

PUBLIC

**MINUTES** of a meeting of **CABINET** held virtually on 11 February 2021.

**PRESENT**

Councillor B Lewis (in the Chair)

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

**Declarations of Interest**

Councillor S A Spencer declared an interest in agenda item 6(f) - A515 Ashbourne Transport Study – Preferred Option Selection as members of his family owned land on the preferred route of the Western Bypass.

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

There were no Minority Group Leaders' questions.

**22/21      MINUTES RESOLVED** that the non-exempt minutes of the meetings of Cabinet held on 14 and 21 January 2021 be confirmed as a correct record.

**23/21      CABINET MEMBER MEETINGS - MINUTES RESOLVED** to receive the non-exempt minutes of Cabinet Member meetings as follows:

- (a) Adult Care – 7 and 21 January 2021
- (b) Health & Communities – 7 January 2021
- (c) Corporate services – 14 January 2021
- (d) Strategic Leadership, Culture & Tourism – 19 January 2021
- (e) Highways, Transport & Infrastructure – 28 January 2021

**24/21      CORPORATE PROPERTY – GOVERNANCE AND DECISION - MAKING** (Corporate Services) The Managing Executive Director sought Cabinet approval on new governance and decision arrangements following the implementation of a new operating model for the Corporate Property Division.

In February 2019, Cabinet approved a new operating model for the Council's Corporate Property service. Since that date, Cabinet had approved further reports to implement the new operating model. This included creating a new Senior Management Team for the service (July 2019); establishing a joint venture to support property rationalisation (February 2020) and the externalisation of non-core property services to two new joint ventures (March

2020). The report brought together all the various aspects of the new operating model by establishing coordinated and corporate governance arrangements. Appendix 1 to the report illustrated the various levels of governance within the Council for land and buildings property related decisions.

The management structure for Corporate Property was based on six interdependent sections each led by a Head of Service. The organisation was based on the property life cycle and different Heads of Service were responsible for different aspects of governance and decision making, further details of which were presented. The relationship of these sections to the strategic plan for property, the Asset Management Framework and corporate management of land and buildings was illustrated in Appendix 2, Asset Optimisation to the report.

The Asset Management Framework documents the strategy the Council had for using and managing its land and buildings to support the Council's strategic outcomes and priorities. It takes its lead from the Council's three strategic pillars; Vision Derbyshire, Enterprising Council and Thriving Communities. The implementation of the Asset Management Framework ("AMF") was led by the Corporate Asset Management Group ("CAMG"), which was a cross-service senior management forum, chaired by the Assistant Director of Corporate Property (Asset Management).

Within the Corporate Property Division, the delivery of the AMF was supported by the Strategic Asset Review Board ("SARB"). This officer level group sought to ensure collaboration of the six sections within the Division on the process of reviewing and managing the Council's property assets. The work of the SARB whose membership also included finance and legal services officers was reported to the CAMG.

The Council had adopted the Leader and Cabinet model for its decision-making arrangements. The Leader of the Council was responsible for the appointment of the Cabinet and allocating areas of political responsibility to members of the Cabinet. In accordance with the Council's constitution and delegated principles included therein, areas of responsibility for decision-making were allocated to Cabinet Members, Executive Directors and Directors. The responsibilities for the Cabinet Member for Corporate Services included: asset management, efficiency and value for money (property rationalisation), property and the acquisition and disposal of land. The Derbyshire Property Board brings together key members and officers to direct the CAMG and when available, to use their respective delegated authorities to provide authority for recommendations from the CAMG.

The Council's constitution provides for committees and sub-committees to be established which have specific responsibilities, with the operation of the

committees controlled by the Council Procedure Rules. Committees provide for different types of engagement and scrutiny and for the Council as a shareholder to the Joint Venture companies, the committee was considered to be the appropriate forum for the Council to oversee the performance of these companies. Accordingly, it was recommended that the full Council approve a new DCC Trading Committee. Details of the terms of reference and membership were presented in the report. In advance of approval by the Council, it was recommended that the new Committee operated in shadow form.

The formal governance arrangements for PSP (Derbyshire LLP (the “LLP”) are set out in the Members’ and Procedure Agreements.

The Members’ Agreement – sets out how the Partners deal with each other and approve decisions made in pursuance of the Partnership business using the 4e Process – the forum for this is the Partnership Board;

The Procedure Agreement – sets out the role of the Partnership Executive, who have operational and day to day management of the Partnership and the Projects Team, who develop and progress projects through the Project Flow and budget processes and ensure project financial and legal compliance and validation by using the 4e Process.

The formal governance for each Joint Venture Company (“JVC”) was set out in the Joint Venture Shareholders Agreement and the Services Contract. There were separate documents for each JVC, however, the content was similar.

Joint Venture Shareholders Agreement – sets out the shareholders’ and directors’ obligations and responsibilities, how the company operates, any reserved matters, dividend payments, dispute resolution and termination provisions.

Services Contract – details the services to be provided to the Council by the JVC. It includes the responsibilities of both the JVC and the Council, the specification, payment arrangements, TUPE arrangements, performance measurement, reporting, changes to the specification, dispute resolution and termination.

Each JVC had a Board of Directors, Cabinet had previously approved in March 2020, through the Managing Executive Director, that the Council’s nominated directors for each JVC were the Director of Corporate Property and the Assistant Director of Finance (Financial Management) The two Boards were separate entities, although for ease, meet jointly and had the same directors and non-executive directors, as illustrated in Appendix 3 to the report.

**RESOLVED** to (1) approve the governance arrangements within the Council to oversee the management of the Council's land and building assets and its supply chain partners; and

(2) recommends that full Council establishes a DCC Trading Committee and puts in place Shadow arrangements pending the creation of the Committee.

**24/21 SUPPLY OF ICT HARDWARE, ACCESSORIES AND ASSOCIATED SERVICES** (Corporate Services) The Managing Executive Director sought approval under Protocol 2a of the Councils Financial Regulations to use a Crown Commercial Services (CCS) framework agreement (RM6068 – Technology Products & Associated Services) for the supply of ICT Hardware, Accessories and Associated Services.

The current contract with XMA Ltd for ICT Hardware (EA16 e-Auction) commenced on 1 June 2016 and was procured via a CCS Framework (RM1054 - eA#16) for a period of 2 years with an option to extend annually for a further 2 years. The awarded value of the contract was £2,384,033. The Council has used the CCS Framework for the supply of ICT Hardware.

The supply of ICT Hardware was fundamental for users across the Council to enable them to work flexibly and efficiently. An option to extend the existing contract was undertaken in May 2020. This was due to the impact of Covid-19 as the procurement being carried out was unable to be completed as resources were diverted to priority areas in response to the pandemic. Therefore, the Council now needed to go to procure a new contract, as there were no more available options to extend the contract.

The new contract would commence as soon as possible, approximately May/June 2021 for a period of 2 years with an option to extend annually for a further 2 years. The benefits of a CSS Framework are as follows:

- Being able to purchase from any supplier within the Framework,
- A robust contract with Framework terms and conditions would be in place, which was similar to the one that the Council were currently operating under;
- There would be a continuation of a guaranteed supply of ICT Hardware;
- The Council had access to competitive pricing and access to a wide range of available products and suppliers through mini competitions; and
- Reduced timescales for the re-procurement to ensure a continuity of supply of ICT Hardware.

A business case for use of the CCS framework had been approved by the Director of Finance & ICT and the Director of Legal Services. The award of

the contract via the CCS framework was a matter which was delegated to the Managing Executive Director, Commissioning, Communities and Policy in accordance with Protocol 2B of the Council's Financial Regulations.

**RESOLVED** to approve the use of the Crown Commercial Services Framework (RM6068 – Technology Products Lot 2) to award a contract for 2 years with an option to extend annually for a further 2 years.

**25/21**      **SUPPLY OF IT ACCESSORIES** (Corporate Services) The Managing Executive Director sought approval under Protocol 2a of the Council's Financial Regulations to use a Crown Commercial Services (CCS) framework agreement (RM6068 – Technology Products Lot 2) for the supply of IT Accessories.

The current contract with XMA Ltd for IT Accessories (PC Components) commenced on 12 May 2019. This was procured via a CCS Framework (RM3733 – Technology Products 2) for a period of 2 years with an option to extend annually for a further 2 years. The awarded value of the contract was £220,000.

The Council had used the CCS Framework for the supply of IT accessories including but not limited to the following:

- General IT Accessories - mice, keyboards, cables, adaptors, headsets and data storage e.g. memory cards;
- Assistive Hardware - ergonomic mice and keyboards;
- Digital IT Equipment - projectors, digital cameras and dictation recorders; and
- Mobile Phone and Telephony Accessories - mobile phone cases, chargers and headsets.

The supply of IT Accessories was fundamental for users across the Council to enable them to work flexibly and efficiently.

Although an option to extend the existing contract was available, the Council would not be taking up this option due to an overspend of the current contract. It was anticipated that the Council would be close to the limit in the first quarter of 2021 therefore a procurement exercise needed to commence urgently. The reasons for the overspend included:

- The Covid-19 pandemic which led to employees working from home and requiring more accessories such as headsets for video conferencing through Skype/Microsoft Teams; and
- A policy change to replace desktop computers with laptops in order to facilitate mobile and flexible working which increased the requirement for additional accessories.

The new contract will commence as soon as possible, approximately May/June 2021 for a period of 2 years with an option to extend for a further year. The benefits of a CSS Framework were as follows:

- Being able to purchase from any supplier within the Framework,
- A robust contract with Framework terms and conditions would be in place, which was similar to the one that the Council were currently operating under;
- There would be a continuation of a guaranteed supply of IT Accessories;
- The Council had access to competitive pricing and access to a wide range of available products and suppliers through mini competitions; and
- Reduced timescales for the re-procurement to ensure a continuity of supply of IT Accessories.

A business case for use of the CCS framework had been approved by the Director of Finance & ICT and the Director of Legal Services. The award of the contract via the CCS framework was a matter which is delegated to the Managing Executive Director, Commissioning, Communities and Policy in accordance with Protocol 2B of the Council's Financial Regulations.

**RESOLVED** to approve the use of the Crown Commercial Services Framework (RM6068 – Technology Products Lot 2) to award a contract for 2 years with an option to extend for a further year.

**26/21**      **LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN**  
(Highways, Transport & Infrastructure) The Director - Economy, Transport and Environment sought approval to the publication of a consultation draft of a Local Cycling and Walking Infrastructure Plan for the four transport authorities within the Derby, Derbyshire, Nottingham and Nottinghamshire (D2N2) area, to agree delegated authority for adoption of the final version and to agree the design principles to be adopted for implementation.

The Derbyshire Cycling Plan, launched in early 2016, set out aspirations shared by Derbyshire Sport (now superseded by Active Derbyshire), the County Council, Derby City Council and a number of other key stakeholders. These aspirations were to create “the most connected and integrated county for cycling in England”, with Derbyshire being recognised as a world class cycling destination for all. Underpinning this were four strategic aims:

- 1) Infrastructure Connectivity: High quality connected routes, in all cycling environments, supporting all forms of cycling, creating and supporting economic growth.

2) Increased Participation: Behaviour change approaches and targeted participation programmes at community level will support and enable more people to cycle, closing the gaps in participation and reducing health inequalities.

3) Effective Communication and Marketing: Excellent, well connected marketing and communications for Derbyshire residents and visitors to the County, helping to change behaviour, increase confidence and get more people cycling regularly.

4) Advocacy: Cross sector advocacy for policy change and implementation at the highest level.

At its meeting on 16 January 2020, Cabinet approved a Key Cycle Network (KCN) for Derbyshire which identified the priority cycling routes for commuting, leisure and tourism; this included both established routes and new/improved routes, and also set out clear priorities for investment. Having an adopted KCN now provided the terms of reference for officers developing specific schemes and also guided any bids for available external funding.

Since approval of the KCN, the challenges and opportunities of the COVID pandemic in 2020 had strengthened the case for investment in cycling infrastructure, highlighting the importance of population health and the damaging influence of vehicle emissions and poor air quality.

Cabinet was aware that two tranches of Emergency Active Travel funding had been released by Government, with approximately £2.1m allocated to the Council. Alongside measures to allow adequate social distancing in town centres these had facilitated, at least on a temporary basis, the introduction of some higher-standard routes for cycling. The need for urgent delivery had placed significant restrictions on where these measures had been feasible. This emergency funding formed part of a wider £2bn commitment from Government for sustainable transport which (unless released through further 'emergency' allocations) it was expected would largely be released against Local Cycling and Walking Infrastructure Plans (LCWIPs). This would certainly be the case for the financial year 2021-22 for which it was already known that a national budget of £257m would be available for those authorities outside London with LCWIPs in place.

A draft version of the LCWIP document covering Derbyshire was the subject of this report was appended to the report. The content had been developed jointly by officers from the four transport authorities in Derbyshire, Derby, Nottinghamshire and Nottingham (D2N2). It was noted that it covered the geography of the D2N2 Local Enterprise Partnership, but was developed and approved by the transport authorities. The next step prior to any formal adoption of the LCWIP is to undertake wider public consultation.

It was important to emphasise that the Key Cycle Network and LCWIP were complementary, however, although the KCN had been well received by stakeholders and confirmed the Council's priority routes and targets for cycling investment it was not automatically recognised by Government as constituting a 'valid LCWIP' for the County Council. Specifically, the LCWIP covered a wider geography (Derbyshire, Derby City, Nottinghamshire and Nottingham City) which was an approach favoured by Government as the Department for Transport would need to assess and allocate resources against only one LCWIP, rather than four. This more strategic approach also ensured alignment with Local Enterprise Partnership (LEP) priorities and programmes within the Local Industrial Strategy and, in due course, resources aligned to the Shared Prosperity Fund.

The four upper tier authorities have a successful track record of collaboration and delivery on highway and transport matters for example, through the LEP's current Local Growth Fund Sustainable Travel Programme which had agreed the allocation of resources to each authority within a single overarching business case. It was proposed that delivery of the LCWIP would operate in a similar way.

In order for the LCWIP to be used as a basis for securing Government funding, it needed to demonstrate it had been subject to consultation. For Derbyshire, this was grounded in a robust level of engagement carried out on the Derbyshire Cycling Plan, on the KCN and more recently with stakeholders on the LCWIP. Once all four sponsoring authorities had agreed to do so, it was intended to carry out a public consultation ahead of adoption of a final version. This would not be feasible ahead of local elections in May and, at present, would need to be carried out in virtual, rather than physical form. It was anticipated that Nottingham City would lead on procurement of support to carry out this consultation, but that a financial contribution of £20k would be sought from each of the other local authorities.

**RESOLVED** to (1) agree to the publication of the consultation draft of the Local Cycling and Walking Infrastructure Plan for the Derby, Derbyshire, Nottingham and Nottinghamshire area;

(2) agree for the consultation results to inform final revisions to the draft LCWIP;

(3) note that publication, revision and formal adoption of the LCWIP would be subject to the approval of the other three highway and transport authorities covered by the Plan;



(4) agree to a County Council contribution of up to £20k towards consultation costs;

(5) notes the need for Local Transport Note 1/20 to be followed in designing infrastructure for walking and cycling, and agrees to its adoption for Key Cycle Network projects; and

(6) delegates to the Cabinet Member for Highways, Transport and Infrastructure the authority to approve the adoption of the final version of the Plan, provided that this remains consistent with Council priorities as set out in the report to Cabinet of 16 January 2020.

## **27/21 GREEN ENTREPRENEUR GRANT FUND PROGRAMME**

(Clean Growth & Regeneration) The Director – Economy, Transport and Environment sought approval the establishment of a Green Entrepreneurs Grant Fund programme and allocation of £2m from the Council's Coronavirus Recovery Fund as part of the county-wide response to the Coronavirus (COVID-19) pandemic and continued development of a low carbon economy in Derbyshire, and to approve a grant of £60,000 per annum for three years to the University of Derby to support the Green Entrepreneurs Programme.

The proposed Green Entrepreneurs Programme set out in the report was a core intervention of Derbyshire's COVID-19 economic recovery action plan but critically helped support the Council's wider ambitions to tackle climate change. In May 2019, the Council approved a Climate and Carbon Reduction Manifesto, supported by a £4m budget, which identified a number of key pledges, further details of which were presented.

The proposals for the Green Entrepreneur's Fund had been developed in collaboration with the University of Derby as part of the COVID-19 recovery effort, to reflect national regional and local priorities. The fund was comprised of three strands, more details are set out in Appendix 1 to the report:

Strand 1: Green Entrepreneur's Demonstrator Fund

Strand 2: Green Entrepreneur's Small Grant Fund

Strand 3: Green Entrepreneurs Scholarship Fund

A Green Entrepreneurs Programme Board, chaired by the Leader of the Council, would have responsibility for programme oversight and approving grants to businesses, based on the recommendation of assessing officers. Other members of the Board include Cabinet Member for Clean Growth and Regeneration, Director of Economy, Transport and Environment and representatives from the University of Derby, who were the recipient of a grant for this purpose. Expertise to advise the Board would be drawn upon as and when necessary.

As part of the collaboration with the University of Derby for Programme Management, it was proposed to allocate a grant of £60,000 per annum for three years to the university to support programme delivery, which would be reviewed after the first year. The indicative spend across the programme was set out in the report, however, this would be re-assessed by the Board during delivery and might be re-aligned to reflect the need evidenced. As part of the strategic response to COVID-19, the County Council set aside £15m to facilitate interventions which supported residents, businesses and communities. The Council would be allocating £2m from this funding towards the Green Entrepreneurs Fund.

**RESOLVED** to approve (1) the establishment of the Green Entrepreneurs grant programme to support delivery of the Coronavirus (COVID-19) Action Plan and continued development of low carbon economy in Derbyshire as set out in Appendix 1 to the report; and

(2) the allocation of £2m for the Green Entrepreneurs Programme from Council's COVID-19 Recovery Fund, to include a grant of £60,000 per annum for three years, to be reviewed after the first year, to the University of Derby to support the Green Entrepreneurs Programme through Programme Management.

**28/21**      **A515 ASHBOURNE TRANSPORT STUDY** (Highways, Transport & Infrastructure) The Director – Economy, Transport and Environment advised Cabinet of the findings of further assessment and recent public consultation into transport issues around Ashbourne, to outline potential solutions, and to recommend a preferred option and next steps.

At its meeting of 29 June 2017, Cabinet agreed for detailed investigations, surveys and preparatory work to be undertaken to explore strategic solutions to the traffic issues being experienced within the unique historic core of Ashbourne. This particularly related to north-south movements along the A515 which connects the Peak District National Park to the national strategic road network (via the A50 trunk road) and passes through Ashbourne town centre. The work included procuring consultants to carry out Stage 1 activity (detailed surveys, site analysis and the development of strategic options) and to initiate a programme of stakeholder engagement with local businesses, residents and Members of Parliament.

The findings of Stage 1 had been reported to Cabinet in April 2018 and a brief summary of the three reports associated with this work was provided. The conclusion of Stage 1, was that although there was scope for highway improvements within the town, the levels of delay and potential of a western bypass to remove through traffic merited further assessment of options. At the meeting on 26 April 2018, Cabinet had considered the findings of Stage 1 and resolved to:

- Note the work carried out to date on strategic transport options for Ashbourne, as summarised in the body of the report, and authorise the Strategic Director – Economy, Transport and Environment to approve final versions of the report.
- Note the progress made on related developments in and around Ashbourne.
- Agree to “further appraisal” work being carried out at Stage 2 and that it be funded from existing budgets.
- Approve the suspension of land transactions involving County Council property relevant to the development of potential western bypass options.
- Note that a further report would be submitted to Cabinet following completion of the Stage 2 work.

Much of the time since the 2018 Cabinet report had been taken up by the production of a new traffic model for the town and surrounding area. This was essential to any business case presented as part of an application for Government funding and would ensure that a robust case could be presented in support of planning and land assembly processes. The model used in the Stage 2 work was based upon 2019 traffic levels, replicating real-world conditions as closely as possible so that future traffic and network changes were forecast accurately. The degree of accuracy of the Ashbourne model was very good and no problems were anticipated in this being accepted as ‘fit for purpose’.

The Stage 2 work had used the traffic assessment model alongside engineering assessments and consideration of environmental issues, on a refined set of options. The route alignments were presented and consideration was given to the following options:

- Western Bypass Option A
- Western Bypass Option B
- Eastern Bypass Option
- Town Centre Option

A summary of the key impacts on principle and other routes was set out in the report. Consideration was given to various issues including the environmental constraints, costs and value for money, biodiversity and pollution prevention measures and protection of water quality. All the bypass options included sections within the floodplain of the River Dove/Bentley Brook or the Henmore Brook and the Agency stresses that any of these would need to be designed in accordance with the National Planning Policy Framework to prevent any increase in flood risk and, where possible, reduce flood risk overall.

It had been hoped to carry out a traditional (physical) public consultation on scheme options in late 2020. Circumstances had dictated a change in

approach to a 'virtual' event which took place from November to December 2020 and was successful in terms of gathering a large number of responses (some 885) and also in returning a clear set of preferences from the public. Appendix 2 to the report provided full details of the consultation response and a summary of key issues was highlighted.

Following assessment, the clear recommendations for Cabinet were:

- That the Eastern bypass option should now be dismissed from all further assessment.
- That the town centre option should be dismissed as the 'core' proposition, but that it should be refined and considered alongside stakeholder proposals to complement the preferred option and potentially to identify mitigation measures to ameliorate traffic impacts in the short term

The distinction between the two Western options was not so clear cut:

- Their costs were comparable.
- Their traffic impacts across the area as a whole were also comparable.
- Neither was judged to raise fundamental environmental concerns which cannot be allayed through mitigation. However, Option A performs slightly better against air quality and climate criteria and also against attracting HGV traffic. It also received, by some margin, stronger support in responses to consultation. On this basis, to ensure that there was clarity for interested parties, it is also recommended that Western Bypass Option B be dismissed from further assessment.

A fundamental consideration for Cabinet and for all interested parties in this project was that selection of a preferred option did not constitute certainty over either delivery or acceptability. The former required further consideration of funding options, planning consent and land assembly; the latter required planning consent as a test, and this represented the next key stage of project development.

Should Cabinet accept the findings of this report, it was recommended that officers produce briefs and seek fee proposals for work which would be required to support a planning application. This would include an Environmental Statement and preliminary highway design for the preferred option. Should Cabinet accept the recommended route (Western Bypass A) this work would also include an assessment of options for Mapleton Road and for the Tissington Trail and other walking and cycling routes.

In parallel to establishing the costs of work as outlined above, officers will carry out and liaise with relevant agencies over the current potential for grant funding. Cabinet will be aware that, understandably, Government has not been able to provide as much certainty over future programmes as might

have been the case, although some certainty may emerge in association with the planned Spring Budget in March.

The conclusions of these investigations would need to be reported to a future Cabinet meeting with recommendations on any work to be commissioned in the context of the funding climate.

**RESOLVED** that Cabinet (1) notes the significant work that has been undertaken to date to assess the traffic impacts and develop potential options;

(2) notes the assessment of options to address traffic problems in Ashbourne and on responses to consultation on these;

(3) notes the results of public consultation undertaken between November and December 2020 as summarised in this report and set out in detail at Appendix 2 to the report;

(4) agrees that Western Bypass Option A be confirmed as the 'preferred route' and that Western Bypass Option B and the Eastern Bypass be dismissed from further assessment

(5) requests that Derbyshire Dales District Council take steps to protect Western Bypass Option A against any competing land-use development.

(6) agrees to receive a further report on the costs of work towards a planning application and on potential funding for the preferred scheme.

#### **29/21      REGISTRATION SERVICE – CESSATION OF WEDDINGS**

(Health & Communities) The Managing Executive Director reported on an urgent decision taken by the Managing Executive Director to temporarily cease wedding and civil partnership ceremonies except in exceptional circumstances during the period of the tier 4 restrictions in Derbyshire.

In accordance with the Health Protection (Coronavirus, Restrictions) (All Tiers) (England) Regulations 2020/1374 (as amended) and government guidance, the Managing Executive Director agreed on 7 January 2021 that with immediate effect weddings and civil partnerships could only take place with up to 6 people in attendance (excluding staff working) and in exceptional circumstances. The change would apply throughout the period the Tier 4 restrictions were in place in the county of Derbyshire.

**RESOLVED** to note the decision taken with regard to the temporary cessation of weddings and civil partnerships other than in exceptional circumstances whilst the Tier 4 restrictions were in place in the county of Derbyshire.

**30/21**      **SCHOOL ADMISSION ARRANGEMENTS FOR 2022-23 ACADEMIC YEAR** (Young People) The Executive Director – Children’s Services reported on the annual consultation, and to seek Cabinet approval for the proposed determined admission arrangements for the academic year 2022-23.

The regulations concerning school admissions – namely, the School Admissions (Admission Arrangements and Co-ordination of Admission Arrangements) (England) Regulations 2012 and the statutory Department for Education ‘School Admissions Code’ (December 2014) – require that the admission arrangements for the 2022/23 academic year are consulted for a minimum of 6 weeks between October 2020 and 31 January 2021 and determined no later than 28 February 2021. Details of the consultation undertaken and the responses received were presented in the report.

Following consultation, changes to the school Published Admission Numbers (PANs) listed in Appendix 1 to the report were recommended. These had all been agreed by the schools. All of these changes were in line with revised net capacity assessments.

**RESOLVED** to note the outcome of the consultation and to approve the proposed determined admission arrangements for the academic year 2022-23 which were summarised in PANs detailed at Appendix 1 to the report.

**31/21**      **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 Paragraphs 3 & 4 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 consider Minority Group Leaders’ Questions (if any).
2. To confirm the Exempt Minutes of the meeting of Cabinet held on 14 January 2021.
3. To receive exempt minutes of Cabinet Member meetings as follows:
  - (a) Corporate Services – 14 January 2021

1. Finance Review (Corporate Services) – Managing Executive Director Commissioning, Communities & Policy and the Director of Finance & ICT (contains information relating to any consultation or negotiations, or contemplated consultation or negotiations, in connection with any labour relations matter arising between the authority or a Minister of the Crown and employees of, or office holders under, the authority).
2. Development of land at Swanwick in partnership with a Community Sports Club (Corporate Services) - Managing Executive Director Commissioning, Communities & Policy (contains information relating to the financial or business affairs of any particular person (including the Authority holding that information)).