

PUBLIC

MINUTES of the meeting of the **DERBYSHIRE COUNTY COUNCIL** held virtually on 24 March 2021.

PRESENT

Councillor T Ainsworth (In the Chair)

Councillors D Allen, R Ashton, K S Athwal, J Atkin, N Atkin, Mrs E Atkins, S A Bambrick, N Barker, B Bingham, Ms S L Blank, J Boulton, S Brittain, S Bull, Mrs S Burfoot, K Buttery, Mrs D W E Charles, Mrs L M Chilton, J A Coyle, A Dale, Mrs C Dale, J E Dixon, R Flatley, M Ford, Mrs A Foster, J A Frudd, R George, K Gillott, A Griffiths, L Grooby, Mrs C A Hart, G Hickton, R Iliffe, Mrs J M Innes, T A Kemp, T King, B Lewis, W Major, P Makin, D McGregor, R Mihaly, C R Moesby, P Murray, G Musson, R A Parkinson, J Perkins, Mrs I Ratcliffe, C Short, P J Smith, S A Spencer, A Stevenson, S Swann, D H Taylor, Mrs J A Twigg, Ms A Western, G Wharmby, Mrs J Wharmby, B Woods and B Wright.

17/21 APOLOGIES FOR ABSENCE

Apologies for absence were received on behalf of Councillors S Marshall-Clarke, J Patten, B Ridgway and M Wall.

18/21 DECLARATIONS OF INTEREST The Labour Group declared a personal interest in item 9 (i) on the agenda, minute reference 33/21 refers, Members Allowance Overpayment as the person involved was a former colleague.

19/21 MINUTES OF THE COUNCIL MEETING On the motion of the Chairman, duly seconded,

RESOLVED that the minutes of the meeting of the Council held on 3 February 2021 be confirmed as a correct record.

20/21 CHAIRMAN'S ANNOUNCEMENTS The following announcements were made:

Yesterday the country had marked one year since the commencement of the first lockdown. The Chairman asked the Council to spend a short time reflecting on the grief and loss that had been felt by so many and requested a minute's silence.

(Members observed a minute's silence)

The County Council Elections would take place on Thursday 6 May. The Chairman and Elected Members took the opportunity to thank Elected Members and officers, for the work that they had done for the residents of Derbyshire during the last four years.

The Chairman also wished everyone standing for election good luck and for those retiring from the Council he wished good luck, good health and best wishes.

Elected Members took the opportunity to pay tribute to colleagues who would be standing down from re-election and thanked them for the work they had done during the last term of election.

21/21 **REPORT OF THE LEADER** Councillor Lewis referred to the tragic loss of Councillor Patten's partner and thanked Councillor Smith for his condolence card to her on behalf of the Labour Group.

He thanked the Chairman for acknowledging the first year's anniversary of the first lockdown due to COVID-19. Yesterday plans for a memorial woodland to remember the more than 2,000 residents of Derbyshire who have sadly died due to Covid-19 since the pandemic came to these shores had been announced.

He also took the opportunity to put on record his thanks to all the Council staff, social care workers, volunteers and many others in our communities who had been involved this last year in responding to the pandemic and helping residents and vulnerable people across the county. It was hoped to recognise some of these efforts with the Beacon of Hope Award from the High Sheriff and Lord Lieutenant of Derbyshire and Civic Chairman of the County and the City.

He recorded thanks to the CCGs and NHS staff, volunteers and everyone involved in the vaccine efforts. Derbyshire had been consistently an extremely high performing area in getting vaccines into arms. This would be the wall on which any future waves of Covid would break and the best route out of the pandemic that we had all lived with this last year.

He thanked the schools for being brilliant in getting pupils back to school.

He mentioned the following in terms of recent news and developments:-

- the announcement by the Chancellor, Rishi Sunak, of one of two Freeports for the East Midlands, the only inland Freeport based round the three sites focusing on East Midlands Airport and can see significant development investment in a key site in South

Derbyshire. This had enjoyed real cross-Party and local support and as a scheme it could deliver 60,000 jobs for the region;

- a further announcement by the Chancellor of two town deals totalling nearly £50m for Staveley and Clay Cross which would be transformative for both towns. We would also see levelling up funding coming to Derbyshire all being well and working with Districts and Boroughs, and critically the MPs would hopefully deliver schemes of this nature in the future as well;

Councillor Lewis acknowledged that this was the final full Council meeting of this current administration. He referred to the four conservative councillors who would not be standing in the election and thanked them for their hard work and dedication. He made reference to the privilege of working with so many dedicated officers, community groups and volunteers in Derbyshire.

Finally, he mentioned achievements attained over the last four years with particular reference to the hard work undertaken by all in response to the COVID-19 pandemic.

He then took the opportunity to report on the future ambitions of the Conservatives should they be afforded the opportunity to serve the residents of Derbyshire as the majority group of Derbyshire County Council.

22/21 PUBLIC QUESTIONS

Owing to the considerable number of questions received, the Chairman proposed that Councillor T King, Cabinet Member – Clean Growth and Regeneration would answer the first three questions as one.

(a) Question from Anne Thoday to Councillor T King - Cabinet Member for Clean Growth & Regeneration

Your climate manifesto pledge published in May 2019 includes a commitment to: “work with Borough and District Councils, utilities and property developers to champion eco-homes fit for the future and to help communities and businesses become less dependent on energy.” What exactly has the Council done to promote A-rated eco-homes in Derbyshire and Districts, and why are the numbers of the most energy efficient A-rated homes in Derbyshire less than the national average?

(b) Question from Lisa Hopkinson to Councillor T King, Cabinet Member for Clean Growth & Regeneration

In view of Derbyshire County Council's climate manifesto pledge to champion eco-homes, has the Council considered making sure that any Council land sold for housing is on the basis that the most energy efficient eco-homes are built on that land, as Nottingham City Council has done? Or, better still, has it considered retaining ownership of that land and entering into a joint venture to build eco-social homes on it instead?

(c) Question from Mary Reape to Councillor T King, Cabinet Member for Clean Growth & Regeneration

How much Council land has been sold for housing since your Climate Manifesto in May 2019 and how many of the buildings built on that land, or planned for that land, are A-rated for efficiency?

Councillor King indicated that he would follow his verbal reply with a full written response covering all three questions.

Councillor King made it clear, Derbyshire County Council is not a unitary authority, unlike the City of Nottingham, and therefore does not have freedom or action that such status brings. Unlike a unitary authority the Council is not a housing or housing Planning Authority. Those functions lie with the Boroughs and Districts and hence the Council cannot enforce a policy with regards to targeting the sale of land for eco-housing development and has no way of quantifying how many eco-houses may or may not have been developed on land sold by the Council.

The Council weights both social and economic benefit when considering land for disposal and this is the reason for the statement quoted from our climate manifesto around partnership working with Borough and District Councils as well as utilities and developers and, indeed, it needs to do so if we are to achieve our low carbon goals.

DCC is working closely with Boroughs and Districts and encouraging them to develop eco-housing in line with paragraph 154 of the Government's NPPF.

As members will know, the Council have created our own joint venture PSP Derbyshire Ltd to facilitate in part the development, asset management, rationalisation and economic regeneration on a project by project basis of Council land. This will be very much led by our three strategic pillars: Vision Derbyshire; Enterprising Council and Thriving Communities which encompass our climate change pledges.

In particular, the Council regard our Vision Derbyshire programme as being a very powerful and important initiative essentially developed to delivering our internal carbon reduction and climate change ambitions in

a number of key areas. It is in its early stages but with strong support from all partners.

It is also worth recognising that Derbyshire County Council is also working very hard with Boroughs and Districts to improve the energy efficiency of existing homes, which is a significant challenge in the county in many areas. Boroughs and Districts, supported by DCC, have already secured over £6m of funding to improve the most energy inefficient homes, which is an equally important task for us as a County Council. Thank you, Chair.

(d) Question from Peter Smith to Councillor T King, Cabinet Member for Clean Growth & Regeneration

Building on its work in helping to secure the Freeport for the East Midlands, going forward how does the Council envisage ensuring Derbyshire is able to benefit fully from the economic growth this innovative development will deliver to the entire region?

Councillor King responded that he was grateful to Peter Smith for giving me this question as it gives me an opportunity to share what I consider to be really exciting good news and a story for the future.

The East Midlands Freeport bid has a vision to be the UK's green gateway for growth and I believe this is the platform that will provide not only the best economic advantage to the region but to Derbyshire specifically.

The Freeport includes three sites, one of which is in Derbyshire just south of Toyota at Burnaston and it will be called East Midlands Intermodal Park, EMIP. Another will be at Ratcliffe on Soar power station and the third around East Midlands Airport will provide the main customs facility for the Freeport. Overall, the three sites provide 523 hectares of largely underdeveloped land within 15km of the East Midlands Airport and will accelerate development and an investment pipeline of over £600m, as Councillor Lewis mentioned in his talk.

The customs zone of EMIP will integrate Toyota's major manufacturing centre and it is expected to contribute £910 million in GVA annually and nearly 20,000 jobs of which £600 million and 10,600 jobs are actually on site and the remainder in the wider locality. They are very impressive figures I think you will agree.

The Freeport is located at the heart of the UK's strategic economic corridors. It will secure strong air, rail, rail freight and road connectivity and will create the perfect conditions for a new global hub for international trade and investment right on our doorstep, a front door to the wider Derbyshire economy.

All of this means local businesses and local people can really benefit from the Freeport opportunity. Derbyshire can take its place at the forefront of growth and investment and that wider region can really start to address some of the key challenges linked to levelling up the economy, which we have heard so much about recently.

Specifically, through the Freeport platform, we will help secure the long-term future of some of our key industries: Toyota; Bombardier; Rolls Royce; JLR and strengthen through that local supply chains, which means jobs of course. It will increase our attractiveness as a region and county in which to invest. It will support and expand existing supply chains, particularly around our advanced manufacturing and logistic sectors which will help secure their longer-term competitiveness. It will generate new sector strengths particularly around low carbon and the development of future fuels and use of fuels such as hydrogen. It will deliver transport modal shifts and help reduce emissions through a new railhead at EMIP site pushing more products on to rail freight. It will secure further travel and transport improvements in the south of the county not only to mitigate the impact of the development but to continue our efforts to decarbonise mobility. It will boost employment and skills' opportunities across the wider travel-to-work and travel-to-learn areas that include urban centres such as Derby as well as towns like Swadlincote and Ilkeston. It will maximise the impact of our world leading public and private research facilities, universities and further education colleges and ensure that knowledge sharing and innovation between businesses is supported and that our local labour force is skilled in areas of new technology to drive the region's success.

Chair, can I say I think this will be a fantastic opportunity for us and that we need to grab the opportunity in both hands. It represents the real future of Derbyshire as a county and I applaud it personally. Thank you very much.

(e) Question from Jack Woolley to Councillor A Dale, Cabinet Member for Young People

I welcome the recent investment in Heath Primary School. Can the Cabinet Member for Young People please explain what other investments have been made to improve our schools in Derbyshire or build new ones?

Councillor Dale responded that he was delighted to note that Derbyshire County Council did in fact invest £490,000 into the Heath Primary School project to provide additional classrooms alongside the Department for Education in that project.

In addition to this, the County Council has invested very significantly over the past four years. In fact, there have been 938 schemes that we have supported totalling over £120m of investment. Given the volume of schemes I am sure you will appreciate that I am not able to go through all of them but to give a few examples there is a replacement school at Alfreton Park Special School with a value of £11.9m. Three new classrooms at St John's Primary School in Belper worth £1.2m. A £4m expansion project at Glossopdale School. Expansion at Stanton Park Primary School worth £1.6m. Additional classrooms at St Oswald's Primary School in Ashbourne worth £775,000. £625,000 worth of roofing works at Killamarsh Infant School. Two additional classrooms at Linton worth £535,000. £375,000 for an additional classroom at Bolsover Infants and, finally, a £600,000 project to replace two classrooms at Chinley which my colleague, the late great Councillor Alison Fox campaigned passionately for. The list goes on and on and on. I am also delighted we have been able to support so many hundreds of smaller projects across our many schools within Derbyshire with over £10m of funding from our Joint Match Funding Initiative and our Insurance Maintenance Pool allocations. That is for things like playgrounds and windows and kitchen replacements, smaller projects like safeguarding improvements, things like security fencing.

In addition, in 2019 two new primary schools were opened at Hilton and Chellaston, whilst in 2020 we opened a new primary school at Highfields Farm near Findern. All three schools were in response to the increased amount for school places created by the additional housing in their respective areas and it is absolutely great news for those areas within South Derbyshire.

Finally, we have received the very excellent news that the Department for Education has approved funding for new pre-schools with a primary school at The Avenue in North East Derbyshire on the way and a secondary school at Infinity Park in South Derbyshire, as well as major rebuild projects at Somerlea Park Junior School in Amber Valley and Wilsthorpe School in Erewash.

I hope you will agree that this represents a very impressive record of investment from the County Council and highlights how important this Conservative administration believes it is to have the best possible education settings to give our children the best start in life.

(f) Question from Julian Siddle to Councillor S A Spencer, Cabinet Member for Highways, Transport & Infrastructure

Can the Cabinet Member for Highways explain what progress has been made in improving our roads since he came into post in 2017? I also welcome the recent news that £46m is to be spent this coming year

on improving our roads. Can the Cabinet Member also provide further details on how this important funding will be spent?

Councillor Spencer responded that he was delighted to be able to give some detail of the record-breaking investment that this Authority intends to make over the next three years. I also want to just give a few highlights of the challenges we have faced and the way in which we have dealt with them over the past four years.

Everybody I am sure is aware that what I say today is in the context of the very challenging circumstances we have had to face with Covid-19 and three major flooding events that have taken place here in Derbyshire. That has very much shaped our thinking about how we are going to move forward and address those issues.

I want to pay tribute to my frontline Reactive Teams who have managed astonishingly to more than double the output on pothole repairs, 212% as the Leader has already stated, an increase in the way in which we have dealt with reactive maintenance and potholes. That will continue over the coming months with the changes we have put in place with regard to moving extra staff into the hub to tackle the ongoing challenges and, yet again, further strengthening our frontline resources on the Reactive Maintenance Teams.

Of course, this has been a challenge given the fact we have a responsibility to our staff to make sure they are safe and working in a Covid-19 environment. Having to separate them in different vehicles has made life very difficult and as a consequence some of the capital investment programmes there has been some slippage, which we are not unique in across the country, but of course to deal with that we need a plan and this administration has a plan to tackle the ongoing challenges of highway maintenance and keeping our roads as the public would wish to see them.

This year I have announced over £46m worth of investment and another £40m for the following two years after that. Over £120m will be invested in Derbyshire's highways over the coming three years.

Just a quick flavour of where that money is going to be spent initially. We have allocated £16.1m to carriageway rebuilding; restructuring; resurfacing. We have allocated £3.1m to footways and, very importantly, £6.6m has been allocated to flooding and drainage. Bridges and structures will receive £3.18m; signs, lines and signals will get another £3.2m and street lighting with the ongoing digital programme will receive £2.4m. Our Rights of Way Team, cycle routes and greenways will receive £2.6m and DfT Challenge and Active Travel Fund there is another £3.6m.

I am very proud of what the Department has achieved, but I never underestimate the challenges we have moving forward. Derbyshire has had an incredibly challenging time not only with Covid-19 but with the flooding events that have taken place. Some of this investment will be used to tackle those issues as we go into the next three years and I hope that will address some of the concerns that the public have had.

(g) Question from Roger Redfern to Councillor B Lewis, Leader of the Council

Will the Leader of the Council please summarise what he thinks are the key achievements of the administration he has led for the last four years?

Councillor Lewis responded that there is a very long list of achievements that we have managed to grow over the four years since we came into office back in 2017. As I have already said we have touched on a few of those in my introduction, my Leader's announcements earlier on, and there will be many more achievements covered today as a consequence of the various questions being asked of course by public and councillors alike.

Let's start right at the very beginning and how we started with the modernisation of the Council. I have said in this forum before on more than one occasion that over the four years we have been here we have virtually left no stone unturned when it comes to this Council. As Councillor Spencer has or will allude to, highways is currently in-train in terms of how we modernise, how the Council works over the coming four years in fact and how the delays of Covid have impacted on all that, but we started out back in 2017 very early doors with the Enterprising Council approach which scrutinised every area of the Council's business and was all about getting best value and ensuring we had the best quality and the highest performing services that we could deliver for our residents.

Just a few instances of that. We have reformed the Council's procurement and saved millions every year by more efficient and streamlined purchasing. Councillor Angelique Foster has covered that on more than one occasion in recent months in terms of how she has gone about that critical reform in the Council.

Of course back also quite early on we made £300,000 a year of savings by streamlining our senior management roles within the organisation and delivering a more modern management structure, one in which the leadership of the Leader and the Cabinet have been put forward as a key engine for driving change within the organisation.

Recently we started construction on a new £15m 40-bed care home in Ilkeston reaffirming our commitment that no care home will close without replacement provision reflecting modern care needs in the county.

Our residents across Derbyshire have seen the lowest Council Tax rises for many years as well in recent years saving a Band B property an average of £57 a year and for a Band D property that saving translates into £75.41 a year.

Back in 2017-18 we ensured that the County's largest town, Chesterfield, remained part of Derbyshire despite the Labour Controlled Group there wanting to take Chesterfield off into a different entity, namely the Sheffield City Region. By keeping them in Derbyshire we have also ensured that millions of pounds of business rates remained in Derbyshire that we could reinvest back into Derbyshire services and Derbyshire economic regeneration in the county as well, so it benefits Derbyshire residents. That is an achievement we should be proud of as a local authority.

There were some crazy ideas quite early on for introducing roadside on-street parking charges in Matlock Bath where it would have been extremely difficult when dealing with motorcycles and how people are supposed to police that I do not know. We halted that and of course that had an immediate impact on businesses within the town.

Councillor Spencer has touched on the fact we have filled in quarter of a million potholes in Derbyshire, a record we are extremely proud of. Even more proud is we were able to get on through those reforms relating to highways to deliver a £120m capital programme over the course of the next three years. That cannot be done without reformation.

I must touch on of course in August 2019 Whaley Bridge, the Toddbrook Dam incident. We swung into action there to provide residents and businesses with support and grants to help the local community recover both from the immediacy of those impacts but also in a much wider sense to help the community recover fully.

We repeated the grant scheme as well for flood affected areas over the floods we had in 2019-20 and of course earlier this year. That grant scheme, became the model upon which Government provided help to communities in Yorkshire and other parts of the country in November 2019.

We have invested £15m in Covid recovery for Derbyshire and the Recovery Strategy has become a model for other local authorities throughout the country to follow. We have never let the grass grow

under our feet and we are passionate and ambitious in delivering for Derbyshire. In fact, we are as passionate and as ambitious as we were when we took office in 2017 to continue to do that for our residents.

A couple of other minor things that are worth a mention. We eliminated single use plastics. We will hear a bit more about that I am sure later on as well. That, I think Chairman, summarises some of the key - it is not all of them by any stretch of the imagination as I say and we will hear more throughout today - but I am massively proud of the achievement that we have made as a Conservative administration running Derbyshire County Council this last four years and as I say all being well, and should the residents of Derbyshire decide so, we will be delivering an ambitious programme for the next four years as well.

(h) Question from David Muller to Councillor J Wharmby, Cabinet Member for Adult Care

I am aware that over the last four years the Council has put significant resources into ensuring its existing antiquated and previously neglected care homes are safe for all residents, staff and visitors. What assurances can the Cabinet Member give that any forthcoming investment in this vital area of service provision for the people of Derbyshire is future-proofed in order that care home facilities always reflect modern care needs and the high professional standards offered by the County Council's Adult Care staff?

Councillor Wharmby responded that the Council had invested significant resources into essential maintenance in our homes for older people which was neglected by the past administration. We have refurbished care homes across the County ensuring staff, residents and visitors are safe. It is a key commitment that we will do that they are safe in the buildings. Also I am sure you appreciate future proofing facilities in some of our current services is a major challenge and particularly where due to the nature of their age and design, the physical makeup of the building, ensure that they are able to deliver on desired space to facilitate the use of wheelchairs and hoists to support people with their care needs.

We continue to work to develop plans for the future of our care facilities using our Accommodation and Support Strategy as the underpinning basis for understanding demand and modern care requirements.

We have invested in a new care facility such as the recently opened Ada Bellfield in Belper, which is a fantastic new facility, and a new care home in Bennerley for which the groundworks are underway so that we are able to provide a more assured position around future proofing.

We have also continued our programme of refurbishment recently committing to the refurbishment of Briar Close House in Borrowash, Rowthorne in Swanwick and New Bassett House in Shirebrook.

In making longer-term decisions about the care homes operated directly by the Council we are committed to ensuring that we are able to retain and maintain sufficient resources that are able to meet current and future demands as well as to deliver on the environment that supports our residents to have the facilities that we would want for them and for ourselves in the future and also that our staff can maintain the high quality and professional care standards they provide.

(i) Question from Natalie Hoy to Councillor C Hart, Cabinet Member for Health and Communities

Road safety is vitally important, particularly for our children, and school crossing patrols clearly play a key role in protecting them. Can the relevant Cabinet Member confirm whether the Council is committed to keeping them?

Councillor Hart responded that the Council recognises the value of the School Crossing Patrol Service. It is encouraging safe and active travel to school and by encouraging the children to walk or cycle to school it also helps improve their physical and mental health and wellbeing and helps to establish really good habits for life.

In April 2019 in order to protect the School Crossing Patrol Service, the Council transferred this service from ETE, which is a department in the Council, over to Public Health to secure the future of the service and also to start and integrate the service with broader health improvement initiatives. We want to get more young people active more often, so despite the pressures on local authority funding DCC has continued to maintain its School Crossing Patrol Service and I can assure you will continue to do so.

(j) Question from James Archer to Councillor S A Spencer, Cabinet Member for Highways, Transport and Infrastructure

In Sawley we have seen some action to repair potholes, fill cracks and replace pavements over the autumn and winter. However, it appears that some of these repairs are already failing. Is the Cabinet Member aware of these apparent quality drop-offs and, given the reported squeeze on funding for road repairs, what are they doing to ensure that those road repairs that are carried out are up to standard, robust and long lasting so that they deliver value for money?

Councillor Spencer responded that more defects do appear through the autumn and winter, particularly with extreme wet and cold weather. To keep the network safe we do need to react to these in a timely manner and sometimes this means doing the work in the worst possible weather conditions. Unfortunately, this can lead to premature failure, which appears to be the case in this particular instance. Whenever possible we will carry out a permanent and long-lasting repair and have systems in place to ensure that this isn't the case in the future.

(k) Question from Michael Yates to Councillor S A Spencer, Cabinet Member for Highways, Transport and Infrastructure

For years HGV lorries visiting the Craggs Industrial Estate on Morven Street, Creswell have been causing daily chaos for residents in the area. As the industrial estate expanded over the years the number and size of the lorries have gotten bigger and the chaos has got worse.

To access the industrial estate some HGVs are driving over pavements, knocking over bollards that stop vehicles from driving on a public footpath, causing gridlock, damaging parked vehicles and driving off. Long HGVs that mistakenly approach via Welbeck Street are physically unable to negotiate the sharp right-hand hairpin turn to access the Industrial Park.

The residents on Morven Street and Welbeck Street have had enough and want something done. 96% of residents who responded to a survey want the Council to do something about HGVs accessing the Industrial Park. 88% want a new link road to the Industrial Park.

I am asking the Council's Highways Department to review HGV road signage in the Creswell area directing vehicles to the Craggs Industrial Estate and look into building a new access road into the industrial estate from the A616.

Councillor Spencer responded that he thought it would be fair to say that the issues raised in this particular question are reasonable and valid. I also recognise that over the years the said industrial estate has developed in a piecemeal way. It has not been done in a strategic fashion and it has developed. Consequently lorries have got larger, wider and heavier and that has made access to the site even more difficult.

The County Council has invested in signage and directional information in the past. I am going to ask officers to check that signage and make sure it is suitable for the purpose it serves at this moment in time.

With regard to the link road, I recognise that the link road is the perfect solution but of course that is cost restrictive. The link road proposal would have to go through valuable industrial land, which is privately owned, and the price will be restrictive in delivering that programme.

I recognise the issues that have been raised today and highway safety is a priority for this administration. I will ask officers to look at the signage, the layout and the direction of that signage in due course.

23/21 **PETITIONS** None received.

24/21 **COUNCILLOR QUESTIONS** The following questions had been submitted by members in advance of the meeting:

(a) Question from Councillor B Atkins to Councillor A Dale, Cabinet Member for Young People

Could I receive a report on the progress made in implementing the decision of the full Council meeting on 2 December 2020 to provide free meals to disadvantaged pupils during school holidays?

Councillor A Dale responded as follows:

As you may be aware from the previous debate and the recent Council communications it is the Covid Winter Grant Scheme that has been utilised to provide funding to parents and carers of early years, primary, secondary and special school children who were either in receipt of free school meals or other specific low income funding. This included the children 2, 3 and 4 year olds who were in receipt of the Early Years pupil premium. It was specifically focused on support outside term times, so Council officers mobilised very quickly to implement a local scheme, parents and carers were issued with a £30 shopping voucher per eligible child in both December and in February to tie in with the school holiday periods. The vouchers were delivered by text or emails straight to the parents and carers to enable a speedy delivery and to reduce any stigma for the family as well as reduce the burden to schools and minimise administration costs as much as possible. Over the course of December and February, using a combination of text and email, nearly 52,000 vouchers were issued to support parents and carers with eligible children. This is a great example of cross-Council working and a really great achievement on such a very tight timescale from the officers. It was officers from Children's Services; Adult Social Care; Communications and several other departments who worked on this project and I really do want to express my thanks on behalf of the Council for all their hard work. I know it was quite stressful bringing it together at such short notice and quite a comprehensive project delivering £2.2m worth of funding to our

most vulnerable families but it really has paid off and I think it has been very well run. The feedback we have had has been very, very positive from those families who have received it so I am very, very pleased.

I am also pleased that the scheme has been extended by the Government to cover the Easter holiday period so we have had a further £750,000 allocation on top of the £2.2m we have already received. A paper is coming to Cabinet fairly shortly just to outline the plans which is basically a continuation of the vouchers for the Easter period as well coming up.

If a family does need any more support they can always apply for further help by the Derbyshire Discretionary Fund and if Councillor Atkins would like any more detail on either the Discretionary Fund or the Covid winter grants, it can be found on our website at derbyshire.gov.uk/winter.

(b) Question from Councillor K S Athwal to Councillor S A Spencer, Cabinet Member for Highways, Transport and Infrastructure

The Cabinet Member has already made it clear that this Authority recognises the need for sensible road safety and speed reduction measures where local consultation supports it. Will the Cabinet Member be working to introduce speed reduction schemes and clean air zones in our towns and villages where local people support it? Further, can he tell us his plans to commit to working with residents and partners to tackle road safety throughout Derbyshire?

Councillor Spencer responded as follows:

This question gives me an opportunity to give the Derbyshire public a bit of insight into what we will propose to do over the coming years.

Road safety is a priority for this Authority, as it always has been, and tackling the issues that people are concerned about will remain a priority for any Conservative administration. As you will be aware, Chairman, we have had numerous representations over a considerable period of time with regard to looking at different speed limits in different locations etc, making sure that our towns are more friendly to visit; that the air is better to breathe and it encourages economic development and growth for those towns in question.

A bit of an insight into the Conservative manifesto, which will be launched very shortly, will indicate very clearly that where there is public support for the introduction of these measures we will be considering very carefully areas where we can trial not only zones/limits and other

mechanisms to look at the effectiveness, along with engineering measures and environmental measures to reduce carbon emissions etc.

I am delighted to say we have encouraged our Members to independently campaign for their own individual areas and make representations on behalf of their residents for changes that take place. We already recognise the benefits of 20 mph zones outside schools and will continue to look at the provision, where necessary, in all cases. We will look at each individual case on its own merits.

I just want to highlight some of the work that is carried on in the community as far as road safety is concerned. Our road safety officers deliver a range of road safety workshops for all settings and all schools across the county. They deliver a First Gear pre-training driving course for 15-17 year old students; Drive Safe for Longer for drivers over 65 years of age; motorcycle training courses to enhance rider schemes for motorcycles; young driver educational programmes and County Rider Schemes for cyclists over the age of 18. All these schemes add up to making Derbyshire a safer place.

I am proud of the record and the achievements of this administration in addressing the concerns of residents as far as road safety is concerned and we will continue to look at ways in which we can enhance and improve the delivery of that service and if it means changing speeds so be it.

I want to recognise in this process the work that we have done to-date and the work that we need to do in the future. I don't intend to throw 20 mph zones up all over the County without any diligence with regard to the effectiveness of those schemes. That was done by the previous administration in two locations in Derbyshire and that has not been beneficial to the residents. What we must do is deliver road safety schemes that work and are effective.

I am also proud to say that following discussions at a full Council meeting a few months ago highlighting the importance of Derbyshire County Council and Derbyshire Police working together, I understand from the present Police and Crime Commissioner that we now intend to support implementation of Traffic Regulation Orders across the County wherever possible. It has taken a while to get there, but I have every confidence if Angelique Foster is elected at the next election as Police and Crime Commissioner of Derbyshire we will see a significant difference in our working relationship and partnership working.

(c) Question from Councillor K S Athwal to Councillor B Lewis, Leader of the Council

We are all aware of the fantastic progress the Council has made

in support of the ambitious plans set out in our Carbon Reduction and Climate Change manifesto less than two years ago, and I am sure Members will join me in adding thanks for the actions taken so far. Would the Leader of the Council please highlight overall progress and results, together with some of the major changes and initiatives that have contributed to this?

Councillor Lewis responded as follows:

Yes, and first of all I must put on record my thanks to all the officers involved in delivering what has been quite an exceptional programme since we launched the manifesto back in 2019, just under two years ago as Councillor Athwal says in his question. A lot has been achieved in that time, but a lot has been achieved even before then. It has been quite a long on-going programme. We must not forget as a country we have decarbonised our economy more significantly than any other in Europe with over 40% reduction in carbon emissions right across the UK compared to much lower targets achieved by even the likes of Germany, France and so on, so we are quite a long way ahead as a country. That progress has been established and run along with by County Councils and Councils across the UK as well.

Since 2009 and 2010, we have reduced our carbon emissions by 55% in this local authority. We are on target to reach net-zero by 2032 and if we can do it sooner, we will do it sooner. We will make that clear straightaway. It is quite a remarkable achievement already, but it will be the last percentage points that will be the most difficult to move and I will touch on that in a minute.

We have achieved that through rationalising our property portfolio and we have done energy efficiency measures. As we have already heard we have switched to LED lights for street lighting, part-night lighting and dimming in some areas. We have much reduced mileage from fleet mileage in the County Council and of course much more efficient vehicles as well. We now have a fleet of Nissan Leafs, eight of those of which are electric vehicles, there for use by County Council staff and elected members so they can sign them out as well and use them, and should be used in fact for any sort of miles that are run during the day for meetings and so forth (or at least they could be if we weren't in the current situation that we are in) which has also reduced mileages quite significantly as well.

I already touched on earlier that we have reduced single use plastic cups, in fact we have completely eliminated them and replaced them with reusable crockery. We have also done away with the coffee machines that use the plastic capsules which of course were creating lots of plastic waste as well.

By the end of this year there will be more than 200 electric vehicle charge points for the public to use in Derbyshire. We have been working very closely over the past year or so as well with Boroughs and Districts to access schemes and money to install these charging points across the County, which has been pretty critical. We have also worked with them on schemes for reducing emissions in the homes and businesses to the e-carbon, decarbonised scheme. We have recently introduced the Green Entrepreneur Scheme. Our Covid Recovery Strategy also very much focuses on growing a low carbon economy and we are continuing to support community groups in doing all this work and we are continuing to work with community groups in the climate change newsletter. We reach out to them through the 'Everybody is Talking about Climate Change' Newsletter. Our website is there for community groups and people to access and find information on carbon reduction schemes and so on.

We are approximately 88%, 88,902 street lights that have been converted to LEDs which reduces consumption of electricity by 50% and reduces emissions by 73.8% from 2010-20 so a very very significant reduction there.

We also made a very successful bid to the public sector Decarbonisation Scheme. We were awarded almost £1.9m to install low carbon heat exchange technologies at Buxton Junior School, Ambergate Depot and the White Hall Outdoor Education Centre. We are exploring options as well to improve the sustainability and reducing the carbon emissions of goods and services that we procure, so vital that we carried out that reformation of our procurement function within the County Council.

We are looking at options to develop a Salary Sacrifice Scheme for staff to purchase or lease electric vehicles. Of course, we have some of the charging infrastructure now, a number of charging points at County Hall for example, and we will be rolling out more at other situations across the County estate in Derbyshire.

We have delivered ten workshops over the last few months with external stakeholders to explore in more detail how we can reduce emissions from all sources right across the Council estate.

In terms of working in the wider County, we have now got a charging network, as I mentioned, of 200 spaces which will soon be available including a further 96 spaces and 48 dual fast units which are going to be installed later this year as part of the ongoing on-street residential scheme. These units have been funded by the Office for Zero Emission Vehicles.

We have been supporting along with Bolsover, South Derbyshire,

Amber Valley and Chesterfield and Vision Derbyshire, the living and working sustainable theme addressing climate change in quite a lot of detail working with our District and Borough partners helping them with their own estates, but also much more widely across the whole County economy as well.

We are working with Derby City, Peak District National Park and various other local authorities on the Local Energy Partnership. We take a lead in co-ordinating this and helping the Districts and Boroughs get access, nearly £5m in Phase 2 of the Local Authority Delivery Scheme. We have already accessed considerable sums, nearly £1.8m in the first phase of that scheme and most grants were used to retrofit some of the least energy efficient homes in the county, so all quite important work. There is quite a lot going on in this space and I could touch on quite a lot more.

I know if Councillor Athwal could ask a supplementary question he would probably ask me what are we going to do over the next four years I am sure, Chairman. In that vein I can tell you we have a very ambitious programme coming up for the next four years. Critically we will reaffirm our 19 Climate Change and Carbon Reduction manifesto and we will continue to work doggedly towards ensuring that we meet net-zero by 2032 or sooner.

We will develop with Government and other organisations like the Peak District National Park, an innovative sustainable transport system to reduce traffic within the national park and our countryside. We have already begun that work, Chairman. It is important work to find out how we can get visitors in and out of the Park on regular good quality regular transport that can really fulfil a need of walkers, hikers and tourists who want to come in and visit key sites within the Peak District.

We will develop a £100m capital scheme to improve Derbyshire's environment, invest in the green economy and promote clean air schemes in our towns and invest in cycling and walking route ways in the county and very much invest in a green revolution for Derbyshire to create community green energy entrepreneurs like the scheme, but we will be looking to add a further £10m into future schemes and facilitate the planting of up to a million new trees in Derbyshire by 2030, including by helping local communities with grant schemes to help them do that as well; commit to flood alleviation schemes working with communities to find real meaningful solutions to areas regularly affected.

I have already touched on the 20 mph zones. What we want to ensure is we have 1000 EV charging points in the County by 2025, we may even hopefully exceed that target as well, and work with partners to deliver two hydrogen fuel stations in Derbyshire, 30 hydrogen powered buses and refuse collection vehicles by 2025. We will use our abundant

natural capital in Derbyshire and our extensive countryside, moors and woodlands to help deliver carbon reduction measures and to invest in Derbyshire and explore ways of using our abundant rivers as part of our green industrial revolution, power for our communities and industries.

Finally, Chairman, I am sure you will be glad to hear me say, work with Government and the Peak District National Park on the restoration of the Peak District moorland, the peat moors, because I think that again for carbon sequestration is incredibly important.

(d) Question from Councillor M Wall to Councillor S A Spencer, Cabinet Member for Highways, Transport and Infrastructure

What is the average time taken between a pothole being reported and it being repaired?

Councillor Spencer responded as follows:

I am sure you know the answer to the question before I give it so I will elaborate a little more on the detail that supports what lies behind said question.

Councillor Wall will know that we have six different actionable response categories for highways and footways. That is 32 hours, 9 days and 28 days depending on the category of the road, the type of road, the amount of traffic on the road, the speed of the road, the list goes on, and there is a handle that supports what I have just said which is the actionable document that staff use for deciding which way to deal with whatever the actionable repair should be.

Councillor Wall will also know that the last KPIs were published in December 2020, which said clearly that the percentage of urgent defects were responded to in 94.7% of cases, 32 hours were responded to in 90.9% of cases, 9 days in 70.9% of cases and a percentage of 28 days with 85% of cases. That is not perfect, but given the challenges of working with regard to the Covid-19 regulations, I don't think it reflects a bad story with regard to the actionable processes this Authority takes but of course, Chairman, the real solution to the problem is to reduce the reactive maintenance in its entirety, thus the £120m investment in the capital programme which we have announced the more roads we resurface and bring up to a better standard of repair in their entirety the less the reactive forces will have to pick up on a daily basis.

There isn't a straightforward answer to the question, Chairman. I have no intention of wasting officers' time coming up with a load of figures purely and simply which will take a considerable time given the number of categories I am talking about, so that summarises the answer I am prepared to give today.

(e) Question from Councillor C Dale to Councillor S A Spencer, Cabinet Member for Highways, Transport and Infrastructure

Church Drive in Shirebrook was resurfaced just over a decade ago following a programme of a new housing development. It is a bus route; double decker buses go up and down it all the time. The road has deteriorated rapidly, unusually, so that it can be likened to a sieve as a result of numerous potholes appearing on its surface.

Highways regularly carry out temporary reactive repairs, but these fall out of the potholes after heavy rain. A fortnight ago, it took the District Council two days to clear up the debris on the road and pavement from the fallout. Why has there been no preventative maintenance of this fairly new road to help preserve its surface and why is there no structural maintenance to replace the damaged parts which are beyond temporary reactive repairs so in the process saving on public funding?

Councillor Spencer responded as follows:

As part of our asset management process we monitor the condition of the roads over time with the aim to identify and undertake preventative maintenance at the right time to extend the life of the roads.

Roads ordinarily deteriorate gradually. However, Church Drive has failed earlier and much quicker than we anticipated. We will, therefore, be assessing within the next few weeks how to proceed with addressing the issues you have raised today and where that will fit in the priority and the treatment required. In other words, they will look at it and tell me how big a priority it is, where it should fit in the capital programme. As I have already said, the £40m investment is to tackle these very issues you have highlighted this afternoon.

Councillor Dale asked the following supplementary question:

I would like to know what is being done by the Highways Department to investigate new road surfacing materials, for example the tarmac combined with plastics which are cheaper to purchase, longer lasting and more durable than just tarmac on its own? Other authorities like Cumbria and developers as well, are using this new material. They use up waste plastics to make these pellets that they combine with the tarmac so it sorts out an environmental problem of plastic waste that we have in the country and also in the long-term it is going to help - if it is a cheaper material which they say it is - it is going to help reduce the cost of repairs and resurfacing at the County.

Councillor Spencer responded to the supplementary question as follows:

I am very aware of the issues and the processes. Derbyshire is in a very fortunate position because we have superb laboratory facilities and we test an awful lot of surfaces for an awful lot of different Authorities across the country. Our labs are second to none and I have every confidence that the Executive Director who is listening to this discussion will be fully aware of the issues you have raised. I am sure he will look very closely if there is an alternative. Price is not the only determining factor in reacting to these issues, as we have already discussed. It is about quality of material; how long it will last; whether it is durable; whether it is easy to lay and whether it is readily accessible. There are a lot of things to consider. We have had numerous representations from different organisations and different bodies over the last four years, as any other Cabinet Member will have had, and I will look into it very carefully.

(f) Question from Councillor S Burfoot to Councillor S A Spencer, Cabinet Member for Highways, Transport and Infrastructure

I am sure that Councillor Spencer will welcome the news that following public consultation a route (Option A) for the Ashbourne by-pass has finally been chosen. My understanding of the report produced by the consultants Aecom is that the by-pass route passes closer to the Ashbourne Sewage Works than to the small area of land off Watery Lane that was allocated in the 2017 Derbyshire Dales Local Plan and subsequently received planning consent for a gypsy and traveller site.

Can Councillor Spencer confirm that this is correct and indicate whether the County Council now intends to release this land to Derbyshire Dales District Council in the near future? This would enable the traveller family, for whom the District Council has a responsibility due to their status as homeless, to be accommodated in their preferred location rather than in an unauthorised encampment on Matlock's Derwent Way car park.

Councillor Spencer responded as follows:

I am pleased the Leader of the Liberal Democrats in Derbyshire has asked this question because it is a very pertinent question to ask at this moment in time, but before we go into the meat of the question I just want to point out a bit of a history lesson.

We have been here before. In 1985 Derbyshire Dales added a very similar route to the route that has been selected by the public to their Local Structure Plan. I remember very vividly, we have been

campaigning for it for a while - at that time I was in my early 20s - we have been campaigning for this route to be included into the Structure Plan which it was, but of course unfortunately my colleagues lost control of Derbyshire Dales District Council in 1985. I think it was about 1987, the then Liberal Democrat Labour Group who were running Derbyshire Dales removed from the Structure Plan the route that had been agreed through our public consultation process. That is the history of where we are at today.

With regard to the definitive route that Councillor Burfoot talks about, my understanding is we have agreed a direction that this road will go. It will go on a western trajectory. We have no engineering drawings; we have no detailed specification and no detailed route at present but of course if we are fortunate enough to win the next election, we will be working on that from the outset.

The position with regard to the land that Councillor Burfoot refers to it is a very straightforward answer: no, we will not be releasing this land at present.

Councillor Burfoot asked the following supplementary question:

So bearing in mind I have not heard that answer, is Councillor Spencer confident that there will be Government funding coming for the Ashbourne by-pass and when does he envisage that the by-pass will be completed?

Councillor Spencer responded to the supplementary question as follows:

I am not altogether convinced that the question responds to the information I have provided, Councillor Burfoot. However, I am as confident as I can be. I have been here in the past with regard to Government funding. I was once told by the Leader of the Labour Group, that when we went to Westminster to get some funding to build a railway station in Ilkeston, it was an exercise we could have used our time better but of course we didn't, we were successful in our bid.

The acid test will be whether the detailed work and the detailed study that is required and following the processes that are laid down by Department for Transport. We have gone through it with a fine toothcomb to-date. We are at stage 7 of 9 and we will continue to do the detailed works required to submit a business case to Government for that support. I can't pre-empt what the Government will decide, but I can tell you that our local MP, as you well know, Councillor Burfoot, is fully behind this project and will be supporting any bids and any initiatives we put in place. All I can say is we have moved from travellers to whether we are going to get the funding or not. I would say

this: the traveller provision is the responsibility of Derbyshire Dales District Council, which you are a member of. We will help Derbyshire Dales where required but they have quite a few land banks of their own, some in Tansley I believe.

(g) Question from Councillor S Burfoot to Councillor B Lewis, Leader of the Council

The Conservative Controlling Group have now declared publicly that they will work with residents to tackle road safety issues throughout Derbyshire recognising, as we all do, the need for speed reduction measures in many of our towns and villages.

Does that mean that they will now commit to being more innovative and forward thinking in their approach to traffic safety issues, including support for the 20's Plenty for Derbyshire campaign, endorsed by the Police and Crime Commissioner for Derbyshire and many other bodies, and backed by evidence that it makes our streets safer and healthier for all?

Councillor Lewis responded as follows:

Councillor Spencer has responded to Councillor questions in the past on 20 mph zones and limits and so on and has indeed waxed lyrical about it today as well and given you plenty of detail around that and indeed about the level of support there is for these sorts of initiatives.

We have done nothing but think out of the box with regard to this particular topic but what we can also do is, you know, rather than potentially waste huge amounts of money we need to understand how these systems work, where there are strong needs for 20 mph zones in communities, villages, towns and so on. That of course we will support and we will work with those communities if they are wanted in those communities. That is what we have always said and that is what we will do and continue to endeavour to do as well.

Now with regard to the Police and Crime Commissioner, I think it is fair to say, that Councillor Spencer raised this as an issue at a Council meeting about enforcement and in doing the right thing in regard to 20 mph zones, which of course has led to an about face by the Police and Crime Commissioner on this particular issue. As Councillor Spencer has already said our own hopefully future Police and Crime Commissioner will be very supportive of ensuring that enforcement is carried out where such measures are applied and, of course, we would make sure that they are part of a package of road safety measures and again innovative and thoughtful.

You will have seen or heard in our manifesto we are looking to

introduce speed reduction schemes and clean air zones in our towns and villages where local people support it. That includes implementing 20 mph zone trials in two towns in Derbyshire to promote clean air and cycling and making them green towns. I don't know if you can get much more innovative than that, Councillor Burfoot?

Councillor Burfoot asked the following supplementary question:

So having had prior warning of the Conservative manifesto that is coming out could Councillor Lewis explain why these promises of new initiatives were not in the manifesto four years ago and at the same time I am going to ask for an explanation as to why a controlled crossing was recently installed in Wessington, a similar village to Tansley and on the very same A615 with much the same through traffic? At some point I would like some detailed statistics about why that was installed there and why not at Tansley? These were asked for by one of our District councillors but to date he has had no reply.

Councillor Lewis responded to the supplementary question as follows:

I don't know if they were in your manifesto four years ago or, indeed they are likely to be in your current one or even if you have a manifesto. Manifestos tend to be evolutionary documents anyway.

As regards to Wessington, I have been a County Councillor here now for twelve years campaigning on that particular issue. It has only recently been achieved. We have seen a lot of development in and around Wessington. We have a school as well and two parts of the village are effectively divorced if we don't have a crossing.

(h) Question from Councillor R George to Councillor J Wharmby, Cabinet Member for Adult Care

Following a lengthy consultation on closing 7 of Derbyshire County Council's care homes, including Goyt Valley House that extended well into the pandemic increasing the stress and insecurity for staff, residents and their families, Derbyshire Conservatives finally posted on the 29 May 2020:

"No care home shall close on our watch without another to replace it. We are very pleased to announce that, after listening to local residents, we have scrapped the previously-consulted-on proposals to close seven care homes within the county, maintaining our manifesto commitment that we will not close any care homes without first having a new one to replace it."

If the Council is not to close any care home without first having a

new one to replace it, why has the Improvement and Scrutiny Committee for People been asked to agree a statement on the plans for residents as the result of a care home closure:

“It is suggested that for the purposes of relocating people as a result of any residential care home closure any alternative accommodation within a 10-mile radius from their existing care home would be considered as local.”

Will the Conservative administration come clean about their real plans for Derbyshire’s care homes please?

Councillor J Wharmby responded as follows:

We have been clear about our commitment to ensuring that the care home facility that the Council operate are fit for purpose and meet future requirements. We have also been clear in our commitment to provide value for money for the residents and Council Taxpayers of Derbyshire.

Councillor George, will be aware that the current Accommodation Support Strategy is clear that over time growth and demand for nursing care and sizeable need for development of other accommodation types such as Extra Care and supporting housing. We will continue to work with our District and Borough colleagues alongside Housing developments and provide to deliver on the strategy and ensure that the people of Derbyshire have the right type of accommodation to meet needs for the future and our commitment is that no Derbyshire care home shall close without a new provision to replace it.

Councillor George asked the following supplementary question:

Thank you for the answer but it doesn’t explain why the Cabinet Member has asked the Scrutiny Committee, on which I have been sitting for the past seven months, to debate the question of alternative provision for residents if their care home closes. That provision we have been asked to agree is within ten miles, as the quote in my question stated. (a) that is not local, but (b) you are talking about existing care homes closing without a local suitable alternative to replace them. Regardless of what you have said just now that is the policy that this Council is advancing or seeking to advance through the Improvement and Scrutiny Committee.

I am very pleased that that Committee, thanks to Labour Members speaking up, would not approve that statement that it was acceptable for residents to be moved from a care home that would close and I would ask the Conservative administration to make sure that their policy is not just in their press statements and given verbally, but to make sure that it

is in the actual Council policies that both the Cabinet and the Scrutiny Committees are being asked to approve please. We have not seen that yet.

Councillor J Wharmby responded to the supplementary question as follows:

As you will know a report went to Cabinet on the 4 June 2020 and a decision was made there:

“Further to the HOPS consultation none of the care homes proposed for closure will close unless a local care home or alternative position is available to replace them and further consultation is undertaken as appropriate.”

The People Scrutiny Committee were invited to consider to include this in their work programme and I thank the people of Scrutiny Committee for the work they have done from both parties, not just from yours. They were asked for suitable, reasonable and local alternative provision. The report came to us on the 11 March and that was an interim report. There are still reports to come from the Scrutiny Committee and these reports will be considered.

With you saying a ten-mile radius it is not for me to say where these residents would go if they had to. It is a choice for the residents at the end of the day. We are asking for advice from the people, the Scrutiny Committee, what they thought was suitable, reasonable, local, as an alternative provision.

25/21 **COUNCIL PLAN 2021-2025** The Managing Executive Director presented a report which sought approval of the Authority’s Council Plan for 2021-25.

The Council Plan for 2021-25 was attached at Appendix A to the report. It had been drawn up to set the strategic direction of the Council’s work over the next four years, building on the work that had been undertaken in the delivery of the previous Council Plan.

The Plan outlined the Council’s ambition and values together with the outcomes that the Council would be seeking to achieve, working with partners and local communities. It also sets out the priorities to focus the Council’s effort and resources and further details were identified in the report.

On the motion of Councillor B Lewis, duly seconded,

RESOLVED to approve the Authority’s Council Plan and Council Plan Delivery Plan 2021-25.

26/21 **DEPARTMENTAL SERVICE PLANS 2021-2025**

RESULTS The Managing Executive Director presented a report which sought approval for the Departmental Service Plans for 2021-25.

The Service Plans set out how each department would contribute to delivering the new Council Plan 2021-25. They would also be key in supporting the delivery of the Council Plan headline initiatives as detailed in the report.

Performance measures were included in the Service Plans, however in some cases, baseline and target information were still to be confirmed due to the need for data that was not fully available until later in the year.

The Service Plans for each department were attached at Appendix A to the report for approval. The Plans would be refreshed on an annual basis to ensure they continued to be up to date and fit for purpose.

On the motion of Councillor B Lewis, duly seconded,

RESOLVED to approve the Departmental Service Plans 2021-25

27/21 **APPOINTMENT OF EXECUTIVE DIRECTOR - PLACE**

The Managing Executive Director notified Council of the appointment to the post of Executive Director, Place, and sought approval for the department to be renamed 'Place' and agreement for consequential amendments to the Constitution.

Pursuant to minute reference 14/21, it was reported that following a competitive recruitment process, of a strong field of applicants, Chris Henning had been selected for appointment and would take up post on 17 May 2021.

It was proposed to rename the Department currently known as Economy, Transport and Environment to 'Place' with effect from 17 May 2021.

As a consequence, and in order to ensure that the references to the Corporate Management Team and Council structure were up to date, it was proposed that the Director of Legal and Democratic Services be authorised to make the necessary changes to the Constitution as detailed in the report.

On the motion of Councillor B Lewis, duly seconded,

RESOLVED to (1) note the appointment of Chris Henning to the post of Executive Director, Place with effect from 17 May 2021;

(2) agree that the Economy, Transport and Environment department be renamed the Place Department with effect from 17 May 2021; and

(3) authorise the Director of Legal and Democratic Services to make the necessary changes to the Constitution as set out in the report.

28/21 ESTABLISHMENT OF A DCC TRADING COMMITTEE

The Managing Executive Director sought approval for the creation of a new Cabinet Committee that would oversee the performance of the joint ventures established from the new Corporate Property operating model and ensure that these were aligned with optimisation of the councils land and building assets.

In February 2019, Cabinet had 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 the creation of a new Senior Management Team for the service (July 2019); the establishment of 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 presented described the various aspects of the new operating model and coordinated corporate governance arrangements that concluded with the formation of the Trading Committee.

Appendix 1 to the report illustrated the various levels of governance within the Council for land and buildings property related decisions.

It was noted that the Constitution would need to be updated to include the DCC Trading Committee and its Terms of Reference as detailed in the report.

On the motion of Councillor B Lewis, duly seconded,

RESOLVED to (1) approve the establishment of a new committee, namely the DCC Trading Committee; and

(2) authorise the Director of Legal and Democratic Services to amend the Constitution as necessary to include the DCC Trading Committee and its Terms of Reference as outlined in the report.

29/21 PENSION BOARD TERMS OF REFERENCE The Director of Finance and ICT presented a report which sought formal

approval of the updated Terms of Reference for the Derbyshire Pension Board (the Board).

The report gave extensive details in relation to:-

- the establishment of the Board;
- the operation of the Board;
- key activities undertaken by the Board; and
- details of the current workplan.

An Annual Report of the Board's activities was included in the Pension Fund's Annual Report and was published on the Pension Fund's website.

It was now appropriate to update the Board's Terms of Reference to take into account the experience of operating the Board and to include the following:-

- the interpretation that assisting the administering authority of the Fund with governance includes oversight of the governance of funding and investment matters as well as scheme administration;
- clarification of the arrangements for ensuring that the work of the Board is reported transparently to the Fund's stakeholders;
- a summary of the recruitment process for member and employer representatives; the extended Board membership terms;
- more details of the duties of the Chair of the Board; and
- the ability for Board meetings to take place virtually.

The Terms of Reference were appended to the report for information.

The members of the Pension Board had taken part in this update and support the recommendation of the Board Terms of Reference to the Council.

On the motion of Councillor B Lewis, duly seconded;

RESOLVED to approve the Terms of Reference for Derbyshire Pension Board attached as Appendix 1 to the report.

30/21 **AMENDMENTS TO THE CONSTITUTION** The Director of Legal and Democratic Services and Monitoring Officer sought approval from the Council to approve proposed amendments to Appendix 9 – Officer Employment Procedure Rules within the Constitution.

Amendments to Appendix 9 – Officer Employment Procedure Rules were proposed with regard to the arrangements for the

appointment of Senior Officers. Currently, the Rules require a Panel to be formed from members of the Appointments and Conditions of Service Committee. However, it is proposed that the members best placed to consider appointments are those holding the relevant Cabinet portfolio.

In accordance with the Local Authorities (Standing Orders) (England) Regulations 2001 as amended, an appointment panel must include at least one member of the Cabinet. An appointment panel is also required to be politically balanced. Therefore, in order to meet legislative requirements and to ensure that those members best placed to consider appointments were on the panel, it was proposed that the panel should comprise at least three members, including the Cabinet Member or Cabinet Members holding the relevant portfolio(s), the Shadow Cabinet Members and an additional Member from the Appointments and Conditions of Service Committee.

It was proposed that paragraphs 3(d) and 3(f) of Appendix 9 – Officer Employment Procedure Rules should be amended to read as follows:

Paragraph 3(d)

The full Council will approve the appointment of the Head of Paid Service and Executive Directors following the recommendation of such an appointment by a politically balanced Panel of at least three members formed of the Cabinet Member or Members holding the relevant portfolio or portfolios, the Shadow Cabinet Members and an additional Members from the Appointments and PUBLIC Conditions of Service Committee as necessary to balance the Panel. Where the Cabinet Member holding one of the relevant portfolios or one of the Shadow Cabinet Members is unable to attend, they may be substituted for a Member of the Appointments and Conditions of Service Committee, provided that the Panel includes at least one member of the Cabinet and remains politically balanced. Arrangements for forming the Panel will be undertaken by the Director of Organisation Development and Policy.

Paragraph 3(f)

A politically balanced Panel of at least three members formed of the Cabinet Member or Members holding the relevant portfolio or portfolios, the relevant Shadow Cabinet Members and additional Members from the Appointments and Conditions of Service Committee as necessary to balance the Panel, will appoint the Council's Monitoring Officer and other officers falling within paragraph (c) above, except the Director of Public Health. The Panel must include at least one member of the Cabinet. Where the Cabinet Member holding one of the relevant

portfolios or one of the Shadow Cabinet Members is unable to attend, they be substituted for a Member of the Appointments and Conditions of Service Committee, provided that the Panel includes at least one member of the Cabinet and remains politically balanced. Arrangements for forming the Panel will be undertaken by the Director of Organisational Development and Policy in conjunction with the Head of Paid Service; or by the Head of Paid Service if the appointment is of the Director of Organisation Development and Policy.

Two further corrections needed to be made to paragraph 7. The current heading was “Action against Officers other than those stipulated in paragraph 4” whereas it should read “Action against Officers other than those stipulated in paragraph 3 (c)” because paragraph 3 (c) and not paragraph 4 includes the list of officers whose appointment and dismissal is to be the responsibility of Members rather than the Head of Paid Service.

In addition, paragraph 7 currently included reference to assistants to political groups, which the Council does not currently employ and as a result it was proposed that this be removed. It was therefore proposed that paragraph 7 is amended to read:

7. Action against Officers other than those stipulated in paragraph 3 (c)

Any action against these officers is the responsibility of the Head of Paid Service as delegated to Executive Directors for their service area under the Officer Scheme of Delegations at Appendix 1, and decisions regarding action against these officers may not be made by Councillors.

On the motion of Councillor B Lewis, duly seconded,

RESOLVED to (1) approve the proposed amendments to the Constitution.

Council Procedure Rules - Standing Order 4.1

On the motion of Councillor B Lewis, duly seconded,

RESOLVED that under rule 4.1 of the Council Procedure Rules within the Council’s Constitution relating to the time meetings should end (5pm) Council agrees the meeting should continue for a period of 15 minutes to enable the remaining business on the agenda to be considered.

31/21 **ANNUAL REPORT OF THE INDEPENDENT**
REMUNERATION PANEL (IRP) Mr Simon Westwood, Chair of the

Council's Independent Remuneration Panel attended the meeting and presented to Council the Panel's Annual Report. The Director of Legal and Democratic Services and Monitoring Officer also sought approval of the recommendations contained therein and to agree amendments to Appendix 15 of the Constitution regarding the Members' Allowances Scheme.

There is a requirement for the Council to adopt and publish a Members' Allowances Scheme and to consider recommendations from the Independent Remuneration Panel. The latest report from the Independent Remuneration Panel was appended to the report for information.

The Panel had recommended that all allowances should remain the same for 2021-2022 as in the current scheme and it also detailed its intended work programme for 2021-2022. The Panel also sought approval to recruit two further members to the Panel in light of one member having retired at the end of 2020 and a further member being due to retire in June 2021, both having served two full terms of office.

Council was also asked to consider amendments to Appendix 15 – Members' Allowances Scheme within the Constitution. The power to suspend or disqualify a Member in the Local Government Act 2000 was repealed by the Localism Act 2011 and this provision now only applied to Wales. Therefore, sections 11(a) and 12(a) of the Members' Allowances Scheme as detailed in the report would need to be removed from the Constitution and the remaining paragraphs renumbered accordingly.

On the amended motion of Councillor B Lewis, duly seconded,

RESOLVED to (1) note the report of the Independent Remuneration Panel and approve the recommendations of the Panel in respect of level of allowances, namely that all allowances for 2021-22 should be uplifted in line with the uplift given to staff from April 2021, including Basic and Special Responsibility Allowances:

(2) approve the proposal to recruit two members to the Panel; and

(3) approve the amendments to Appendix 15 of the Constitution on the Members' Allowance Scheme as detailed in the report.

Council Procedure Rules - Standing Order 4.1

On the motion of Councillor B Lewis, duly seconded,

RESOLVED that under rule 4.1 of the Council Procedure Rules within the Council's Constitution relating to the time meetings should

end (5pm) Council agrees the meeting should continue for a period of 10 minutes to enable the remaining business on the agenda to be considered.

32/21 DECISIONS TAKEN AS A MATTER OF URGENCY AND KEY DECISIONS AND SPECIAL URGENCY The Director of Legal and Democratic Services and Monitoring Officer presented a report that in accordance with the provisions of the Constitution, gave details of the executive decisions taken as a matter of urgency where 28 days' notice of the decision could not be given and where call-in had been waived.

RESOLVED to note (1) the key decisions taken where special urgency provisions applied as detailed in Appendix 1 of the report; and

(2) the urgency decisions taken under the Improvement and Scrutiny Procedure Rules as detailed in Appendix 2 of the report.

33/21 MEMBERS ALLOWANCE OVERPAYMENT The Director of Legal and Democratic Services and Monitoring Officer sought Council's consideration of writing-off an overpayment of basic allowances to a former councillor.

Helen Elliott, former County Councillor for Staveley, was unwell during 2020 and as a result was unable to attend any Council meetings for a number of months. Unfortunately, as a result of section 85 of the Local Government Act 1972, this resulted in her ceasing to be a councillor with effect from 16 December 2020. Information indicating this might be the case came to light at the end of January and following enquiries, this position was confirmed at the beginning of February, by which time the Council had already paid her basic allowance entitlement for December and January. This had resulted in an overpayment of £1,384.45 (gross) covering the period 17 December 2020 to 31 January 2021.

Council was asked to consider whether the repayment of the overpayment of allowances should be pursued.

On the motion of Councillor P Smith, duly seconded,

RESOLVED that the appropriate arrangements be made to recover the overpayment by mutual agreement of empathetic terms with Helen Elliott.

34/21 REPORT FROM THE CABINET AND MEMBERS QUESTIONS ON THE REPORT Due to time constraints the Chairman reported that this item would be dealt with by written responses to questions raised and any supplementary ones that might

arise from the responses. The written responses would be sent to the relevant individual members and also published on the website.

Meeting closed at 5.25pm.