

MINUTES of a meeting of **CABINET** held on 11 October 2018 at County Hall, Matlock.

PRESENT

Councillor B Lewis (in the Chair)

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

Also in attendance: Councillor A Western.

Apologies for absence were submitted on behalf of Councillor A Foster.

Declarations of Interest

Councillor J Wharmby declared a personal interest in agenda item 11(a) – Buxton Crescent Project, as a Member of High Peak Borough Council.

240/18 MINORITY GROUP LEADERS' QUESTIONS

There were no Minority Group Leader questions.

241/18 MINUTES RESOLVED that the non-exempt minutes of the meeting of Cabinet held on 20 September 2018 be confirmed as a correct record and signed by the Chairman.

242/18 CABINET MEMBER MEETINGS – MINUTES RESOLVED to receive the non-exempt minutes of Cabinet Member meetings as follows:-

- (a) Young People – 4 September 2018
- (b) Adult Care – 6 September 2018
- (c) Council Services – 13 September 2018
- (d) Economic Development and Regeneration – 14 September 2018
- (e) Highways, Transport and Infrastructure – 19 September 2018

243/18 CAPITAL BUDGET MONITORING TO MONTH 3 2018-19 (Strategic Leadership, Culture and Tourism) The Director of Finance and ICT informed Cabinet of the latest budget monitoring position for open capital schemes. The report reflected those schemes that were currently under way and have had previous Cabinet approval. Each scheme had a nominated budget holder who was responsible for ensuring the scheme stayed within budget, and who verified the projected spend against their allocated schemes. The report contained some schemes that were open at 1 April 2018 but had been completed and closed in year.

The current budget for open schemes was approximately £675m, with the latest monitoring showing a forecast underspend over the life of the projects of £0.279m. The position statement by department was attached as Appendix 1 to the report.

RESOLVED to note the current position on the monitoring of Capital schemes.

244/18 REVIEW OF ORGANISATION DEVELOPMENT AND HUMAN RESOURCE DELIVERY MODEL TO SUPPORT THE COUNCIL'S STRATEGIC PRIORITIES (Council Services) The Strategic Director – Commissioning, Communities and Policy sought approval to proposals for reviewing current Human Resources (HR) structures across the Council to create a single Organisation Development (OD) and HR function.

The Council required an OD and HR service with the capability to:

- Ensure all elements of 'people' management within the Council support transformational change and a 'whole Council' approach.
- Develop and implement the behaviours and competencies necessary for culture change.
- Manage the risk and anxiety generated by change within the existing workforce across the Council.
- Ensure the Council has a workforce of the right shape/size and skill set now, and in the future
- Cultivate an environment which attracted, retained and developed talented.
- Maintain the Council's reputation as a fair and transparent employer, resilient to scrutiny.

The current HR structure and operating model had evolved over a number of years with the last major realignment of HR being in 2008 which centralised all transactional matters relating to HR and Payroll with all other strategic HR activities remaining in departments overseen by a HR Service Partner. Further details of the current model were presented in the report.

Given the context and environment in which the Council was now operating, it was recommended that OD & HR be brought together into a single Council structure as set out in Appendix 2 to the report. It was proposed that this be undertaken in two phases. The first phase would introduce a new role of Head of Human Resources, reporting to the Director of OD and Policy. The Head of HR would lead the HR operational service across the Council. 'Solid' reporting lines for each Departmental HR Service Partner (Grade 15) would move from the Departmental Strategic Director to the Head of HR. A dotted reporting line would remain between the HR Service Partner and the relevant Strategic Director. The line manager arrangements and the budget transfer to CCP would take effect once the new post holder was in post. The existing HR Service Partners (grade 15) OD and Workforce would continue to report to the Director of OD and Policy until the review was completed.

Other than the change in reporting lines, initially departmental HR structures would remain, but would ensure more flexibility in deploying resource across the Council where needed. The change in reporting arrangements would allow the Director of OD & Policy to gain greater understanding of activity undertaken by each departmental HR team in order to reduce duplication of activity across the Council, understand how the budget was spent and enable direction of the work within these teams to improve efficiency and consistency whilst the review was being undertaken.

The second phase would be to undertake a review of the existing HR structures, taking into account the OD and HR priorities and functions determined by the Council to support the delivery of the Council priorities going forward. This review would be led by the newly appointed Head of HR, under the direction of the Director of OD and Policy, and would provide capacity to ensure the review was undertaken in a timely way. Consultation with Strategic Directors and DMT/SMT's and other stakeholders to identify and agree those priorities would be key to determining the new structures. Due to the size and range of functions to be reviewed, and to ensure the review was completed in a timely way, it was also proposed to recruit to a temporary Programme Manager for the duration of the review period, but for no more than a period of one year.

The appointment process for the new posts would take place as soon as practicable, taking into account formal approval processes and consultation with directly affected staff. Once in post, the Head of HR would develop the priorities for OD and HR, in consultation with CMT, departments and relevant stakeholders, with proposals relating to a wider structural review of OD and HR developed by spring 2019, for implementation during 2019/20. A full project plan would be developed setting out key steps of the review.

The budget for OD and HR in 2018-19 was £7.952m (excluding £1.780m forecast trading income) and included some budget for training. Further details of HR budgets were set out in Appendix 3 to the report. In agreeing the proposal, there would be an increase in HR expenditure of up to £127k per annum during phase 1 of the review and this could be funded from within existing CCP HR budgets. Following job evaluation of the new roles, the post of Head of HR would be graded at Grade 16 and the Programme Manager, Grade 12. It would be necessary for phase 2 of the HR review and resulting structure to deliver the already identified budget savings of £423k per annum plus fund the costs arising from the establishment of the new post of Head of HR of £73k per annum on an on-going basis.

The principle of carrying out this review was to achieve the planned budget savings identified above as well as delivering priorities identified. It was currently considered that further savings, other than those already identified, could be realised. However, it would be at the point at which recommendations were made regarding the final structures at the end of phase 2 of the review, that the Council could consider what further savings could be realised and this would be subject to a full cost-benefit analysis.

Informal consultation had already taken place with directly affected staff and trade unions, prior to the report being presented to Cabinet. It was considered that formal consultation was not required as the proposal did not directly affect individual post holder's roles other than a change in reporting line. Any further changes to OD and HR structures would be subject to a further report to Cabinet as necessary.

RESOLVED to approve the proposals set out in the report for reviewing OD and HR priorities and structures and implementing a single Council-wide OD and HR function.

245/18 DERBYSHIRE ADULT COMMUNITY EDUCATION SERVICE PAY OFFER 2018-20 (Council Services) The Strategic Director – Commissioning, Communities and Policy sought approval to a two year pay offer for Derbyshire Adult Community Education Service employees for 2018-19 and 2019-20. Derbyshire Adult Community Education Service employees were the only group of employees not covered by national pay bargaining arrangements. The local trade unions had accepted the Council's two year pay offer of 2% per year with effect from 1 September 2018, further details of which were attached at Appendix 1 to the report.

In order to implement the updated pay rates for payment in October, the Chairman of the Resources Improvement and Scrutiny Committee had agreed that call-in in respect of this decision be waived.

RESOLVED to approve the adoption of the Adult Community Education Service pay offer resulting in the pay scales set out in Appendix 1, for the period from 1 September 2018 to 31 August 2020 and that call-in in respect of this decision be waived.

246/18 ILKESTON GATEWAY (Highways, Transport and Infrastructure) The Strategic Director – Economy, Transport and Environment sought approval to add three cycling infrastructure improvements to the Capital Programme following realignment of Derby, Derbyshire, Nottingham, Nottinghamshire (D2N2) Local Enterprise Partnership (LEP) funding and to agree a further allocation of grant funding to the Canal and Rivers Trust to upgrade Erewash Canal towpath.

As part of the Sustainable Travel Programme (STP), at its meetings on 3 November 2015 and 10 January 2017, Cabinet approved the implementation of a package of strategic cycling infrastructure measures in Ilkeston. These were described collectively as the 'Ilkeston Gateway Project' which was confirmed in Supplementary Planning Document (SPD) adopted by Erewash Borough Council (EBC) in 2015. The SPD included a broader package of access and connectivity improvements to maximise the significant transport and regeneration benefits from the new railway station and encourage travel alternatives to the car.

The approved cycling infrastructure projects linked to Ilkeston Gateway were:

- Erewash canal towpath upgrade from Cotmanhay to Larklands.
- A6096 Millership Way, town centre to new railway station.
- Leisure centre and Manners Industrial Estate.
- Town centre to Manners Industrial Estate.
- Town centre to West End Drive.
- Town centre to Larklands.
- Cotmanhay.

Implementation of these projects commenced in 2016 and work was progressing well with an extensive network of routes, both on and off road, now in place.

However, several of the proposed infrastructure works on these routes had been scaled back where it had not been possible to overcome land assembly or other design constraints. This had resulted in an underspend of £415k from the approved LGF funding package. As a consequence, the previously agreed outputs which were linked to the LGF, could be met without now including additional cycle routes. To generate the necessary outputs for off-road cycling, provision of an additional 2.2km cycle route was required. Further details of the additional three new cycle routes to the Capital Programme were presented in the report. The three projects would be delivered by utilising unspent LGF monies identified within the Ilkeston Gateway project. The realignment of LGF monies from one project to another within the Ilkeston Gateway package was permissible as Derbyshire County Council was awarded 'programme funding linked to overall outputs. Initial inspection of the proposed routes suggests they were deliverable in engineering terms and within LGF timescales (March 2019).

The Canal and Rivers Trust (CRT) had indicated it was able to deliver a third phase of upgrades to the Erewash Canal Towpath between A609 Nottingham Road and Hallam Fields Road by the end of March 2019. These improvements would, in combination with phases 1 and 2, provide a high quality towpath available to cyclists linking Cotmanhay, Ilkeston Rail Station and the town centre with National Cycle Network Route 67 and the Nutbrook Trail. The upgrade of the route would also support future aspirations for new housing and employment growth at the proposed Stanton Regeneration Site by improving its connectivity to Ilkeston town centre and the new railway station by sustainable travel modes.

The total cost of Phase 3 (£275k) was based on the cost of the two previous phases of towpath upgrades. The CRT had retained a £39k underspend in its accounts from the earlier phases of towpath upgrades and could therefore proceed if the County Council (as scheme promoter) made available a further £236k from its LGF allocation. To confirm, the realignment of LGF monies in this way was permissible under the terms of the LGF offer letter. The Council's contribution would be fixed and, in exchange, the CRT would deliver the specified scheme using approved contributions and would retain responsibility for future maintenance of the asset. It was therefore recommended that Cabinet agrees the alignment of a total of £236k additional LGF grant funding to the project described above and delivered by the CRT.

RESOLVED to approve (1) the addition of three cycle routes, as part of Ilkeston Gateway proposals, to the Capital Programme to ensure agreed outputs for sustainable transport could be met as set out in the report; and

(2) a total additional allocation of £236k from the Derby, Derbyshire, Nottingham and Nottinghamshire (D2N2) Sustainable Travel Programme to the Canal and Rivers Trust for a third phase of upgrades to the Erewash Canal towpath between A609 Nottingham Road and Hallam Fields Road.

247/18 INVESTMENT STRATEGY AND ACCEPTANCE OF GRANT FOR A61 GROWTH CORRIDOR (Highways, Transport and Infrastructure) The Strategic Director – Economy, Transport and Environment sought approval of the Investment Strategy for the A61 Growth Corridor and acceptance of Derby, Derbyshire, Nottingham, Nottinghamshire Local Enterprise Partnership (D2N2 LEP) pre-compliance grant funding to support preparation and implementation of the Strategy.

Cabinet had received a number of past reports regarding the proposed Strategy for the 'A61 Growth Corridor' through Chesterfield and North East Derbyshire. The intention of this Strategy had been twofold: the acceleration of land-use development at a number of key sites along the Corridor; and the introduction of measures to help mitigate the highway impacts of this development, including an improvement of the A61 Whittington Moor roundabout junction. The sites intended to receive direct investment (through enabling infrastructure) as set out in the original Strategy, were The Avenue at Wingerworth, the Wagon Works site in northern Chesterfield and Egstow Park on the former Biwater site at Clay Cross.

The Strategy had attracted a provisional offer of £12.8m grant funding from the D2N2 LEP Local Growth Fund (LGF). A further £3.2m was available, again provisionally, for an improvement scheme at the Whittington Moor roundabout which comprised one of the key junctions on the corridor. These funds would be supplemented by other resources, including significant Section 106 contributions (from major developments) and Local Transport Plan (LTP) funding.

Cabinet would be considering a separate exempt report regarding the legal orders required to assemble land and make alterations to the highway for The Avenue new access and link road. Separately, at the meeting on 11 October 2018, the Cabinet Member for Highways, Transport and Infrastructure would consider a report regarding proposals for Whittington Moor.

At its meeting of 13 December 2016, Cabinet agreed to review the original Strategy for the A61 Growth Corridor following Government's announcement of its preferred High Speed 2 (HS2) route and proposal for HS2 rail services stopping at Chesterfield rail station. The benefit of this approach was that the A61 Growth Corridor Investment Strategy could be embedded within the context of a wider investment programme for the North Derbyshire Growth Zone (NDGZ), enabling other funding opportunities, (including Housing Infrastructure Fund), to be maximised for the Chesterfield Station Masterplan and Staveley Regeneration Route.

The original outline business case for the Corridor anticipated bringing forward 2,190 new jobs and 1,380 new homes through direct investment to enable development at three sites and further supporting a total of 5,000 new jobs and 3,500 new homes through a wider transport strategy. To meet the requirements of the D2N2 LAF, funded projects were also required to demonstrate that public sector intervention was necessary to ensure deliveries; they represented good value for money; and were considered deliverable before March 2021 (the deadline for LGF grant funding). The three development sites identified in the original A61 Corridor Strategy had been reassessed along with two others emerging from the HS2 announcement; the Chesterfield Station Masterplan and Phase 1 of the Chesterfield to Staveley Regeneration Route.

In assessing the deliverability of key sites within the A61 Strategy, it was considered the following two sites met the specified criteria:

- New A61 access and link road to enable delivery of 653 new homes and 798 new jobs on development sites within the southern part of The Avenue major development site.
- New Hollis Lane link and remodelling of the Lordsmill roundabout to improve access to Chesterfield Rail Station and deliver 438 new homes and 440 new jobs within the Chesterfield Station Masterplan area.

Cabinet noted that the overall magnitude of jobs and homes estimated to be enabled by infrastructure was marginally fewer than those stated in the original A61 strategy. However, this was offset by an overall increased growth potential of up to 7,000 new jobs and 5,500 new homes along this part of the A61 which was being supported by improved network reliability and resilience (as agreed at the LEPs Infrastructure and Investment Board (IIB)).

Proposals in and around Chesterfield form the first of the five projects within the A61 Growth Corridor. It was made up of three elements: the Station, Hollis Lane and Lordsmill roundabout, further details of which were presented.

The Avenue formed the second major project of the A61 Corridor and was one of several major brownfield sites located along the A61 Corridor, which collectively provided the capacity and magnitude to attract significant inward investment and regeneration within the NDGZ. A new A61 northern access to The Avenue was now in place and provided sufficient capacity for the first phase of development to be brought forward by Homes England, but with no capacity for other development. At its meeting on 13 December 2016, Cabinet approved the acceptance of D2N2 pre-compliance funding to assist with the development of proposals for a second, southern A61 access and link road in advance of acquiring land in private ownership to construct the new access and details of proposed next steps were being presented in the exempt report. The report recommended acceptance of a further £280k pre-compliance LGF grant funding to support a second phase of preparation and design to establish detailed proposals for the internal link road.

Previous work undertaken by Mouchel Consulting identified (through joint work with Chesterfield Borough Council (CBC) and North East Derbyshire District Council (NEDDC)), two key investments strands that were now forming a 'Transport Mitigation Strategy' to improve network resilience and reliability. The Transport Mitigation Strategy was also compatible with the Government's Clean Growth Strategy (2017) by seeking a shift to low carbon transport modes. The Strategy was made up of two key projects: 21st Century Transport Corridor and the Standard Gauge for Sustainable Travel, further details of which were presented.

The fifth and final project in the A61 Growth Corridor, was the proposal for Whittington Moor roundabout. A separate report was to be considered by the Cabinet Member for Highways, Transport and Infrastructure on 11 October 2018, which would set out proposals for improvements going forward.

Cabinet on 13 December 2016, had already approved the addition of The Avenue Southern Access, and the first phase of the Sustainable Travel to the Capital Programme. The addition of the A61 Whittington Moor roundabout improvement to the Capital Programme was approved at the Cabinet Meeting on 7 December 2017. A revised Investment Strategy for the A61 was detailed in the report which noted the proposed additions to the Capital Programme and reconfirmed the retention of previously approved projects.

The D2N2 Assurance Framework enabled early draw-down of (pre-compliance) for the preparation and development of projects where there was good reason to do so. Cabinet noted that pre-compliance funding was drawn-down at the promoter's risk and that it would be clawed back from the promoter (in this case the County Council), in the event that the associated projects did not subsequently receive D2N2 IIB approval.

At its meeting of 26 July 2018, the IIB approved an offer of £2.112m pre-compliance funding to support design, land assembly and business case preparation across the A61 Growth Corridor programme, plus the implementation of 'early starts' ahead of business case submission during 2018-19 as detailed in the report. This offer was made in response to an earlier officer application, (which noted that it was subject to Cabinet approval) to enable the Council to meet the D2N2 LEPs approved financial profile for the A61 Growth Corridor project. The acceptance of pre-compliance funding would mitigate the risk of drawing the required resources from the Council's own funding with consequent delays to agreed highways and transport programmes and would also avoid placing the project at risk of the overall LGF grant offer being withdrawn. Target dates for completion of the key stages of delivery are set out in Appendix 1.

The A61 Growth Corridor Investment Strategy was estimated to total £20.860m (gross budget), including allowances for design and construction. Approval, in principle, was requested to progress with the Investment Strategy and financial profile as set out in Table 2 in the report.

The £12.8m D2N2 LGF grant allocations (excluding separate funding for Whittington Moor roundabout), were dependent on the approval of Stage 3 full business cases by IIB. The preparation, development and land assembly programmes would enable the Council to prepare the required information for the submission of full business cases by the following dates agreed with the D2N2 LEP:

- September 2019 - A61 Avenue Southern Access, 21st Century Transport Corridor and Standard Gauge for Sustainable Travel.
- March 2020 - Chesterfield Station Masterplan

The D2N2 LGF grant was required to be supported by a minimum £3.2m local contribution from other local sources and was to be broadly shared between the Council's own resources and the private sector. The preferred option was to maximise private sector funding for the local contribution, but there might be a requirement for the Council to underwrite a proportion of these in the short-term to support cash flow and help ensure delivery. The principal source of private sector funding was anticipated to be drawn from developer contributions in the form of Section 106 obligations or obligations to contribute to the provision of new development accesses. (The Council and developers were parties to Section 106 Agreements which were attached to otherwise unacceptable planning consents to make them acceptable in planning terms). Section 106 contributions totalling £1.963m to the A61 Growth Corridor Investment Strategy had already been secured from various sites, not least from The Avenue major development site and there was a strong commitment from the County Council and district/borough councils to ensure that further developer obligations were secured to minimise the use of the Council's own resources.

Cabinet noted that Section 106 obligations were usually paid in instalments at key stages during the construction of a development, known as trigger points. It could therefore take a number of years from the Section 106 being completed to the contributions being received by the Council and would not be paid if the development was not brought forward for any reason. This presented a risk to the Council, and the delivery of the Investment Strategy, if Section 106 contributions did not materialise as expected, or within the required timescales. Mitigation of these risks would be achieved by securing Section 106 obligations in excess of the required amount where possible. The Council might also be required to underwrite future developer contributions and clawback these contributions as development came forward (now included in Agreements as a matter of course).

Further reports would be brought to Cabinet where Council resources were required to underwrite developer contributions. Where there was limited ability to attribute the anticipated benefits of the implementation of infrastructure to nearby developments, the Council would be expected to support LGF grant funding from its own resources. The Council had previously approved a £1.620m local contribution to the A61 Corridor Growth Strategy from its 2018-19 LTP capital allocation, together with allocations in previous years' Capital Programmes, towards the preparation and development of major infrastructure projects. Where necessary, any further local

contributions required from the Council's LTP capital allocations would be brought to Cabinet for approval as part of the annual Economy, Transport and Environment Department's Service Plan Capital Programme.

RESOLVED to approve (1) in principle, to implement the revised A61 Growth Corridor Investment Strategy and financial profile, as set out in Table 2 of the report, subject to the provisional £12.8m Local Growth Fund grant offer being approved by the Derby, Derbyshire, Nottingham, Nottinghamshire Local Enterprise Partnership (D2N2 LEP) and securing a minimum £3.2m local contribution;

(2) the addition of the proposed Chesterfield Station Masterplan and 21st Century Transport corridor projects to the 2018-19 Capital Programme, and retention of The Avenue Southern Access, A61 Whittington Moor Roundabout improvement and Standard Gauge for Sustainable Travel Programme projects in the Capital Programme;

(3) the acceptance of £2.112m pre-compliance grant funding from the D2N2 LEP for the projects listed in this report to support preparation and development, land assembly and business case preparation and implementation of 'early starts'; and

(4) delegated authority to the Strategic Director - Economy, Transport and Environment to make necessary adjustments to the Investment Strategy and financial profile the A61 Growth Corridor Programme where these could be contained within the overall gross budget and annual commitments, as set out in Table 2 in the report.

248/18 DERBY AND DERBYSHIRE ANNUAL CASUALTY REPORT 2017

(Highways, Transport and Infrastructure) The Strategic Director – Economy, Transport and Environment reported on the Derby and Derbyshire Annual Casualty Report 2017 and sought approval for the wider publication of the report.

The number of casualties across both County and City were almost certainly at an all-time low. Comprehensive data was only available for the last thirty years, but research in national and local archives gave officers confidence that these levels of casualties were the lowest since the Second World War, and it was possible that they were the lowest since accident recording began in the 1920's, although the significant changes in road use and recording methods meant the datasets were not strictly comparable. When measured against the Council's agreed targets, it was currently 2% below the 2017 annual milestone and therefore on track to meet the 2020 target.

RESOLVED to (1) note the current trends in road casualties as reported in the 'Derby and Derbyshire Annual Casualty Report 2017'; and

(2) approve the wider publication of the report both in electronic and printed form.

**249/18 SAFER ROADS FUND: A619 BAKEWELL TO BASLOW –
ACCEPTANCE OF GRANT FROM THE DEPARTMENT FOR TRANSPORT**

(Highways, Transport and Infrastructure) The Strategic Director – Economy, Transport and Environment sought approval to accept a grant of £1.180m from the Department for Transport's (DfT) Safer Roads Fund to improve road safety on the A619 between Baslow and Bakewell, and to add the scheme to the 2018-19 Capital Programme.

In its 2016 Autumn Statement, Government announced the creation of a £175m Safer Roads Fund to improve the safety of the fifty highest risk roads in England. Three of these roads were in Derbyshire:

A619 - Baslow to Bakewell (Thirteen Bends)
A5004 - Buxton to Whaley Bridge (Long Hill)
A5012 – Cromford to Newhaven (Via Gellia)

In June 2018, the DfT approved the Council's three bids and outline schemes and, in August 2018, provided details of the funding arrangements. For the A619, the Council had been awarded a non-ringfenced grant of £1.18m under Section 31 of the Local Government Act 2003 for financial year 2018-19, although expenditure could occur in later years to suit a delivery programme.

RESOLVED to (1) accept the £1.180m grant from the DfT; and

(2) approve the addition of the £1.180m scheme to the 2018-19 Capital Programme.

**250/18 HOUSING AND ACCOMMODATION FOR AN AGEING POPULATION:
A STRATEGIC VISION FOR DERBYSHIRE TO 2035** (Adult Social Care) The

Strategic Director – Adult Social Care and Health sought approval for the recommendations in the 'Housing and Accommodation for an Ageing Population – a Strategic Vision for Derbyshire to 2035' and the development of an implementation plan to support the vision, which would be co-produced with strategic partners and older people.

Derbyshire's ageing population would result in the number of people aged 65 and over increasing by 58.5% by 2039. In the same period, the number of people aged 90 and over would treble. As a result, a new long-term approach to housing, accommodation and support to address the needs of the predicted increase in numbers of older people was required. The Council and its strategic partners agreed to refresh the Accommodation, Care and Support Strategy 2015-2020 previously approved by Cabinet. The new approach in the 'Housing and Accommodation for an Ageing Population: a Strategic Vision for Derbyshire to 2035', outlined how Derbyshire County Council and its partners could provide and support the development of age appropriate or age friendly housing. A copy of the Strategic Vision was appended to the report.

The development of the Strategic Vision to date had recognised the importance of collaboration and co-production. The next step would be to develop an implementation plan to support the recommendations undertaken collaboratively with

stakeholders in the autumn of 2018. This approach would also have the benefit of maximising opportunities from external funding bodies and potentially pull additional inward investment into Derbyshire. The aim was to support a more commercially minded and innovative attitude to how the recommendations were implemented.

The Strategic Vision document currently outlined key facts about older people's needs across Derbyshire and an overview of current supply. A subsequent implementation plan would allow the modelling of housing needs to be further refined in partnership with district and borough councils and outline specific opportunities and projects to take forward. These could range from improving information and advice about housing for older people, to identifying new schemes for development. The housing priorities would then be delivered in partnership and would involve co-production with older people, engaging with key local partners including local planning authorities and social housing providers.

RESOLVED to (1) approve the recommendations in the 'Housing and Accommodation for an Ageing Population Strategy for Derbyshire'; and

(2) support the development of an implementation plan which was co-produced with strategic partners and older people.

251/18 CHILDREN'S SERVICES CAPITAL PROGRAMME 2018-19 – SECTION 106 ALLOCATIONS The Strategic Director – Children's Services informed Cabinet of the receipt and availability of recent Section 106 developer contributions and to sought approval for the allocation of those contributions to projects in line with the individual Section 106 agreements and that where appropriate, procurement exercises be undertaken to commission services and undertake works associated with the schemes.

Appendix A to the report, detailed the S106 contributions that had been received by the Authority or were available to claim from the District/Borough Councils along with the schools that were to benefit from the investment, together with the planned projects. The total was £672,903.

Where appropriate, it might be necessary to undertake a procurement exercise to commission services in order to undertake works associated with these schemes/budgets, and the report also sought approval to commence this process. It should be noted that these procurement exercises would normally take the form of a competitive tender process, but should it be decided that using a Framework was the best option, a separate report would be submitted seeking approval.

RESOLVED to (1) note the receipt/availability of S106 funding and approve allocations to the following projects outlined in Appendix A to the report:

- Etwall Primary School: £190,923
- Dunston Primary School: £481,980

(2) approve that where appropriate, procurement exercises be undertaken to commission services and undertake works associated with the schemes.

252/18 EXCLUSION OF THE PUBLIC FROM THE MEETING RESOLVED that the public be excluded from the meeting during the consideration of the remaining items on the agenda to avoid the disclosure of the kind of exempt information detailed in the following summary of proceedings.

SUMMARY OF PROCEEDINGS CONDUCTED AFTER THE PUBLIC HAD BEEN EXCLUDED FROM THE MEETING:

1. To consider Minority Group Leaders' Questions (if any).
2. To confirm the Exempt Minutes of the meeting of Cabinet held on 20 September 2018.
3. To receive the Exempt Minutes of Cabinet Member meetings as follows:-
 - (a) Young People – 4 September 2018
 - (b) Council Services – 13 September 2018
4. To consider exempt reports as follows:-
 - (a) Buxton Crescent Project – Strategic Director Commissioning, Communities and Policy (contains information relating to the financial or business affairs of any particular person (including the Authority holding that information)).
 - (b) Use of a Non-DCC Framework for ICT Requirements for Schools – Strategic Director Commissioning, Communities and Policy (contains information relating to the financial or business affairs of any particular person (including the Authority holding that information)).
 - (c) Land Assembly and Legal Orders for The Avenue Strategic Site – Strategic Director Economy, Transport and Environment (contains information relating to the financial or business affairs of any particular person (including the Authority holding that information)).
 - (d) Awarding of the Delivery of Self-Management Programme for Living with Long-term Conditions Contract - Director of Public Health (contains information relating to the financial or business affairs of any particular person (including the Authority holding that information)).
 - (e) East Midlands Housing Care and Support – Strategic Director Adult Care (contains information relating to the financial or business affairs of any particular person (including the Authority holding that information)).