

**MINUTES** of a meeting of **CABINET** held on 31 January 2017 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

Also in attendance – Councillors B Lewis and D Lomax

**26/17      MINORITY GROUP LEADERS' QUESTIONS**

There were no Minority Group Leaders' questions.

**27/17      MINUTES RESOLVED** that the non-exempt minutes of the meeting of Cabinet held on 10 January 2017 be confirmed as a correct record and signed by the Chair.

**28/17      CABINET MEMBER MEETINGS – MINUTES RESOLVED** to receive the non-exempt minutes of Cabinet Member meetings as follows:-

- (a) Highways, Transport and Infrastructure – 22 December 2016
- (b) Children's Services – 10 January 2017
- (c) Health and Communities – 10 January 2017
- (d) Strategic Policy, Economic Development and Budget – 10 January 2017
- (e) Council Services – 16 January 2017

**29/17      CORPORATE PARENTING COMMITTEE – MINUTES RESOLVED** to receive the minutes of the meeting of the Corporate Parenting Committee held on 13 December 2016.

**30/17      D2N2 GROWTH AND INNOVATION PROGRAMME** (Strategic Policy, Economic Development and Budget) The Strategic Director – Economy, Transport and Communities sought approval to endorse the European Regional Development Fund (ERDF) grant of £5.383m for the Derby, Derbyshire, Nottingham and Nottinghamshire (D2N2) Growth and Innovation Programme and also to confirm the previous commitment of up to £0.6m revenue contribution towards the project.

At the Cabinet meeting on 3 November 2015, approval was given to provide £0.6m to support the Derby and Derbyshire Enterprise Growth Fund (D2 EGF) project which involved the Council working in partnership with Derby

City Council to build on the success of the Global Derbyshire Grant Fund Programme and expand the existing Derby Economic Growth Fund (DEGF) with additional ERDF resources. However, the Council was subsequently advised by the D2N2 European Structural and Investment Fund Programme Board (ESIF) and the Department for Communities and Local Government (DCLG) that a full application should be developed for the whole D2N2 area.

Led by the East Midlands Business Limited (EMB) and working in partnership with Derby City Council, Nottingham University and the University of Derby, a D2N2 Growth and Innovation Programme application had been submitted for funding through the D2N2 ESIF programme as part of the ERDF Priority Axis 3 (enhancing the competitiveness of small and medium sized enterprises, further details of which were presented. EMB had received confirmation from the DCLG in May 2016 that a total of £5.383m ERDF had been awarded to facilitate the delivery of the Programme which would now run to December 2018. Overall, the Programme would increase the amount of grant funding available from each of the three schemes, enabling them to provide support to a greater number of businesses wishing to invest in innovation and economic growth. The D2 EGF project would help provide support to businesses in traditional and developing industries such as the visitor economy, creative industries, heritage, food and drink and high technology manufacturing sectors. This part of the programme built upon the successful Global Derbyshire Grant Fund Programme that provided grant support to over 110 businesses, creating in excess of 440 new jobs and safeguarded a further 170 jobs. The D2 EGF would allow enhanced grant funding and support for 100 existing Small Medium Sized Enterprises (SMEs) and 15 new ones, helping them to innovate, expand create up to 500 new jobs across the County, further details of which were presented.

EMB was the contracting body with DCLG. For the project, Derbyshire County Council was a delivery partner contributing match funding and delivering a key element of a wider project. Project governance structures required the Council to enter into an agreement with Derby City Council which had signed the funding agreement with EMB and the Director of Legal Services would advise in relation to the agreement.

A Service Level Agreement would be agreed between the Council and Derby City Council to ensure the required project outputs were achieved. The agreements were currently in draft and it was proposed that consideration and agreement of the final SLA be delegated to the Strategic Director – Economy, Transport and Communities in consultation with the Cabinet Member – Strategic Policy, Economic Development and Budget.

**RESOLVED** to (1) endorse the ERDF grant of £5.383m for the proposed D2N2 Growth and Innovation Programme;

(2) confirm approval of the earmarked reserve of £0.6m funded from the General Reserve as Derbyshire County Council's funding contribution towards the D2N2 Growth and Innovation Programme; and

(3) agree to delegate to the Strategic Director – Economy, Transport and Communities and the Director of Legal Services in consultation with Cabinet Member for Strategic Policy, Economic Development and Budget, final acceptance and signing of the final approval of any SLAs relating to the D2N2 Growth and Innovation Programme.

### **31/17      D2N2 INWARD INVESTMENT PROJECT – MATCH FUNDING**

(Strategic Policy, Economic Development and Budget) The Strategic Director – Economy, Transport and Communities sought approval to endorse the European Regional Development Fund (ERDF) grant of £1.041m for the D2N2 Inward Investment Project, to delegate authority to accept and sign the partnership agreement and to confirm £90k match funding towards project proposals.

Approval had been given to provide a match funding contribution of £90k from the Derbyshire Economic Partnership (DEP) budget towards a D2 Inward Investment Project over a three year period, alongside alignment of 0.5 full-time equivalent Senior Economic Development Officer (Grade 11) as match funding.

However, during the appraisal stage, the Department for Communities and Local Government (DCLG) requested the D2 Inward Investment Project be aligned with similar projects in Nottinghamshire to create a D2N2 Local Enterprise Partnership (LEP) wide inward investment project. As a result of the realignment, the required staffing and match funding from Derbyshire had reduced from 0.5 full-time equivalent to 0.3 full-time equivalent and the overall match funding requirement of £90k remained the same.

On 15 November 2016, DCLG approved the revised project in principle, awarding a European Structural and Investment Fund (ESIF) grant of £1.041m against a total project cost of £2.083m. Final acceptance of the Partnership Agreement and endorsement of the grant offer was now required by all delivery partners, including the County Council. Further details of the project were presented in the report.

Nottingham City Council, as the Accountable Body for the project, would be the contracting body with DCLG. For the project, the County Council was delivery partner contributing match funding and delivering a key element of the

wider project. The project governance structure required the County Council to enter into a partnership/collaboration agreement which the Council would be required to sign which set out responsibility of all delivery partners, project governance arrangements and risk apportionment. The Director of Legal Services would advise on the Agreement which was currently in draft format. It was proposed that consideration and sign-off of the final Partnership Agreement be delegated to the Strategic Director – Economy, Transport and Communities in consultation with the Cabinet Member – Strategic Policy, Economic Development and Budget.

**RESOLVED** to (1) endorse the ERDF grant of £1.041m for the proposed D2N2 Inward Investment Project;

(2) confirm approval of the £90k match funding to support delivery of the project;

(3) note the reduction in time of the Senior Economic Development Officer post on the project from 0.5fte to 0.3fte; and

(4) authorise the Strategic Director – Economy, Transport and Communities and the Director of Legal Services in consultation with Cabinet Member - Strategic Policy, Economic Development and Budget, to agree the final terms of and sign the Partnership/ Collaboration Agreements D2N2 Inward Investment Project on behalf of the County Council.

**32/17      MAXIMISING SOCIAL VALUE THROUGH COMMISSIONING AND PROCUREMENT OF PUBLIC SERVICES** (Council Services) The Chief Executive updated Cabinet on work that had been taking place to maximise social value through the commissioning and procurement of services and sought approval for the Council's final draft Social Value Strategy, Framework and Procurement Guidance following consultation.

Details of the work undertaken to develop the Council's approach to social value were presented in the report including incorporating the additional suggestions generated through the consultation exercise into the Strategy and supporting documents. Copies of the Strategy, Framework and Procurement Guidance were attached at Appendices A, B and C respectively to the report. A draft Action Plan which set out the key activities required to take work on social value forward for the forthcoming year was also attached at Appendix D to the report.

**RESOLVED** to (1) note the work that had been taking place across the Council to maximise social value;

- (2) approve the final Social Value Strategy, Framework and Procurement Guidance for publication;
- (3) consider and approve the draft Action Plan highlighting key activity required to take forward over the forthcoming year; and
- (4) receive further reports on progress on a six monthly basis and an annual report at the end of each financial year.

**33/17      ADULT COMMUNITY EDUCATION SERVICE PAY**

**AGREEMENT 2016-18** (Council Services) The Strategic Director – Corporate Resources sought approval to a two year Pay Agreement for Adult Community Education Service Employees for 2016-17 and 2017-18. Details of the revised pay scales are attached at Appendix 1 to the report.

**RESOLVED** to approve the adoption of the initial Adult Community Education Service Pay Agreement resulting in the pay scales as set out in Appendix 1 to the report for the period 1 September 2016 to 31 August 2018.

**34/17      PROPOSALS FOR THE NEW DERBYSHIRE CONNECT**

**TRANSPORT SERVICE FROM OCTOBER 2017** (Highways, Transport and Infrastructure) The Strategic Director – Economy, Transport and Communities informed Cabinet of proposals for the new Derbyshire Connect Service and sought approval to invite tenders for the delivery of the service.

At its meeting on 22 November 2016, Cabinet agreed in principle, to introduce a new Derbyshire Connect Service from October 2017 to help meet travel demands not met through conventional bus services. Derbyshire Connect would provide people unable to use conventional buses due to age, disability or because of a lack of bus services in their area, with access to essential services such as food shopping or health care. Currently the County Council made grants to Community Transport organisations to provide a weekly Dial-a-Bus Service from every community in the County to a local town centre or supermarket and an active travel service which provided access to health care. Derbyshire Connect would draw together these two elements of initially provided broadly similar gate to gate service provided under a contractual arrangement for a competitive tendering process, details of which were presented in the report.

**RESOLVED** to (1) authorise the Strategic Director – Economy, Transport and Communities to invite tenders of the delivery of the Derbyshire Connect Services for two and half years starting in October 2017; and

- (2) receive a further report on the outcome of the tender process.

**35/17      PROPOSALS FOR THE DEVELOPMENT OF A BUS**

**STRATEGY** (Highways, Transport and Infrastructure) The Strategic Director – Economy, Transport and Communities sought approval to the emerging proposals for developing a Derbyshire Bus Strategy. It was proposed that a small working group be established with representatives from bus operators, passenger groups and Council Officers to develop an initial outline scope of the Strategy. At the same time, interested groups such as businesses, trade unions, health and education providers, voluntary and community groups other bus operators and passenger groups should be contacted to get their views on what the strategy should contain. Comments would be used to develop a draft Strategy reflecting local issues and emerging trends with public consultation taking place in summer 2017.

**RESOLVED** to (1) endorse the development of a Derbyshire Bus Strategy in collaboration with other stakeholders as detailed in the report; and

(2) agree to receive a further report on the draft Strategy prior to public consultation.

**36/17      ROAD SAFETY FUND** (Highways, Transport and Infrastructure)

the Strategic Director – Economy, Transport and Communities advised Cabinet of the availability of funding to support projects on three specified County Council roads, sought agreement in principle for the Authority to accept grant funding for these and to add them to the Capital Programme.

Amongst the resources announced through the Autumn Statement in 2016, was a Road Safety Fund designed to upgrade fifty sections of roads in England that exposed users to the highest risk of collision and injury. Three of these eligible sections of roads were in Derbyshire and were:

- The A619 between Bakewell and Baslow;
- The A5012 between Cromford and Newhaven;
- The A004 between Buxton and Whaley Bridge

Full guidance on the Road Safety Fund was awaited from the Department of Transport (DfT). However, in order to permit the early development of solutions, it was recommended that the three schemes be added to the Capital Programme, but without specified budgets at this stage. In order to ensure that negotiations could be concluded as smoothly as possible, it was recommended that the Strategic Director – Economy, Transport and Communities, following consultation with the Cabinet Member – Highways, Transport and Infrastructure, be authorised to reach the necessary agreements with the DfT regarding funding and monitoring.

**RESOLVED** to (1) agree to accept, in principle, grant towards the implementation of major Road Safety Schemes for sections of the A619 between Bakewell and Baslow, the A5102 between Cromford and Newhaven and the A5004 between Buxton and Whaley Bridge;

(2) agree to add the major safety schemes for each of the projects identified above to the Capital Programme as and when funding was confirmed; and

(3) authorise the Strategic Director – Economy, Transport and Communities, following consultation with the Cabinet Member – Highways, Transport and Infrastructure, to reach the necessary agreements with the DfT over funding and monitoring for these schemes.

**37/17      HIGHWAY WORKS ASSOCIATED WITH PEAK RESORT**

(Highways, Transport and Infrastructure) The Strategic Director – Economy, Transport and Communities sought approval for a number of areas of work to be undertaken by the County Council in support of the Peak Resort Development, all of which would be funded by the developer.

The County Council was not a signatory to funding agreements for Peak Resort but, as a local Highway Authority, would be involved in creation of the sites highway access through approving and adopting the infrastructure. These works would include the introduction of a new roundabout at the junction of the A61 Southbound Slip Road and B6057 Sheffield Road; creation of a new access road (including crossing point) into the Peak Resort site; widening of the B6057 under the A61 flyover with associated structural and footway works, and signalisation of the northbound slip roads at the junction with B6057 Broombank Road as detailed on the plan attached at Appendix HA1 to the report.

Birchall Properties Limited, the developer, proposed to engage its own designers and contractors to work on the scheme with the County Council fulfilling its regulatory role under Section 278 of the Highways Act 1980 by having the developer enter into a Highways Works Legal Agreement, checking the designs and inspecting the work. However in the interests of greater internal efficiency, it was proposed that the Council carry out the traffic signal design work at the Broombank Road/A61 slip roads junction. The Council's Traffic Signals Engineers had estimated the cost of this design work at between £7.5k and £10k which the developer had agreed to fund.

In addition to the above highway works, the developer also had a number of planning applications which formed part of the Section 106 Agreement for the Planning Permissions. These included payments within

three months of commencement of development for various highways improvements such as;

- Further signalisation or a mini roundabout at the Broombank Road/Sheepbridge Lane junction (£60k);
- Pedestrian crossing point(s) Sheffield Road/Chesterfield Road (£50k); and
- Traffic calming on Sheffield Road (£25k).

The developer had also made additional commitments namely;

- To monitor traffic at the Jordanthorpe Parkway roundabout to the north of the site (at years 1, 3 and 5 post opening) and, if necessary, to provide up to £50k towards mitigation measures and;
- To submit a scheme of directional signage for the development six months prior to its opening and cover the Council's costs in procuring and erecting the signage.

All of the above obligations were likely to require some further authorisation under Section 278 of the Highways Act 1980, which would be carried out using the Council's established protocols. In the case of signalling the Broombank Road/Sheepbridge Lane, there might be time and cost advantages by tying in this work with nearby traffic signals work on the northbound slip road junctions and allowing the developer to combine the works of its own Section 278 Agreement and transferring funds accordingly. It might also be advantageous to adopt a similar approach to some of the other Section 106 obligations such as the pedestrian crossing on Sheffield Road to ensure best value and use of resources to realise the required highway improvements, under the delegated authority of the Strategic Director – Economy, Transport and Communities.

The developer had also expressed a preference for the County Council to deliver the principal connection to walking and cycling routes outside the site, in the form of upgrading an existing bridleway. This would provide a route via the South West of Dronfield to a network of existing trails, lanes and quiet roads as detailed in Appendix HA3 to the report. Whilst it provided legal right of way to cyclists, this was currently not in a suitable condition for use by road cycles which were seen as the principle market for the development. Whilst there was no doubt this was important to the commercial success of the Peak Resort, it would also improve sustainable transport access to the site for day visitors, employees and students from the Dronfield area. There was, therefore, a valid reason for the County Council to assist with its delivery and this would require the acceptance of funding from the developer and for the scheme to be incorporated into the Capital Programme at an estimated cost of £150k.



A further issue for consideration was the potential adoption of part of the site's access road. Under normal circumstances, the Highway Authority did not adopt new cul-de-sac streets serving a single commercial user due to limited public benefit for general highway purposes. In this instance however, the access road was crossed by a public bridleway requiring the introduction of a Pegasus crossing for the public. In addition, the site was likely to require public transport access and would be a major employer and education provider and, for these reasons, there was arguably a sufficient public benefit for the Council to adopt a section of the access road spur for a length of 120metres, at which point there would be a suitable turning facility. In the event of adoption, the Highway Authority would seek to recover the additional maintenance cost of the access road spur by way of a commuted sum from the developer.

Funding for all the work outlined was understood to be available from within the SCR grant. However, all agreements involving the County Council would be made directly with the developer, Birchall Properties Limited, irrespective of the source of funding.

**RESOLVED** to approve, in association with the Peak Resort Development: (1) the acceptance of developer funding for the County Council to design works associated with the signalisation of the junction between Broombank Road and the northbound A61;

(2) the utilisation of Section 106 contributions to design and install traffic signals at the junction between Broombank Road and Sheepbridge Lane, pedestrian crossings and traffic management on Sheffield Road, improvements at Jordanthorpe Parkway Roundabout and directional signage as detailed, and for these schemes to be added to the County Council's 2016-17 Capital Programme;

(3) the amendment of the 2015-16 Capital Programme to reduce the allocation for highways infrastructure connected to the Peak Resort from £2.85m to £150k; and

(4) in principle, the adoption of the initial 120 metres access road into the site as publicly maintainable highway.

**38/17      TRANS-PENNINE HIGHWAY PROJECTS** (Highways, Transport and Infrastructure) The Strategic Director – Economy, Transport and Communities updated Cabinet on a number of projects relating to highway links across the south Pennines and recommended a County Council policy statement on these issues.

The key current areas of work on trans-Pennine roads were:

- The Mottram bypass and A57 (T) to A57 link road;
- Trans-Pennine tunnel study;
- Wider transport connectivity assessment;
- Trans-Pennine upgrade programme.

Further details of all these projects were represented in the report.

Bringing together the outcomes of the above schemes and studies, whilst there was a reasonable degree of certainty that the Mottram bypass, the A57(T) to A57 link road and the safety and technology improvements along the existing trunk road would take place, there were approval processes still to be completed although the schemes could be regarded as funded. Whilst there was also considerable momentum behind the investigation of the longer-term tunnel and wider connectivity schemes, these did not have construction funding currently identified which threw into focus the question of what might be the impacts of the 'definite' projects on Derbyshire's interests, possibly in perpetuity, but at least in the interim period (potentially a number of years), ahead of the completion of a tunnel.

The provision of the Mottram bypass and A57(T) to A57 link road would result in a significant uplift in the connectivity of Glossop and Glossopdale to Greater Manchester and to the strategic road network via the M67 motorway. Alongside good existing rail connectivity, this would help the northern parts of High Peak Borough to strengthen its relationship with the economy of Greater Manchester. The removal of significant constraints in the centre of Mottram and the Gunn Inn junction, were likely to increase demand for travel over both the Woodhead (A628 (T)) and Snake (A57) Passes. Judgment over whether this would be an acceptable level would only be a possible on receipt of detailed modelling reports. There were though, legitimate grounds for concern over road safety and environmental impacts on the communities of Tintwhistle, Dinting Vale and Glossop. It was possible that to help address these, the County Council could seek support for mitigation measures to reduce demand for travel on its own network. Opportunities to do this would be limited by the sensitivity of the environment through which the routes passed and also the reliance on these roads for local access, as well as for longer distance travel. Although it was not possible to quantify impacts at this stage, there was reason to expect the County Council would face difficult decisions over whether to support the Road Investment Strategy (RIS) schemes once the preferred solutions were announced. Whilst existing problems on the trunk road corridor through Tameside were acute and deserving of resolutions, it was possible that the Council would be unable to support the proposed schemes due to the consequential detrimental impacts within its own area.

Given the above, it was notable that both the Greater Manchester and Sheffield City Region Combined Authorities were expected to consider reports in the near future which recommend support for the extension of shorter-term programmes of work to incorporate bypasses of Hollingworth and Tintwhistle. Although there was no doubt this raised contentious issues, not least that a complete bypass of Tintwhistle would be impossible to achieve without some road construction within the Peak District National Park, it was welcomed that a debate was being initiated. At the same time, it would be difficult for officers to recommend unequivocal support for such a scheme, without a more detailed understanding of its route, its design and its impacts across a wide range of criteria.

**RESOLVED** to agree to the adoption of the following as the policy position regarding potential schemes for trans-Pennine roads:

(1) raise with the Department for Transport (DfT), Transport for the North (TfN) and Highways England, the Council's concern that the schemes proposed in the current RIS had potential to be damaging to the interests of Derbyshire should they result in increased traffic over the Woodhead and/or Snake Passes;

(2) support, without prejudice to any future consideration of their outcomes, the continuation of studies into a trans-Pennine road tunnel and wider connectivity;

(3) welcome, in principle, any interest expressed by the Greater Manchester and Sheffield City Region Combined Authorities in the development of a full bypass of Mottram-in-Longdendale, Hollingworth and Tintwhistle.

(4) request that the DfT and TfN give consideration within their current programme of studies to:

- a full investigation of the case for such a scheme, with and without the longer-term prospect of a trans-Pennine road tunnel;
- consideration within this, of ways in which the impacts of a scheme on the Peak District National Park could be minimised; this could incorporate examination of carriageway standards, lighting options and whether tunnelling in some form (already proposed for the Mottram Bypass) would be feasible; and;

(5) reserve its formal position until receipt of a full assessment of benefits and impacts on whether to support:

- the Mottram Bypass

- the A57(T)-A57 Link Road
- a Mottram-Hollingworth-Tintwistle bypass in some form.

**39/17      DERBYSHIRE AND DERBY MINERALS LOCAL PLAN**

(Highways, Transport and Infrastructure) The Strategic Director-Economy, Transport and Communities updated Cabinet on the progress of joint work with Derby City Council on developing the Derbyshire Minerals Local Plan and the timescales for adoption. Details of the key issues were presented at Annex 1 to the report, progress to date at Annex 2, a summary of the consultation at Annex 3 and details of the proposed content of the draft Plan at Annex 4.

**RESOLVED** to note the progress in the preparation of the new Derbyshire Minerals Local Plan as detailed in the report and the indicative timescale for the next stages in its preparation.

**40/17      SUMMER OF CYCLING 2017 – EROICA BRITANNIA AND THE WOMEN'S TOUR OF BRITAIN** (Highways, Transport and Infrastructure)

The Strategic Director – Economy, Transport and Communities sought approval to the continued development of the visitor economy through the Summer of Cycling Programme and the allocation of resources for two major cycling events during 2017.

Details of the successful support for Eroica Britannia and Aviva Women's Tour of Britain during 2016 were presented in the report. Noting this success, it was recommended that Cabinet consider committing support for the Summer of Cycling Programme for 2017.

In respect of the Eroica Britannia event, it was proposed that the Council sponsor the event up to a maximum amount of £20k which was a reduction on the £30k provided to the organisers in 2016 and reflected the changes in circumstance around the move to a new location. It also reflected the need for organisers to accept that this was likely to be the last year of financial support in terms of sponsorship from the Council, although "in kind" support would still be forthcoming. In addition, it was proposed that the Council offer, subject to agreement with the organisers, to operate one or more of the recognised food stops, at its own expense and with the intention of this becoming a "mini-festival" with a strong Derbyshire flavour using local suppliers. This support would be up to a maximum of £10k but should be significantly lower.

In terms of the Aviva Women's Tour of Britain, the organisers had once again provided an offer for Derbyshire to host a full stage (including the start and finish) of the Women's Tour in 2017 under the same terms as the 2016 agreement. This would require an investment similar to last year's event of

approximately £145k, including the fee for the actual stage itself, plus extra stewarding, first aid and toilet provision and Traffic Regulation Order costs. The above did not include any costs which might be incurred should the Council wish to undertake additional promotional events at either (or both) the start and finish locations.

Whilst it would appear from the evaluation of the 2016 event , that the Council received a positive return on its investment in terms of net expenditure invested in the local economy, given the current financial pressures it was facing, it would provide major challenges for the Council to repeat this, acting alone. However, following discussions with Chesterfield Borough Council, it was now evident that this proposal was achievable through a joint partnership approach, splitting the costs equally between both authorities. This would provide the opportunity of jointly working towards offsetting these costs through engagement with local potential sponsors, utilising the expertise of both Destination Chesterfield and Visit Peak District and Derbyshire to maximise its potential. Essentially this would mean that both Chesterfield Borough Council and Derbyshire County Council would each underwrite 50% of the total up to £72.5k per authority and work together to control costs and seek the necessary sponsorship referred to above.

**RESOLVED** to (1) agree to support Eroica Britannia 2017 up to a maximum value of £20k in sponsorship and the delivery of one or more food stops up to a maximum value of £10k in 2017;

(2) agree to financially support hosting a full stage of the Aviva Women's Tour of Britain 2017, in partnership with Chesterfield Borough Council, up to a maximum of £72.5k per authority;

(3) welcome confirmation by Chesterfield Borough Council, of its willingness to match the County Council's financial contribution to support the Women's Tour event; and

(4) agree to receive a further report on support for future cycling events in due course.

**41/17      INTRODUCTION OF RADIO FREQUENCY IDENTIFICATION TO DERBYSHIRE LIBRARIES** (Health and Communities) The Strategic Director – Economy, Transport and Communities sought approval for the introduction of Radio Frequency Identification (RFID) into Derbyshire Libraries and for the costs of introducing RFID to be met from the Change Management Reserve.

Self-service issue and return kiosks were installed in twenty-six Derbyshire libraries and since 2008, they had achieved a significant saving in

staffing costs, through a reduction in posts, which had all been achieved through normal staff turnover. The majority of local authorities with self-service now used a more efficient RFID based solution.

RFID was the wireless use of electromagnetic fields to automatically identify and track tags attached to objects. This offered a much faster approach to handling books and other materials as multiple items could be dealt with together and there was no need to laboriously scan individual items. It freed up staff time and, in other authorities, it had been used to help libraries reduce staffed hours. RFID was well established in public libraries worldwide and was a logical and cost effective option for the library service at a time of increasing budget reductions.

It was proposed to introduce RFID in Derbyshire Libraries and it was noted that there were three key elements for its successful introduction;

- The Library Service had approximately one million items of stock and each one would need to be tagged. Tags currently cost 11p each although the price trend was downwards. The current costs would therefore be £110k the purchase of which would be subject to normal tendering procedures;
- The existing self-service machines would need to be upgraded to accept items with RFID tags at an estimated cost of £50k; and
- Attaching the tags to the existing items of stock had to be done manually. Following consultations with other library authorities, a detailed implementation plan had been devised which had given a realistic timescale of approximately one year to tag the million items of stock with an estimated staff cost of up to £100k. It was anticipated that some of these staffing costs could be contained within existing library service budgets, although it was currently not possible to quantify exactly what proportion of these costs could be achieved in this way.

Alongside the implementation of RFID, all new acquisitions would be tagged when purchased and this would incur an annual charge of £10k to be met from the library service budget. Following the introduction of RFID, the library service would make savings through the deletion of posts achieved through natural turnover, with a potential for additional savings to be identified once the implementation had been completed.

The maximum one-off cost for the introduction of RFID into Derbyshire Libraries was £260k and it was proposed that this be funded from the Change Management Reserve.

**RESOLVED** to approve (1) the introduction of RFID into Derbyshire Libraries; and

(2) that the £260k costs of introducing RFID be met from the Change Management Reserve.

**42/17      AUTHORISATION TO CARRY OUT ENFORCEMENT**

**RESPONSIBILITIES** (Health and Communities) The Strategic Director – Economy, Transport and Communities updated and consolidated authorisations from Cabinet for nominated officers within the Trading Standards Service to undertake enforcement and administrative duties under the relevant provisions of the Acts specified in Appendix A to the report.

**RESOLVED** to (1) note the updating and consolidation of authorisations from Cabinet for nominated officers within the Trading Standards Service to undertake enforcement and administrative duties under the relevant provisions of the Acts specified in Appendix A to the report;

(2) note that the statutory appointment of Chief Inspector of Weights and Measures was discharged by the Assistant Director Trading Standards.

(3) authorise the Assistant Director Trading Standards to enforce and administer the legislation set out in Appendix A to the report.

(4) authorise such officers of the Trading Standards Service as may be nominated by the Assistant Director Trading Standards to enforce and administer the legislation set out in Appendix A to the report.

(5) authorise the Assistant Director Trading Standards in connection with matters listed in Appendix A, under Section 223 of the Local Government Act 1972, to consider the facts of a particular case, and, if expedient for the protection of the inhabitants of the County, to institute, prosecute and appear in legal proceedings on behalf of Derbyshire County Council, before any Court of summary jurisdiction, and to issue suspension notices, apply for forfeiture or destruction orders on goods, and to effect such other legal procedures as are commensurate with the discharge of the enforcement or administration of the above mentioned Acts, and of any Rules, Orders or Regulations made thereunder;

(6) authorise the Assistant Director Trading Standards, in connection with matters listed in Appendix A, to nominate officers to fulfil the functions detailed in recommendation (5) above, including the power to institute, prosecute and appear in legal proceedings on behalf of Derbyshire County Council, before any Court of summary jurisdiction;

(7) note that regular reports would be submitted to the Cabinet Member - Health and Communities in order to keep Members informed of those matters which were subject of legal proceedings; and

(8) note that the authority of the Regulatory – Licensing and Appeals Committee was sought on the 16 January 2017 for enforcement and administrative powers under the relevant provisions of the specified Acts which did not fall within the remit of Cabinet and are specified in Appendix B to this report.

**43/17      DIRECT CARE HOMES FOR OLDER PEOPLE: CAPITAL WORKS OPERATIONAL PRIORITIES AND REFURBISHMENT OF THE LEYS ASHBOURNE** (Adult Social Care) The Strategic Director – Adult Care – sought approval to undertake capital works in line with operational priorities up to the value of £2.670m at the Council's homes for older people and refurbishment works up to the value of £0.597m, being the Adult Care funded portion of works at The Leys Home for Older People Ashbourne. Further details of both matters were presented in the report

**RESOLVED** to approve (1) a programme of capital works in line with the operational priorities up to the value of £2.670m at the Council's Homes for Older People; and

(2) refurbishment works up to the value of £0.596m, being the adult care funded portion of works at the Leys Home for Older People Ashbourne, to be undertaken by the Council's Property Services Division.

**44/17      SCHOOL REVENUE FUNDING SETTLEMENT 2017-18** (Children's Services) The Strategic Director – Children's Services informed Cabinet of the School Revenue Funding Settlement for 2017-18 and sought approval to a number of decisions to enable mainstream school budgets to be determined. Further detail was presented in terms of the overall settlement, the initial costs based on current multipliers/new formula data, further allocations to schools, a summary of proposals and de-delegation (re-pooling of funding).

**RESOLVED** to (1) note the DSG settlement for 2017-18;

(2) agree to the allocations of delegated funds as set out in sections 2.2 and 2.3 of the report;

(3) agree to retain funding centrally to meet the costs of items in Appendix 1 to the report;



- (4) agree to the Schools Forum request to de-delegate funding in accordance with section 2.5 and Appendix 5 of the report for 2017-18;
- (5) agree to top-slice funding for school redundancy costs for 2017-18;
- (6) note that the use of DSG cash reserves to cover services previously funded by ESG GD was unlikely to be possible in future;
- (7) allow any matters of detail relating to schools' delegated budgets to be resolved by the Strategic Director for Children's Services in consultation with the relevant Cabinet Members; and
- (8) note that a further report would be brought on the funding issues relating to Early Years and High Needs Blocks.

**45/17      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 10 January 2017.
3. To receive the exempt minutes of Cabinet Member meetings as follows:
  - (a) Highways, Transport and Infrastructure – 22 December 2016
  - (b) Children's Services – 10 January 2017
4. Report of the Strategic Director – Corporate Resources on the award of a contract for the provision of external venue hire. (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 provision of fixed electrical testing. (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 award of maintenance contracts for heating, gas,

- catering and kitchen ventilation equipment. (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 Childrens Services staff in Breadsall. (Childrens Services)(Contains information relating to the financial and business affairs of any particular person, including the Authority holding that information).
  8. Report of the Strategic Director – Corporate Resources on the appointment of a licence solutions provider. (Councils Services) (contains information relating to the financial and business affairs of any particular person, including the Authority holding that information).
  9. Consideration of the report of the Strategic Director – Adult Care on the provision of the line monitoring service. (Adult Social Care)(contains information relating to the financial and business affairs of any particular person, including the Authority holding that information).
  10. Report of the Strategic Director – Adult Care on carer information, advice, assessment and support service. (Adult Social Care) (contains information relating to the financial and business affairs of any particular person, including the Authority holding that information).
  11. Consideration of the report of the Strategic Director – Childrens Services on the proposal to extend the DAS SAFE contract from 1 October 2017 to 30 September 2018 to meet new demand in Children’s Services. (Childrens Services and Adult Social Care) (contains information relating to the financial and business affairs of any particular person, including the Authority holding that information).