

Public

**MINUTES** of a meeting of **CABINET** held on **13 December 2016** at County Hall, Matlock.

**PRESENT**

Councillor A Western (in the Chair)

Councillors A Botham, D Collins, J A Coyle and P J Smith.

Also in attendance – Councillors D Lomax and E Wilcox.

Apologies for absence were submitted on behalf of Councillors D Allen and B Lewis.

**381/16      MINORITY GROUP LEADERS' QUESTIONS**

There were no Minority Group Leaders' questions.

**382/16      MINUTES RESOLVED** that the non-exempt minutes of the meeting of Cabinet held on 22 November 2016 be confirmed as a correct record and signed by the Chair.

**383/16      CABINET MEMBER MEETINGS – MINUTES RESOLVED** to receive the non-exempt minutes of Cabinet Member meetings as follows:-

- (a) Council Services – 14 November 2016
- (b) Highways, Transport and Infrastructure – 15 November 2016
- (c) Health and Communities – 22 November 2016
- (d) Strategic Policy, Economic Development and Budget – 22 November 2016
- (e) Adult Social Care – 25 November 2016

**384/16      CORPORATE PARENTING COMMITTEE – MINUTES RESOLVED** to receive the minutes of the meeting of the Corporate Parenting Committee held on 2 November 2016.

**385/16      INNOVATION AND TRANSFORMATION SERVICE** (Strategic Policy, Economic Development and Budget) The Chief Executive sought approval for the permanent establishment of the Innovation and Transformation Service.

The Service was fully established in November 2015 as an internal, independent and multi-disciplinary resource for the Council. The role of the Service had been to develop innovative and transformational change initiatives that realised

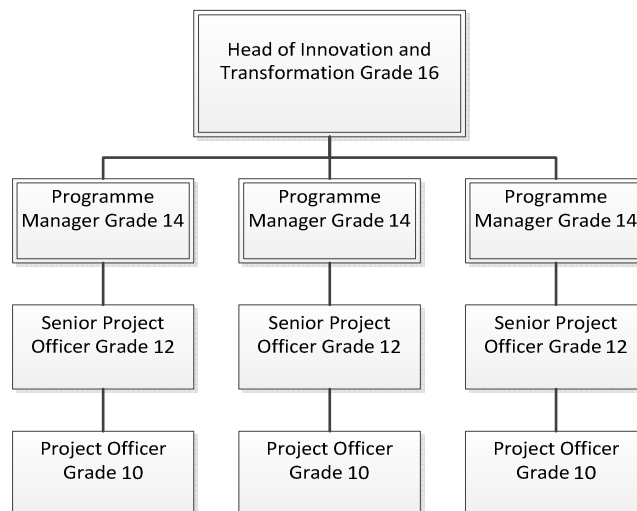
financial savings, promoted efficiency, contributed to service re-design and delivered better outcomes for the people who lived and worked in Derbyshire.

Funding was secured until September 2017 from the Derbyshire Challenge Fund to appoint, on a two year secondment basis, a core multi-disciplinary team to provide leadership, coordination, support and capacity. The Service was formed by recruiting existing employees who had a wide range of skills, knowledge and experience drawn from working across the Council, other councils and private industry. Innovation was one of the four priorities within the Council Plan and the Innovation and Transformation Service were the catalyst for driving and supporting the delivery of this within the Council. To date, the Service had been utilised by departments to help take a more radical look at some of their services and how they were provided, so that the Council could maintain service quality and deliver value for money in both a manageable and sustainable way.

In the next four years (2017-18–2020-21), the Council would need to make further efficiencies of £70m on top of the £170m of cuts the Council had made to services since 2010. The Council delivered a wide range of services to local people and communities and with less money available, the Council had been required to evaluate if and how it could deliver services in a different way. Acting on an impartial basis, the Innovation and Transformation Service was currently facilitating and enabling service departments to identify budget and efficiency savings as well as delivering service improvements. The Service had already played a vital role, through working in partnership with service directorates and partners to achieve greater integration, efficiencies and improved service delivery, further details of which were presented at Appendix 1 to the report.

The primary objectives of the Service were, and would continue to be, supporting the delivery of the Council Plan priorities and pledges. In addition, the Service would also provide support to the Chief Executive in the development and delivery of a leadership and management development strategy.

The Service structure is detailed below:



The positioning of the Innovation and Transformation Service within the Office of the Chief Executive provided a degree of structural independence, rather than being embedded within service departments. The team was currently comprised of ten FTEs who had been seconded from service departments within the Council and was managed using a flexible matrix management approach.

In the preparation of the business case, four options had been considered;

Option 1 - Increase the size of the team - while this would provide additional capacity for the Council, it was felt that the costs involved would be prohibitive. In addition, if the Service was increased in size, there was the potential for it to be perceived as being solely responsible for the delivery of innovation and transformation, rather than this being embedded throughout the Council.

Option 2 – Continue the current service on a temporary basis - the delivery of innovation and transformation was a Council priority and combined with the budget planning cycle, it was felt that this option would not deliver a sustainable service for the Council moving forward. This option would also impact on the Service's ability to take on and deliver projects that were longer-term in nature.

Option 3 – End the Service at the end of its current funding allocation - without funding past September 2017. Due to the nature of the complex projects under consideration and the timescales involved, it would not be feasible to achieve critical project outcomes within the remaining timeframe. In these circumstances, once the workload was completed, team resources would be released back to departments.

Option 4 – Continue the current service on a permanent basis - this was the preferred option. The current team size provided capacity and support for collaborative innovation and transformation projects. Working with departments had been a key priority during the past twelve months and it was this collaborative, enabling approach that had made a positive contribution to the work of the Council and had the real potential to unlock and identify future efficiencies through transformational change.

A number of funding options had been considered. The preferred option was to secure a revenue base budget. The cost of the Innovations and Transformation Service was £514,372 per annum excluding pay awards. The Service was currently funded by an allocation from the Derbyshire Challenge Fund up to September 2017.

	<b>Ongoing £</b>
<b>Pay</b>	494,372
<b>Other Costs</b>	20,000
<b>Total Costs</b>	<b>514,372</b>

Other costs of £20,000 per annum would cover the cost of training, travel and ICT. Pay costs had been calculated on the top of salary bands for each grade and excluded pay awards. A service pressure bid (2017-18) had been submitted to

secure a base budget position for the Service beyond the Derbyshire Challenge Fund funding allocation.

**RESOLVED** to (1) note the work undertaken by the Innovation and Transformation Service to date; and

(2) approve the permanent establishment of the Service (Option 4 – continue the current service on a permanent basis).

**386/16      ADULT SOCIAL CARE SURVEY AND ADULT SOCIAL CARE OUTCOMES FRAMEWORK 2015-16** (Adult Social Care) The Strategic Director – Adult Care reported on the results of both the annual Adult Social Care Survey and the Adult Social Care Outcomes Framework for 2015-16, sought approval for the wider publication of the outcomes and for a review of the current learning disability employment support services.

Both sets of results were good, providing strong evidence that despite the difficult financial context in which the Council were working, the services being provided were of a high standard, and compared well to the adult social services being provided by Derbyshire's "family" of similar authorities. Further details were presented in the report.

The proportion of adults with a learning disability, who were clients of Adult Care, in paid employment continued to improve but had not yet reached the level the Council believed, was acceptable, and it was therefore recommended that a review be undertaken of the current learning disability employment support services with the aim of improving employment opportunities. The Council's vision was that it should be achieving at least the average proportion achieved by our regional neighbours.

**RESOLVED** to approve (1) the wider publication of the outcomes; and

(2) that a six month review of the Council's current approach to supporting people with learning disabilities in to employment be undertaken and that the report and recommendations be presented to Cabinet in June 2017..

**387/16      HIGHWAYS AND TRANSPORT CAPITAL PROGRAMME 2017-18** (Highways, Transport and Infrastructure) The Strategic Director – Economy, Transport and Communities sought approval to undertake early design and preparatory work on the Highways, Transport and Infrastructure Capital Programme 2017-18 to enable the publication of notices or applications for permits to work. Details of the proposed schemes were presented in Appendix 1 to the report.

**RESOLVED** to approve that preparatory work, including design and the publication of notices and applications for permits to work, be undertaken on a number of potential schemes as detailed in Appendix 1 to the report, in advance of the 2017-18 Economy, Transport and Communities Department Service Plan.

### **388/16      A61 GROWTH CORRIDOR TRANSPORT INFRASTRUCTURE**

(Highways, Transport and Infrastructure) The Strategic Director – Economy, Transport and Communities sought approval to a revised funding proposal for the A61 Growth Corridor project and to accept grant funding from the Derby, Derbyshire, Nottingham, Nottinghamshire (D2N2) Local Enterprise Partnership (LEP) Local Growth Fund (LGF) to support implementation of Phase 1 of the Strategy and to add the A61 Corridor project to the 2016-17 Capital Programme.

On 24 March 2015, the D2N2 LEP received an offer of £12.8m of LGF grant (part of the Government's Wider Growth Deal funding package), supported by a £3.2m local contribution. This was predominantly from private-sector developer contributions and was made towards a total £16m package to provide infrastructure improvements and support major housing and employment growth along the A61 corridor in Chesterfield and north-east Derbyshire.

The offer of grant funding had followed the successful submission of an outline business case developed in collaboration between the County Council, Chesterfield Borough Council (CBC) and North East Derbyshire District Council (NEDDC). This proposal had provisionally allocated £8m to new infrastructure to provide access to three specified developments (The Avenue, Wingerworth; the former Biwater site, Clay Cross; and the former Wagon Works), and £8m for highway and transport projects to mitigate for the impact of significant housing and employment growth proposals in the area.

Since the original business case was submitted, the Government had set out its preferred route for Phase 2 of High Speed 2 (HS2) which proposed that services connect to the existing Sheffield rail station via a spur through Chesterfield, calling at Chesterfield rail station. Additional housing, employment and leisure growth proposals were also planned or being brought forward that were likely to increase pressure on the existing transport network such as enabling works for the Peak Resort major leisure and education complex due to commence over the next few months. The requirement for public-sector intervention to support access to developments had also reduced since the original business case was submitted. For example, the proposed new A61 access to the former Biwater site had been provided by the private sector developer, rather than requiring a contribution from LGF grant.

The D2N2 LEP Infrastructure and Investment Board (IIB) considered that the business case had materially changed since the original business case was submitted and asked the County Council to resubmit a revised business case that set out revised funding package as follows:

	<b>Site Access</b>	<b>Mitigation</b>	<b>Total</b>
Local Contribution	£0.6m (Biwater Access)	£2.6m	£3.2m
Local Growth Fund	£2.5m	£10.3m	£12.8m
<b>Total</b>	<b>£3.1m</b>	<b>£12.9m</b>	<b>£16m</b>

The overall project budget of £16m therefore remained unchanged, as did the balance between LGF grant and local contributions. The budget for site access work was however, reduced and that for mitigation work increased. The IIB accepted the revised business case proposals at its September 2016 meeting and Cabinet was requested to approve this revised funding proposal to finalise the draft A61 Growth Corridor Investment Plan.

At its 24 March 2015 meeting, Cabinet approved the further development of an emerging strategy to finalise an investment plan for the A61 Growth Corridor. Mouchel Consulting was subsequently appointed by the County Council and had carried out the necessary preparatory works to ensure that the emerging proposals delivered the draft strategy objectives and delivered good value for money and to ensure that associated business cases submitted to future IIB meetings were compliant with the requirements of the LEP Assurance Framework.

During the past twelve months, Mouchel Consulting had examined a wide range of transport and land use information supplied by the County Council, CBC and NEDDC, alongside feedback from key local stakeholders and elected Members from the County Council, CBC and NEDDC. The outcome of this stage of preparatory work established a long list of potential infrastructure interventions to be considered further. Mouchel Consulting had assessed and appraised this list of candidate projects against objectives for the A61 Growth Corridor and also considered their affordability and deliverability to prioritise proposals for inclusion within a draft A61 Growth Corridor Investment Plan. A further round of stakeholder and elected Member feedback was required to consider the outcome of the appraisal of candidate projects before the draft Investment Plan could be brought to Cabinet for approval.

However, in light of the Government's recent announcement of its preferred route for HS2, Cabinet was requested to approve that a review of draft Investment Plan proposals be undertaken in conjunction with stakeholder and elected Member involvement. High speed rail services stopping at Chesterfield rail station would be transformational and had the potential to stimulate economic growth across a wide geographic area. However, road and public transport links would need to be improved to ensure adequate capacity. A review of the Investment Plan at this time would ensure that future investment in the A61 Corridor fully took into account the need to ensure that Chesterfield and wider areas of north Nottinghamshire and of north and central Derbyshire were in a position to maximise the benefits of HS2 and to reduce any adverse impacts.

The IIB, at its meeting of 7 September 2016, approved a staged approach to the delivery of the A61 Growth Strategy over a period of five years to 2020-21. The funding profile included £500k of LGF grant, to be drawn down during 2016-17. To enable the County Council to meet this funding requirement, Cabinet was requested to approve the allocation of the £500k grant funding to several projects in advance of considering the full A61 Growth Corridor Investment Plan. Cabinet noted that the projects selected had scored well against the Strategy objectives, were highlighted as key priorities through stakeholder and elected Member feedback, and were deliverable in the required timescale. Further details in respect of Phase 1 Sustainable Transport Investment along A61 Derby Road (estimated cost £180k), the Alma Leisure Park traffic signals upgrade (estimated Cost £120k) and pre-compliance funding (estimated Cost £200k), were presented in the report.

The IIB was due to consider the value for money assessment, business case and application for pre-compliance funding for the 2016-17 A61 Growth Corridor programme at its meeting of 15 December 2016. Subject to the IIB accepting the 2016-17 proposals, Cabinet was requested to accept the £500k LGF grant funding towards the projects set out in this report and to add these projects to the 2016-17 Capital Programme.

**RESOLVED** to approve (1) the revised funding proposal to enable an Investment Plan to be finalised for the A61 Growth Strategy;

(2) the undertaking of a review of the A61 Growth Corridor Investment Plan proposals in light of the Government's recent announcement of its preferred HS2 route in conjunction with proposed stakeholder and elected Member involvement;

(3) the acceptance of £500k grant funding from the LEP for the projects listed in the report to form Phase 1 of the A61 Growth Corridor Strategy, subject to acceptance of the 2016-17 proposals by the IIB; and

(4) the addition of these projects to the 2016-17 Capital Programme.

### **389/16      SUPPLY OF PAY AND DISPLAY MACHINES - FRAMEWORK**

(Highways, Transport and Infrastructure) The Strategic Director – Economy, Transport and Communities sought approval under Protocol 2 of the Council's Financial Regulations to utilise the Eastern Shires Purchasing Organisation Framework 509 Parking Management Solutions, for the provision of pay and display machines, further details of which were presented.

**RESOLVED** to (1) approve the use of Protocol 2 to use the Eastern Shires Purchasing Organisation Framework 509 Parking Management Solutions to procure a supplier for the provision of pay and display parking machines for four years;

(2) note that a further report would be submitted to Cabinet to seek approval to award a contract following the mini-competition amongst suppliers on the framework; and

(3) note that quarterly reports would be submitted to the Cabinet Member – Highways, Transport and Infrastructure.

**39016      SCAPE NATIONAL PROCUREMENT FRAMEWORKS** (Highways, Transport and Infrastructure) The Strategic Director – Economy, Transport and Communities sought approval under Protocol 2 of the Council's Financial Regulations to use the Scape national procurement framework for the delivery of highway maintenance programmes and individual projects and to delegate authority to the Strategic Director – Economy, Transport and Communities, in consultation with the Cabinet Member – Highways, Transport and Infrastructure, to award contracts under the framework, further details of which were presented.

**RESOLVED** to (1) approve, under Protocol 2 of the Council's Financial Regulations, the Council use of the Scape Civil Engineering and Infrastructure Framework;

(2) note that the Strategic Director – Economy, Transport and Communities, in consultation with the Cabinet Member – Highways, Transport and Infrastructure would approve call-off under the Framework for surface dressing, spray injection patching and retaining wall works for the 2017-18 Programme;

(3) note that officers would undertake further investigation of the use of the framework for other projects where appropriate; and

(4) note that quarterly reports would be submitted to the Cabinet Member – Highways, Transport and Infrastructure.

**391/16      REPORT ON THE OUTCOME OF THE STATUTORY CONSULTATION ON THE PROPOSAL TO CLOSE THE SIXTH FORM PROVISION AT NEW MILLS SCHOOL AND SIXTH FORM** (Children's Services) The Strategic Director – Children's Services reported on responses to a statutory consultation on the proposal to close the sixth form provision at New Mills School and Sixth Form and to make recommendations based on that consultation.

In March 2016, the Governors of New Mills School agreed to consult on a proposal to close the sixth form at the School which was motivated by the worsening financial position of the School. The consultation opened on 15 April 2016 and ended on 16 May 2016 and was reported to Cabinet on 20 September 2016, when approval for the Local Authority to hold a statutory consultation was approved.

A statutory notice was published and the consultation held between 22 September and 21 October 2016. A copy of the prescribed information was included at Appendix A to the report. Thirty-six responses to the consultation had been received, of which thirty-five opposed the proposal and one supported it. In addition,



a copy of a generic statement was submitted with seventy-seven signatures appended to it. Details of all the responses received were presented in the report.

A number of respondents also suggested the proposal would unfairly impact on socially disadvantaged groups (non-statutory) and some referred to New Mills as being an area of high deprivation. An Equality Impact Assessment had therefore been completed and was included at Appendix B to the report. Members of Cabinet confirmed that they had read the assessment in full and that they considered that there would be no significant adverse impact in respect of either of these protected groups.

**RESOLVED** to agree that there be a phased reduction in delivery of provision with the closure of the sixth form at New Mills School in July 2018, with the result that the age range in the School from September 2018 would be 11-16.

**392/16      APPROVAL TO SIGN A MEMORANDUM OF UNDERSTANDING WITH THE EDUCATION FUNDING AGENCY WITH RESPECT TO TWO PROJECTS TO BE FUNDED AND DELIVERED UNDER THE PRIORITY SCHOOL BUILDING PROGRAMME BY THE EDUCATION FUNDING AGENCY** (Children's Services) The Strategic Director – Children's Services requested that Cabinet authorise the signing of a Memorandum of Understanding (MOU) with respect to a project to be funded and delivered under the Priority School Building Programme (PSBP) at Granville Sports College and Heath Primary School and to note an urgent decision taken by the Chief Executive with respect to similar project at Wilsthorpe Community School.

**RESOLVED** to (1) authorise the signing of the MOU with the Education Funding Agency for the PSBPs at Granville Sports College and Heath Primary School, and;

(2) note the decision taken by the Chief Executive to authorise the signing of an MOU for a similar project at Wilsthorpe Community School.

**393/16      EXCLUSION OF THE PUBLIC FROM THE MEETING** **RESOLVED** that the public be excluded from the meeting during the consideration of the remaining items on the agenda to avoid the disclosure of the kind of exempt information detailed in the following summary of proceedings.

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

1. To consider Minority Group Leaders' questions (if any).
2. To confirm the exempt minutes of the meeting of Cabinet held on 22 November 2016.

3. To receive the exempt minutes of Cabinet Member Meetings as follows;
  - (a) Council Services – 14 November 2016
  - (b) Highways, Transport and Infrastructure – 15 November 2016
4. Report of the Strategic Director Corporate Resources on the Award of a Contract for the Servicing and Maintenance of Air Conditioning Equipment (contains information relating to the financial or business affairs of any particular person (including the Authority holding that information)).
5. Report of the Strategic Director Corporate Resources on the Award of Contract for the Supply of Personal Protective Equipment (PPE) (contains information relating to the financial or business affairs of any particular person (including the Authority holding that information)).
6. Report of the Strategic Director Corporate Resources on an Asset and Facilities Management Software System (contains information relating to the financial or business affairs of any particular person (including the Authority holding that information)).
7. Report of the Director of Public Health on the Provision of the Pharmacy Needle and Syringe Programme: Supply and Service Contract (contains information relating to the financial or business affairs of any particular person (including the Authority holding that information)).
8. Report of the Director of Public Health on Contracts for Advisory Services in GP Practices (contains information relating to the financial or business affairs of any particular person (including the Authority holding that information)).
9. Report of the Director of Public Health on Public Health Lifestyle Services (contains information relating to the financial or business affairs of any particular person (including the Authority holding that information)).
10. Joint report of the Chief Executive and the Strategic Director – Economy, Transport and Communities on Support Service for the Derbyshire Syrian Refugee Resettlement Programme (contains information relating to the financial or business affairs of any particular person (including the Authority holding that information)).
11. Report of the Strategic Director - Economy, Transport and Communities Traffic Management Sub Contract Works (contains information relating to the financial or business affairs of any particular person (including the Authority holding that information)).
12. Report of the Strategic Director Corporate Resources Surfacing and Ancillary Works for Highways Framework Contract – Strategic Director Economy, Transport and Communities (contains information relating to the financial or business affairs of any particular person (including the Authority holding that information)).