

PUBLIC

MINUTES of a meeting of **CABINET** held on **20 January 2015** at County Hall Matlock.

PRESENT

Councillor A Western (in the Chair)

Councillors D Allen, A Botham, D Collins, K Gillott, and P Smith.

Councillors B Lewis and K P Morgan also attended the meeting.

01/15 PUBLIC QUESTIONS

There were no public questions.

02/15 MINORITY GROUP LEADERS' QUESTIONS

Councillor B Lewis had submitted the following questions:

Agenda Item 7(e) – Payment of the Living Wage

The report noted the role of the Joint Living Wage Advisory Group but provided no details of the findings of their pre 2015 review. It would be useful to know, for example, if the introduction of the Living Wage has resulted in changes to prices for Traded Services and, as a consequence, reduced demand for those services in our schools?

Councillor A Botham, Cabinet Member for Council Services, responded that the information requested by Councillor Lewis was all currently available to him. Caretaking and Cleaning Services were currently provided to 248 schools with only five schools indicating that they did not wish to continue to buy services due to the increase in cost associated with the Living Wage. Analysis showed that the number of Caretakers leaving had increased compared with the same period for last year. Additional labour costs were being covered by income.

In terms of catering, currently 97% of primary and 58% of secondary schools use the Catering Service to provide meals and Service had not lost any business following the adoption of the Living Wage. Turnover of catering staff had been relatively low for the last two years but initial indications show that it had fallen further when compared with a similar period last year. Additional labour costs were again being covered by income.

Agenda Item 7(i) - Proposed Changes to School Crossing Patrol Service

In 2014 Councillor Andy Botham said that “lives could be lost” in relation to cuts such as this, would he be voting to approve this? Does the Cabinet Member not agree that scaremongering in the way that this Administration did on this issue seeks to “weaponise” an issue of the County’s children’s safety? Within the report there was no mention of school travel plans or negotiations with unions, were these omissions?

Councillor D Collins, Cabinet Member for Highways, Transport and Infrastructure responded that at the time of the original decision, the intention was to remove all sites and this would have created higher risks to children travelling to school. Additionally, the availability of the Public Health Resource Fund was not known at the time. Given the proposal seeks to ensure that those sites which meet the national criteria were protected, then the risks to children at these more sensitive locations would be reduced. The only operational sites proposed to be withdrawn had light controlled or zebra crossing facilities to protect those children affected.

There was certainly no intention to compromise the safety of children and the latest proposal to Cabinet was clearly based on a decision to minimise this risk. It was worth reminding Councillor Lewis that the original proposal was to cut all sites. The true risk of this complete withdrawal of service had been acknowledged and this was reflected in the latest proposal where this was no longer the case. It was important to note that the Service was not a statutory duty and that ultimate responsibility for the safety of children in this context lies with the parents or guardians of those children.

Finally, Councillor Collins stated that School Travel Plans were referred to in the main body of the report (Page 4, 1st paragraph) and that Trade Unions were referred to in the EIA (Appendix 6 to the report) and would form part of the staff consultation following the public consultation.

Councillor A Botham, Cabinet Member for Council Services also responded that he stood by his comments that lives could be lost as a result of the Government’s budget cuts.

Agenda Item 7(l) – Permit Scheme for Street Works and Road Purposes

We welcome this scheme, the proposals for which were outlined during our administration. Does the Leader of the Council agree that this is an excellent scheme?

Councillor A Western, Leader of the Council and Cabinet Member for Strategic Policy, Economic Development and Budget, indicated the Councillor Lewis would receive a written response to his question from Officers.

Councillor K P Morgan had submitted the following questions:

Agenda Item 6 – Cabinet Member for Highways, Transport and Infrastructure Minutes – 23 December 2014 – Minute No. 182/14refers – Receipt of Petitions

Given that Item 7(i) On the changes to the School Crossing Patrol service has been composed in an objective a way as possible, (i.e. usage of crossing against usage of the road by cars; whether each crossing meets national guidelines; and whether other road safety measures are in effect nearby) does the Executive Member feel that it would be useful to send a copy of today's report at item 7(i) to the Lead Petitioner which explains very clearly and objectively how and why the decisions on the withdrawal of some crossings has been made? And also why the withdrawal of others, effectively, could be phased?

Councillor D Collins, Cabinet Member for Highways, Transport and Infrastructure responded that the report was available on the County Council's website as a public document. If the petitioner wants a copy, one could be sent to him on request.

Agenda Item 7(a) – Derbyshire Economic Review

Given the unfairness of the "Under-Occupancy Deduction" on Housing benefit for Council House tenants and the fact that this change has affected 5,500 families in the County as detailed on page 3 of the report and given also that this Council passed a resolution overwhelming supporting the Private Member's "Affordable Homes Bill" on the 1st October last year; do we know what, if any, the net financial gain has been to this Council, or indeed any other Derbyshire Council ?

Councillor A Western, Leader of the Council and Cabinet Member for Strategic Policy, Economic Development and Budget, indicated the Councillor Morgan would receive a written response to this question.

Agenda item 7(e) - Payment of the Living Wage

In general we support the County's intention to pay the Living Wage to employees at the lower end of the pay scale. However, if this is to be classed as an "allowance", and not an adjustment to principle scales, will any overtime hours worked be paid on the "basic grading system", or on the "basing grading system + the allowance"?

Councillor A Botham, Cabinet Member for Council Services welcomed the Councillor Morgan's positive comments regarding payment of the Living

Wage. The Living Wage allowance was not paid for overtime or any enhanced hours which were paid at the employees basic rate. However, contracted, additional and relief hours up to 37 hours per week attracted the allowance, as did annual leave and sickness. Payment of the Living Wage had been introduced as an allowance to avoid changing the Council's pay scales.

Agenda Item 7(i) - Proposed Changes to School Crossing Patrol Service

This is a controversial item, but much of the controversy should be removed by the objectivity of the compilation of the report: (i.e. usage of crossing against usage of the road by cars; whether each crossing meets national guidelines; and whether other road safety measures are in effect nearby). When savings have to be made, consultation and transparency of decision making become critical.

Question: We know from an earlier report that the closures of all SCP's, could have saved potentially £600,000. Can we assume therefore that the closure of 77 sites (36 from the end of the summer term 2015, and approximately/possibly a further 41 on a phased basis after consultation), about 2/5ths, will save £240,000 (about 2/5ths of the original estimate?)

Councillor D Collins, Cabinet Member for Highways, Transport and Infrastructure responded that should the proposal as detailed in the Cabinet report go ahead, initial savings to the Council would be £226,080. This figure included a reduced service based on the closure of sites currently operating on a light-controlled or zebra crossing facility; savings made by not recruiting to current vacant sites not meeting the national criteria and the withdrawal of lunchtime cover.

A further £168,000 could potentially be saved, on a phased basis, by not recruiting to those remaining sites that also do not meet the national criteria but were currently staffed, should they become vacant in the future and subject to a re-assessment against national criteria.

03/15 **MINUTES RESOLVED** that the non-exempt minutes of the meeting of Cabinet held on 23 December 2014 be confirmed as a correct record and signed by the Chair.

04/15 **CABINET MEMBER MEETINGS - MINUTES RESOLVED**
To receive the non-exempt minutes of Cabinet Member meetings as follows;

- (a) Council Services – 22 December 2014
- (b) Health and Communities – 22 December 2014
- (c) Highways, Transport and Infrastructure – 23 December 2014
- (d) Strategic Policy, Economic Development and Budget – 23 December 2014

(e) Children and Young People – 6 January 2015

05/15 DERBYSHIRE ECONOMIC REVIEW – DECEMBER 2014

(Strategic Policy, Economic Development and Budget) The Chief Executive presented the latest Quarterly Economic Review to December 2014 which provided an overview of the current economic conditions within Derbyshire.

RESOLVED to note the information presented within the Derbyshire Economic Review (December 2014) with the findings being used to support future service planning and policy development.

06/15 CHILD CARE SUFFICIENCY ASSESSMENT (Children and Young People) The Acting Strategic Director – Children and Younger Adults reported on the outcome of the Child Care Sufficiency Assessment 2014-15, which included the findings from consultation undertaken with parents/carers. Section 6 of the Child Care Act 2006 placed a duty on local authorities to secure sufficient child care, so far as was reasonably practicable, to enable parents/carers to access employment or training. In order to fulfil this duty, an assessment of the supply of, and demand for, child care must be undertaken resulting in a strategy that ensured that the views of parents/carers, employers and children were taken into consideration in the planning and funding of future development. A copy of the draft Child Care Sufficiency Assessment April 2014 to March 2015 was attached as an Appendix to the report.

RESOLVED to note that, following consultation, a draft Child Care Sufficiency Assessment Report had been compiled and that the draft was agreed as Derbyshire County Council's response to the Government's requirements.

07/15 VACATION AND DEMOLITION OF THE ADULT CARE BLOCK AT COUNTY HALL, MATLOCK

(Council Services) The Strategic Director – Corporate Resources sought approval to implement new ways of working with employees based at County Hall, Matlock, in order to maximise the use of space at County Hall to facilitate the vacation and demolition of the Adult Care block. Derbyshire Dales District Council had stated that they would not consider an application for a further renewal of the planning permission for the Adult Care block beyond the end of December 2015, and the block would therefore be required to be vacated and demolished.

There were currently approximately 1,570 staff based at County Hall including 250 Adult Care staff based in the Adult Care block. Details of the options considered as a solution to the problem were presented in the report. Of the options, option 3 was the preferred option. This option involved space planning and applying worker profiles in accordance with the Council's approved Accommodation Framework document which had determined that staff based at County Hall required approximately 1,270 work stations. There

PUBLIC

was also vacant space for 77 work stations at Chatsworth Hall. The option required the relocation of staff in several departments in County Hall in order to accommodate the Adult Care staff with any shortfall being met by available space at Chatsworth Hall.

The total capital cost of this option was £336,700 with revenue costs, including the demolition of the Adult Care block of £257,000. Whilst the option had some significant initial costs associated with it, it was considered the most cost effective as the long-term overall running costs for all County Hall would be reduced by an estimated £200,000 per annum without the Council having to incur any additional revenue costs for renting new premises. In order to progress option 3, a project plan had been formulated, details of which were presented in the report.

RESOLVED to (1) note the requirements to vacate and demolish the Adult Care block by 31 December 2015 to comply with the conditions of the temporary planning permission;

(2) approve the implementation of option 3 as detailed in the report in order to accommodate all staff based at the County Hall complex; and

(3) approve the revenue expenditure associated with the implementation of option 3 from existing budgets and the Corporate Resources Department underspend.

08/15 **PROPOSED CONSULTATION ON MEETING THE NEEDS OF YOUNG CARERS IN DERBYSHIRE** (Children and Young People) The Acting Strategic Director - Children and Younger Adults sought approval to undertake consultation on the options for the provision of support services to young carers from 1 April 2016 and to inform Cabinet of changes introduced by the Children and Families Act 2014, which concerned support for young carers and which also informed the consultation. The report also detailed relevant national and local research along with details of the stage 1 consultation proposal.

RESOLVED to (1) approve the stage 1 consultation with service users and stakeholders on options for the provision of young carer services from 1 April 2016; and

(2) receive further reports following this consultation and the development of proposals for the future.

09/15 **PAYMENT OF THE LIVING WAGE – 2015-16** (Council Services) The Strategic Director – Corporate Resources sought agreement to pay the Living Wage from 1 April 2015 to 31 March 2016 for employees directly

PUBLIC

employed by the Council and to continue to encourage schools to adopt the Living Wage.

In November 2014, the Living Wage rate for 2015 increased by 2.61% from £7.65 to £7.85 per hour. Separately, the Joint National Council agreed the 2014-16 pay award for local government services which had been subject to local negotiation and was the subject of a separate report to Cabinet.

It was proposed that the Living Wage would be increased to £7.85 from 1 April 2015 with those employees currently being paid the allowance being paid a minimum of £7.65 until 31 March 2015. As a consequence of the 2014/16 pay award being implemented on 1 January 2015, was that from then to 31 March 2015, the allowance would be paid to employees up to pay point 8. From April 2015 when the Living Wage rate increased to £7.85, it would be paid up to pay point 9. It was recommended that the Living Wage continued to be paid as an allowance rather than being consolidated into basic pay to employees as detailed in Appendix 2 to the report, as this avoided changing the existing pay and grading structure.

As at 13 November 2014, 231 schools had agreed to adopt the Living Wage which benefitted 2,200 employees. In addition, 4 academies had also adopted the Living Wage with schools meeting any additional pay costs from their own budgets. Schools would continue to be strongly encouraged by the Council to pay the Living Wage to their directly employed employees from 1 April 2015.

RESOLVED to approve (1) that the Living Wage continue to be paid as an allowance to eligible employees from 1 April 2015 as detailed in Appendix 2 to the report;

(2) the on-going monitoring arrangements for 2015-16 as detailed in Appendix 3 to the report; and

(3) that individual school Governing Bodies be strongly encouraged to adopt the Living Wage.

10/15 LOCAL GOVERNMENT SERVICES PAY AWARD 2014-16

(Council Services) The Strategic Director – Corporate Resources reported to Cabinet on the National Joint Council (NJC) for Local Government Services Pay Award for 2014-16, as it related to the Derbyshire Pay and Grading Structure (Grades 1/2 to 16). Details of the main points of the National Agreement were presented in the report and in Appendix 1 along with their application to the Derbyshire Pay and Grading Structure.

PUBLIC

RESOLVED to note (1) the application of the Derbyshire Pay and Grading Structure as detailed in the report and attached at Appendix 2 to the report from 1 January 2015;

(2) the inclusion of Public Health employees whose salaries did not exceed Derbyshire County Council pay point 59 in the application of the pay award as detailed at Appendix 3 to the report from 1 January 2015; and

(3) the appropriate pay related allowances increasing by 2.2% from 1 January 2015.

11/15 HEALTH IMPACT ASSESSMENT (Health and Communities)
The Director of Public Health sought approval to pilot the inclusion of Health Impact Assessment (HIA) screening into the Council's procedures for carrying out Equality Impact Analysis (EIA).

The Council had a duty to have due regard for the need to advance equality of opportunity, eradicate unlawful discrimination and harassment, and promote good community and other relations when carrying out its everyday functions, including when consulting on policy changes and spending decisions. The Council has had an agreed process and a set of guidance in place for over 10 years to enable it to carry out these duties which have been kept under review.

Cabinet approved the piloting of HIAs across the Council on 10 September 2013 and to date one assessment had been carried out on HS2 and two more were currently underway relating to the Children's Centre review and the Public Transport review. The aim of HIAs was to identify factors which would have a significant impact on health and use evidence to maximise health gains and mitigate any negative impact. HIA defined health in a holistic way which acknowledged the wider influences on health, such as income, education and employment status as well as lifestyles and genetics. The processes of EIA and HIA had much in common and could have some overlaps. The consideration of equality implications was a legal duty and so the EIA process would need to have primacy. The completion of a detailed HIA would require specific Public Health expertise and at present it would be inappropriate to expect officers without this expertise to carry out this detailed work. The scale of work surrounding a HIA also meant that it was only possible to complete a small number each year. Details of the five stages required as part of the HIA process were presented in the report.

Following discussions over both processes between Public Health and Policy and Research, it was proposed that the most appropriate way forward would be to pilot the inclusion of the screening stage of HIAs when officers were carrying out EIA. This could help inform how best to engage departments in the process of HIAs and test out whether both processes could

be more integrated. An initial HIA checklist had been developed and tested on a range of issues across all Derbyshire County Council departments. The testing process had resulted in a number of revisions to the checklist as detailed at Appendix 1 to the report, and was now ready to be piloted as part of an integrated EIA. Training and support would be provided to staff as they embarked on their EIA/HIAs and a report outlining the lessons learnt from the pilot would be produced in June 2015 when a decision could be made as to how to move forward.

RESOLVED to approve (1) the pilot to run to June 2015 in which the screening stage of HIAs was undertaken at the same time and as part of the process for EIA; and

(2) that the corporate EIA guidance and form be supplemented with the information in Appendix 1 to the report for the pilot.

12/15 RESPONSE TO THE CONSULTATION ON THE PROPOSED CLOSURE OF DAY CARE SERVICES AT CLAY CROSS HALL RESOURCE CENTRE AND THEIR RELOCATION TO SMITHYBROOK VIEW EXTRA CARE HOUSING SCHEME (DAY SERVICES), CLAY CROSS

(Adult Social Care) The Acting Strategic Director – Adult Care provided Cabinet with an update on the outcome of the consultation on the proposed closure of day services at the Clay Cross Hall Resource Centre and their relocation to Smithybrook View Extra Care Housing Scheme (Day Services) and also on the outcome of the Equality Impact Analysis which had been carried out on the proposal. The report also sought approval for the closure of day care services at Clay Cross Hall Resource Centre and their relocation to Smithybrook View Extra Care Housing Scheme.

The report provided details of the consultation undertaken, a summary of responses arising from the consultation, the potentially adverse impact and to address the issues concerned raised during the consultation details of mitigations measures that would be put in place prior to any decision taking effect. Cabinet Members confirmed they had read and considered the findings of the Equality Impact Analysis in respect of the proposal.

RESOLVED to (1) confirm that the outcome of the consultation on the future of the Clay Cross Hall Resource Centre had been considered;

(2) to confirm that the outcome of the Equality Impact Analysis had been considered;

(3) approve the closure of the day care services at Clay Cross Hall Resource Centre and its relocation to Smithybrook View Extra Care Housing Scheme (Day Services) at Clay Cross; and

(4) approve formal consultations with the staff at Clay Cross Hall Resource Centre and the trade unions.

13/15 **PROPOSED CHANGE TO THE SCHOOL CROSSING PATROL SERVICE** (Highways, Transport and Infrastructure) The Strategic Director – Economy, Transport and Environment sought approval to consult on proposals to review the School Crossing Patrol (SCP) service.

Derbyshire currently operated 189 SCP sites throughout the County, with many of the sites being directly outside schools and other sites being on routes to schools which assisted children from a number of schools in the area. Details of the current service were presented in the report.

To inform the Council's work and consultation process, officers had undertaken a full assessment of the current service provision in line with the recently updated nationally approved guidance, including the review of hours. As part of its deliberations, the County Council had also reviewed those locations which were served by both a SCP and a light controlled or zebra crossing facility. It was noted that there were 35 such sites and not 36 as stated in the report and the Appendix. Furness Vale Primary School had been incorrectly categorised as having a light controlled or zebra crossing facility.

As a result of these assessments, it was proposed subject to consultation, that sites where a SCP operated, that were also served by a light controlled or zebra crossing facility, would be withdrawn from the end of the summer term in July 2015. It was considered that the existence of such infrastructure to support children crossing the road in these locations was sufficient to ensure their safety and provide sufficient comfort to parents to allow their children to continue to walk to school.

It was also proposed, in line with other comparable local authorities, that any future site prioritisation would be based on the specific national criteria and guidance. The guidance recommended that sites with fewer than 15 children crossing during these periods should not be provided with a SCP. The criteria also included a number of weighted local adjustment factors which were allocated according to the level of difficulty experienced by children at a location, further details of which were presented at Appendix 1 to the report.

Assessment of the County's 153 sites where no controlled crossing was in place, showed that whilst 93 did not meet national criteria, 41 which do not, were currently provided with a Patrol. A further 19 vacant sites, which were currently provided with temporary cover where possible, also did not meet the criteria. Consideration had been given as to whether a service should cease to be provided at all 60 of these sites with immediate effect. However, it was felt that there was a strong case for retaining the sites which were currently staffed for the time being as communities, and in particular parents, had come

PUBLIC

to rely on the service provided by the incumbent. It was therefore recommended that national guidance be used as a proposed basis for determining future service provision and it was therefore proposed that subject to consultation:

- (a) any individual SCP site served by a light controlled or zebra crossing facility be withdrawn, irrespective of whether they met the criteria, with effect from the end of the summer term July 2015;
- (b) the hours of working would be aligned so that from the end of the summer term 2015, lunchtime cover would cease for those limited sites where this additional service was provided, affecting 7 sites in total as detailed at Appendix 5 to the report;
- (c) current vacant sites, of which there were 19, that had been assessed as not meeting the national criteria, be not recruited to and therefore cease to have provision made by the Council;
- (d) any site that became vacant as a result of staff leaving, including the 41 currently identified as not meeting the criteria or indeed requests for a new site, be reviewed against the above national criteria and guidance would inform whether the site should be recruited to or not. On this basis, it would be expected that the number of patrols provided would fall over time.

Details of the 93 sites which met the criteria were attached at Appendix 3 to the report. The 60 sites, including the 19 sites detailed above which did not meet the national criteria were listed at Appendix 4 to the report, along with the 19 sites where it was proposed to cease to provide a Council service with immediate effect.

Whilst it was important to note the service was non-statutory and that ultimate responsibility for a child's safety, in terms of getting to and from school, lies with the parent/guardian, each school did have a School Travel Plan which provided guidance on active travel and more general travel awareness and would provide an element of confidence to children, parents and schools themselves. The Council would encourage schools to revisit these Plans and work with relevant stakeholders, including parents/guardians, in order to provide elements of mitigation where this was deemed appropriate. It was further proposed that an annual review of all sites be undertaken to ascertain their continued viability and this review would take account of any new service requests received.

The consultation process would provide the Council with a greater understanding and insight into the impact of a reduced SCP Service and give consultees the opportunity to respond to the proposals for a reduced service prior to any decision being made. Further details of the proposed consultation process were presented in the report. Details of the Equality Impact Analysis were presented at Appendix 6 to the report and Cabinet Members confirmed

PUBLIC

they had read and considered its findings. It was noted that a further Equality Impact Analysis would be completed based on the consultation feedback and would accompany the final report to Cabinet detailing the findings of the process. This would detail any adverse impact or potential further mitigation required.

RESOLVED to (1) approve, as a basis for consultation, the proposed review to the SCP Service;

(2) approve the outline consultation programme as detailed in the report;

(3) note the proposals to undertake a further Equality Impact Analysis based on consultation feedback to gain a better understanding of the impact of the proposals; and

(4) agree to consider a further report outlining the results of the public consultation and the quality impact analysis, and to consider final proposals for the SCP Service based on these findings.

14/15 CONSULTATION ON PROPOSALS TO EXTEND AND CHANGE THE B LINE SCHEME (Highways, Transport and Infrastructure)

The Strategic Director – Economy, Transport and Environment sought approval of Cabinet to carry out a formal consultation process on proposals to extend the b_line scheme to all young people aged 16-18 in Derbyshire and to make other changes to the scheme. A number of options, assessing whether they met the aspiration of extending provision to all 16-18 year olds, whilst providing a financial saving had been assessed and account had been taken of the potential for extending the scheme to include young people who were currently excluded from the scheme, the impact of any changes on particular groups and the financial implications for the Authority.

The preferred option was to extend the b_line2 subsidy to include all young people aged 16-18 in Derbyshire which would mean around 6,000 additional young people would become eligible for the scheme, potentially increasing the number of b_line cardholders by around 70% from 36,000 to 42,000. This would further support employment and recruitment initiatives such as the Derbyshire Apprenticeship Scheme and increase the number of young people in education, employment and training. At the same time, the subsidised concession would be withdrawn for the under 16s, and in future, this age group would take advantage of the commercially provided discounts which generally matched or bettered the discount available through the b_line scheme. The amount of discount offered through the b_line scheme would also reduce from 33% to 25%.

PUBLIC

In reviewing the operation of the scheme, consideration was given to the continuation of the b_line rail concession which was well used in areas served by rail services with the top five origin stations (Long Eaton, Buxton, Chesterfield, Dronfield and Whaley Bridge) accounting for over half the total rail usage. Whilst it was difficult to confirm specific journey purpose from ticket sales alone, it was likely that some destinations would be predominantly for education related journeys, some would be predominantly for leisure and shopping related journeys and others would be used for a variety of journey purposes including leisure and education related trips.

Child fares on rail services were offered nationally up to the age 16 giving a 50% discount, better than that available with a b_line2 card. Beyond 16, the 16-25 rail card was available, but a minimum fare of £12.00 applied to journeys starting before 10.00 on a Monday – Friday. As such it was likely to be of limited value to young people for attending school or college. In the circumstances, it was recommended that the b_line rail concession should be retained and extended to all 16-18 year olds in Derbyshire.

Details of the consultation process that would be followed were presented in the report.

The current b_line offer was included in the Authority's Post 16 Transport Policy Statement for learners aged over 16. It was a statutory requirement for the Authority to publish its policy for the coming academic year which started on 1 August, by the end of May each year. Any changes to that policy affecting 16-19 b_line cardholders would need to be reflected in the Policy when it was published in May 2015 to enable the changes to the scheme to be implemented from August 2015. The implication of this was that Cabinet would need to consider the response to the consultation and to agree a way forward by May 2015 at the latest. If this was not possible, it was unlikely that any change to the scheme could be implemented before August 2016.

The cost of providing the preferred option was £450,419, with a one-off cost in 2015-16 of approximately £51,000 to re-issue b_line cards. These costs were based on the best estimate, but the actual cost would depend on the level of usage. The full year cost of the recommended option of £405,000 would be met from the amount anticipated to be available from the Public Health Resource Fund with the difference coming from available budgets within the Economy, Transport and Environment budget.

RESOLVED to (1) agree to consult on the proposals to extend and change the b_line scheme, as outlined in the report; and

(2) note that a further report be made to Cabinet with recommendations, following the consultation, accompanied by a Equality Impact Analysis.

15/15 **RAIL NORTH** (Highways, Transport and Infrastructure) The Strategic Director – Economy, Transport and Environment sought approval to Derbyshire County Council becoming a member of Rail North Limited.

Concerns about the deficiencies of rail services led to a proposal from the five City Combined Authorities/Passenger Transport Executives, in 2012, to request all thirty Local Transport Authorities in the north to create a new entity known as “Rail North” to manage future rail franchises.

Rail North would evolve into Rail North Limited as the legal entity to administer the Local Transport Authorities responsibilities for rail franchises and discussions between Rail North and the Department for Transport (DfT) had produced an agreement whereby the refranchising process, commencing in February 2016, would be procured as a partnership between the DfT and Rail North, with the intention that the next replacement franchises to follow around 2024, would be entirely the responsibility of Rail North Limited.

Initial concerns over risk and voting rights for Rail North Limited had now been addressed. The risk for the new franchises now remained with the DfT, which removed the concern over who would be financially responsible for underwriting service provisions should either of the franchises fail. The partnership agreement between the DfT and Rail North Limited would allow any profits on successful operation of the franchises to be reinvested back into rail services in the north of England and not go back to the Government. An area of concern, in the medium to long-term, was the administrative cost of running Rail North Limited. The five combined Authorities/Passenger Transport Executives had agreed to cap the annual administrative costs before the new franchises commenced in February 2016, to a proportion of £36,000 per annum. The County Council’s share of this was 1.4% or £504.00 in the full year. The administration costs beyond February 2016 were unknown, but were likely to be significantly more once the new franchises commenced.

Details of the governance arrangements in respect of the Association of Rail North Partner Authorities, Rail North Limited and a partnership between the DfT and Rail North Limited were presented in the report.

RESOLVED to (1) note the progress in establishing Rail North Limited to manage rail franchises in the north of England in partnership with the DfT;

(2) approve Derbyshire County Council joining Rail North Limited at a cost of £504.00 per annum until February 2016 and to agree that its membership be kept under review; and

(3) approve that the Cabinet Member for Highways, Transport and Infrastructure, or his nominee, be appointed as the County Council's representative to the Association of Rail North Partner Authorities and, if appropriate, as the East Midlands Regional Representative on the Board of North Rail Limited.

16/15 **PERMIT SCHEME FOR STREET WORKS AND WORKS FOR ROAD PURPOSES** (Highways, Transport and Infrastructure) The Strategic Director – Economy, Transport and Environment sought approval to the Derbyshire County Council Permit Scheme which was designed to improve co-ordination of street works and works for road purposes. The co-ordination of street works is within the scope of work carried out by the Council. Under the New Roads and Street Works Act (NRSWA) 1991, there was a system of notification for works carried out by the utility companies as Statutory Undertakers. The County Council as Local Highway Authority was required to register the description, timing and location of its own proposed works and this notification allowed the timing and duration of the works to be co-ordinated to some extent and enabled the Authority to reduce impacts upon network users. The incentives for those affecting the network to seek efficiencies to reduce the time of works or delays were quite limited under the NRSWA process.

In recognition of this, the Traffic Management Act 2004, enabled the introduction of Permit Schemes. Such Schemes operated through a process of applications being made to the Local Highway Authority, for a permit to carry out works. This improved the degree to which the Authority could control activities in the highway, giving it influence over the duration and timing of works and the information provided to the public. It also allowed, through penalties for contraventions of the scheme, direct financial incentives for the scheme promoter to minimise disruption. Under the Permit Scheme, it was illegal for anybody to undertake work in the highway without a permit, meaning that the County Council would also have to apply for a Permit for its own works.

On 30 October 2014, the DfT advised the Council that, taking into account clarification on certain points, the Secretary of State for Transport was prepared to make an Order to introduce the Scheme as detailed at Appendix 1 to the report. As the final stage in the approval process, Cabinet was therefore requested to give approval to this with an implementation date of 31 March 2015.

RESOLVED to (1) approve the Derbyshire County Council Permit Scheme as detailed at Appendix 1 to the report; and

(2) note the intended monitoring arrangements for the Scheme.

17/15 PEDAL PEAK DISTRICT – GRANTS TO SUPPORT CYCLING

IN NATIONAL PARKS (Highways, Transport and Infrastructure) The Strategic Director – Economy, Transport and Environment sought approval for the acceptance of an additional Government grant of £1.5m from the Department of Transport (DfT) for the Pedal Peak ii Project to encourage cycling in and around the Peak District National Park and to highlight further opportunities for grant funding for cycling infrastructure in Derbyshire. As a result, approval was also sought to increase the Capital Programme for the Project from £6.5m to £8m.

RESOLVED to approve (1) the acceptance on behalf of Staffordshire County Council of the additional windfall grant of £1.5m from the Pedal Peak Phase II Project; and

(2) the increase in the Capital Programme for the Pedal Peak Project from £6.5m to £8m.

18/15 DEDICATED SCHOOLS GRANT (DSG) 2015-16 (Children and

Young People) The Acting Strategic Director – Children and Younger Adults informed Cabinet of various matters around the DSG settlement for 2015/16, details of which were presented in the report.

RESOLVED to (1) note the DSG settlement for 2015-16;

(2) approve the methodology for calculating mainstream schools' allocations as set out in Section 2.3.1 of the report;

(3) fund the centrally held costs as detailed in Appendix 2 to the report;

(4) utilise the residual Schools Block DSG in accordance with Section 2.3.3 of the report;

(5) note the forecast DSG cash position as set out in Section 2.4 of the report;

(6) agree to de-delegate the funding for mainstream schools for the services set out in Section 2.6.1 of the report;

(7) agree to the Schools Forum funding proposals as set out in Section 2.6.2 of the report and the creation of the earmarked reserves from 1 April 2015;

(8) allow any matters of detail relating to schools' delegated budgets to be resolved by the Acting Strategic Director – Children and Younger Adults in consultation with the relevant Cabinet Members; and

(9) note that a further report be brought to Cabinet on the funding issues relating to the Early Years and High Needs Blocks.

19/15 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. Confirmation the exempt minutes of the meeting of Cabinet held on 23 December 2014.
2. Receipt of the exempt minutes of Cabinet Member meetings as follows:
 - (a) Council Services – 22 December 2014
 - (b) Health and Communities – 22 December 2014
 - (c) Strategic Policy, Economic Development and Budget – 23 December 2014
 - (d) Children and Young People – 6 January 2015
3. Consideration of the report of the Strategic Director – Corporate Resources on the Supply of Server Cloud and Desktop Software with Associated Services – Award of Contract (Council Services) (contains information relating to the financial or business affairs of any particular person, including the Authority holding that information).
4. Consideration of the report of the Strategic Director – Corporate Resources on Office Rationalisation in Bolsover and North East Derbyshire (Council Services) (contains information relating to the financial or business affairs of any particular person, including the Authority holding that information).
5. Consideration of the report of the Strategic Director – Corporate Resources on Office Rationalisation in Glossop (Council Services) (contains information relating to the financial or business affairs of any particular person, including the Authority holding that information and information relating to any consultations or negotiations, or contemplated consultations or negotiations, in connection with any labour relations matters arising between the Authority or a Minister of the Crown, and employees of, or office holders under, the Authority).

PUBLIC

6. Consideration of the joint report of the Strategic Director – Corporate Resources and the Strategic Director – Economy, Transport and Environment on the Proposed Outline (Stage 1) Heritage Lottery Fund Application for Elvaston Castle and Estate (Council Services) (contains information relating to the financial or business affairs of any particular person, including the Authority holding that information).
7. Consideration of the report of the Acting Strategic Director - Adult Care on Arrangements for Statutory Adult Care Advocacy Services (Adult Social Care) (contains information relating to the financial or business affairs of any particular person, including the Authority holding that information).
8. Consideration of the report of the Acting Strategic Director – Adult Care on The Procurement of the Integrated Community Equipment Service (Adult Social Care) (contains information relating to the financial or business affairs of any particular person, including the Authority holding that information).
9. Consideration of the report of the Strategic Director – Economy, Transport and Environment on Waste Management Contracts – Approval to Award a Contract for the Amber Valley and Erewash Composting Contract (Highways, Transport and Infrastructure) (contains information relating to the financial or business affairs of any particular person, including the authority holding that information).
10. Consideration of the report of the Strategic Director – Economy, Transport and Environment on the Countryside Service Restructure (Highways, Transport and Infrastructure) (contains information relating to any consultations or negotiations, or contemplated consultations or negotiations, in connection with any labour relations matters arising between the Authority or a Minister of the Crown, and employees of, or office holders under, the Authority).
11. Consideration of the report of the Acting Strategic Director – Children and Younger Adults on the Outdoor Education Service Restructuring (Including DofE Award) (Children and Young People) (contains information likely to reveal the identity of any individual).
12. Consideration of the report of the Acting Strategic Director – Children and Young Adults on the Derbyshire Troubled Families Initiative Phase 1 and Phase 2 Update (Children and Young People) (contains information likely to reveal the identity of any individuals).

PUBLIC

13. Consideration of the report of the Acting Strategic Director – Children and Younger Adults on Integrating Early Help and Safeguarding Services for Children, Young People and Their Families – Review of Senior Management Arrangements (Children and Young People) (contains information relating to any consultations or negotiations, or contemplated consultations or negotiations, in connection with any labour relations matters arising between the Authority or a Minister of the Crown, and employees of, or office holders under, the Authority).
14. Consideration of the joint report of the Chief Executive and Directors of Property, Finance and Legal Services on Buxton Crescent and Thermal Spa Project (Council Services) (contains information relating to the financial or business affairs of any particular person, including the Authority holding that information).