

PUBLIC

**MINUTES** of a meeting of **CABINET** held on **7 July 2015** at County Hall Matlock.

**PRESENT**

Councillor A Western (in the Chair)

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

Councillor B Lewis also attended the meeting.

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

**238/15      PUBLIC QUESTIONS**

**Public Question from Lisa Pritchard on Agenda Item 7(k) - Consultation Response to Proposed Changes to the School Crossing Patrol Service**

1. Over 80% of responses to all sections of the proposals were opposed to the county council plans - so how could you justify going ahead?
2. Why would you choose to ignore concerns about child safety and congestion as if they are unimportant issues?
3. Is it true this was the largest response to any DCC consultation? So why are you seeming to ignore the people's opinions?
4. How will councillors who vote for these cuts be able to justify their actions if a child is injured on their way to school on a site where there would have been a school crossing patrol?
5. Should you continue with these proposals and ignore all the objections, what provision have you already put in place to educate children in road safety who have depended on this service? We have only 2 weeks remaining of this school year and your proposals state there to be no provision from September.

Councillor D Collins, Cabinet Member - Highways, Transport and Infrastructure responded that whilst he completely understood the depth of feeling about by the proposed changes to the SCP service, it was parents and guardians who were ultimately responsible for getting their children to and from school safely. The SCP service was a non-statutory service and at a time when the Council was facing unprecedented cuts of £157m, it could regrettably no longer afford to fund the service to the extent it did.

The Council took child safety and congestion very seriously indeed. The recommendations put before Cabinet very much reflected these concerns, as the proposals considered originally included the potential complete cessation of the SCP service. The proposals now being considered were based on the fact that those sites deemed to be less at risk, i.e. served by alternative crossing mechanisms, should be withdrawn as they had an element of safety provision already, whilst those sites where the risk to child safety was deemed to be high, were proposed to be retained. It was also interesting to note that at no time during the consultation process was there criticism of the methodology used by the Council, based on national guidelines, in terms of how the safety of individual sites was assessed.

The response rate to the consultation was high, although he could not say whether this was the highest response rate received. The consultation feedback was not being ignored. The Council had, in its proposals, tried to retain as much of the SCP service as it could despite the severe cuts it is facing, focusing on protecting those sites where the risk was deemed to be highest.

The Council took child safety very seriously indeed, but it also had to make very difficult decisions. The proposals being considered were based on retaining those sites that were potentially high risk and withdrawing those sites where the risk had been assessed to be lower. It was important to note, again, that it was the responsibility of parents and guardians in terms of their children's safety whilst travelling to and from school.

The Council was committed to continuing to work with schools, especially those affected by the proposals, in terms of educating children with regards road safety. Officers from the Council's Road Safety and Sustainable Travel teams would work, where appropriate, with those schools affected. Should the recommendations be approved, the proposed changes to the service were due to commence at the beginning of the autumn term in September 2015, or as soon as is practically possible after this date, following completion of appropriate staff consultation processes.

## **239/15      MINORITY GROUP LEADERS' QUESTIONS**

Councillor B Lewis asked the following questions:

### **Agenda Item 7(b) – Revenue Outturn 2014-15**

A 'self-financing' role of Strategic Director of Corporate Resources was appointed to deliver innovation and transformation as part of that role and here on page 12 there is a reference to £900,000 for Innovations and Transformation, which has a clear relationship to a recently approved CabCo

paper in the Leaders portfolio, to appoint a new team. Would the Leader like to explain how this money is to be spent and accounted for?

Councillor A Western – Leader of the Council and Cabinet Member for Strategic Policy, Budget and Economic Development responded that since the appointment of the Strategic Director of Corporate Resources, significant savings had been made, details of which could be provided if requested. With regard to the reference to Innovation and Transformation, this was the subject of a report to the Strategic Policy, Economic Development and Budget Cabinet Member meeting on 28 May 2015, where the detail is provided.

### **Agenda Item 7(c) - Demolition of Buildings**

We can see the need for this in some circumstances but there is no list of properties or their locations upon which we can make this decision, as far as we can see. Nor is there a plan here for the longer-term regeneration of these sites or buildings. Could the Cabinet Member provide more details?

Councillor A Botham – Cabinet Member – Council Services responded that some of the properties and locations are listed in the report. As and when properties become surplus, the Council will assess them on an individual basis to see the value of the land and then decide how to proceed.

### **Agenda Item 7(e) - Revised Code of Conduct**

Could the Cabinet Member please supply a list of all departments and roles are that are politically restricted? And should this list be available to the public and members?

Councillor A Botham – Cabinet Member – Council Services responded that there was currently not a definitive list of positions in the Council which fell under the Code and the position changed on a regular basis. The position was being reviewed with a view to producing a definitive list that would be available to all Members. Officers were however, clear as to whether they held a politically restricted post.

### **Agenda Item 7(g) - School Meals**

In the Appendices, some of the comparators are not necessarily like-for-like, such as 'plus VAT' in the adult staff meals for Derbyshire, why have we expressed this as exclusive of VAT whilst others include VAT? Why are Derbyshire secondary school prices expressed with or without drinks? Are our statistical neighbours prices with or without drinks?

Councillor J A Coyle, Cabinet Member - Children and Young People, responded that VAT was chargeable on adult school meals except where it

was an internal transaction where VAT was not chargeable. Transactions in Academies were also subject to VAT. Derbyshire was one of the few authorities which provided the option of a drink with a meal with the cost being £2.35 with a drink and £2.05 without.

### **Agenda Item 7(i) - East Midlands Regional Provider Framework for Independent Fostering Agencies and Residential Care Providers**

We welcome this but this report does not express clearly the relationship between the cost savings talked about within the document and the increased year-on-year cost shown in the table on page 2, making it appear contradictory. I am sure the Cabinet Member would like to clarify this? Does the Cabinet Member and this administration welcome the extra investment and the further commitment to expediting the adoption process, which has, so far, made a big difference to many young lives?

Councillor J A Coyle, Cabinet Member - Children and Young People, responded that the Government was set to announce in the Budget that Councils were to receive £30m from Central Government to help cover the costs of finding adoptive parents. Whilst the Council supports this provision, it is another case of the Government giving with one hand and taking away with another. The Framework represented good value for money and the Council had used it more year on year rather than spot purchases. Thus the Council spent more with them, but it saved money in the longer-term.

### **Agenda Item 7(j) - Consultation on Proposals to Change the Provision of Community Transport Services**

We welcome this extension to this service, which takes us closer to the 2017 County Elections, and therefore we assume that the Cabinet Member will be preparing his case to miraculously save this service and is he polishing his shining armour in readiness?

Councillor A Western – Leader of the Council and Cabinet Member for Strategic Policy, Budget and Economic Development indicated that a response would not be provided as this was not a legitimate question.

### **Agenda Item 7(k) – Consultation Response to proposed Changes to the School Crossing Patrol Service**

With reference to recommendation 9.3 could we have an assurance that each decision on crossing patrols will continue to be a Cabco report?

Councillor D Collins, Cabinet Member - Highways, Transport and Infrastructure responded that decisions on School Crossing Patrols would continue to be considered at his Cabinet Member meetings.

**240/15**      **MINUTES**   **RESOLVED** that the non-exempt minutes of the meeting of Cabinet held on 16 June 2015 be confirmed as a correct record and signed by the Chair.

**241/15**      **CABINET MEMBER MEETINGS - MINUTES**      **RESOLVED** to receive the non-exempt minutes of Cabinet Member meetings as follows;

- (a) Council Services – 8 June 2015
- (b) Children and Young People – 9 June 2015
- (c) Health and Communities – 15 June 2015
- (d) Highways, Transport and Infrastructure – 16 June 2015
- (e) Strategic Policy, Economic Development and Budget – 16 June 2015
- (f) Adult Social Care – 17 June 2015

**242/15**      **CONSULTATION RESPONSE TO PROPOSED CHANGES TO THE SCHOOL CROSSING PATROL SERVICE** (Highways, Transport and Infrastructure) Cabinet considered a report of the Strategic Director – Economy, Transport and Environment on the outcome of the recent consultation and proposed changes to the School Crossing Patrol (SCP) service, and sought approval to implement the changes with effect from the start of the autumn term, September 2015, or as soon as was practically possible after this date, following the completion of appropriate staff consultation processes.

In January 2015, Cabinet approved consultation on proposed changes to the SCP service as part of a range of proposed budget reduction measures included in the Five Year Financial Plan. A full and comprehensive assessment of all Derbyshire's current SCP sites had been undertaken during 2014, with the assessments being conducted in line with the recently updated SCP Guidelines issued by the Royal Society for the Prevention of Accidents.

Details of the proposed changes to the service and the feedback from the consultation were presented in the report. It was noted that an Equality Impact Analysis had been undertaken in accordance with the duties set out in the Equalities Act 2010, details of which were attached at Appendix 8 to the report. Cabinet Members confirmed that they had considered the Equality Impact Analysis.

Although the majority of respondents were opposed to the proposed changes to the service, it should be borne in mind that the County Council had no statutory duty to provide a SCP service and that ultimately, it was a parent/carers responsibility to ensure their child reached school safely. The

proposals were formulated following the detailed gathering of evidence of the number of pedestrians crossing the road and the number of vehicles in each location at the busiest times of the day, and also factored in a number of local adjustment factors, such as the age of children crossing, proximity to a bend in the road or junction and poor visibility due to parking, for example.

It was noted that from the variety of responses received, there was no evidence of a challenge to the methodology used in the assessment of each site, although this was referred to in the original Cabinet report of 20 January 2015 and the criteria was also referred to in the consultation process. All of the objections were based on the general opposition to any proposed change to the service, and it was felt that this lack of evidential challenge was important, as these assessments formed the basis of the proposals submitted for consultation.

It was also important to note that the proposals which were subject to consultation, sought to retain as many sites as possible not served by a light controlled or zebra crossing facility, with a diminution of the service over time proposed only at those sites where the number of children crossing and the number of vehicle movements no longer justified the provision, subject to a re-assessment of the site as and when the incumbent member of staff left their post.

In the light of the above therefore, it was proposed to implement the changes to the service as outlined in the consultation, with the exception of Pinxton Primary School. The proposal to withdraw the service from this site had been reviewed following confirmation that the site sat on a dogleg with one part of the crossing served by a zebra crossing facility and one part not served by this facility. The element of this site not served by the zebra crossing was located on a busy stretch of highway where the specific national criteria would be met. Following a re-assessment of the site, it was proposed to maintain a SCP service at this location.

In addition, as part of the consultation, the SCP service was approached by Morton Primary School, who were keen to explore the possibility of the site being funded by alternative external sources. Whilst it would not be possible for the School to employ an SCP itself, as powers to stop traffic only rested with the Highways Authority, discussions were on-going to assess the viability of this proposal in the hope that a solution could be found which would allow the School to retain the SCP at this site. More sites might emerge that could be funded from alternative, external sources, and it would be the Council's intention to assess each request on its merits with a view to retaining as many sites as possible. Cabinet was therefore requested to delegate authority to the Strategic Director – Economy, Transport and Environment in liaison with the Cabinet Member for Highways, Transport and Infrastructure, to agree any such proposals from individual schools as and

when they arose. It was also intended that all sites would be regularly reviewed against the national criteria to ensure the assessment was up to date, and any new requests for a service would also be assessed against the national criteria.

Those sites currently operating a zebra crossing facility, which it was recommended would lose their SCP, would also be kept under review, with a view to making any capital improvements to upgrade these sites, if appropriate. An enhancement of an appropriate light controlled facility for example, would only be considered following an individual site assessment by highways engineers, who would determine whether the site met the appropriate demands. This would be based on an assessment conducted throughout the day as opposed to specific times of the day, as was normally conducted for SCP sites.

Informal consultation had already commenced for the employees and trade unions and formal consultation with staff and trade unions regarding the proposed changes, would commence following the meeting. Publicity would be needed to ensure people most directly affected by the proposed changes were made aware of the decisions taken.

As a result of the proposals outlined in the report, there were likely to be a number of voluntary and compulsory redundancies, unless alternative methods of funding could be found or redeployment opportunities identified for those employees affected by the proposals.

Any formal staff consultation would be in accordance with Section 188 of the Trade Union and Labour Relations (Consolidation) Act 1992 and would be covered by the Council's corporate notifications to the Secretary of State of potential redundancies under Section 193 of the Act. The Council would seek to mitigate the number of redundancies and find alternative employment in line with the provisions in the Council's Policy for Redundancy, Redeployment Protection of Earnings and Buy Out of Hours Policy. To avoid compulsory redundancies, it was proposed that, if required, the employees involved in this review be treated as a "pocket of difficulty" in order that they might be offered voluntary redundancy/voluntary early retirement as a last resort. In order to facilitate the consultation process, it was proposed that the report be released to affected employees and the trade unions. Appendix 9 to the report provided details of where these changes had occurred with associated savings for the proposals.

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

(2) approve the implementation of the changes to the SCP service from the start of the autumn term, September 2015, or as soon as practically

possible after this date, following completion of appropriate staff consultation processes:

- That all individual SCP sites served by a light controlled or zebra crossing facility be withdrawn, with the exception of Pinxton, for the reasons detailed in the report.
- That lunchtime cover, currently provided at a limited number of sites be withdrawn.
- That current vacant sites, not meeting specific national criteria, be not recruited to, and therefore cease to have provision made by the Council.
- That any sites currently staffed that became vacant as a result of staff leaving, or requests for new sites, be reviewed against specific national criteria to inform whether that site should be recruited to or not.

(3) delegate authority to the Strategic Director - Economy, Transport and Environment in liaison with the Cabinet Member - Highways, Transport and Infrastructure, to retain SCPs which would otherwise cease where alternative sources of funding could be secured;

(4) approve the use of voluntary release schemes if necessary, as a “pocket of difficulty” for affected staff;

(5) approve the implementation of the Council’s Policy for Redundancy, Redeployment Protection of Earnings and Buy Out of Hours, if necessary and;

(6) approve the commencement of formal consultations with staff and trade unions and the release of the Cabinet report as part of the consultation process.

**243/15      DERBYSHIRE ECONOMIC REVIEW – JUNE 2015** (Strategic Policy, Economic Development and Budget) The Chief Executive presented to Cabinet, the latest Quarterly Economic Review covering a period to June 2015.

**RESOLVED** to note the information presented within the Derbyshire Economic Review to June 2015 and that the findings would be used to support future service planning and policy development.

**244/15      REVENUE OUTTURN 2014-2015** (Strategic Policy, Economic Development and Budget) The Director of Finance presented the final outturn position for 2014-2015 identifying significant variations from the revised estimates and commitments already agreed against the underspends, together with proposals for the further use of underspends. The allocations for



the further use of underspends would be held in departmental earmarked reserves and would only be released to departments subject to final approval by the appropriate Cabinet Member. The report also detailed the Council's General and Earmarked Reserves position.

Part of the in-year funding received, £0.039m, which was allocated to the Risk Management Budget, related to the Special Educational Needs Disability Preparation of Employment Grant. The Children and Younger Adults Department had requested that the funding be used to support learning providers through a series of events for employers and young people.

**RESOLVED** to (1) note the departmental outturn position for 2014-2015;

(2) note the position on General Reserves;

(3) approve the allocation of underspend amounts to Portfolios;

(4) note that requests for further use of underspends would be the subject of further Cabinet Member reports;

(5) approve the allocation of £0.039m to Children and Young People from the Risk Management budget underspend; and

(6) note the details of the Derbyshire Challenge Fund.

**245/15      DEMOLITION OF BUILDINGS** (Council Services) The Strategic Director – Corporate Resources sought Cabinet approval to set aside £1m from the General Reserve to create an earmarked reserve to help meet the costs of demolition of redundant Council properties.

The County Council had a number of properties in its portfolio that were no longer needed for operational purposes which were not being held for sale. Holding such properties incurred costs associated with securing the properties against vandalism and anti-social behaviour at the site. To facilitate the sale and development of a site, the demolition of the existing buildings and/or site clearance was often required. However, where a building was demolished and where there were no immediate plans to sell the remaining land, or to construct a building of similar purpose to the demolished asset, the cost of demolition could not be covered by capital funding, and had to be met from revenue funding.

The Council had a number of such sites such as the former Derwent House HOP in Chesterfield and the Dales HOP in Repton. Both were subject to on-going maintenance and security costs, with no available budget to cover the cost of site clearance. In total, the County Council had around twenty

sites which fell into this category, with the average annual cost per site being £25,000. The actual demolition cost per site depended upon the size and type of construction and issues of potentially hazardous materials, but the average cost was in the region of £75,000 to clear a site.

It was proposed to use £1m of the General Reserve to create an earmarked reserve for the purpose of undertaking these demolition works that could not be covered by capital funding. This would allow for approximately twelve to fifteen problematic sites to be cleared with expected savings being made of between £100,000-£200,000 per annum, as a result of no longer having to provide security and maintenance for these buildings.

**RESOLVED** to approve the use of £1m from the General Reserve to create an earmarked reserve for the purpose of funding demolition works on sites where capital funding could not be utilised.

**246/15      TREASURY MANAGEMENT** (Council Services) The Director of Finance reported on the Treasury Management activities during 2014-2015 and indicated the Council's compliance with the Prudential Indicators set by full Council at its meeting on 5 February 2014, in accordance with the terms of the Prudential Code for Capital Finance in Local Authorities. The report provided details of activities in relation to Treasury Management, interest rates, borrowing, debt re-scheduling and repayment, lending, activities in 2015-2016 to date, the Prudential Code for Capital Finance and Treasury Management and training.

**RESOLVED** to note the Annual Report on Treasury Management for 2014-2015.

**247/15      REVISED CODE OF CONDUCT** (Council Services) The Director of Corporate Resources sought approval to the revised Code of Conduct for Employees, a copy of which was attached at Appendix A of the report.

**RESOLVED** to approve the revised Code of Conduct for Employees detailed at Appendix A to the report.

**248/15      FUTURE SHAPE AND OPERATION OF THE DERBYSHIRE SCHOOLS FORUM** (Children and Young People) In March 2015, the Education Funding Agency published updated information regarding the operation of Schools Forums, including an operational and good practice guide, a structure guide, a summary of Forums' powers and responsibility and a self-assessment toolkit. As a result, it was timely to review the Derbyshire Schools Forum's Constitution and this had been considered by the Forum at the meeting on 9 June 2015. The report detailed the key issues for consideration including the future size of the Forum. A comparison of Derbyshire Schools Forum with a sample of other local authority Forums was

detailed at Appendix 1 to the report and the revised Schools Forum Constitution, reflecting the issues identified in the report, was attached at Appendix 2 to the report.

**RESOLVED** to approve the revised Schools Forum Constitution as detailed at Appendix 2 to the report.

**249/15      REQUEST TO INCREASE THE RECOMMENDED SELLING PRICE OF SCHOOL MEALS** (Children and Young People) The Strategic Director - Children and Younger Adults sought approval to increase the recommended selling price of school meals for children and adults in Secondary, Primary, Nursery and Special Schools with effect from 7 September 2015. Approval was also sought to increase the value of free school meal offer for eligible pupils and agree the charging price for Universal Infant and Free School Meals to schools.

In order to meet the financial pressures faced by the service, it was proposed to increase the recommended selling price by 5p in Primary, Special and Secondary Schools and by 5p per adult meal excluding VAT. The charge to schools for Universal Infant Free School Meals to schools would be at a rate of £2.10 per meal, which represented a £0.10p increase. The Catering Service had undertaken a benchmarking review of selling prices and identified that the proposed increases compared favourably with other authorities as detailed in Appendices A, B and C to the report.

**RESOLVED** to approve, with the effect from 7 September 2015, (1) a 5p increase in the recommended price of school meals for pupils in Secondary, Primary, Nursery and Special Schools;

(2) an increase of 5p, (excluding VAT) in the recommended price of adult meals provided in Secondary, Primary, Nursery and Special Schools;

(3) an increase in the value of the Secondary Free School Meal Offer to £2.35;

(4) an increase in the charge of 10p for Universal Infant Free School Meals.

**250/15      REPORT ON THE FINDINGS OF THE CONSULTATION UNDERTAKEN ON PROPOSALS TO REVIEW CHILDREN'S CENTRES** (Children) The Strategic Director – Children and Younger Adults informed Cabinet of the results of the phase 2 consultation on Children's Centre services and made recommendations for the reduction in opening hours of ten Children's Centres to two days per week. The report noted that Cabinet had considered previous reports relating to phase 1 and phase 2 consultation. The outcome of the phase 2 consultation, to close Ashbourne and Duffield

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Children's Centre, had been considered at the meeting of Cabinet on 3 March 2015. One of the outcomes of the phase 2 consultation was to reduce opening hours at ten phase 3 Children Centres to two days per week, but it was noted that this proposal had not been considered by the report to Cabinet in March, owing to the extent of analysis of the consultation responses and the potential impact required. This work however, had now been undertaken and the report focused on the future opening hours at the ten Centres which were located in;

Arkwright  
Bakewell  
Chapel-en-le-Frith  
Coton-in-the-Elms  
Crich  
Killamarsh  
Tupton  
Sandiacre  
West Hallam  
Wirksworth

Details of the responses to the public consultation including a centre by centre analysis, could be found within the Equality Impact Analysis (EIA) at Appendix 1 to the report and the Health Impact Assessment (HIA) background papers. Details of the key themes emerging from the consultation were presented along with details of the EIA and HIA. Members confirmed that they had considered the EIA in respect of this report.

As a result of the proposed reduced opening hours at the ten Centres, it would be necessary to reduce the number of posts by three full-time equivalent Children's Centre Co-ordinators (Grade 12) and sixteen full-time equivalent Family Support Workers or Foundation Years Practitioners Grade 8. The reductions would be achieved by ending any current secondment arrangements and by the deletion of an existing vacancy.

The new Early Help and Locality structure had a total of 289.5 full-time equivalent Family Support Worker and Foundation Years Practitioner posts established. An analysis of turnover rates for the job group in the past three years, had shown that there was an average annual turnover of 7.2%, and it was therefore anticipated that the reduction in posts could be made in twelve months through natural turnover, and by utilising the flexibility of the new contracts and job family profiles, following the implementation of the recent Supporting Families Reviews.

It was noted that any reduction in the numbers of opening hours of Children's Centres might also result in a corresponding reduction in the Business Services requirements for each Centre. The effect upon Business

Services could not be pre-judged and would have to be considered for each individual Children's Centre on its own merits. Consultation with employees and trade unions on the proposals to use turnover to achieve the reductions had already commenced and would continue.

Whilst it was expected proposed reductions would be achieved through natural turnover, should this not be achieved due to unforeseen circumstances, consideration should be given for the group to be declared as a "pocket of difficulty" and as such to be given access to the Council's voluntary early release schemes. Should this be the case, a further report would be submitted to Cabinet.

**RESOLVED** to agree, having noted the results of the phase 2 consultation and the findings of the EIA and the HIA;

(1) to reduce opening hours of ten phase 3 Children's Centres with effect from 1 September 2015 as detailed in the report; and

(2) the reduction in posts, noting that the reduction would be achieved through natural turnover.

**251/15      EAST MIDLANDS REGIONAL PROVIDER FRAMEWORK FOR INDEPENDENT FOSTERING AGENCIES AND RESIDENTIAL CARE PROVIDERS** (Children and Young People) The Strategic Director - Children and Younger Adults sought Cabinet approval for the County Council to participate in the forthcoming re-procurement of the East Midlands Regional Provider Framework (EMRPF) for independent fostering agencies and residential care providers.

The EMRPF was established to "shape the market" in relation to quality placement provision and placement cost for looked after children placed in agency fostering and residential care. Six local authorities: Derbyshire County Council, Nottinghamshire County Council, Northamptonshire County Council, Rutland County Council, Derby City Council and Nottingham City Council currently procured services using the EMRPF. Northamptonshire County Council acted as the lead authority and had a team that provided a support and monitoring function to the other five local authorities. The EMRPF had been in operation since April 2011 and its four year term was due to expire in April 2015, but the framework had been extended until December 2015. It was now expected that that it would be extended for a further month until the end of January 2016.

The re-procurement of the EMRPF was currently underway with a great deal of scoping work having been undertaken. The project had experienced a delay of three-four months, and it was planned to expand the scope of the EMRPF to include residential therapeutic placements and residential/day

educational placements in addition to fostering and residential social care placements. Owing to the delays, a phased approach would now be adopted with the first phase to be the re-procurement of the fostering and residential care services, with new contracts coming into effect on 1 February 2016. A further report would be presented to Cabinet to consider the details and the second phase would extend the scope of the EMRPF to include therapeutic placements and some types of educational placements.

**RESOLVED** to (1) approve participation of the Council in the re-procurement of the East Midlands Regional Provider Framework for Independent Fostering Agencies and Residential Care Providers for the period 2015–2019; and

(2) note that a further report on the outcome of the re-tendering of the framework would be presented to a future Cabinet meeting.

**252/15      CONSULTATION ON PROPOSALS TO CHANGE THE PROVISION OF COMMUNITY TRANSPORT SERVICES** (Highways, Transport and Infrastructure) The Strategic Director – Economy, Transport and Environment sought approval to carry out a formal consultation process on changes to the provision of Community Transport services.

From April 2016, the Financial Plan envisaged a further reduction in the budget such that the entire departmental budget for Community Transport would be removed. Once the budget was removed, there was no reason to believe that the need for the services offered by the Community Transport schemes would diminish. Indeed, the aging population could be expected to increase the demand for these services and, whilst there may be scope for some passengers to transfer to conventional public transport, people with greater mobility needs would continue to require a more personal door-to-door service.

The relatively small number of Dial-a-bus passengers meant that the annual cost of the service averaged over £1,000 per person, a level of support that was unsustainable in the current financial climate. The budget pressures and concerns to ensure value for money, suggested the need to reconsider the way in which the Authority met the demand for this type of service.

If the budget savings outlined in the Financial Plan were to be implemented in full, the County Council would cease to provide any financial support for Dial-a-bus from 1 April 2016. In the circumstances, the level of service would shrink to a fraction of its current level, the only services surviving being those that could be provided by Community Transport schemes in pursuit of their charitable objectives, or that could be funded from some other source. This could potentially lead to a very uneven pattern of service across the County. Against this background, officers had considered

an alternative way forward, and it was suggested a public consultation should be undertaken in relation to the provision of essential “lifeline” service, Dial-a-bus fares, new procurement arrangements and aCTive travel.

It was noted that the consultation process would last eight weeks with an anticipated start date towards the end of July 2015. Details of the full consultation programme were still to be finalised, but in outline, would comprise of on-line and printed questionnaires.

Consideration had been given to a potential timescale for implementing the changes. The proposed switch to a competitive process would add significantly to the timescale, and it was now thought that the Authority was unlikely to be in a position to implement the changes before 1 July 2016. Subject to Community Transport schemes agreement, the cost of extending the current scheme for a further three months from April to June 2016, would be £285,000 which would be met from the Environment, Transport and Employment Departmental budgets on a one-off basis.

**RESOLVED** to (1) agree to consult on the proposals to change Community Transport services as detailed in the report;

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

(3) agree, subject to the views of the current providers, to seek an extension of the existing grant funding arrangements for a further three months until 30 June 2016, at a cost of £285,000.

**253/15      CYCLING PLAN FOR DERBYSHIRE** (Highways, Transport and Infrastructure) The Strategic Director – Economy, Transport and Environment sought Cabinet endorsement of a draft Derbyshire Cycling Plan developed in collaboration with key partners, which sets out a vision for Derbyshire to become the best connected cycling county in the country and approval to actively support and promote a programme of consultation activity associated with the Plan to ensure wider stakeholder buy-in to its aims and objectives.

Since December, a number of senior officers from a range of partner organisations as detailed at Appendix 1 to the report, all with an interest in cycling, had been working to develop the Plan. It was intended that a fully designed version of the Plan would be produced following the completion of the consultation exercises and that this would be made widely available.

The Plan provided a framework for boosting participation in cycling and would be used to unlock potential external funding opportunities for investment in cycling in the County. Individual partner organisations would be

asked to sign up to the Plan and, in turn, develop their own actions to support its delivery. Further details were presented in respect of infrastructure connectivity, participation, communication and advocacy. The Plan was very timely, with key cycling events supported by the County Council taking place in 2015, such as Eroica and the Tour of Britain, and would very much support future ambitions for cycling in the County along with the recent publication of the Government's Walking and Cycling Strategy and its commitment to investing in cycling infrastructure.

In addition, it was proposed that the County Council actively promotes the consultation on the Plan, encouraging its key stakeholders and all Council Departments to take part, and to provide the relevant expertise from officers from the County Council in facilitating such a programme. Key partners would also be actively promoting and supporting this process through their communication channels. Details of the consultation process were presented in the report.

**RESOLVED** to (1) endorse the Derbyshire Cycling Plan as a draft for public and stakeholder consultation and to welcome it as a document developed in collaboration with partners;

(2) agree to the County Council supporting and actively promoting a consultation programme on the Plan through individual Council departments and its usual communication channels, noting that other key partners would similarly support the process; and

(3) agree that the results of the consultation and a proposed final version of the Plan being reported to a future Cabinet meeting for endorsement and for the document to be reported to the Joint Committee for Economic Prosperity for adoption by Derbyshire partners in due course.

**254/15      PROPOSED REDESIGN OF THE GOVERNANCE  
ARRANGEMENTS OF THE DERWENT VALLEY MILLS WORLD  
HERITAGE SITE FOLLOWING A STAKEHOLDER CONSULTATION**

(Highways, Transport and Infrastructure) The Strategic Director – Economy, Transport and Environment sought approval to redesign the governance arrangements of the Derwent Valley Mills World Heritage Site (DVMWHS) partnership in the light of a recent stakeholder consultation exercise.

In July 2014, Cabinet proposed a number of service changes to deliver budget cuts by 2018, one of which was to cut the County Council's contribution to the DVMWHS partnership by £60,000. A consultation exercise had been held for a twelve week period to 16 January 2015, details of which were presented. In total, twenty-four responses had been received, details of which were also presented.



As a result of the consultation, it was proposed that the current Board structure, be dissolved and new governance arrangements established which would consist broadly of the following key elements:

- A partnership steering group underpinned by a partnership agreement.
- Three partnership panels to replace the numerous existing panels and working groups.
- A Friends of the World Heritage Site Forum to replace the existing wider partnership forum which currently met twice a year.

It was proposed that the finer details of the above, in terms of membership, terms of reference and frequency of meetings, be delegated to the Strategic Director – Economy, Transport and Environment in liaison with the Chair of the World Heritage Site Partnership and the Cabinet Member for Highways, Transport and Infrastructure, with the proposals being subject to further stakeholder consultation and a further report to Cabinet. The structure would initially be supported by the existing staffing structure, however, in the light of the budget pressures, it was acknowledged that this would not be able to be sustained indefinitely, and would therefore need to be reviewed once revised governance arrangements were implemented.

The Economy, Transport and Environment Department held an earmarked reserve for DVMWHS which currently stood at £213,333. If these were drawn on, at the current rate of spend, they would be completely depleted by 2019, leaving no funding to pump prime projects or initiatives or match any available external funding. Whilst the complete diminution of the DVMWHS reserve was not recommended as a practical long-term solution, it was proposed to deliver the £60,000 budget saving in 2016-17 rather than in 2015-16 as originally planned, and to utilise up to £60,000 of the reserve to deliver the budgetary saving required for one year only as an interim solution. This would enable the revised governance structure to be implemented and review the staffing structure to enable the partnership to continue to deliver the key priorities articulated by stakeholders arising from the consultation exercise.

**RESOLVED** to (1) endorse the County Council's on-going commitment to the Derwent Valley Mills World Heritage Site and the delivery of its management plan to conserve, enhance and protect its World Heritage Site Status and maximise its economic regeneration potential;

(2) endorse the revised governance arrangements for the Derwent Valley Mills World heritage Site Partnership to ensure that the Partnership was more responsive and agile, and had greater stakeholder buy-in;

(3) delegate responsibility for finalising revised governance arrangements for the Derwent Valley Mills World Heritage Site, as defined in

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broad terms in the report, in liaison with the Chair of the World Heritage Site Partnership and Cabinet Member – Highways, Transport and Infrastructure, and in consultation with key stakeholders;

(4) endorse the use of up to £60,000 of departmental reserve for the Derwent Valley Mills World Heritage Site to sustain existing staffing levels for the World Heritage Site Team, until such time as a revised structure was implemented, which would be undertaken as soon as was practicably possible; and

(5) agree to a further report on a revised staffing structure being submitted to a future Cabinet meeting for consideration, subject to consultation as appropriate.

### **255/15      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 16 June 2015.
2. To receive the exempt minutes of Cabinet Member meetings as follows:
  - (a) Council Services – 8 June 2015
  - (b) Children and Young People – 9 June 2015
  - (c) Strategic Policy, Economic Development and Budget – 16 June 2015
  - (d) Adult Social Care – 17 June 2015
3. Consideration of the report of the Strategic Director – Economy, Transport and Environment on the Contract for the Re-Decking of Market Street Bridge, Glossop (Highways, Transport and Infrastructure) (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 – Economy, Transport and Environment on the Outcome of Consultation with Staff and Unions regarding the Proposed Countryside Service Restructure (Highways, Transport and Infrastructure) (contains information relating to any consultations or negotiations, or contemplated consultations or negotiations, in connection with any labour relations matters arising

between the Authority, or a Minister of the Crown and employees of, or office holders under, the Authority).

5. Consideration of the report of the Strategic Director – Economy, Transport and Environment on the Review of the Rights of Way Service (Highways, Transport and Infrastructure) (contains information relating to any consultations or negotiations, or contemplated consultations or negotiations, in connection with any labour relations matters arising between the Authority, or a Minister of the Crown and employees of, or office holders under, the Authority).