

Public

MINUTES of a meeting of **CABINET** held on **3 November 2015** at County Hall Matlock

PRESENT

Councillor A Western (in the Chair)

Councillors: D Allen, A Botham, D Collins, J A Coyle and P J Smith

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

Declaration of Interests

Councillor A Western declared a personal interest in Agenda Item 7(k) – Ilkeston Gateway, as a member of the D2N2 Infrastructure and Investment Board.

Councillor B Lewis declared pecuniary interests in Agenda Items 7(b) D2 (Derby and Derbyshire) Enterprise Growth Fund – Match Funding, 7(c) D2EE (Derby, Derbyshire Energy and Efficiency) Low Carbon Economy – Match Funding, Growing and Developing the Visitor Economy Sector Within Derbyshire – Match Funding, 7(e) Derbyshire Challenge Fund Bid for Developing a County-Wide Approach to External Funding and 7(f) D2 (Derby and Derbyshire) Business Development Programme – Match Funding. Councillor Lewis left the meeting during consideration of the above items.

Councillor Lewis also declared a personal interest in Agenda Item 7(i) Derbyshire Challenge Fund Bid for Support for the Development of Elvaston Castle Country Park.

367/15 MINORITY GROUP LEADERS' QUESTIONS

Councillor B Lewis asked the following question:

1. Agenda Item 7(m) - Drivers for Winter Maintenance

Will using agency drivers cost the County Council less money than employing our own staff to do the same work?

Councillor D Collins, Cabinet Member for Highways, Transport and Infrastructure indicated that using agency drivers would not cost less money than employing County Council staff to do the work.

Councillor K P Morgan asked the following questions:

2. Agenda Item 6, Cabinet Member, Highways, Transport and Infrastructure – 29 September 2015 - Minute 127/15 – Proposals by Hulland Ward Parish Council to Erect Vehicle Activated Signs

In Nottinghamshire, Speed Indicator Displays indicate a) your speed in amber light and b) a clear “Thank-you” in green, as your vehicle drives within the required limits - a more positive message to the motorist than the abrupt “Slow Down” , in Derbyshire, often ignored by discourteous drivers. What is the difference between a Vehicle Activated Display (VAS) like those found around Chesterfield and a Speed Indicator Display (SID) which this report indicates we are currently not using?

Councillor D Collins, Cabinet Member for Highways, Transport and Infrastructure responded that the Vehicle Activated Displays were triggered when a vehicle was travelling over the speed limit whereas the Speed Indicator Display signs were activated as vehicles approached the signs.

3. Agenda Item 7(b) – D2 (Derby and Derbyshire) Enterprise Growth Fund – Match Funding

Given that this item, and indeed several others on this agenda, start from 2016-17 and are rolling on for three years, what are the risk implications for the County in the light of the proposed 2017 EU referendum?

Councillor A Western, Leader and Cabinet Member for Strategic Policy, Economic Development and Budget responded that the Government supported this and the other similar projects to be considered at the meeting, and had encouraged councils to apply. However, the EU Referendum was a different issue. No risk assessment had therefore been undertaken as the risk to the Council was considered to be low.

368/15 **MINUTES** **RESOLVED** that non-exempt minutes of the meeting of Cabinet held on 13 October 2015 be confirmed as a correct record and signed by the Chair

369/15 **CABINET MEMBER MEETINGS – MINUTES** **RESOLVED** to receive the non-exempt minutes of Cabinet Member meetings as follows:

- (a) Highways, Transport and Infrastructure – 29 September 2015
- (b) Council Services – 12 October 2015
- (c) Children and Young People – 13 October 2015
- (d) Health and Communities – 13 October 2015

370/15 **THE ENGLISH INDICES OF DEPRIVATION – 2015** (Strategic Policy, Economic Development and Budget) The Chief Executive presented to Cabinet, the key findings from the English Indices of Deprivation 2015, which highlighted the latest position for Derbyshire and changes since 2010. Further analysis of the Indices was currently taking place at Lower – layer Super Output Area and district level to better understand the latest position as well as the changes over time. Detailed analysis at a community level would be important in ensuring that information gathering was used to support the effective delivery of the Council’s priorities moving forward. Links to recent

work on customer segmentation would also be made to better understand the implications of the Indices at a smaller geography output area level (average population of 300 people)

The findings would be used to inform service and policy development across departments, for example, supporting the implementation of the Derbyshire Partnership Forum's Anti-Poverty Strategy, the Council's Youth Employment Strategy and to enable targeting of work at a community level through Thriving Communities.

RESOLVED to note the latest position for Derbyshire of the English Indices of Deprivation 2015 and that the findings would be used to support future service planning and policy development.

371/15 D2 (DERBY AND DERBYSHIRE) ENTERPRISE GROWTH FUND – MATCH FUNDING (Strategic Policy, Economic Development and Budget) The Strategic Director – Economy, Transport and Environment sought approval to a maximum £0.6m match funding contribution over three years from 2016-17 towards the proposed D2 Enterprise Growth Fund Project.

The European Structural and Investment Fund (ESIF) 2014-20, was a national programme managed by the Government and delivered locally through Local Enterprise Partnerships (LEP's). The D2N2 LEP allocation from Government was approximately £214m across the lifetime of the programme, but was subject to exchange rates and ability to deliver against the national programme.

In March 2015, D2N2 launched the first "call for projects" through the ESIF programme 2014-20. This requested expressions of interest across the three European Regional Development Fund (ERDF) priority areas for submission to the Department for Communities and Local Government (DCLG) by the end of May 2015 with the priority areas being:-

- Priority Axis 1 – Promoting Research and Innovation
- Priority Axis 3 – Enhancing the Competitiveness of Small and Medium Sized Enterprises (SME's)
- Priority Axis 4 – Supporting the shift towards a Low Carbon Economy

The Council had responded to the call, working collaborative with all authorities in the Derby and Derbyshire area to prepare a number of comprehensive partner projects of appropriate size and impact to deliver economic growth. Such projects were fully aligned to the approved Derbyshire Economic Strategy Statement and proposed Combined Authority ambitions.

Following the submission of an initial expression of interest in summer 2015, the Council had been invited to submit a full application to the D2 Enterprise Growth Fund Programme for consideration by DCLG by 5 November 2015. As part of this process, applicants must confirm that the total funding package was in place, including match funding contributions from delivery partners.

The project was submitted under Priority Axis 3 – Enhancing the Competitiveness of SME's and the project would roll out the successful Derby Enterprise Growth Fund model across Derbyshire. Critically, the project built on the success of the Global Derbyshire Programme and expanded the existing Derby Economic Growth Fund (DEGF) with additional ERDF resources.

Derby City Council was the applicant body and the County Council's role in the project was as a delivery partner. The new Derby and Derbyshire Enterprise Growth Fund would allow enhanced funding and support for more SME's, delivering additional funding to innovate, expand and create new jobs across the County.

Currently, County Council officers were working with partner organisations to work up the final application for submission by the 5 November 2015 deadline. The total D2N2 wide project would propose a maximum £12m investment (funded by £6m ERDF). Funding would be split 50/50 between D2 and N2 and the maximum County Council match funding requirement would be £0.6M over a three year period. The D2 element of the project aimed to deliver 500 new jobs created, 100 businesses supported and 15 new businesses supported. Further details of the project were presented in the report.

Ordinarily it would be expected that the Economy, Transport and Environment Department would use their Earmarked Reserve to finance the match funding required. However, as the level of Earmarked Reserves across the Council was currently under review, it was proposed to find the £0.6m required from the General Reserve.

RESOLVED to approve a total funding contribution of a maximum of £0.6m over three years from 2016-17, funded from the General Reserve, to support economic growth towards the proposed D2N2 Enterprise Growth Fund.

372/15 D2EE (DERBY, DERBYSHIRE ENERGY AND EFFICIENCY)
LOW CARBON ECONOMY – MATCH FUNDING (Strategic Policy Economic Development and Budget) The Strategic Director – Economy, Transport and Environment sought Cabinet Approval for £0.187M match funding contribution over three years from 2016-17 towards the proposed D2EE project. The requirement for the funding contribution was subject to a full

Public

application to the D2N2 European Structural and Investment Fund (ESIF), being successful.

The ESIF 2014–20 was a national programme managed by Government and delivered locally through Local Enterprise Partnerships (LEP's) which brought together a number of European Union funding streams. In March 2015, D2N2 launched the first “call for projects” through the ESIF programme 2014-20, which requested expressions of interest across the three ERDF priority areas for submission to the Department of Communities and Local Government (DCLG) by the end of May 2015.

The Council had responded to the call, working collaboratively with all the local authorities in the Derby and Derbyshire D2 area, to prepare a number of comprehensive partner projects of appropriate size and impact to deliver economic growth. Such projects were fully aligned to the approved Derbyshire Economic Strategy Statement and the proposed Combined Authority ambitions.

The D2EE project had been invited to submit a full application for support via the priority access for of the D2N2 ESIF programme. The applicant and lead partner was the University of Derby, working alongside delivery partners, Derbyshire County Council and Derby City Council.

The project would operate over the three years 2016-18 with a total investment package cost of £4.893m which was ERDF funded. In addition to the proposed County Council investment as £0.187m over three years, match funding would include an equivalent £0.187m from Derby City Council subject to approval and the remaining match funding having been secured from University of Derby resources which included private sector income.

The Low Carbon Economy was a key priority of both the D2N2 LEP and the County Council and the proposed full application bid for ESIF funding would help local businesses to become more resilient to the likely changes and price rises ahead by lowering costs. It would also enable them to be better positioned to take advantage of opportunities that arose from both increased demand for low carbon services and access more stringent procurement.

The project proposal was to provide energy efficiency advice, including renewable energy, grants, support innovation to SME's throughout the D2 area and it recognised the twin roles that it could play in making local SME's more competitive and resilient, and in boosting local demand for low carbon economy services. It would specifically target those SME's engaged with, or in the supply chains for, transport and advanced manufacturing, a critical backbone of the Derbyshire economy. These SME's were more likely to be engaged in energy intensive activities, and would therefore benefit greatly from progressing to environmental management.

Derbyshire County Council's proposed match funding would support the project, management and staffing costs. The University of Derby had agreed to act as the Accountable Body and would deal with all the administrative tasks and duties. Details of the specific activities of the project were included in the report.

It would normally be expected that the Economy, Transport and Environment would use Earmarked Reserves to finance the match funding of £187,000 required. However, as the level of Earmarked Reserves across the Council was under review, it was proposed to find the funding required from the General Reserve.

RESOLVED to approve a total funding contribution of £0.187m over three years funded from the General Reserve to support economic growth towards the proposed D2EE project.

373/15 GROWING AND DEVELOPING THE VISITOR ECONOMY SECTOR WITHIN DERBYSHIRE – MATCH FUNDING (Strategic Policy, Economic Development and Budget) The Strategic Director – Economy, Transport and Environment sought Cabinet approval for a £0.150m match funding contribution over three years from 2016-17 towards the proposed "Growing and Developing the Visitor Economy Sector within Derbyshire" project. The requirement for the funding contributions was subject to a full application to the D2N2 European Structural and Investment Fund (ESIF) being successful.

In March 2015, D2N2 launched the first "call for projects" through the ESIF programme 2014-20 across the three ERDF priority areas for submission to the Department for Communities and Local Government (DCLG) by end of May 2015. Details of the priorities were presented in the report.

The Council had responded to the call, working collaboratively with all local authorities in Derby and Derbyshire to prepare a number of comprehensive partner projects, of appropriate size and impact, to deliver economic growth. Such projects were fully aligned to the approved Derbyshire Economic Strategy Statement and the proposed Combined Authority ambitions.

The "Growing and Developing the Visitor Economy Sector within Derbyshire Project" had been invited to submit a full application for support via a Priority 3 Axis of the D2N2 ESIF programme. The applicant and lead partner was Visit Peak District and Derbyshire (VPD and D) working alongside delivery partners the Peak District National Park Authority, Derby City Council and Derbyshire County Council.

The project would operate over three years from 2016-2018, attracting a total investment package of £1.49m for which £0.745m was ERDF funded. Alongside the proposed Council contribution of £0.150m match funding would

include £0.2m from VPD and D, £0.0375m from Peak District National Park Authority, £0.0375m from Derbyshire Dales District Council, £0.140m from Derby City Council and £0.175m estimated private sector investments. Further details of the project and the delivery of support were presented in the report.

RESOLVED to approve a funding contribution of £0.050m per year for three years from 2016-17 from the Economy and Regeneration Budget towards the proposed “Growing and Developing the Visitor Economy Sector within Derbyshire”.

374/15 DERBYSHIRE CHALLENGE FUND BID FOR DEVELOPING A COUNTY- WIDE APPROACH TO EXTERNAL FUNDING (Strategic Policy, Economic Development and Budget) The Strategic Director – Economy, Transport and Environment sought approval for the bid to the Derbyshire Challenge Fund to support the development of a temporary external funding function to support County-wide economic development and regeneration.

Within the context of Combined Authorities and devolution, partnership working across the ten Derbyshire local authorities had strengthened and continued to develop a more joined-up and comprehensive approach to regeneration. There was now a clear need to develop a more strategic and consistent approach to identifying and securing external funding to support economic development, regeneration and transport activity across Derbyshire and, more specifically, support Derbyshire County Council in fulfilling its role in the management and delivery of strategic priority projects and programmes.

The proposal was to create a new small function within the Economy, Transport and Environment Department to help sharpen and consolidate external funding activity within the Council. Temporary posts for two Senior Economic Development Officers were proposed to discharge the function until the end of March 2018, by which time the arrangements around any proposed Combined Authority and devolution proposals would be in place and the external funding function would be reviewed accordingly. The temporary posts would be aligned to the Economy and Regeneration Service and details of the function of the post were presented. The post holders would report to the Head of Economic Regeneration, who would provide management oversight and direction to both the external funding function and individual officers. The proposal to utilise the Derbyshire Challenge fund was endorsed by the Corporate Management Team in July 2015, and a copy of the bid was attached at Appendix A of the report.

RESOLVED to approve the application to the Derbyshire Challenge Fund as detailed at Appendix A to the report and the subsequent recruitment of two Senior Economic Development Officers, at Grade 11, until the end of March 2018.

375/15 D2 (DERBY AND DERBYSHIRE) BUSINESS DEVELOPMENT PROGRAMME – MATCH FUNDING (Strategic Policy, Economic

Development and Budget) The Strategic Director – Economy, Transport and Environment sought approval for a £0.325m match funding contribution over three years towards the proposed “D2 Business Development Programme” with the requirement for the funding contribution being subject to a successful full application to the D2N2 European Structural and Investment Fund (ESIF).

In March 2015, D2N2 launched the first “call for projects” through the ESIF programme 2014-20, which requested expressions of interest across the three ERDF priority areas for submission to the Department for Communities and Local Government (DCLG) by the end of May 2015, details of which were presented in the report.

The Council had responded to the call, working collaboratively with all local authority areas in the Derby and Derbyshire area to prepare a number of comprehensive partner projects of appropriate size and impact, to deliver economic growth. Such projects were fully aligned to the approved Derbyshire Economic Strategy Statement and proposed Combined Authority ambitions.

The “D2 Business Development Programme” project had been invited to submit a new application for support via Priority 3 Axis of the D2N2 ESIF Programme. The applicant and lead partner was Derby City Council working alongside the County Council as a key delivery partner. The project would operate over three years from 2016-18, delivering a total investment package £1.05m of which £0.525m was ERDF funding. In addition to the proposed Council investment, £0.2m match funding would be provided by the City Council subject to approval.

The County currently experienced levels of business start-up which were significantly below that national average and the programme would offer a unique enterprise support/pre-start up programme, consisting of one to one coaching and mentoring, to help local entrepreneurs generate business plans for the launch of new enterprises. Key outputs from the projects would be the creation of 120 new enterprises in the D2 area which would help tackle the lower than average levels of entrepreneurship and self-employment rate that had historically existed in the Derby and Derbyshire areas. It would also boost economic resilience and help rebalance the economy to address the current over reliance of public sector jobs. Further details of the proposals were presented in the report.

It would usually be expected that the Economy, Transport and Environment Department would use Earmarked Reserves to finance the match funding of the project. However, as the level of Earmarked Reserves across the Council was under review, it was proposed to find the £0.325m from the General Reserve.

RESOLVED to approve a total funding contribution of £0.325m over three years from 2016-17 to be funded from the General Reserve to support the supposed “D2 Business Development Programme” project.

376/15 CONTRACT FOR THE SUPPLY OF PERSONAL COMPUTERS

(Council Services) The Strategic Director – Corporate Resources sought approval under Protocol 2 of the Councils Financial Regulations to participate in a Crown Commercial Services (CCS) Framework which would include an e-auction for the procurement of personal computers.

In February 2012, the County Council, alongside forty-six other local authorities, took part in a Government Procurement Service (GPS) e-auction for the procurement of PC's. The contract, which had resulted in significant financial savings, was due to expire on 30 April 2016.

The functions of the GPS had now been incorporated into the CCS and it intended to hold an e-auction for PC's, laptops, tablets and other end user computing devices. It was proposed that the Council participates in a reverse e-auction for the supply of the equipment referred to above with participation in the Framework being for an initial period of two years, with an option to extend for two further periods of twelve months.

RESOLVED to approve, under Protocol 2 of the Council's Financial Regulations, participation in a CCS Framework for the procurement of computer equipment, which would include an e-auction, for an initial period of two years, with an option to extend to two further periods of twelve months.

377/15 ASHBOURNE PRIMARY RE-ORGANISATION (Children's Services) The Strategic Director – Children's Services sought Cabinet approval to carry out a pre-publication consultation on a proposal to re-organise primary education in Ashbourne. The existing organisation comprised of two infant schools and one junior school and it was proposed that each of these three schools become a primary school. Further details of the existing and proposed arrangements along with the proposed consultation exercise were presented in the report. A copy of the consultation paper was attached as an Appendix to the report.

RESOLVED to approve that a public consultation by means of the consultation paper attached as an Appendix to the report, be carried out with all relevant parties and that the consultation responses be reported back to Cabinet.

378/15 DERBYSHIRE CHALLENGE FUND BID FOR SUPPORT FOR THE DEVELOPMENT OF ELVASTON CASTLE COUNTRY PARK

(Highways, Transport and Infrastructure) Cabinet considered a joint report of The Strategic Director – Economy, Transport and Environment and The Strategic Director – Corporate Resources seeking approval for a bid to the Derbyshire Challenge Fund to support the development of Elvaston Castle

Public

Country Park and Estate and to extend the partnership arrangement with the National Trust.

The County Council had for a number of years, been looking for a solution which would provide a sustainable future for Elvaston Castle and Estate, relieve the Council of the significant on-going annual maintenance and running costs (circa £0.9m) and resolve the major backlog of capital works to the building and landscape (circa £6.4m), whilst maintaining public access to an Estate that over 350,000 people visited every year.

At its meeting on 20 January 2015, Cabinet approved the submission of a Stage 1 (Outline) Application to the Heritage Lottery Fund (HLF), centred on Elvaston Castle and the buildings surrounding the Castle Court Yard. Further details of the proposal were presented in the report which noted that the HLF application had been submitted in February 2015. Unfortunately, HLF on 9 June 2015, confirmed that the bid had been unsuccessful and feedback suggested that the HLF recognised Elvaston Castle as an important heritage asset, welcomed the work of the Council had undertaken to explore viable solutions for its sustainability and would welcome a future re-submission of its bid. However, HLF felt that before doing so, the Council should undertake further work to address the high levels of unsecured partnership funding identified in the bid and seek to identify a regeneration partner who had helped the Council realise its vision and to better articulate its plans for future phases of the development beyond the initial HLF application, to ensure the long-term sustainability of the Estate.

In order to support the Council to progress these actions and revise its Business Plan, additional project resources were requested over an eighteen month period. It was proposed that this would be in the form firstly of a Works Project Officer appointed for an eighteen month period, reporting on a day to day basis to the current Elvaston Project Manager, with the overall project being led and championed by the Economy, Transport and Environment Department. Further details of the proposals were presented in the report and a copy of the Challenge Fund Proposal was attached as an Appendix to the Report.

As the support requirement was now different to that envisaged as part of the Stage 2 HLF bid re-submission, it was now felt that instead of appointing a second planned project officer, resources should be allocated towards an extended partnership arrangement with the National Trust. Whilst there was already provision within the Stage 1 bid for the National Trust to provide a “sounding board” service during the Stage 2 development of the bid, it was envisaged that a wider range of services was now needed to assist in delivering quality projects offering the highest possible potential for future economic sustainability. These would include assisting and supporting the Council with the development of single management body structure in

conjunction with the Shadow Development Board, the updating of elements of the business plan, the procurement of developers and operators for projects where appropriate, the production of a garden management plan and providing expert advice from catering, fundraising, mentoring of Council staff etc. Given the experience to date of working together, the National Trust's proven expertise in this area, its ability to call on a wide range of consultancy services and its continuing offer to provide these services at cost price, it was felt that this provided an ideal resource to respond to the project's ongoing needs in parallel with the appointment of an internal project officer.

RESOLVED to approve (1) the Derbyshire Challenge Fund Bid for £0.150m to support the development of Elvaston Castle Country Park and Estate; and

(2) the extended partnership arrangement with the National Trust as detailed in the Report.

379/15 TRAFFIC MANAGEMENT SUB-CONTRACT WORK (Highways, Transport and Infrastructure). The Strategic Director – Economy, Transport and Environment sought Cabinet approval to extend the current contract for Traffic Management. The Traffic Management Sub-Contract was approved by Cabinet in March 2013 for the period up to 31 December 2014, with an option to extend for a further year, subject to satisfactory performance and available funding. As both criteria for the extension were met, this option had been exercised and the contract extended until 31 December 2015.

The provision of the Council's specialist requirements for traffic management work would be included in the proposed Highway Maintenance Framework Contract, which was anticipated to be operational by summer 2016. Due to the nature of the work, it was unlikely that the Council would obtain competitive rates by tendering this work for the interim period between the end of the contract with Galliford Try Infrastructure Ltd, the current contractor, and the implementation of the Highway Maintenance Framework contract. Gallifords had indicated that it would be willing to extend the contract, subject to a 2.5% uplift in its rates which was acceptable to the Council.

RESOLVED to approve, under Protocol 10 of the Council's Financial Regulations, the extension of the Traffic Management Sub-Contract with Galliford Try Infrastructure Ltd for a period of up to one year from 1 January 2016 until 31 December 2016, prior to the implementation and mobilisation of the Highway Maintenance Framework Contract.

380/15 ILKESTON GATEWAY (Highways, Transport and Infrastructure) The Strategic Director – Economy, Transport and Environment sought Cabinet approval to the allocation of funding from within an existing 2015–2016 Local

Public

Transport Plan budgets to secure external funding and enable delivery of a specified project at Ilkeston Gateway, the upgrading of the Erewash Canal Towpath.

Ilkeston Gateway, as a concept, had been developed by Erewash Borough Council into a Supplementary Planning Document (SPD) which had been adopted in March 2015, and included a number of key access and connectivity improvement projects.

Details and improvements identified within the SPD were presented in the report. Other improvements within the SPD would need to be delivered separately over a longer- term, to arrange resources including developer contributions. These measures included measures within the highway, notably an aspiration to reduce traffic on Coronation Road and Station Road, but also a number of improvements to walking and cycling routes, one of which was to improve the Erewash Canal Towpath and further enhance its role as an important green infrastructure asset from Cotmanhay in the North to Larklands in the South of Ilkeston. This would involve a range of measures including re-surfacing, demarcation, safety enhancements and the undertaking of associated works such as bank strengthening. It would also improve local connectivity to the potential opening of the iconic Bennerley Viaduct as a walking and cycling route which had been pursued separately with Sustrans leading bids for funding.

Resources to assist the delivery of Ilkeston Gateway had already been recognised by the County Council and the Economy, Transport and Environment Department Service Plan 2015–2016 included a budget of £0.350m for the project.

The Canal and Rivers Trust, which had already undertaken significant enabling work on the Erewash Canal Towpath, was able to commit £0.150m of further resources from its 2015–2016 budget which would contribute to a towpath upgrade between Awsworth Road and Cotmanhay and Potters Lock, Ilkeston, providing a substantial proportion of the SPD Project. It would provide a high standard off-road route from Cotmanhay linking connections to the Station and Town Centre. The total cost had been established through engagement of a Contractor and was £0.5m, and the project could therefore proceed if the County Council made available its current commitment of £0.35m. The County Council's contribution would be fixed, and in exchange, the Canal and Rivers Trust would commit to delivery of the specified scheme and would retain responsibility for future maintenance of the assets.

RESOLVED to agree to the allocation of £0.350m from existing 2015–2016 Local Transport Plan budgets to the Canal and Rivers Trust for upgrading of the Erewash Canal Towpath.

381/15 PENNINE BRIDLEWAY NATIONAL TRAIL – OFFER OF GRANT AID FROM NATURAL ENGLAND (Highways, Transport and Infrastructure)

The Strategic Director – Economy, Transport and Environment sought Cabinet approval to accept an offer of grant aid from Natural England for the continued development of the Pennine Bridleway National Trail through Derbyshire, and the addition of the scheme to the 2015–2016 Capital Programme.

The Pennine Bridleway was a national trail purpose built for horse riders, mountain bikers and walkers. In Derbyshire, the trail was being implemented by the County Council on behalf of Natural England and when fully open it would begin at Middleton Top and Hartington Station, Derbyshire, and end at Byrness in Northumberland, a distance of 350 miles.

The majority of the bridleway in Derbyshire was open, although the section through Glossop remained a missing link for horse riders with alternative routes mostly on roads, signposted for walkers and cyclists. In 2007, a new route for the Pennine Bridleway through Glossop was identified and approved by the Secretary of State. The Council was currently concentrating its efforts on the design, acquisition and management work to construct part of the route between Monks Road, Charlesworth and High Lane, Simmondley at a total estimated cost of £0.239640m to which £0.190m grant from Natural England would contribute.

RESOLVED to (1) agree to accept the offer of grant aid of £0.190m from Natural England to design and construct part of the route of the Pennine Way Bridleway National Trail between Monks Road, Charlesworth and High Lane, Simmondley; and

(2) approve the inclusion of the scheme in the 2015–2016 Capital Programme.

382/15 DRIVERS FOR WINTER MAINTENANCE (Highways, Transport and Infrastructure) The Strategic Director – Economy, Transport and Environment sought approval to establish a Council framework for the engagement of agency drivers to provide a winter maintenance service across the County.

The Department was actively seeking sufficient volunteers to assist in the implementation of precautionary salting and was conscious of the existing contractual requirement for employees to participate in out of hours activities, an issue which was being addressed with employees and the trade unions. However, it was anticipated that up to a further twelve drivers might be needed to meet requirements, including some cover in times of absences. A framework agreement was now proposed to enable agency drivers to be engaged when required and appointments would be made from the framework on the basis that the agency drivers who were engaged via these

Public

arrangements would be available to undertake winter maintenance duties outside normal working hours.

A procurement exercise had been undertaken to establish the proposed framework. Four tenders had been submitted and following evaluation of these bids, three tenderers met the Council's criteria. It was therefore proposed to award the Lots as detailed below with the framework being in place for a period of five months to commence with immediate effect.

Company	No. of Drivers	Lots Awarded
Peter Byard Plant Hire Ltd	1	3,4,5,6
Hayes Plant Hire	6	2,3,4,5,6
Wheelplant Ltd	7	1,2,3,4,5,6

RESOLVED to approve the framework for the engagement of agency drivers to provide winter maintenance service as detailed in the report for a period of five months to commence with immediate effect.

383/15 EXCLUSION OF THE PUBLIC 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 13 October 2015.
2. To receive the exempt minutes of Cabinet Member meetings as follows:-
 - (a) Highways, Transport and Infrastructure – 29 September 2015
 - (b) Council Services – 12 October 2015
 - (c) Children and Young People – 13 October 2015
3. Consideration of the report of the Chief Executive and the Strategic Director – Corporate Resources on the Buxton Crescent Hotel and Thermal Spa Project (Council Services) (contains information relating to the financial and 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 Heating, Installation and Maintenance Materials – Award of Contract (Council Services) (contains information relating to the financial and business affairs of any particular person, including the Authority holding that information).

Public

5. Consideration of the report of the Strategic Director – Corporate Resources on Kitchen Ventilation Schemes (Council Services) (contains information relating to the financial and business affairs of any particular person, including the Authority holding that information).
6. Consideration of the report of the Strategic Director – Corporate Resources on the Contract for the Supply of Landscape Machinery (Council Services) (contains information relating to the financial and business affairs of any particular person, including the Authority holding that information).
7. Consideration of the report of the Strategic Director – Corporate Resources on the Relocation of Adult Care Teams (Council Services) (contains information relating to the financial and business affairs of any particular person, including the Authority holding that information).
8. Consideration of the report of the Strategic Director – Children’s Services on the Variation to Contacts for Mileage Claims for Local Authority Centrally Employed Teacher’s Terms and Conditions (Children’s Services) (contains information likely to reveal the identity of any individual).
9. Consideration of the report of the Strategic Director – Economy, Transport and Environment on the Supply of LED Luminaires (Highways, Transport and Infrastructure) (contains information relating to the financial and 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 Supply of Ford Vehicle Replacement Parts (Highways, Transport and Infrastructure) (contains information relating to the financial and business affairs of a particular person, including the Authority holding that information).
11. Consideration of the report of the Strategic Director – Adult Care on the Adult Care Senior Management Team – Minor Variation and Realignment (Adult Social Care) (contains information likely to reveal the identity of any individuals).