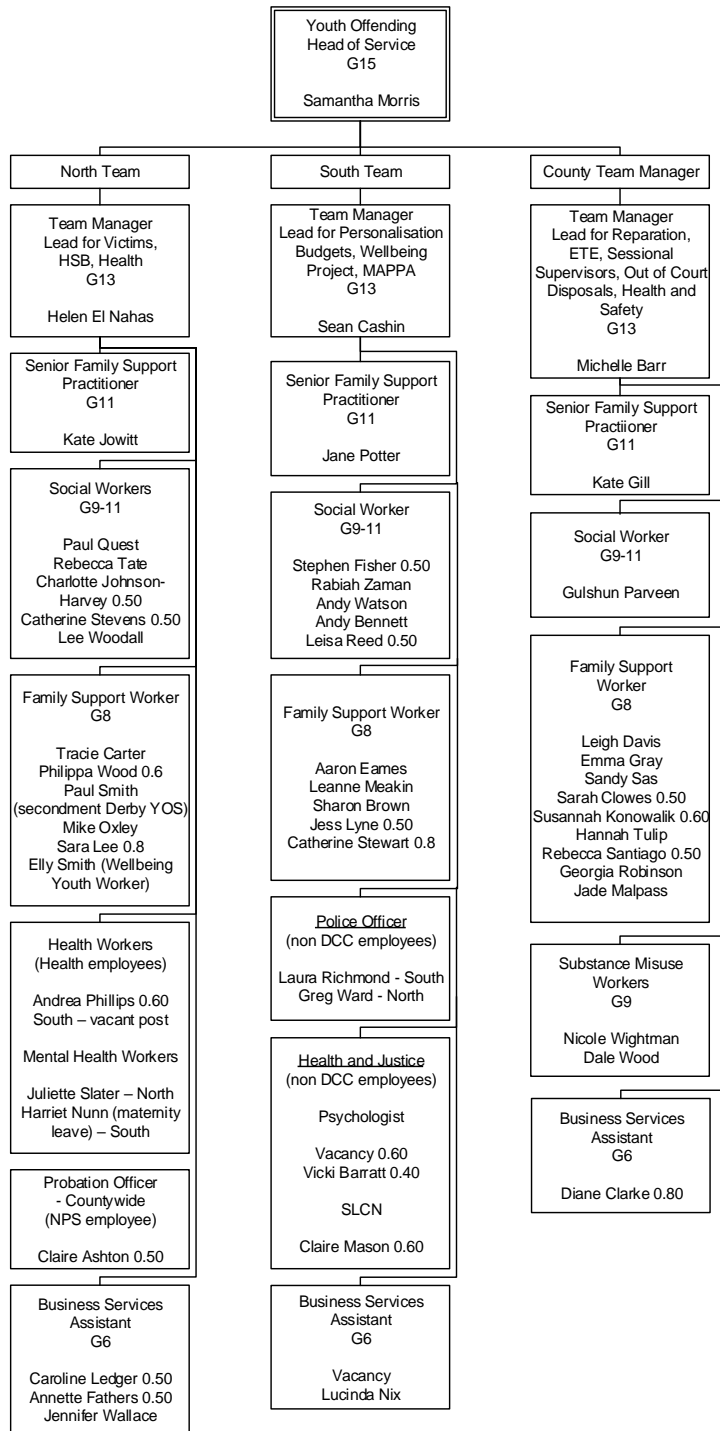
Paula Williams
Assistant
Director
Learning Access
and Inclusion

**Marion
Page-Smith**
NPS Deputy
Head of NPS
(Derbyshire)

David Gardner
Assistant
Director CCG

Appendix 2

YOS Structure Chart



Appendix 3

| YOS Grant Funding / Contributions due in 21/22 Financial Year | | | |
|---|----------------------------|--|---------------------|
| Cost Elements | Agency | Grant/Funding Details | £ |
| 210500 Govt Grant General | Youth Justice Board | Youth Justice Grant | 761,642.00 |
| 210600 Non Govt Grants | Police & Crime Commisioner | PCC Community Safety Grant (inc Speech & Language Therapist) | 133,418.00 |
| 222000 Contributions | National Probation Service | NPS Partnership Contribution | 5,000.00 |
| 222000 Contributions | Police | Contribution | 56,694.00 |
| 222480 Derby & Derbys CCG | Health | Contribution | 5,000.00 |
| Total main expected YOS Funding / Contributions on CSDG021 Youth Justice Board Cost Centre | | | 961,754.00 |
| Additional Funding | | | |
| Cost Elements | Agency | Grant/Funding Details | £ |
| 222480 Derby & Derbys CCG | Health & Justice | Contribution for YOS & 3 Wellbeing Workers | 99,000.00 |
| Total additional expected YOS Funding / Contributions on CSDG021 Youth Justice Board Cost Centre | | | 99,000.00 |
| Cost Elements | Agency | Grant/Funding Details | £ |
| YOS Personalisation CYOT106 222480 | Health | YOS Personalisation | 11,989.12 |
| Other YOS Funding | | | 11,989.12 |
| Total YOS Grant Funding / Contributions 21/22 | | | 1,072,743.12 |

Appendix 4

YOS performance information

| Summary of latest published performance - April 2020 to December 2020 update (published 5 March 2021) | | | | | | | upper | upper middle | lower middle | lower | |
|--|--------------------|--------------|--------------|------------------------------|----------------------------------|-----------------------------|--------------------------|--------------------------------------|---------------|---|----------------------------------|
| Indicator | Latest Performance | Annual Trend | 3 year Trend | Compared to National Average | Compared to YOT Comparator Group | National Avg (England Only) | YOT Comparator Group Avg | Statistical Neighbour Avg* | East Midlands | National Rank (England Only) | National Quartile (England Only) |
| Young People in YJS receiving a conviction in court who are sentenced to custody (rate per 1000 10-17 pop) (12 months ending December) | 0.06 (2020) | ↔ | ↓ | Better than National Avg | Better than CG Avg | 0.14 | 0.12 | 0.13 | 0.17 | 38 (of 137 YOTs) | Upper Middle |
| First time entrants to the Youth Justice System aged 10-17 (Rate per 100,000 10-17 pop; 12 months ending December) | 171 (2019) | ↑ | ↑ | Better than National Avg | Worse than CG Avg | 208 | 161 | 157 | 195 | 46 (of 137 YOTs) | Upper Middle |
| Proportion (%) of young offenders who re-offend (aged 10-17; 3 months ending December) | 27.5 (2018) | ↓ | ↓ | Better than National Avg | Better than CG Avg | 37.1 | 32.1 | 34.5 | 33.3 | 30 (of 137 YOTs) | Upper |
| Percentage of children in care subject to a conviction, final warning or reprimand during the year | 1.1 (2020) | ↓ | ↓ | Better than National Avg | Better than SN Avg | 3.0 | n/a | 2.86 (SN) (based on 7 out of 10 SNs) | 3.0 | 13 (out of 96 LAs with data not suppressed) | Upper |

N.b. As a result of the coronavirus restrictions access to PNC data has been restricted. The performance data relates to the most recent update of December 2020 (released in March 21)

n



Agenda Item

FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

CABINET

14 OCTOBER 2021

Report of the Executive Director for Children's Services

**Corporate Parenting Board Terms of Reference
(Children's Services & Safeguarding)**

1. Divisions Affected

1.1 Countywide.

2. Key Decision

2.1 This is not a Key Decision.

3. Purpose

3.1 To seek approval for the Corporate Parenting Board to be considered as an informal advisory group and cease to be a formally constituted public meeting; to seek approval for the resulting revised Terms of Reference and membership for the Board and for the consequential amendments to be made to the Constitution.

4. Information and Analysis

4.1 Looking after and protecting children and young people is one of the most important jobs Derbyshire County Council does and when a child, for whatever reason, is unable to live safely at home, it is the local authority's duty to step in and give them the care, support and stability that they deserve.

4.2 Research tells us that in general children in care and care leavers have poorer outcomes than their peers who are not in care. It is, therefore,

the responsibility of the local authority and partners to fight their corner and give them every opportunity to reach their potential.

- 4.3 The Children and Social Work Act 2017, through setting out specific Corporate Parenting Principles, has defined for the first time in law the responsibility of corporate parents, that is to ensure, as far as possible, secure, nurturing and positive experiences for children and young people in care, and care leavers.
- 4.4 Section 10 Children Act 2004, highlights that relevant partners, including health bodies, the police and education services are to cooperate with local authorities to improve the well-being of children in care and care leavers, and so share the corporate parenting responsibility.
- 4.5 The corporate parenting principles are not new requirements but provide a framework to help local authorities understand and fully comply with existing duties across the whole of their services as they discharge those duties to children in care and care leavers.
- 4.6 Although the corporate parenting principles are now enshrined in law, nothing is prescribed as to the way in which local authorities should implement those principles nor is it a legal requirement for local authorities to set up a Corporate Parenting Board, it is considered good practice. Corporate parenting is an important part of the Ofsted inspection framework and the Corporate Parenting Principles are referenced in Ofsted's Inspecting Local Authority Children's Services (ILACS) framework. One of the criteria for a 'good' judgement under the Ofsted framework for Inspecting Local Authority Children's Services (ILACS) is that the local authority is 'an active, strong committed corporate parent - in line with the corporate parenting principles'.
- 4.7 Also, although there is now a legislative requirement for partner organisations to co-operate with local authorities to improve the well-being of children in care and care leavers, there is no prescribed method as to how that should be accomplished. A number of local authorities have constituted Corporate Parenting Boards to fulfil this obligation. Derbyshire County Council currently has a well-established Corporate Parenting Board The Board comprises the Cabinet Member for Children's Services (chair), the Cabinet Support Member for Children's Services; a nominated member from the District Council; Lead Members for Children's Services of all non-majority political parties; partner agencies, lead senior officers from across Derbyshire County Council, a nominated representative of Derbyshire's Foster Care Council and young people representing Derbyshire's Children in Care and Care Leavers.

- 4.8 Currently, Board meetings are public meetings and are conducted in accordance with legislation regarding such meetings in that the papers are published and have to be made available five clear working days in advance of the meeting. Membership of the Board is also published. Concerns around maintaining confidentiality of the representatives of the children in care and care leavers' councils; and the foster carer representative who sit on the Board have been raised
- 4.9 Whilst reports containing information regarding individuals who can be identified are exempt from publication, the Board regularly discusses items affecting particular individuals and consequently, a significant amount of the information is confidential.
- 4.10 It has also been identified that the Board itself is rarely required to make decisions. Rather, it is the information discussed at the Board which supports decisions which are made by the Cabinet Member or Cabinet. Therefore, it is apparent that the Board is a forum for discussion with an advisory function, rather than a decision-making one.
- 4.11 Consequently, in order to enable more freedom for discussion around topics which arise on the day, those which relate to identifiable individuals and to preserve the confidentiality of the members of the Children in Care Council, the Care Leavers Council and the Foster Carer Council, it is proposed that the Board be confirmed as being non-decision-making and having an advisory function only. It is also proposed that the status of the Board be re-considered so that it no longer required that meetings be constituted as formal Council meetings which are open to the public.
- 4.12 It is also proposed that the Board membership be revised to remove the requirement for representatives from the following:
- Lead Members for Children's Services of all non-majority political parties
 - Director of Legal and Democratic Services
 - Member of the Improvement and Scrutiny Committee (to be nominated by the Chairman of that Committee).
 - Majority Group Support Member for Children's Services.
- 4.13 Added to the membership are:
- Lead member for Children's Education
 - Shadow Lead Member for Children

- 4.14 The Terms of Reference have been revised to reflect these proposals and the revised Terms are attached at Appendix 2.
- 4.15 The proposed changes to the Terms of Reference also reflect the benefits of improved engagement from external partners and representatives from the Children in Care and Care Leavers' Councils, that were realised through the virtual Board meetings held during the pandemic. It is therefore proposed that going forward, a combination of virtual and in-person meetings are held to continue to benefit from this improved engagement of Board members.
- 4.2 Please see appendix 2 for full terms of reference. Significant elements to highlight are:
- i. To protect confidentiality and identities of the representatives of children in care and care leavers and the foster care council it is imperative that the Board meetings are closed and held within the private domain.
 - ii. Many of the reports submitted to the Board detail information where individuals can be identifiable and, therefore, to protect the identify of those individuals, reports and minutes of Board meetings are classified as restricted and distributed to Board members and made available to the Children in Care and Care Leavers Councils, and will not be made public.
 - iii. In light of the identified benefits of the virtually held meetings during the pandemic, for example, improved engagement of partners and of representatives from the Children in Care and Care Leavers Councils; it is proposed that going forward, the meetings will be held using a blended approach with continuation of virtual meetings, and when and where facilities are available a mixture with members attendance in-person and others to join in virtually, and an agreed number of meetings, per year to be held in-person.
- 4.3 Should Cabinet agree to the proposals made in this report, then it will be necessary for changes to be made to the Constitution. As the meeting will no longer be one which is open to the public, then it is proposed that the Terms of Reference of the Board currently contained at Article 16 of the Constitution be removed.

5. Consultation

- 5.1 It is not necessary for formal consultation to be undertaken, Derbyshire County Council has discretion as to how it meets its obligations under the Children Act 2004 and the Children and Social Work Act 2017 and therefore, this is an administrative decision which Cabinet is entitled to take.
- 5.2 Although formal consultation has not been undertaken the young people involved in Board meetings have expressed the view that virtual attendance aids their confidence in participation. The voice of the young people is a key feature of the Board. Therefore, undertaking meetings virtually has added value. It has also been noted that there is an improved attendance from partner agencies when meetings have been held virtually. Therefore, by meetings being held virtually and in private, the Council will be better able to meet its obligations as a corporate parent.
- 5.3 All Board members have been consulted and indicated that they support of the proposed change of the Terms of Reference.

6. Alternative Options Considered

- 6.1 The current arrangements for holding Board meetings in public could remain in place. However, it has been demonstrated that there is improved attendance and participation if meetings are not within the public domain, and this supports the Council in being better able to meet its obligations as a corporate parent.
- 6.2 The Council could determine not to have a Corporate Parenting Board. However, the meetings provide a valuable forum for discussion which supports the Council in meeting its obligations as a Corporate Parent and to demonstrate that partner agencies are working with the Council to support the Council in meeting its obligations as a corporate parent.

7. Implications

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

8. Background Papers

- 8.1 None

9. Appendices

- 9.1 Appendix 1 – implications
- 9.2 Appendix 2 – Terms of Reference

10. Recommendation(s)

That Cabinet:

- a) Approves the proposal for the Corporate Parenting Board to be convened as an informal advisory group and for it to cease to be a public meeting.
- b) Approves the revised Terms of Reference for the Corporate Parenting Board.
- c) Agrees that the Terms of Reference currently at Article 16 of the Constitution be removed and no longer included and that the required changes be reported to full Council for agreement for those changes to be made.

11. Reasons for Recommendation(s)

- 11.1 To protect confidentiality and identities of the representatives of children in care and care leavers and the foster care council in order to better facilitate discussion and participation at Board meetings to better support the Council in meeting its duties and obligations as a corporate parent.

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

- 12.1 No.

Report Author:

Smruti Mehta

Contact details:

smruti.mehta@derbyshire.gov.uk

Implications

Financial

1.1 None

Legal

- 2.1 The Children and Social Work Act 2017 defines the responsibilities of local authorities as 'Corporate Parents' and the principles which must be adhered to. The Children Act 2004 requires that partner agencies as detailed in the report must co-operated with local authorities to improve the well-being of children in care and care leavers and, to an extent, share the corporate parenting responsibility. The Corporate Parenting Board is the forum whereby all agencies meet to discuss both general and specific corporate parenting issues. However, although the Council is required to demonstrate that it meets its duties regarding Corporate Parenting, there is no legal obligation on the Council to have a Corporate Parenting Board, although it is considered to be good practice, and there is no legal requirement for the meetings to be open to the public.
- 2.2 Therefore, Cabinet is able to determine the format, status and membership of any meeting it wishes to convene to support the Council in meeting its obligations as a Corporate Parent.
- 2.3 Under the terms of the Constitution, consideration of the Corporate Parenting Board is an executive function and therefore, a matter for Cabinet. However, any changes to the Constitution which are required as a result of decisions made by Cabinet must be reported to full Council for Council to agree that the required changes be made.
- 2.4 Should Cabinet agree to these proposals, then decision-making would continue to be through the usual Cabinet Member or Cabinet process with decisions and reports being published unless they contain exempt or confidential information.

Human Resources

3.1 None

Information Technology

4.1 None

Equalities Impact

- 5.1 An Equalities Impact Assessment has not been completed as this is an administrative decision.

Corporate objectives and priorities for change

- 6.1 No implications for change as a result of the revised Terms of Reference to the Board.

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

- 7.1 None

**Derbyshire County Council
Corporate Parenting Board (CPB)
Terms of Reference**

The overall objective of Derbyshire's Corporate Parenting Board (CPB) is to assist the Council as a whole in fulfilling its legal corporate parenting obligations to Children in Care and Care Leavers; under the Children Act 1989, the Children (Leaving Care) Act 2000, and new duties and responsibilities under the Children and Social Work Act 2017.

Purpose

The Corporate Parenting Board is an advisory group which:

1. Supports and makes recommendations to the Cabinet Member for Children's Services on matters relating to corporate parenting
2. Advises the County Council on issues relating to looked after children, care leavers and the Council's parenting responsibility

To achieve this, the Corporate Parenting Board will:

- To provide advice and scrutiny in relation to the CPB Annual Action Plan, co-produced with the Children in Care and Care Leavers' Councils.
- Act as advocates for Children in Care and Care Leavers, ensuring their needs are addressed through key plans, policies, and strategies throughout the Council (and its commissioned services).
- Oversee the implementation of Derbyshire County Council's Children in Care and Care Leavers' strategy and monitor the quality and effectiveness of services to ensure they fulfil the council's responsibilities and achieve good outcomes for Children in Care and Care Leavers.
- Monitor and review the quality and effectiveness of services across the council, partner agencies and commissioned services to achieve continuing improvements in outcomes for Children in Care and Care Leavers and ensure that appropriate action is taken where services fail to respond to their responsibilities for Children in Care and Care Leavers.
- Ensure the voice and opinions of a wide range of Children in Care and Care Leavers are heard, and their views are used to shape policy and monitor performance through their active participation within the council's structure.
- Monitor the quality and care delivered by Derbyshire County Council's homes, fostering and adoption services through the provision of regular

reports including summary reports of Regulation 44 visits and Ofsted inspections and fostering service reports.

- Ensure that the equal opportunities and the diverse needs of Children in Care and Care Leavers are considered and met across all activities.
- Ensure that Derbyshire County Council and all partner agencies follow the pledges made to Children in Care and Care Leavers' Charter.
- Ensure that the achievements of Children in Care and Care Leavers are highlighted and celebrated.
- Receive reports and where necessary provide challenge and scrutiny on all aspects of Children in Care and Care Leavers' welfare including employment, further education, training and housing as required, with sufficient detail to enable The Board to undertake its strategic responsibilities for planning, monitoring and evaluation.
- Report to Cabinet and Children in Care Board on the progress and achievements of the Board against the Annual Key Priority Action Plan.

Membership

Members of the CPB will be invited to Board meetings relevant to their area of service, which will be determined by the theme of the meeting. Elected members will be invited to attend all Board meetings.

Membership of the CPB consists of the following:

- Lead Member for Children's Services (Chair)
- Lead member for Children's Education
- Children in Care and Care Leavers' voice will be represented by the Chair through regular contact with the Children in Care Council and Care Leavers' Council*
- Leader of the Council
- Support Member for Children's Services
- District Council
- Shadow Member for Children's Services
- Executive Director for Children's Services
- Director, Early Help and Safeguarding, Children's Services
- Assistant Director for Specialist Services, Children's Services
- Representative from Foster Care Council
- Head of Children in Care provision, Children's Services
- Named Nurse for Children in Care
- Virtual School Headteacher
- Director, Schools and Learning
- Director, Quality and Performance

- Participation – Head of Service Strategic Lead
- Derbyshire Constabulary Lead, Police and Crime Commissioner
- Assistant Director, Adult Services
- Strategic Health Lead, Clinical Strategic Group.

Other officers may be invited to attend The Board to assist and support as required.

The Vice Chair will be appointed at the first meeting.

Where there is an absence of representation for the Children in Care and Leaving Care Councils, the Chair and Vice Chair will maintain regular communications with the Councils, outside of Corporate Parenting Board activity. The manner and frequency to be agreed jointly.

Substitutions

All nominated regular members will be expected to attend each Board meeting, if necessary, to make appropriate arrangements for substitute representation. If a member is absent for three consecutive Board meetings or does not attend more than 50% of meetings in a 12-month period, the member will be asked to discuss their non-attendance with the Chair/Vice-Chair, who will take appropriate action.

Quorum

The quorum for a Board meeting will be at least one quarter of the membership, including substitutes. The quorum must include at least two Derbyshire Council representatives.

Corporate Parenting Board Meetings

- Will meet bi-monthly.
- Will agree an annual work programme setting out its key priorities and areas for action.
- The agenda will be proposed by the Children in Care Strategic Partnership and agreed by the Chair of the Board.
- Members of the Committee will complete the Corporate Parenting Board membership induction programme and any development or training events.
- Will be closed to members and invited guests only, to protect the identity of the Children in Care and Leaving Care Councils representatives.
- Should the Board be required to make decisions in relation to specific matters in relation to matters relating to children in care and care leavers,

the decision will be made outside of the Board following the usual Cabinet Member process with reference view of the Board on the matter.

- Will maintain minutes of Board meetings for circulation to Board members and make them available to the Children in Care and Care Leavers.
-

A blended approach to how the meetings are conducted will be employed, some will be virtual via video link, where facilities are available a mixture with some members attendance in person and others to join in via video link and agreed number of meetings a year to be held in-person.

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