

**MINUTES** of a meeting of **CABINET** held on 5 April 2018 at County Hall, Matlock.

## **PRESENT**

Councillor B Lewis (in the Chair)

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

Apologies for absence were submitted on behalf of Councillor J Wharmby.

### **Declaration of Interest**

There were no declarations of interest.

### **97/18      MINORITY GROUP LEADERS' QUESTIONS**

There were no Minority Group Leaders' questions.

**98/18      MINUTES RESOLVED** that the non-exempt minutes of the meeting of Cabinet held on 15 March 2018 be confirmed as a correct record and signed by the Chairman.

**99/18      CABINET MEMBER MEETINGS – MINUTES RESOLVED** to receive the non-exempt minutes of Cabinet Member meetings as follows:-

- (a) Young People – 6 March 2018
- (b) Health and Communities – 8 March 2018
- (c) Council Services – 15 March 2018
- (d) Economic Development and Regeneration – 16 March 2018
- (e) Adult Care – 20 March 2018

**100/18      COUNCIL PLAN 2017-21 UPDATE FOR 2018-19** (Strategic Leadership, Culture and Tourism) The Interim Head of Paid Service reported on the Authority's Council Plan update 2018-19 and recommended it for approval by Full Council.

The Council Plan 2017–21 sets out the strategic direction for the Council, and was approved by Full Council at its meeting on 13 September 2017. As part of an annual programme, the Plan had been reviewed and an update for 2018-19 had been produced, a copy of which was attached at Appendix A to the report. The update had been undertaken to ensure the Plan continued to reflect the ambitions and priorities of the Council, and to report on the Council's progress in delivering the commitments set out in the Plan.

Details of the outcomes for Derbyshire, which the Council was working towards with partners and local communities and the sixteen priorities for 2018-19 were set out in the Plan.

Flagship projects were also detailed, highlighting key cross cutting projects which would be progressed over the life of the Council Plan. Ninety three commitments, outlining what the Council would do with to improve outcomes, were also presented. Two additional commitments had been included in the Council Plan update. In order to ensure that children have a high quality education that helped them get the best start in life, an additional commitment that more Derbyshire children were taught in good or outstanding schools, had been included along with an additional commitment to work with schools and partners to encourage children and young people to participate in our new “walk a mile a day campaign”, to improve children’s health and tackle childhood obesity.

The Council’s progress in delivering commitments set out in the Council Plan would be monitored through APEX, the Council’s Corporate Performance Management System. Progress would continue to be reported to Cabinet on an annual basis.

**RESOLVED** to recommend the Authority’s Council Plan update 2018-19 for approval by Full Council.

**101/18      DEPARTMENTAL SERVICE PLANS 2017-2021 (2018-19 UPDATE)**  
(Strategic Leadership, Culture and Tourism) The Interim Head of Paid Service recommended the 2018-19 updates to departmental Service Plans 2017-21 for approval by Full Council.

Service Plans set out how each department would contribute to the Council Plan 2017-21 outcomes and priorities. The Service Plans described how departments would deliver priorities and how success or impact would be measured.

**RESOLVED** to approve (1) the 2018-19 updates to departmental Service Plans 2017-21; and

(2) that the Service Plans to be submitted to Full Council for endorsement.

**102/18      PUBLIC LIBRARY SERVICE STRATEGY** (Strategic Leadership, Culture and Tourism) The Strategic Director – Commissioning, Communities and Policy sought approval: to send notification of the outline proposals contained within the draft Derbyshire Public Library Service Strategy ‘Libraries for Derbyshire’ to the Secretary of State at the Department for Digital, Culture, Media and Sport (DCMS); to commence a twelve week consultation on the draft Strategy from Monday 7 May 2018.

In Derbyshire, unlike in some other authorities, no static libraries had closed and a number of new, replacement, libraries had been built at South Normanton, Heanor and Ashbourne, and there were plans to open two new libraries in Glossop and Belper.

In terms of performance, the trends in Derbyshire would initially appear to be in line with national performance. Between 2012-13 and 2016-17 book issues in Derbyshire saw a reduction of 33%, in line with the national trend, and there was a 21% decline in physical visits. However, the reduction in the size of the mobile fleet, from ten vehicles to two, had a significant impact on total issues and visits. There had also been a reduction of approximately 60% in the library materials fund since 2010, which meant that fewer items were being purchased by the Service and the available stock in libraries was ageing as it was replaced less frequently.

The overall reduction in use had been partly offset by an increase in remote use of digital resources. The Service had invested in the range and quality of its digital offer and this had been reflected in a rapid increase in the use of eResources such as eBooks and eMagazines and online newspapers. Ironically, successfully increasing access to eResources was likely to be a contributory factor to a reduction in the number of personal visits to libraries. Online availability meant that it was much easier to access a range of library services without actually visiting a library.

The proposed Strategy for the Library Service was fully informed by the evidence gathered through undertaking a comprehensive Library Service Needs Assessment, a copy of which was attached as an Appendix 1 to the report. This evidence had been further supported by the Library Use 2017: Customer Segmentation Report, which presented detailed findings from an analysis of available postcode data from the library management system, details of which were attached at Appendix 2 to the report.

The proposed draft Strategy for the Library Service remained consistent with the County Council's statutory duty, its own aspirations as expressed in the Council Plan and the evidence of need demonstrated by the Library Service Needs Assessment. It was also aligned with the national developments influencing and shaping public library services. The aim was to provide a sustainable, customer and community focused service for the future embedded in the heart of local communities that matched the County Council's aspirations. The Strategy did not propose the closure of any libraries, whilst ensuring that the Council could prioritise where it provided funding.

The future delivery of the first element of the Library Strategy could be broken down into four options; Local Authority Service; closure of a number of libraries; Community Library Model; and outsourced service, further details of which were presented.

In order to align the Library Service vision with the need to make the savings required by the Service, it was proposed to deliver the Service through a hybrid approach of a number of Local Authority managed libraries, combined with a community managed model in some communities. In the proposed model, a community group would run a library and meet a minimum standard set by the Library Service. This future delivery model for the Service would seek to engage more effectively with local people and make greater use of community capacity and

commitment to deliver library services. Examples from community managed libraries across England, showed how communities could be better placed to deliver a more responsive and enhanced service at a local level. Community managed libraries could also help to raise and sustain local aspirations, increase civic pride and stimulate interest in developing bespoke services through an enhanced sense of local 'ownership'. It was acknowledged that it would take a significant amount of time to develop and embed this new approach to service provision, to develop new ways of collaborative working and to equip communities with the right skill set.

The proposed model, with no closures, would ensure that access to a total of forty-five static libraries would be maintained. No Derbyshire residents should have to travel any further than they currently did to access a service. Potentially, the community management model could offer increased access to library services in the form of improved opening hours as had been demonstrated in some authorities where libraries had increased their opening hours and offered additional services, such as in Sheffield and Lincolnshire.

The introduction of community managed libraries would support the Council's ambitions and desired outcomes for communities to take a bigger role and have more responsibility in delivering services. Subject to the outcome of the consultation, the Council would ensure that sufficient support was in place to facilitate a successful transition to community management, examples of which were presented in the report.

Community managed libraries would get the benefits of skilled, professional support from the staff employed by the County Council to deliver services through the libraries it retained, but would be better able to engage with local residents and respond to specific local needs.

It was proposed that the community managed libraries be retained as part of Derbyshire's statutory library network. This would help to mitigate any potential concerns about the long-term sustainability of community libraries and ensure the service was delivered to a specific standard. A model in which the community managed libraries remained within the library network, and were still supported by the Council, albeit in a new and different way, was much more likely to be sustainable, particularly as the new culture and approach to service delivery began to embed itself into communities. It retained a coherent library network across Derbyshire, meaning that the Council still continued to meet its statutory obligations. The details of the principles that would support the delivery of services in community managed libraries were detailed in 'Libraries for Derbyshire', a copy of which was attached at Appendix 4 to the report.

As resources became scarcer and increasingly difficult decisions needed to be made, the County Council needed to be clear about what kind of library service customers could expect. To provide this clarity, and to provide a strategic framework for the library service moving forward, it was proposed that, in future, all Library

Service provision would be managed and delivered on a tiered basis. Tiering allowed the Service to cluster broadly similar libraries together.

A table ranking all forty-five libraries in terms of their performance, e.g. book issues, visits, computer use (evidence of demand), and utilising information from the Index of Multiple Deprivation (evidence of need), was attached as Appendix 1 to the report. Adopting a tiered approach to provision enabled the service to manage any future budget adjustments in a proportionate way, ensuring the availability and accessibility of the service to Derbyshire residents while still fulfilling its statutory obligations.

It was proposed that there would be four tiers of provision:

- Chesterfield Library would be designated as Tier 1. As well as providing a service to its local catchment area, Chesterfield served as the central library for the whole of Derbyshire and it supported the rest of the service across the County in terms of stock, services and specialist staff.
- Fourteen libraries would be designated as Tier 2. These libraries were bigger and generally served larger market towns, open longer hours, were in areas with high footfall, in highly populated areas and had relatively good transport links.
- Ten libraries would be designated as Tier 3. These libraries tended to serve suburban areas, smaller market towns and villages.
- Twenty libraries, details of which were presented in the report, would be designated as Tier 4. These libraries tended to have the smallest geographical reach, serving their immediate neighbourhood. This tier embraced both rural and urban locations and these libraries had been identified for community management based on current levels of use and evidence of need.

It was proposed that the Library Service engages with voluntary/community organisations to look at alternative methods of delivery for the Mobile Library Service. For example, community organisations could offer coordinated group visits to static libraries, providing transport to the nearest static library for those who needed it. Other options could be to pilot the concept of community, or 'satellite' libraries, in communities where mobile libraries currently delivered a service with limited collections of library resources located in community settings. Small collections of materials could be made available on Community Transport vehicles.

There was also the opportunity for the existing fleet of two mobiles, the two spare vehicles (that were currently maintained for emergency cover), as well as all their stock resources, to be transferred to community management in their entirety. Although it was difficult to anticipate the specific nature of the responses to any changes to the Mobile Library Service, transferring the two mobile library vehicles currently in service, as well as the two spare vehicles retained for emergency cover,

and developing new methods of delivery in partnership with community organisations, could result in a saving of up to £200k.

The transfer of twenty libraries to community management and the retention of twenty-five libraries under Council control were key elements of the Library Strategy moving forward. However, to ensure that the Service remained fit for purpose, innovative and responsive to customer needs, there was a further stage in the process which, in the future, potentially offered up not only further savings, but also the opportunity to reverse some previous reductions, e.g. in opening hours, by the increased use of self-service in libraries and the creation of 'Smart Libraries'. Proposals for developing and implementing the smart libraries concept in Derbyshire would be the subject of a further detailed report to Cabinet.

In parallel with the transfer of libraries to community management, a reduction in opening hours and the introduction of a tiered approach to provision, there would also be a review of staffing across the Service which could yield financial savings, whilst still enabling the Service to deliver in line with the principles outlined in the Strategy.

In line with the Council's commitment to transparent decision-making and to ensure that all those affected had the opportunity to comment on any potential change, it was proposed that the Council undertake a period of consultation with the public and key stakeholders, further details of which were presented. The consultation would be for twelve weeks. This exercise would also be accompanied by a full Equalities Impact Analysis. A provisional timeline was attached as Appendix 10 to the report.

The potential savings from transferring twenty libraries to community management, a reduction in opening hours, greater involvement from volunteers/community organisations with the running of the Mobile Library Service, adopting a tiered approach to service provision, a reduction in the materials fund and staffing changes were estimated to be approximately £1.6m.

**RESOLVED** to (1) send notification of the outline proposals contained within the draft Derbyshire Public Library Service Strategy 'Libraries for Derbyshire' to the Secretary of State at the Department for Digital, Culture, Media and Sport; and

(2) approve a twelve week consultation on the draft Strategy starting from Monday 7 May 2018.

**103/18      ACTION GRANTS PROGRAMME** (Strategic Leadership, Culture and Tourism) The Strategic Director – Commissioning, Communities and Policy sought approval for the development of an Action Grants Programme to champion local communities, encourage local groups to deliver community activity and to support the Council's priorities in relation to resilient and thriving communities.

Championing local communities was a key priority for the Council and a number of commitments to encourage and support local groups and clubs to deliver community activity across four themes, were set out in the Council Plan - Working for Derbyshire 2017 – 2021. At its meeting on 20 July 2017, Cabinet agreed to set aside a one-off amount of £1m from Earmarked Reserves to support voluntary and community activity. It was also proposed that a further £500k, to supplement activity relating to physical activity and sports grants, be allocated to the Programme from the Public Health budget. Proposals on how to manage the Programme and allocate spend were now required.

Work had been taking place across the Council to develop a coordinated and streamlined approach and application process, to ensure that duplication of both effort and resource, within the Council and at an applicant level, were minimised, further details of which were presented

Details were also presented in respect of Youth Activity Grants, Community Safety Grants, Community Activity Grants and Physical Activity and Sports Grants.

Overall management of the Programme would be provided by the Action Grants Working Group, chaired by the Director of Finance and ICT and comprising representatives from departments across the Council. Resources to ensure that the Programme was adequately promoted, and that there was sufficient take-up across the County, would also be required.

A full communications plan had been developed for the Programme and the establishment of a publicity budget of up to £30k over the two year period, to support this work, which would include promotion via a variety of media, including social media campaigning, newspaper, online and radio advertising and printed materials, in addition to the use of email, Govdelivery bulletins, media releases and Derbyshire Now magazine, was recommended.

**RESOLVED** to approve (1) proposals to establish a £1.5m Action Grants Programme, using £1m one-off resources identified from General Reserves and £500k from the Council's Public Health Budget as set out in the report;

(2) that the costs of publicising and promoting the Action Grants Programme up to a maximum of £30k over two years be met from the Policy and Communications 2016-17 underspends; and

(3) that reports on progress be presented to future meetings of Cabinet in due course.

104/18 **ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT'S SERVICE PLAN 2018-19 APPENDICES: CAPITAL PROGRAMMES** (Highways, Transport and Infrastructure) The Strategic Director – Economy, Transport and Environment sought approval of the Economy, Transport and Environment Department

2018-19 Highways and Transport Capital Programmes, copies of which were appended to the report.

**RESOLVED** to approve (1) the 2018-19 Economy, Transport and Environment Department's Highway and Transport Capital Programmes; and

(2) the Strategic Director - Economy, Transport and Environment to commence implementation of the 2018-19 Highways and Transport capital programme following confirmation of the direct grant allocations as set out in the report.

**105/18      DERBYSHIRE BUS PARTNERSHIP PLAN 2018-23** (Highways, Transport and Infrastructure) The Strategic Director – Economy, Transport and Environment sought approval to undertake consultation on a draft Derbyshire Bus Partnership Plan 2018-23 which aimed to establish a long-term strategy for the development of bus services within the County.

The draft Plan had four key aims:

- Improving the overall passenger experience.
- Developing and sustaining a high quality core commercial network.
- Ensuring a flexible modernised supported services network.
- Establishing strong partnerships to take forward improvements.

The draft Plan included a number of actions which the stakeholder partners, who helped draw it up, could commit to and implement. It also gave those partners who would be contributing financially, the certainty and confidence they needed to invest in the area. This would ensure that the network was sustainable in the longer-term and continued to thrive, delivering the services which passengers wanted to use.

A copy of the draft Plan, which was in the process of being finalised, was attached as an appendix to the report. Cabinet was asked to authorise the Strategic Director – Economy, Transport and Environment, in consultation with the Cabinet Member for Highways, Transport and Infrastructure, to agree any minor amendments that might be needed prior to the start of consultation.

Whilst the draft Plan had been produced by the members of the steering group established to develop a draft Plan, it was recognised that wider consultation needed to be undertaken with relevant stakeholders. It was therefore proposed that a consultation process be undertaken in late spring 2018, with a view to consultation responses being considered by Cabinet and production of a final version of the Plan to be formally adopted by the Council in summer 2018. The consultation would primarily focus on seeking views from representatives of passenger groups, bus operators and other interested stakeholders.

**RESOLVED** to (1) approve the contents of the draft Derbyshire Bus Partnership Plan as a basis for consultation;



(2) authorise the Strategic Director – Economy, Transport and Environment, in consultation with the Cabinet Member for Highway Transport and Infrastructure, to finalise the draft Plan prior to consultation; and

(3) receive a further report on the outcome of the consultation.

**106/18      DEVELOPMENT OF CONTRACTED LOCAL BUS SERVICES IN DERBYSHIRE – PROPOSED AREA REVIEW PROCESS** (Highways, Transport and Infrastructure) The Strategic Director – Economy, Transport and Environment sought approval for a process to develop a sustainable future for the County Council's contracted local bus network, including changes to be introduced from 27 May 2018, a review of all other local bus contracts by October 2019, and the reallocation of Public Transport Revenue budgets for 2018-19 to facilitate this process.

Analysis of the performance of the 117 current local bus service contracts had identified 26 contracts where it was recommended that contracts should not be renewed with effect from 27 May 2018. Details of the 26 contracts were contained in Appendices 1 and 2 to the report. Nearly all of these contracts involved enhancements to bus services, such as funding for early morning, evening, or Sunday and Bank Holiday Monday journeys. Consequently, only a small proportion of journeys for the services involved would be affected by these proposals.

It was recommended that 13 contracts should not be renewed as it is anticipated that these journeys would be replaced with commercial alternatives. The contracts identified for commercialisation by bus operators were contained in Appendix 1 to the report. For some of the local bus services provided through these contracts, commercialisation would not result in any actual changes to existing timetables, whilst for others, the bus operator might need to revise the current timetable to enable commercial viability to be reached (for example, by providing a commercial service running every two hours to replace a contracted service every hour). For all of the contracts identified in Appendix 1, however, it was understood that service users would continue to have journey opportunities available to them on commercially provided journeys, if the existing subsidised journeys were not continued.

It was also proposed that a further 13 contracts shown in Appendix 2 to the report should not be renewed as they represented very poor value for money. These were all contracts that had a high subsidy cost, ranging from £4.00 to £12.71 for each passenger journey made. Given their operating costs and low levels of passenger use, it was not anticipated that any of the current services would be directly replaced with commercial journeys so the proposals would therefore most likely result in the loss of all of the journeys currently provided. All of the areas served by these contracts would, however, continue to receive local bus service provision and the alternatives available to service users in the areas impacted were identified Appendix 2. The alternatives available ranged from, either other local bus services covering similar operating hours as the contract, earlier or later journeys on the same service

as the contract, or (for Sunday and Bank Holiday Monday contracts) provision on other days of the week.

Seven of the contracts identified in Appendix 2 to the report operated on Sundays and Bank Holiday Mondays, three contracts operated during evenings, with one early morning journey. For all of the services covered by these contracts, as a minimum, a core Monday to Saturday daytime service would remain unchanged, ensuring other journey opportunities continued to be available, albeit at other times to the journeys provided by these contracts. A further two contracts were for services which offered one return trip every fortnight and, whilst both of these services were likely to cease operating entirely if these contracts were not renewed, all of the areas served would continue to have other, more frequent, bus services available to use.

An extensive public consultation exercise had already been undertaken for all of the 26 contracts identified in Appendices 1 and 2, as part of previous proposals to withdraw funding for all subsidised local bus services. The consultation aimed to target those who would be most directly affected if contracts were withdrawn, and took place over an eight week period ending on 24 April 2016. It should be noted that there had been no changes to any of the 26 contracts since this consultation, and that the consultation exercise did not identify any specific issues of concern in relation to these 26 services.

Although 91 of the current local bus service contracts were recommended for continuation, officers considered that there was considerable scope to realise cost savings from these contracts if they were reviewed on an area by area basis.

The contracted bus network in Derbyshire had evolved over many years in response to additional public need, or changes to commercial bus service provision. Whilst contracts had periodically been reviewed, this had largely been done at an individual contract level. By looking at all contracted services provided in each area holistically, opportunities to integrate or rationalise the resources needed to provide services could be identified. Cost savings might also be identified from reducing journeys at times, or days of the week, where there was very low passenger use. Although 25 local bus service contracts already incorporated mainstream Home to School Transport provision on behalf of Children's Services, reviewing all contracts in an area at the same time was also likely to identify further opportunities to integrate mainstream Home to School transport within other local bus service contracts. Opportunities might also be identified to package some local bus service requirements requiring smaller vehicles (typically rural services) with specialist transport requirements, such as provision for those who had special educational needs (SEN transport) on behalf of Children's Services and transport to day centres on behalf of Adult Care.

It was therefore proposed to re-procure the retained 91 local bus contracts on an area by area basis. The primary objective would be to realise required cost savings which would bring ongoing contracted local bus service expenditure into alignment with available budgets, whilst developing a sustainable local bus service

network by retaining the vast majority of the existing journey opportunities that currently existed. For some areas and on some routes, opportunities might exist to enhance existing provision within the available funding, through reconfiguring services to make more efficient use of the available resources. Due to the volume of contracts involved, it was proposed that the area reviews be phased over three rounds, with revised contracts commencing October 2018, March 2019 and October 2019.

Considerable expertise existed within bus operators to find innovative and cost effective solutions to meet transport needs. Moreover, bus operators were also able to design integrated solutions with their own commercial services. An existing local bus service contract, operating as standalone transport solution could, for example, be replaced by either a contracted extension to an operator's commercial bus service, or by a bookable flexible "feeder bus", connecting with an operator's commercial bus services at agreed interchange points for travel to onward destinations. By reducing the amount of resource required to provide solutions, savings could be generated from contract costs whilst maintaining, or improving, provision to services users.

Rather than the existing method of a prescriptive timetable specification that bus operators were invited to submit tenders prices for the cost to supply, it was proposed that the area review process would instead invite bus operators through the tender process, to design and submit solutions that best met the identified transport needs.

The proposed actions would bring future expenditure on supported local bus services into alignment with available budgets through not renewing 26 local bus contracts from 27 May 2018 (saving £435,327 per annum), and through subsequently reviewing all other supported local bus services (currently 91 contracts), saving a further £565k per annum.

As the proposed timetable for implementation of the area reviews was slightly later than that originally envisaged when the Public Transport Revenue budgets for 2018-19 were approved, permission was sought to reassign £0.40m allocated to the Public Transport Growth and Improvement Fund in 2018-19 to Local Bus Revenue Support, to offset the additional cost of maintaining existing local bus contracts over a longer period.

**RESOLVED** to approve (1) the proposed steps towards the development of a more sustainable and stable network of supported bus services, including proposals not to renew 26 local bus contracts listed in Appendices 1 and 2 of this report from 27 May 2018;

(2) the proposed area review process for all other local bus contracts implemented in three stages, with revised contracts commencing October 2018, March 2019 and October 2019; and

(3) the reassignment of £0.40m of allocated public transport budget in 2018-19 from the Public Transport Growth and Improvement Fund to Local Bus Revenue

Support, to meet the additional cost of maintaining existing local bus contracts, whilst the above measures were implemented.

#### **107/18      DERBYSHIRE HIGHWAYS HUB ADVANCED REAL TIME**

**INFORMATION** (Highways, Transport and Infrastructure) The Strategic Director – Economy, Transport and Environment reported that in October 2017, the Department for Transport (DfT) confirmed that the County Council had been successful in its bid for funding from the National Productivity Investment Fund (NPIF) for its Derbyshire Highways Hub Advanced Real Time Information (DHART) project. The grant award of £2.45m would be available from April 2018 and required local contributions of £1m which would be funded from the Local Transport Plan (LTP) grants over the two year delivery period for the project.

Derbyshire County Council, working in collaboration with partners North East Derbyshire District Council and Chesterfield Borough Council, had secured £12.8m grant funding for the A61 Growth Corridor as part of the D2N2 (Derby, Derbyshire, Nottingham and Nottinghamshire) Growth Deal. This grant was supported by a minimum £3.2m local contribution, sourced predominantly from developer contributions. (Project Gross total £16m). Part of the grant conditions was for the Project to be delivered by April 2021. The project was primarily focussed on the A61 Corridor between Sheepbridge to the north of Chesterfield and Clay Cross to the south. The strategy for the A61 Growth Corridor also recognised the close association and influence between the Corridor and other parts of the North East Derbyshire Zone, including the town centre, the railway and M1 motorway and recognised that solutions might not necessarily be confined to the Corridor.

A key aspect in delivering the strategy for the Corridor was the deployment of effective technology to assist in maximising the current road network, managing congestion, journey time predictability and RTI to the road user, together with ensuring the appropriate communications and back office systems are deployed to help inform both the County Council's management and the road user.

Approval to access both the CCS TMT2 and the Nottinghamshire County Council (NCC) frameworks would help to facilitate the delivery of the initiatives in the timeframes stated, whilst reducing the work required to procure the relevant goods and services, thus reducing project risk and making more effective use of resources. Utilising the NCC RTI framework would enable the Council to deliver a connected, seamless regional system which was more cost-effective than procuring a standalone service delivery model and the existing partners had welcomed Derbyshire's participation in this wider scheme.

A business case for the use of the CCSTMT2 framework and the NCC RTI framework has been submitted to the Director of Finance and ICT and the Director of Legal Services.

The NPIF DHART Project would be funded from a £2.45m DfT grant, together with a local contribution of £0.5m from each of the 2018-19 and 2019-20 LTP grants. These

amounts would be identified within the programme of schemes to be approved for each of these LTPs.

**RESOLVED** to (1) authorise the Strategic Director – Economy, Transport and Environment to accept the National Productivity Investment Fund (NPIF) grant of £2.45m

(2) approve the addition of the £2.45m for the Derbyshire Highways Hub Advanced Real Time Information (DHART) project to the Capital Programme;

(3) approve the virement of £0.5m of funds from each of the Local Transport Plans 2018-19 and 2019-20 as each becomes available;

(4) approve the use of the Nottinghamshire County Council framework for both the NPIF DHART and the A61 Growth Corridor projects to deliver work in accordance with Protocol 2A of the Council's Financial Regulations up to a value limit of £0.6m; and

(5) approve the use of the Crown Commercial Service Traffic Management Technology 2 Framework contract, for both the NPIF DHART Project and the A61 Growth Corridor Project, in accordance with Protocol 2A of the Council's Financial Regulations up to a value limit of £7m.

**108/18      MODERN SLAVERY TRANSPARENCY STATEMENT** (Health and Communities) The Strategic Director – Commissioning, Communities and Policy sought approval from Cabinet to adopt the Derbyshire County Council Modern Slavery Transparency Statement 2018-19.

Section 54 of the Modern Slavery Act 2015 was brought into force in October 2015 and required commercial organisations with an annual turnover of £36m or more to produce a modern slavery statement for financial years ending on or after 31 March 2016. With no direct guidance for local authorities, many were now choosing to take action to publish modern slavery statements, thereby promoting ethical business practices and policies that protected workers from being abused and exploited in their own organisation and supply chains.

In publishing its own modern slavery statement, the Council recognised its commitment to understanding the risks presented by slavery and would seek to ensure that there were no victims of modern slavery working within the Council; within the organisations it commissioned services from or in its supply chains. The draft statement was attached as Appendix A to the report.

**RESOLVED** to adopt the Council's Modern Slavery Transparency Statement 2018-19.

**109/18      CHILDREN'S SERVICES CAPITAL PROGRAMME 2018-19**  
**ALLOCATIONS** (Young People) The Strategic Director – Children's Services sought

approval to allocations to Basic Need individual projects as part of the Children's Services Capital Programme 2018-19.

The funding, known as Basic Need, was allocated by the Department for Education (DfE) and it was used to provide new school places within the Authority. Basic Need was also used to provide new places that would ultimately be funded from S106 developer agreements, but where it was prudent to commence projects to provide sufficient places in advance of that funding being received. When the S106 funding was received, this would be reported back to Cabinet and the Capital Programme reimbursed.

The DfE had previously announced the Basic Need allocations for Derbyshire up to 2019-20, of which £6,911,012 was unallocated. In addition, there remained the unallocated School Condition Allocation of £980,653, leaving an unallocated Children's Services 2017-18 Capital Programme total of £7,891,665. Schools would be required to provide up to one year's Devolved Formula Capital (DFC) to schemes approved in the Capital Programme in accordance with the Authority's approved policy.

The report sought approval to three further basic need projects, further details of which were attached at Appendix A to the report. If approved, the unallocated basic need funds would reduce to £5,758,012 and the total unallocated funds including School Condition funding would reduce to £6,738,665.

**RESOLVED** to approve the allocations to Basic Need projects as set out in Appendix A to the report.

**110/18      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 15 March 2018.
3. To receive the Exempt Minutes of Cabinet Member meetings as follows:-
  - (a) Young People – 6 March 2018
  - (b) Council Services – 15 March 2018
  - (c) Adult Care – 20 March 2018
4. To consider Exempt Reports as follows:

- (a) Health Check Programme direct award of contracts – Director of Public Health (contains information relating to the financial or business affairs of any particular person (including the Authority holding that information)).
- (b) Provision of Linen Hire Services in Derbyshire Adult Care Residential Establishments – Strategic Director Adult Care (contains information relating to the financial or business affairs of any particular person (including the Authority holding that information)).
- (c) Accommodation and Support Services for Children in Care, 16 and 17 year-old Homeless Young People, Care Leavers and Unaccompanied Asylum-Seeking Children – Strategic Director Children Services (contains information relating to the financial or business affairs of any particular person (including the Authority holding that information)).