

PUBLIC

MINUTES of a meeting of **CABINET** held on **26 May 2015** at County Hall Matlock.

PRESENT

Councillor A Western (in the Chair)

Councillors D Allen, A Botham, D Collins and J Coyle.

Councillor B Lewis also attended the meeting.

Apologies for absence were submitted on behalf of Councillors K P Morgan and P Smith.

186/15 PUBLIC QUESTIONS

Public Question from Mr P Dempsey, Derbyshire Advocacy Service, to Councillor P Smith, Cabinet Member for Adult Social Care

1. What was the process that produced the document being presented to Cabinet?
2. Did any consultation with independent advocacy providers form any part of the process (Derbyshire Advocacy Service is unaware of any such consultation and was not consulted as part of the process)?
3. If there was no consultation on the future of independent advocacy in Derbyshire, what was the reasoning behind the decision not to consult?
4. Is the proposed multi-supplier framework agreement for the provision of independent advocacy restricted to provision of such advocacy solely as laid out in the Care Act?
5. Currently DCC makes provision for non-statutory independent advocacy via grant funding to Derbyshire Advocacy Service and other independent advocacy organisations. Will this remain in place? Will the funding be at the same level?
6. What is the proposed timetable for the implementation of the procurement exercise?
7. When will DCC publish its strategy on the future provision of all independent advocacy comprising all statutory (i.e. IMCA, IMHA, ICA, DoLS, Care Act) and non-statutory advocacy?

In the absence of Councillor Smith, it was noted that a full written response would be provided to the questions raised by Mr Dempsey.

187/15 MINORITY GROUP LEADERS' QUESTIONS

Councillor B Lewis submitted the following questions:

1. Agenda Item 7(a) - Improvement and Scrutiny Review of Highway Inspection and Maintenance Procedures

We welcome this report as it highlights some issues we have noted and reported for some time, there are however, contradictions that may be perceived as watering down of some of the key issues. Critically, a problem with data-logging whilst inspecting and maintaining highways, which is reliant upon our staff, who have been trained to do this, inputting timely and quality information to facilitate good maintenance of our highways network. It does however, arrive at the right conclusion: this system is not working properly and not delivering. This is alluded to in this report as an issue but is not given sufficient weight and is described by carefully couched language. We would ask the following:

Highways will clearly need to implement a performance management plan. What will this be?

This may bring them into conflict with the Unions, would this administration be prepared to tackle them on this issue?

Councillor D Collins, Cabinet Member for Highways, Transport and Infrastructure responded that as referred to in the report, there was already an improvement plan in place for the Highways Service which brought together a range of initiatives to improve operational practices, efficiency, use of data and information, all with the intention of improving Derbyshire's highways within greatly reduced budgets.

As part of the implementation of a new Single Asset Management System (SAMS), business processes were being redesigned to automate the flow of information where possible and make full use of mobile technology to reduce duplication and paperwork.

Alongside this, engagement with the workforce was incorporated into the project plan. The Service Director Highways had undertaken visits to Depots to engage with the workforce and talk to them about modern ways of working that would enable us to maintain the roads in excellent condition whilst keeping costs as low as possible.

Regular performance monitoring took place, as explained in the report. Most recently, the Strategic Director's performance clinic reviewed progress with the enhanced pothole repair programme that was currently underway. The impact this was having on Derbyshire's roads was already noticeable in the areas where it had begun.

As well as engaging with the workforce, discussions were taking place with union representatives who were generally supportive of the approaches being taken. Members, officers and unions were working well together with the aim of providing the best possible services for the people of Derbyshire, given the huge financial challenges the Council was facing.

2. Agenda Item 7(c) - Transformation Challenge Award 2015-16

Again, we welcome this but would ask what are the desired outcomes and how do we measure performance against those indicators? We would welcome seeing publication of this in a timely fashion.

Ian Stephenson, Chief Executive responded that the detailed business cases included details of outcomes and performance measures. The Derbyshire Chief Executives' Group would act as the strategic management board and would monitor performance and feedback to the Department for Communities and Local Government regarding the effectiveness of grants. Feedback to local councils would be through the Combined Authority.

3. Agenda Item 7(f) - Independent Advocacy Framework Agreement

This may give a number of Derbyshire's advocacy organisations the ability to become more commercially focused. Would organisations that are already established in this field, such as the Derbyshire Law Centre, be eligible to bid for this?

Mary McElvaney, Strategic Director Adult Care, responded that current organisations were eligible to apply provided they met the prescribed minimum standards set out in the tender specification.

4. Agenda Item 7(h) - Proposed Changes to the B_Line Concessionary Fares Scheme

The Cabinet Member once said this would be an improvement to the b_line service, could he explain how this is an improvement? Also, this is really a Key Decision paper so why has this administration removed the right to call-in?

Councillor D Collins, Cabinet Member for Highways, Transport and Infrastructure, responded that the proposals contained in the report, whilst reducing the level of discount available to b-line 2 card holders – those 16 and above - from 33% to 25% would extend the availability of b_line2 cards to all 16, 17 and 18 year-olds in Derbyshire and not just those in full-time education as was previously the case. This meant that many more young people in other forms of education and training, apprentices and those in work would benefit from the scheme. The proposals better target the subsidised b_line2

concession towards all young people aged 16 up to 19, as there were few commercial alternatives offered to this age range.

The decision to remove the discount for under 16s was proposed as most bus and train companies currently offered their own concessionary tickets for this age group which in most cases matched or bettered the current b_line1 discount.

Both under and over 16s would continue to enjoy the benefits of discounts at local shops and businesses and would be able to use it as a library card.

The Chair of the Improvement and Scrutiny Committee, Places, had agreed to the waiving of call in on this occasion because 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 starts on 1 August). The changes proposed in this report would therefore be reflected in the Policy document, which must be published by 31 May 2015. Any delay to the Cabinet decision would mean that the changes would not be able to be implemented until the start of the next academic year in 2016.

5. Agenda Item 7(i) - Total Transport Pilot Fund – Grant to Implement a Cross Sector Approach to the Delivery of Supported Passenger Transport Services

We welcome this scheme and our question is: will this administration agree that Community Transport organisations are ideally placed to deliver this service across Derbyshire?

Bolsover has, relative to other areas of Derbyshire and even the East Midlands, currently one of the best integrated public transport systems. Derbyshire Dales at this time has one of the worst. Even with the planned changes to the subsidised and commercial public transport network, Bolsover will still have a better service than many other areas of Derbyshire, such as High Peak, parts of Amber Valley and North East Derbyshire. How did the Cabinet Member arrive at making Bolsover a priority area over others in Derbyshire?

Councillor D Collins, Cabinet Member for Highways, Transport and Infrastructure, responded that the Department for Transport funding was only eligible for rural districts and colleagues in the Policy Division advised that four districts in Derbyshire fell into the rural classification – Bolsover, Derbyshire Dales, High Peak and South Derbyshire. After discussions it was felt that Bolsover and Derbyshire Dales offered very diverse and challenging access issues when all modes of transport were taken into account.

Bolsover was classified as 'predominantly rural' and had levels of educational achievement, life expectancy at birth, and general health which were lower than the national average. It also had pockets of high unemployment and areas with low levels of car ownership. Although the main corridors had good public transport services, north/south connectivity and movement within the district was relatively poor.

Derbyshire Dales was classified as 'Rural-80' (the top classification for rural ranking) and, although it did not experience the same general deprivation issues, it did experience greater accessibility issues in terms of access to essential services as a direct result of its rurality.

Residents in both of the pilot areas experienced difficulty in accessing healthcare, especially hospitals, due to lack of public transport and the distances they were required to travel. Access to employment and educational/training opportunities were also difficult for many, with many public transport services not operating early or late enough. The Total Transport Pilot was a model based on integrating all passenger transport movements to provide a better service to the end user and create efficiencies. The project would aim to test new models of joined up commissioning and this would be better tested in two diverse communities.

6. Agenda Item 7(I) - Proposed Amendment to the Countryside Car Park Order (Willington Picnic Site)

We oppose this and careful consideration needs to be given to this issue in South Derbyshire, where this facility has been successful in reducing traffic impacts in and out of Derby and Birmingham. Consulting on this issue should include a fuller traffic assessment for the surrounding communities, which will be impacted upon as a consequence if parking charges are introduced. Will the Cabinet Member do this at least?

Councillor D Collins, Cabinet Member for Highways, Transport and Infrastructure, noted the objection to the scheme and the concerns raised. It was now the intention to undertake a consultation on the proposal and, as part of that exercise, officers had been asked to consider and assess the potential impact on neighbouring communities should parking charges be introduced, in order to inform a final decision on this issue.

188/15 MINUTES RESOLVED that the non-exempt minutes of the meeting of Cabinet held on 5 May 2015 be confirmed as a correct record and signed by the Chair.

189/15 CABINET MEMBER MEETINGS - MINUTES RESOLVED to receive the non-exempt minutes of Cabinet Member meetings as follows;

- (a) Council Services – 27 April 2015
- (b) Highways, Transport and Infrastructure – 5 May 2015
- (c) Strategic Policy, Economic Development and Budget – 5 May 2015

190/15 IMPROVEMENT AND SCRUTINY REVIEW OF HIGHWAY INSPECTION AND MAINTENANCE PROCEDURES Councillor K Gillott, Chair of the Improvement and Scrutiny Committee – Places, presented to Cabinet the final report of the Review of Highway Inspection and Maintenance Procedures.

RESOLVED to (1) note the report;

(2) respond to the Improvement and Scrutiny Committee – Places within two months indicating which recommendations detailed in the review were accepted; and

(3) note that as recommendations were implemented, progress would be monitored by the Improvement and Scrutiny Committee – Places at strategic intervals through the completed action plan.

191/15 RECRUITMENT OF STRATEGIC DIRECTOR – CHILDREN AND YOUNGER ADULTS (Strategic Policy, Economic Development and Budget) The Chief Executive reported on proposed arrangements for the recruitment to the established post of Strategic Director – Children and Younger Adults.

It was proposed that the recruitment to the post should commence in September 2015 by way of national advertisement to enable an appointment to be made prior to 1 April 2016. In the meantime, it was proposed that an internal temporary appointment to the post of Strategic Director – Children and Younger Adults should be made to undertake this role until either 31 March 2016, or when an appointment to the established post was made, whichever was the earlier date. It was considered that an internal appointment would provide the stability that was vital to delivering successful outcomes and maintaining staff commitment and moral, without inevitable disruption caused by the appointment of a new Strategic Director.

A phased approach to the recruitment of Strategic Directors would also support the better integration of the most senior managers of the two largest departments into the Corporate Management Team. The process of recruitment to the temporary appointment would be overseen by the Chief Executive and the Director of Human Resources. The Appointments Panel would be chaired by the Leader of the Council and would include the Cabinet Member for Children and Younger Adults and a Conservative Group Member.

The appointment would be then subject to the approval of Council at its meeting on 23 September 2015.

RESOLVED to approve (1) the process for recruiting to the post of Strategic Director – Children and Younger Adults; and

(2) the proposed internal recruitment of a temporary Strategic Director – Children and Younger Adults until either 31 March 2016, or the appointment of an established Strategic Director.

192/15 TRANSFORMATION CHALLENGE AWARD 2015-16 (Strategic Policy, Economic Development and Budget) The Chief Executive informed Cabinet of the details of the Derbyshire Transformation Challenge Award 2015-16 Programme.

The Department for Communities and Local Government's Transformation Challenge Award 2015-16, aimed to support local authorities to transform their operations, make changes to their business processes and work with the wider public sector to improve services for local people. It was intended to help implement new ways of working and new approaches rather than to supplement existing practices.

The County Council had submitted a bid for funding in partnership with the City, District and Borough Councils in Derbyshire, to support the development of a structured and cohesive approach to collaboration across the ten local authorities in the County, creating a framework that accelerated change and people centred service improvement. The bid was successful and funding of £0.745m in revenue grant, combined with £0.125m of capital receipts flexibility, had been allocated to support transformative projects delivered in partnership in the County during 2015-16. As the submitting authority, the County Council had received the grant on behalf of the ten partners to this bid and was acting as the programme co-ordinator and would be responsible for managing and evaluating the effectiveness of the transformation programme.

A business case approach had been adopted to aid the Derbyshire Chief Executive's Group in its governance role, to identify a programme of work and individual projects to be supported by Transformation Challenge Award funding. To date seven business cases had been submitted, six of which had been supported with £0.360m of the available grant funding allocated, details of which are set out below.

- TCA Programme Co-ordinator (Temporary twelve months) - £50,000.
- Development of a Combined Housing Register and Choice Based Letting System - £40,000.
- Creation of a Development Company - £100,000.

- Creation of a Housing Enabling and Development Team - £40,000.
- Customer Segmentation and Mapping - £80,000.
- Transforming Building Control in Derbyshire - £50,000.

One of the supported cases was to provide the County Council with £0.050m of funding to co-ordinate, manage and assist in the evaluation of the Transformation Challenge Programme, and work would also be undertaken to identify other funding opportunities that might support the work of the bid partners. There remained £0.385m of revenue grant and £0.125m of capital receipts flexibility to support transformation projects in the current financial year and further updates would be brought to Cabinet as the programme developed.

RESOLVED to (1) acknowledge the receipt of the Transformation Challenge Award Grant; and

(2) note the details of the Transformation Challenge Award Programme for 2015-16 and the allocations made to date.

193/15 YOUTH AND COMMUNITY PAY AGREEMENT 2014-16

(Council Services) Cabinet considered a joint report of the Strategic Director - Children and Younger Adults and the Strategic Director – Corporate Resources on the Youth and Community Pay Agreement for 2014-16. The pay agreement saw a 2.2% increase covering the period 1 September 2014 to 31 August 2016, payable from 1 March 2015. A copy of the National Circular and Revised Pay Scales was attached at Appendix 1 to the report for information.

RESOLVED to note the application of the Youth and Community Pay Agreement from 1 March 2015 to 31 March 2016.

194/15 DERBYSHIRE PRISONS PARTNERSHIP AGREEMENT 2013-2016

(Health and Communities) The Strategic Director – Health and Communities advised Cabinet of the current arrangements which were in place until 31 March 2016 for the delivery of integrated substance misuse services for adults in the two Derbyshire prisons.

The current provider of these services was Phoenix Futures who were required to provide services effectively and efficiently in close proximity with clinical services delivered by Healthcare, Derbyshire Healthcare United (DHU). The agreement was managed through quarterly meetings, chaired by the Public Health Substance Misuse Commissioning Manager, Phoenix Futures and DHU managers, Public Health England Prison Leads and the Governors of HMP Sudbury and HMP Foston Hall, all of whom identified and delivered actions to provide an effective service in a rapidly changing environment.

During 2014-15, the agreement had allowed Phoenix Futures to consider, introduce or address issues within the two Derbyshire prisons, details of which were presented in the report.

The service in Derbyshire prisons would be recommissioned by the NHS England Area Team in 2015 in line with the NHS England specification for the tender of healthcare services, in order to establish an integrated substance misuse service in both Derbyshire prisons to commence in 2016.

RESOLVED to note the current arrangements for the provision of integrated substance misuse services in Derbyshire prisons.

195/15 INDEPENDENT ADVOCACY FRAMEWORK AGREEMENT

(Adult Social Care) The Strategic Director – Adult Care sought approval to undertake a procurement exercise to establish a multi-supplier framework agreement for the provision of independent advocacy services.

The Care Act 2014, required local authorities to change their approach from primarily providing services to promoting people's individual wellbeing. In order for this change to happen, the Act strengthened the voice of people and their carers throughout the care system – from assessment, support planning and review processes, through to safe-guarding enquiries or appeals.

It was proposed to procure a multi-supplier framework agreement for the provision of independent advocacy to enable the Council to purchase services on behalf of clients from a broad range of providers. Providers, including those the Council currently contracted with, would be required to tender and meet certain criteria to be awarded a contract to be on the multi-supplier framework. The agreement would establish agreements with providers which set out the terms and conditions under which specific purchases (call-offs) could be made for independent advocacy, which could be used when required throughout the term of the contract. There would be no obligation on the Council to buy anything through the multi-supplier framework agreement, which meant that the Council was not limited to the framework and could use it where it provided value for money and the requisite standard of support, but go elsewhere if required. Once the tender was completed and the framework established, the Council's Brokerage Service would be able to advise clients and/or their representatives of the independent advocacy services which operated in their locality.

It was proposed that the framework agreement term was for a period of two years with annual options for the Council to extend for up to two further periods of twelve months. There would be no restriction on the number of providers who could be on the framework provided they met the minimum

required standards as detailed in the tender documentation. It was considered that this mechanism provided the largest market place possible from which clients of Adult Care could select their preferred independent advocate, with individuals being able to purchase services directly via their personal budgets.

RESOLVED to approve the procurement exercise to establish a multi-supplier framework agreement for the provision of independent advocacy services.

196/15 DAY CARE AND SUPPORT SERVICE FRAMEWORK

AGREEMENT (Adult Social Care) The Strategic Director – Adult Care sought approval to undertake a procurement exercise to establish a multi-supplier framework agreement for the provision of day care and community based support service for adults.

The Care Act 2014 introduced new duties on local authorities to facilitate a vibrant, diverse and sustainable market for high quality care and support in their area. When shaping markets for services, local authorities must encourage a variety of different providers and different types of services in order to facilitate genuine choice to meet the needs of local people who needed day care and community based support services.

It was proposed to tender a multi-supplier framework agreement for the provision of day care and community based support services to enable the Council to purchase services on behalf of clients from a broad list of providers. Providers, including those the Council currently contracted with, would be invited to submit tenders and meet certain criteria in order to be appointed onto the framework. It was the intention that potential providers would need to evidence the type of service they offered and the geographical area they covered. There was no obligation on the Council to purchase any services through the framework agreement, which meant that the Council was not tied to the framework, and could use it where it provided value for money and the requisite standard of support, but use alternative contract arrangements if required. As day services were not currently regulated, the tender exercise and subsequent contract monitoring would offer the opportunity to require certain service standards to be met which would be the same as the in-house service provision.

It was proposed that the framework agreement be for up to four years and that there was no restriction on the number of providers who could be on it, provided they met the minimum standards required as detailed in the tender documentation. It was considered that this mechanism provided the largest market place possible from which clients of Adult Care could select their activities with individuals being able to purchase services via their personal budgets.

RESOLVED to approve a procurement exercise to establish a multi-supplier framework agreement for the provision of day care and community support services for adults.

197/15 PROPOSED CHANGES TO THE B LINE CONCESSIONARY

FARES SCHEME (Highways, Transport and Infrastructure) The Strategic Director – Economy, Transport and Environment reported on the outcome of recent consultation on proposed changes to the b-line scheme and sought approval to implement changes to the scheme with effect from 1 August 2015, and, as a result of these changes, to update the Post 16 Transport Policy statement prior to its publication on 31 May 2015.

At its meeting on 20 January 2015, Cabinet approved proposals to consult on changes to the b-line scheme in the light of possible budget reductions, a concern to help young people access employment and changes in the age at which people must continue in educational training.

As a result, Cabinet agreed to consult on proposals to:

- Extend the availability of b-line 2 cards to all 16, 17 and 18 year olds in Derbyshire and not just those in full time education;
- Withdraw the b-line 2 travel discount for under 16s as most train and bus companies currently offered their own concessionary tickets which in most cases would match or better the current b-line 2 discount. This would mean a b-line 1 card would in future be for ages 11-15 inclusive;
- Reduce the level of discount available to holders of b-line 2 cards from 33% to 25% as a contribution towards the cost of extending the scheme to all 16, 17 and 18 year olds.

Public consultation took place over an eight week period ending on 29 March 2015 a summary of the consultation activity and a summary of responses to the consultation were shown at Appendices 1 and 2 respectively, to the report. An Equality Impact Analysis had been undertaken the outcome of which was detailed at Appendix 3 to the report.

In the light of the response to the public consultation and the findings of the Equality Impact Analysis, it was considered that the proposals set out in the consultation should be endorsed and put into effect from 1 August 2015. A number of key actions would need to be implemented with immediate effect. The text of the policy statement of the Post 16 Transport Policy would need to be amended to reflect the proposed changes to the b-line scheme prior to the publication of the statement by 31 May 2015. Officers in the Children and Younger Adults Department were satisfied that appropriate consultation had taken place with stakeholders on the proposed changes to the statement.

Publicity would be needed to make sure people most directly affected were aware of the changes and the reasons for them being introduced. This would need to include those who were not in full-time education, but would become eligible for the scheme under the proposed changes. Other interested parties, such as bus operators, schools and families, would also need to be made aware of the proposed changes. Further details of the publicity and promotion required were presented in the report.

As the entitlement age was changing for both b-line cards, all existing cardholders would need to be re-issued with new cards with expiry dates aligned to the new scheme entitlement. All 11-15 year olds would be issued with b-line 1 cards which would expire on their 16th birthday, while 16 – 18 year olds would be issued with b-line 2 cards which would expire on their 19th birthday.

The proposed changes to the b_line scheme would need to be incorporated in the Authority's Post 16 Transport Statement. To meet the requirement for this to be published by 31 May 2015, it would be necessary for call-in to be waived. In order to achieve this, Councillor Lauro, Chair of the Improvement and Scrutiny Committee, Places, had been consulted and had agreed this was an urgent matter and it was reasonable that call-in can be waived.

RESOLVED to (1) note the outcome of the recent consultation and Equality Impact Analysis process;

(2) approve the implementation to the b-line scheme from 1 August 2015 as follows:

- (a) extend the availability of b-line 2 cards to all 16, 17 and 18 year olds in Derbyshire;
- (b) withdraw the b-line 2 travel discount for under 16s;
- (c) reduce the level of discount available to holders of b-line 2 cards from 33% to 25%;

(3) approve changes to the Post-16 Transport Policy; and

(4) agree that due to the circumstances set out in the report, call-in should be waived.

198/15 TOTAL TRANSPORT PILOT FUND – GRANT TO IMPLEMENT A CROSS – SECTOR APPROACH TO THE DELIVERY OF SUPPORTED PASSENGER TRANSPORT SERVICES (Highways, Transport and Infrastructure) The Strategic Director – Economy, Transport and Environment sought approval for the acceptance of a Government grant from the Department for Transport for the Total Transport Pilot Fund to be used to

investigate the scope for integrating passenger transport services commissioned and provided by different agencies and operators.

The Department for Transport had established a £4m Total Transport Pilot Fund and invited bids from local authorities in England which were restricted to rural areas and encompassing the rural outer urban boundaries. The Council bid sought funding for £164,900 for a two year pilot study entitled "Total Transport Derbyshire". The Council proposed to undertake studies in the districts of Bolsover and Derbyshire Dales. Of the four eligible areas in the County, these two were chosen as they faced significant, but contrasting transport challenges and as such they appeared to offer the best opportunities for learning from the experience of the pilot study. The initial phase of the project would be aimed at understanding all passenger transport movements and identifying opportunities for better integration. The second phase focussed on delivering the integration identified in phase one and identifying longer-term opportunities and key lessons that could be applied to other areas of the County.

A grant offer of £164,900 was made to the County Council on 27 March 2015 which would, subject to acceptance, be paid as a single payment subject to conditions, details of which were presented in the report.

RESOLVED to (1) accept the Department for Transport Total Transport Pilot Fund Grant of £164,900 for the project "Total Transport Derbyshire"; and

(2) note that progress reports on the project would be submitted to the Cabinet Member for Highways, Transport and Infrastructure on a regular basis.

199/15 DERBYSHIRE COUNTY COUNCIL'S RESIDENTS' PARKING POLICY (Highways, Transport and Infrastructure) The Strategic Director – Economy, Transport and Environment sought approval to introduce a revised Residents' Parking Policy to be included in the Highway Network Management Plan.

The current Policy dated back to 1999 and was outdated in terms of the enforcement regime, permit types available, traffic signs and markings that could be used. Work had been undertaken on bringing the Policy up to date to reflect changes that had been made in the past sixteen years. A copy of the revised Policy was attached at Appendix A to the report.

RESOLVED to approve the new Residents' Parking Policy as detailed in Appendix A to the report with the Policy to be included into the Highway Network Management Plan.

200/15 POTENTIAL GROWTH DEAL PROJECT (Highways, Transport and Infrastructure) The Strategic Director – Economy, Transport and Environment sought Cabinet approval to the carrying out preparatory work on Derbyshire projects to maximise their chance of success in the allocation of future Growth Deal funding.

A commitment had been made to provide a minimum of £2bn annually between 2015-16 and 2020-21, and each Local Enterprise Partnership (LEP) area had now received offers of funding in several tranches. Derbyshire sits within the Derby, Derbyshire, Nottingham and Nottinghamshire (D2N2) LEP, although four district and borough council areas also sit within the Sheffield City Region. Derbyshire projects therefore appeared in the Growth Deal programmes of both LEPs, although only the Seymour Link project was drawing down funding from both. Details of D2N2 projects with confirmed funding were presented in the report.

The Government's commitment to Growth Deals was not yet fully allocated, and the new Government could choose to either issue further calls for projects, or assume a different route to economic growth. However, it would be prudent to assume the availability of resources in some form or other for those projects demonstrating the best outcomes and readiness.

D2N2's Capital Deal Sheet (its proposal to Government ahead of the first Growth Deal) listed some twenty-eight projects in priority order and to a large extent, these had been included in either the original Growth Deal or in the subsequent addition of projects. Those projects yet to be supported included:

- Some D2N2-wide projects;
- Elements of a sustainable travel package (although some elements had been supported);
- A proposed connectivity and resilience package; and
- Resource funding to maximise local connectivity to high speed rail.

The only projects specific to Derbyshire yet to be funded were (in priority order):

- Land North of Denby – highway works
- Woodville – Swadlincote Regeneration Route
- Broomfield Hall (Derby College redevelopment)

Of these, the proposal for land North of Denby was for the construction of highway works which could be contained within available land and would not require any consent. Broomfield Hall was a skills project in which the County Council had yet to commence/develop its role.

The Woodville/Swadlincote Regeneration Route was at a relative disadvantage as it required planning consent and the assembly of land, either by negotiation or through compulsory purchase. The scheme was contained within the current Local Transport Plan and had the potential to facilitate regeneration and provide a partial solution to long-standing, local highway problems. Growth Deal funding would therefore provide a means to deliver a project with significant benefits, but which had been held back to date by concerns over its readiness.

D2N2's assessment of projects for the "enhanced" Growth Deal (through which the Drakelow Park, Ashbourne Airfield and Buxton Crescent projects were supported), highlighted the importance of this. The Woodville/Swadlincote Regeneration Route was given a low score against the deliverability case element of the assessment, and it had been agreed that the same criteria would be used in the selection of projects for further Growth Deals and at present, the project would retain the same weakness. It was therefore proposed, that the County Council proceeds with securing planning consent for the road and with negotiations over land assembly.

Sheffield City Region had recently begun a process of selecting schemes which could (subject to the availability of funding), be added to its Infrastructure Fund Programme. Those submitted included the following proposals within Derbyshire:

- Mill Lane, Wingerworth (Avenue site)
- Chesterfield Town Centre (Co-op Building)
- Peak Resort Cycling Connections

All of these appeared to have the potential to attract funding in due course, having been recommended to proceed to a second stage assessment. However, they would require preliminary design of the infrastructure to be delivered and further work to identify and reduce project risks, such as land availability. The County Council's support would be welcomed by North East Derbyshire District Council on the Mill Lane project, and by Chesterfield Borough Council on Peak Resort. In both cases, the infrastructure was likely to be adopted into the public highway or maintained by the County Council, and it was therefore in the Authority's own interest to be actively involved at an early stage.

In due course, there would be further projects which the County Council and partners across D2 (Derby and Derbyshire) wished to see delivered. It was intended that the D2 Joint Committee for Economic Prosperity (and, in due course, the D2 Combined Authority), oversee a staged process of selecting priority projects and ensuring their readiness to make successful applications for Growth Deal or other resources. In the meantime, it was recommended that Cabinet authorises from resources already allocated,

preparation work to be carried out on the Mill Lane and Peak Resort projects. In both cases, it was expected that the costs incurred could be recovered from project partners. Also, officers would be involved in other projects with the intention of securing their final funding approvals. However, except for those specified above, there was no identified need at present for any work which could not be carried out in-house through existing resources. Where external resources were required, these would be procured in accordance with Cabinet approval granted on 14 April 2015 for the provision of highways and transport professional consultancy services.

RESOLVED to (1) authorise preparatory work to be undertaken (in-house or through professional consultancy services) on the Ashbourne Airfield, Mill Lane (Avenue site) and Peak Resort Cycling Link projects;

(2) authorise the Strategic Director – Economy, Transport and Environment and the Director of Property to proceed with securing planning consent for the Woodville – Swadlincote Regeneration Route and with negotiations over land assembly;

(3) note that a further report would be submitted to Cabinet in due course considering the acquisition of land for the Woodville – Swadlincote regeneration route; and

(4) authorise costs incurred against development of the schemes detailed in 1 and 2 above to be met from the Economy, Transport and Environment Department's Service Plan 2015-16 Scheme Number 020801.

201/15 PROPOSED AMENDMENT TO THE COUNTRYSIDE CAR PARK ORDER (WILLINGTON PICNIC SITE) (Highways, Transport and Infrastructure) The Strategic Director – Economy, Transport and Environment sought Cabinet approval to begin the process of making an amendment to the Off-Street Parking Places Order covering the Authority's Countryside Car Parks, to allow for the levying of car park charges at Willington Picnic Site.

When the original Car Park Order for the Authority's Countryside Car Parks was made, the Willington site was omitted from the final Order in 2011 because of objections and concerns that rail users, who were thought to be a significant proportion of users, would park elsewhere in the village. It was therefore, agreed not to introduce car parking charges at the site, although the situation was to be reviewed in event of any material change in the existing situation.

Since 2011, East Midlands Trains had introduced car parking charges at all of its stations, which now left Willington as an anomaly with the other station car parks in the County. Details of the current usage and season ticket arrangements were presented in the report.

The procedure to be followed for amending the Order would be the same as for making the original Car Park Order as laid down in sections 32 and 35 of the Road Traffic Regulation Act 1984 and the Local Authority Traffic Orders (procedure) Regulations 1996.

RESOLVED to (1) approve that a consultation and other procedures for making the Off-Street Parking Places Order, under sections 32 and 35 of the Road Traffic Act 1984 for Willington Picnic Site be commenced; and

(2) note that a report with the results of the consultation be brought to a future Cabinet meeting.

202/15 SCHOOLS DEVOLVED FORMULA CAPITAL 2015-16 (Children and Young People) The Strategic Director – Children and Younger Adults reported to Cabinet on the Government's Devolved Formula Capital (DFC) Grant Allocation for 2015-16 totalling £2,465,953 and sought approval to incorporate the grant into the Children and Younger Adults Capital Programme and to inform schools and support centres of their allocations, details of which were presented in the Appendix to the report.

RESOLVED to approve (1) the incorporation of the 2015-16 DFC Grant totalling £2,465,953 onto the Children and Younger Adults Capital Programme; and

(2) individual DFC allocations for 2015-16 be confirmed to schools and support centres as detailed in the Appendix to the report.

203/15 CAPITAL FUNDING TO SUPPORT THE PROVISION OF FREE ENTITLEMENT EARLY YEARS PLACES FOR ELIGIBLE 2 YEAR OLDS IN SCHOOLS (Children and Young People) The Strategic Director – Children and Younger Adults sought approval to allocate a budget for the provision of additional classroom space to accommodate up to forty eligible 2 year olds in three schools that were located in the areas of greatest under supply of places for 2 year olds. In September 2013, the Government introduced a programme to offer up to fifteen hours a week for thirty-eight weeks of funded early years education to 2 year olds whose families were on those benefits which would make them eligible for free school meals. This equated to approximately 20% of all 2 year olds and in September 2014, this percentage rose to 40% when the 2 year olds of low income working families were added to the eligible criteria. In Derbyshire, this 40% equated to around 3,200 children and the Authority was likely to have an under supply of approximately 1,000 places. The Local Authority had two duties in relation to this programme. One was to ensure that there were sufficient places to meet the needs of all eligible children and the second was to encourage the take up of this provision.

The areas where there was insufficient provision were those where there was the highest level of deprivation. In order to attract providers from the private and voluntary sector, an advertisement was placed in Nursery World, and in addition, the Local Authority offered an incentive payment for each place created in areas of under supply. Unfortunately, these areas were not attractive from a business perspective and the Local Authority received no expressions of interest from the private and voluntary sector.

A conference was held for interested head teachers on 10 October 2014, and a number of schools, in the areas of greatest under supply, expressed an interest in this expansion. However, a major obstacle to taking this forward was the need for additional accommodation.

On 4 March 2015, Cabinet approved Capital Funding for six projects thereby creating 240 places and the report sought approval for funding a further three projects to create an additional 120 places. In total therefore, nine of the eleven areas of under supply would have been addressed and further work was required on the remaining two areas to address the shortage of space on the identified school sites and another report would be submitted to Cabinet in due course.

The budget allocations for the proposed developments at Aldercar Infants School, Mary Swanwick Primary and Larklands Infant and Nursery School totalled £795,000, and it was proposed that these would be financed from the Revenue Funding allocated from the dedicated school grant. This would leave £1,180,020 remaining from the DSG allocation to further explore the two remaining projects and any new areas identified.

RESOLVED to approve the proposal to allocate budgets to three schemes at Aldercar Infants School, Mary Swanwick Primary and Larklands Infant and Nursery School in order to meet the Local Authority's statutory duty to ensure there were sufficient high quality places to meet the needs of eligible 2 year olds and that these schemes be added to the 2015-16 Capital Programme.

204/15 RECLAIMING SOCIAL WORK AND PREVENTING FAMILY BREAKDOWN PROGRAMME (Children and Young People) The Strategic Director – Children and Younger Adults noted progress regarding the successful bid for ring-fenced Government funding for the Reclaiming Social Work and Preventing Family Breakdown Programme, the proposals for its use and to agree the creation of an ear-marked reserve.

A proposal by Derbyshire in collaboration with four other local authorities (Hull, Buckinghamshire, Harrow and Suffolk) and Morning Lane Associates had been successful in obtaining funding from the Innovation Programme which had been set up to encourage new approaches, to learn

from best practice and to provide tailored and substantial support. The Programme aimed to make fundamental and wholesale changes to practice in three areas: establishing preventing family breakdown teams, consultant social work development and reducing bureaucracy. Overall funding of £4m had been awarded from the Department for Education's Innovation Fund.

Funding for Derbyshire from the Department for Education Innovation Programme totalled £528,007 and, in addition, Government funding was provided to Morning Lane Associates to employ staff to work in and with Derbyshire. Expenditure for each proposal was presented in the report and in more detail at Appendix 1 to the report.

RESOLVED to (1) note the successful bid for ring-fenced Government funding via the Innovations Unit and related work; and

(2) approve the creation of an ear-marked reserve.

205/15 APPROVAL TO AWARD A CONTRACT FOR THE FIRST PHASE OF A REPLACEMENT SCHOOL FOR ALDERCAR COMMUNITY LANGUAGE COLLEGE

(Children and Young People) Cabinet considered a joint report of the Strategic Director – Children and Younger Adults and the Director of Property which sought approval to award a contract for Phase One of a Replacement School at Aldercar Community Language College and to agree to call-in being waived in order to avoid delay with the project. The Chair had agreed to consider this report as an urgent item in order to allow the contract to be let to avoid delay to the project.

In March 2014, Cabinet agreed an allocation totalling £7.4m to fund phase one of a replacement school project at Aldercar. The allocation was intended to meet the costs of the construction works, professional fees, surveys and investigation work, planning and building regulations and furniture and equipment. Since that time the design had been completed and a planning approval secured.

A contractor from the East Midlands Property Alliance (EMPA) Framework was invited to bid to carry out the works, but was unable to provide an affordable tender and, it was therefore decided to competitively tender the works. Following this process, it was deemed that the most economical tender was submitted by Henry Brothers (Magherafelt) Limited, in the sum of £5,808,082. As a result therefore the scheme was within the budget of £7.4m, and it was recommended that Henry Brothers (Magherafelt) Limited be appointed to undertake the construction works.

Cabinet had been requested to treat the report as urgent and therefore not subject to call-in in view of the need to implement the decision immediately to award the contract so that the works could commence during the school

holidays. The Chair of the Improvement and Scrutiny Committee – People, Councillor D Charles, had been consulted and had agreed both that the proposed decision was reasonable in all the circumstances, and to it being treated as a matter of urgency and not subject to call-in.

RESOLVED to approve (1) the Council entering into a contract with Henry Brothers (Magherafelt) Limited to undertake the construction of a new school at Aldercar Community Language College; and

(2) the waiving of call-in in respect of this decision for the reasons set out in the report.

206/15 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. To confirm the exempt minutes of the meeting of Cabinet held on 5 May 2015.
2. To receive the exempt minutes of Cabinet Member meetings as follows:
 - (a) Council Services – 27 April 2015
 - (b) Highways, Transport and Infrastructure – 5 May 2015
 - (c) Strategic Policy, Economic Development and Budget – 5 May 2015
3. Consideration of the report of the Strategic Director – Corporate Resources on Buxton Crescent and Thermal Spa (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 the Supply of Office Furniture (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 the Extension of a Contract for the Delivery of the Internal Apprenticeship Scheme (Council Services) (contains information relating to the financial or business affairs of any particular person, including the Authority holding that information).
6. Consideration of the joint report of the Strategic Director – Children and Younger Adults and the Strategic Director – Corporate Resources on the Children and Younger Adults Capital Programme 2015-16 –

PUBLIC

Schools Access Initiative (Children and Young People) (contains information likely to reveal the identity of any individual).