



Council Meeting  
Wednesday 20 January 2021

Public and Councillor Questions  
and Responses



Derby City Council

**COUNCIL – 20 January 2021**  
**PUBLIC AND MEMBER QUESTIONS**

	<b>Questioner</b>	<b>Respondent</b>	<b>Subject</b>
<b>Public Questions</b>			
<b>A</b>	Bal Mahal	Cllr M Holmes	Council policy on traffic movement
<b>B</b>	Alison Martin	Cllr Holmes	Assembly Rooms demolition
<b>C</b>	Andrew Fellows Mair Bain	Cllr Holmes	A38 air quality and emissions
<b>D</b>	Dave Clasby	Cllr Holmes	A38 congestion
<b>E</b>	Simon Beavis	Cllr Holmes	A38 impact on wildlife and biodiversity
<b>F</b>	Emily Lonsdale	Cllr Williams	School fines during the pandemic
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<b>N</b>	Cllr Peatfield	Cllr M Holmes	Trees removed by A38 works
<b>O</b>	Cllr Lind	Cllr Williams	Expansion of free school meals
<b>P</b>	Cllr A Graves	Cllr S Khan	Market Hall Investigation
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<b>S</b>	Cllr Care	Cllr M Holmes	Monitoring of climate implications
<b>T</b>	Cllr West	Cllr Poulter	Modern Slavery motion
<b>U</b>	Cllr Hezelgrave	Cllr Williams	Food parcels
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<b>W</b>	Cllr Repton	Cllr Roulstone	Adult Social Care precept
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<b>Y</b>	Cllr Lind	Cllr Williams	IT equipment for disadvantaged students

# Public Questions



**a) Question from Bal Mahal to Cllr M Holmes**

**NorthEastwood Road Safety Campaign would like to inquire is it Derby City Council Policy to enhance the movement of through traffic from Major A Class Roads (A5111 and A5250) via the residential streets (North Street and Eastwood Drive)?**

It is self-explanatory that major roads are most appropriate for high volumes of traffic. There is, therefore, no policy or technical strategy to divert traffic into residential streets and away from major roads. I am aware of the area raised in the question and the change on the A5111 was a safety improvement to the right turn into Eastwood Drive, implemented in 2019.

The right turn was available to drivers before the 2019 changes, but it was poor by modern standards and presented an accident risk. Vehicles waiting to make the turn had very little space to enter the central reservation and avoid the potential of being struck by vehicles approaching from behind.

I do appreciate that there is some local feeling that in making the right turn safer, it has increased traffic in Eastwood Drive. It is possible that people are more confident in using the right turn, including residents who have benefited from the improved access.

I am aware that council officers have been monitoring the location and have been working with residents and local councillors. This has included a further consultation exercise, which unfortunately has not result in a conclusive locally agreed solution. The technical opinion from our officers, is that the road layout cannot be returned to the layout prior to the improvement. Clearly this would reintroduce the risks that the scheme was designed to mitigate.

The options are very limited but include changes to Eastwood Avenue with consideration to additional restrictions, or ultimately closing the central reservation with the resulting reduction in access for residents. Any of the options for further measures will require formal consultation to comply with the legal process. Council officers are still working with the local Councillors on selection of future neighbourhood priorities to test options.

**b) Question from Alison Martin to Cllr M Holmes**

**Derby Civic Society have said that the plan to demolish the Assembly Rooms is divisive, likening it to the demolition of the Railway Station frontage and the historic St Alkmund's Church. Is the Council leadership still intending to tear down the Assembly Rooms and replace it with a car park in the short term and with no-plan in the long term?**

The application to demolish the Assembly Rooms is currently paused. The Council is working towards it being considered at the Planning Committee for a decision as soon as possible.

**c) Question from Andrew Fellows (i) & Mair Bain (ii & iii) to Cllr M Holmes**

**(i) Since the idea of a Clean Air Zone, charging non-compliant motor vehicle owners, has been rejected, how will Derby City Council reduce air pollution from extra traffic in the city during the four years or so of construction when they have not been able to keep air pollution below legal limits in the city in the past?**

**(ii) Please can the Council explain how they plan to meet their Paris Agreement carbon budget while still supporting the A38 expansion and enabling road vehicle use to increase instead of decrease? Please provide an answer with calculations of where those other carbon savings will come from and an action plan for implementing those savings.**

**(iii) Has the Council calculated the CO2 emissions from the housing developments planned after the A38 Junctions scheme is complete? This would include:**

- the construction vehicles and materials used in construction,**
- the loss of carbon sinks (such as soil and vegetation)**
- the additional road traffic emissions from the developments**
- and the emissions forecast from more houses in Derby with fossil fuel powered heating systems.**

**Please provide an answer with calculations of where those other carbon savings will come from and an action plan for implementing those savings.**

The questions raised all relate to the A38 Junctions scheme which is led by Highways England. The Development Consent Order has now been approved by the Secretary of State after a lengthy and detailed examination by the National Planning Inspectorate.

Environmental issues were covered throughout that process, including air quality. The air quality modelling produced by Highways England for the A38 Scheme, suggested compliance with the EU Limit Value (now UK Regulations) along Stafford Street, with or without the A38 diversions in place.

Highways England will of course be monitoring the situation during the construction and the completed A38 scheme is predicted to improve air quality within the vast majority of sensitive receptor locations across the city.

It is also worth adding that Derby's Air Quality Action Plan was approved by Cabinet in November and this sets out a wide range of air quality improvement measures designed to keep Derby within the National Air Quality Objectives / Regulations.

The A38 Junction Scheme is designed to improve the flow of traffic east to west as part of the national major road network.

Derby will benefit from this scheme because it will reduce the historic congestion we experience at each of these junctions because of the mix of local and through traffic.

Highways England assessments predict that there is no net change in vehicle emission levels, even in their worst case modelling. This did not take into account the on-going switching of vehicles to low or no carbon alternatives which will contribute positively. Highways England will again, of course, be monitoring the situation during the construction.

I'm not aware of future housing developments planned (or that delivery would be facilitated thereof) by the completion of the A38 scheme in regards to Derby City or its Western boundary. It would be impossible to speculate on the construction approaches or energy sources in place in 2025, which would impact on carbon emissions.

As you will be aware the UK Government is committed to net carbon zero by 2050.

The full details of the A38 scheme can be found:

<https://infrastructure.planninginspectorate.gov.uk/projects/east-midlands/a38-derby-junctions/?ipcsection=exam>



**d) Question from Dave Clasby to Cllr M Holmes**

**The A38 Examining Authority concluded in their report that there would be increased congestion and delays to parts of the local road network during the construction phase. There is a degree of uncertainty about what the precise extent of that congestion would be.**

**Concern has been expressed by numerous stakeholders over the impact of the A38 works on people visiting Derby to go shopping and get to their places of work. What do the assessments that Derby City Council have carried out tell us about the impact of the congestion connected to A38 works on the retail sector and jobs in Derby and also on wider employment opportunities in the city during the four years of construction?**

It is an inevitable consequence of this scale of construction, and at key junctions, that there will be periods when the local road network function will be interrupted.

Concerns were raised during the Examination process, and the Council asked for additional analysis to be carried out by Highways England to demonstrate the impact on the inner ring road and on key junctions on the city road network. Highways England are still finalising this work, though it is likely to show increases in travel delays across most of the city's major road network.

It is important to understand that it is very difficult to model. The impact of temporary works, for instance, creates unusual and fluid movements, so predictions on particular routes, that might put forward definitive delay or extended journey times, is at best indicative.

The Council will therefore continue to work with Highways England on traffic management planning and mitigation, travel behaviour change and the adaptation of work patterns.

It is not possible to correlate construction impact with retail jobs, particularly when there are other significant factors, most prominently Covid-19, which are impacting on employment and changes to sectors of the economy.

The city will remain open and attractive to visitors, and whilst there will be impacts during construction, it is a nationally significant infrastructure investment scheme and offers a solution to historic congestion points in the city.

The scheme provides very significant long-term economic benefits.

**e) Question from Simon Beavis to Cllr M Holmes**

**The Kingsway Island section of the A38 junctions scheme slices through the eastern area of the Mickeover/Mackworth Green Wedge. According to section CP18 of the Local Plan this is not one of the permitted development criteria for this area.**

**The scheme will result in the loss of thousands of trees, one local wildlife site and the destruction of the ecosystem within the footprint of the scheme. Furthermore, it would appear that the construction compound for this section of the scheme is located within Mackworth Park, taking away a large area of public open space.**

**How does the council justify all this?**

The A38 Derby Junctions Scheme is classed as a Nationally Significant Infrastructure Project and led by Highways England.

The constraints and benefits of the scheme were raised at the extensive public inquiry last year, weighed in the balance by the Inspectors in their recommending report and subsequently assessed and verified by the Secretary of State when he issued consent for the scheme. The Inspectors considered a vast range of documentation including all the relevant national and local planning policies and the wider implications that are raised in this question.

The principle of tree removal and replacement planting is controlled by those conditions of the consent. At this stage the number of trees needed to be removed has not been calculated but I do not recognise the context of number you quote in your question. With that in mind, I hope that there is clarity from Highways England soon to avoid any misunderstanding or misinformation so that we all can establish the specific loss and, therefore, the mitigation required above and beyond that.

There is no construction compound located within Mackworth Park.

There is a local wildlife designated site on the roundabout and central reservation of the A38 at the Kingsway junction which would be removed as a result of the scheme. As with any works that result in tree, shrub and existing ground removal, ecosystems will be changed. Once the works are completed the replacement landscape management plans will bring fresh planting and corresponding ecosystem improvements.

The details, including over 800 documents, can be found here:

<https://infrastructure.planninginspectorate.gov.uk/projects/east-midlands/a38-derby-junctions/?ipcsection=exam>

The Secretary of State has considered the findings of the public inquiry and last week granted consent for the proposed works.

**f) Question from Emily Lonsdale to Cllr Williams**

**On Monday 4 January 2021 parents were faced with the difficult decision whether to send their children to school, when the NEU was telling teaching staff and the public that it was unsafe to do so. Some may have felt they could not afford to keep their children home due to the potential fines that the council issue for keeping children absent without permission. What is the council's position in regard to school fines during the pandemic outside of national lockdowns?**

In line with the disapplication notice issued by Secretary of State for Education, no legal work is currently being undertaken and issuing of penalty notices for the period has also ceased. The disapplication notice runs from 5 January 2021 to 6 February 2021 at which point it will be reviewed, and an updated disapplication notice will be issued if required by the Department for Education that will cover the ensuing 4 weeks. At this time, work continues to encourage regular attendance for those children in the 'vulnerable' category as defined by the DfE.



# Councillor Questions





**g) Question from Cllr Carr to Cllr Wood**

**Is it true that new library users are being asked to collect their library cards in person, despite Covid restrictions, even if they have offered to pay the postage? And if so, why?**

Library membership cards give access to several services; the key ones are physical book loan, e-book loan and PC / Internet / printing access. To obtain membership to access these services, customers need to provide ID to verify customer contact details.

During the first lock down period, the library buildings were closed. As such the process was temporarily changed and colleagues emailed the customers who only wanted e-books with membership numbers– as this didn't require ID.

In this second lockdown, Libraries have remained open for Click & Collect, so a different approach is required for this service. It currently involves customers collecting cards.

We do however empathise with customers who may not want to venture to a library at this time, so Library colleagues are reviewing the arrangements to explore whether there is a solution. In the short-term customers for e-book access can join without ID and they are also working on an online joining process for adults involving the sharing of ID.

**h) Question from Cllr West to Cllr Roulstone**

**We have had a Conservative administration for almost 3 years now.**

**What changes have been made to the Council's procurement process in that time?**

In early 2019 the Council adopted a new Procurement Strategy. In 2018 the Central Midland Audit Partnership undertook an internal audit review of the Council's Procurement Service; that review gave rise to a series of recommendations including:

*We recommend that a Corporate Procurement Strategy be documented, reflecting the recommendations in the National Procurement Strategy for Local Government in England 201[8].....*

To meet the requirements of this recommendation and as part of the Corporate Resources Business Plan 2019/20, the National Procurement Strategy for Local Government in England 2018 was adopted by the Procurement Service.

Adoption of the National Procurement Strategy means that the Council is able to refine its processes and focus on delivering a service that reflects the Council's priorities and ensures value for money for the Council and City.

The National Procurement Strategy allows the Council to benchmark its current level of maturity against standard performance criteria and to put in place steps to monitor improvement. The Procurement Service undertook this process in September 2019 and actions necessary to develop the service are set out in the Legal, Procurement and Democratic Services Business Plan. Progress is monitored through regular Business Plan monitoring.

In July 2019, changes to the Contract Procedure Rules were reported to and approved by Full Council, these changes included:

- Addition of a new Introduction section, detailing the Council's Procurement Strategy and formalising the adoption of that strategy by the Council (Introduction);
- New guidance relating to the procurement of out of area placements (Rule 5);
- Requirement for Council Officers to complete procurement e-learning modules (Rule8);

- Extension of the guidance relating to Dynamic Purchasing Systems, to reflect the increased usage of dynamic purchasing systems across the Council (Rule 13);
- Additional guidance to cover the duration of individual contracts awarded under framework arrangements (Rule 14);
- Updates to the section on Competitive Dialogue to reflect legislative changes (Rule 18);
- Additional requirements relating to the recording of contract variations (Rule 39); and
- Updated guidance in relation to IR35 taxation legislation and the need for its consideration when dealing with procurements (Rule 45).

In addition, where appropriate our qualitative assessment of bids now includes specific questions related to additional social value with the emphasis currently on employment and skills for the Citizens of Derby.

Templates and precedent agreements are continually reviewed to ensure compliance with the latest legislation and to simplify processes. Specific changes have been made to reflect Modern Slavery legislation, GDPR and the implementation of the Data Protection Act 2018.

Since December 2018 Category Managers have reported quarterly to Directorate Leadership Teams on procurement activity, spend and pipeline. Waivers are reported to Audit and Account Committee on a quarterly basis.

Since 1 January 2021, procurement processes have been updated to reflect post-Brexit requirements e.g. contracting opportunities are now advertised on “Find a Tender” rather than TED. Further changes are anticipated following the publication of the Green Paper: “Transforming Public Procurement” and these will be incorporated in due course.

**i) Question from Cllr Shanker to Cllr Roulstone**

**How much has been spent on consultants in the financial years 2018-19 & 2019-2020?**

**Consultancy Costs**

	Revenue (E6551) £	Capital (Z0016) £	Total £
2018/19	382,781	1,845,299	2,228,079
2019/20	308,051	3,863,478	4,171,529

**j) Question from Cllr Pegg to Cllr Smale**

**With the Sinfin Waste Plant closed and a reduction in use of Raynesway, where is Derby's waste currently going?**

Renewi are responsible for managing waste disposal on the council's behalf. They continue to maintain a range of arrangements with waste disposal facilities in order to allow flexibility, as well as reliable outlets for the city's waste.

Although several key locations are used on a regular basis, the destination of regular black bin waste can vary month to month. So far this year approximately 35% has been landfilled, and a good proportion, 65% has been recovered (meaning some value has been extracted from the waste such as energy production (EfW) or as a fuel source (RDF/SRF) which may or may not include some materials recovery and recycling.

Regular landfill locations include Staple Quarry in Nottinghamshire and Cotesbach Landfill in Leicestershire. EfW destinations include the Eastcroft facility in Nottingham and the Coventry and Solihull waste disposal company. Frequent RDF outlets include Willshee's Waste and Recycling in Burton on Trent and AWM in Leeds.

**k) Question from Cllr Hezelgrave to Cllr Williams**

**What is the average Ofsted grading for all state schools in Derby and, more specifically, what is the average grading for all schools maintained by the Council?**

The average Ofsted grade for all state schools in Derby is 'good'. 90% of all local authority maintained schools in Derby are judged to be good or better (of which, 15.4% are outstanding and 74.4% are good). This leaves 7.7% requiring improvement and 2.6% inadequate. These percentages are based on 39 schools inspected.

**I) Question from Cllr Hussain to Cllr Roulstone**

**Could the Cabinet Member confirm how many drivers in Derby are entitled to Financial Grant support during this Pandemic and how many have successfully applied and been awarded such support?**

The licensing team hold 1,094 active driver's licenses and 972 vehicle permits.

To be eligible for a £250 one-off driver's support grant, drivers must hold both an active driver's license and an active vehicle permit with Derby City Council.

As of Monday, 18 January, 121 drivers had applied and 106 had been awarded a grant. 12 have been rejected and 3 are being processed for anti-fraud checks.

Grants approved and paid	106	88%
Grants being processed	3	2%
Grants declined	12	10%
TOTAL APPLICATIONS	121	100%

In response to feedback and engagement with the taxi sector, the Council re-opened the online application on 18 January with a simplified list of questions and requirements from applicants in order to make the process easier. This application form will now be available for at least four weeks for any drivers who have not yet applied but wish to do so.

**m) Question from Cllr Repton to Cllr Roulstone**

**Why is the Administration not asking Government to cover the cost of the Council Tax rise?**

The Government assume that Councils will increase Council Tax as part of its definition of Core Spending Power and in its financial settlement

For 2021/22 the provisional Local Government Finance Settlement provided referendum criteria that allowed an increase of up to 5% in Council Tax without a referendum.

The Council's MTFP presented to Council in late February will propose a 4.99% Council Tax Increase and there is no scope for approaching the Government to cover the cost of the Council Tax rise.



**n) Question from Cllr Peatfield to Cllr M Holmes**

**Will the administration commit to replacing the trees being removed by the A38 works, a minimum of tree for tree?**

A verbal response will be provided.

**o) Question from Cllr Lind to Cllr Williams**

**At the last Full Council meeting on 25 November, Lib Dem councillors put forward a motion supporting the Child Food Poverty Taskforce's call for Free School Meals to be extended to cover all children whose families are in receipt of Universal Credit or on a low income, and that food vouchers be made available for school holidays and lockdowns.**

**Can the Cabinet Member give details of how children from families in receipt of Universal Credit, but not currently entitled to Free School Meals, will be given lunches?**

The details of which families and therefore which children are in receipt of Universal Credit is managed by the DWP and are not made available to the Council.

Without permission to access this data, we do not know how many children this includes, nor where they live in the city, making any formal planning and service delivery impossible.

**p) Question from Cllr A Graves to Cllr S Khan**

**A recent news article has raised questions relating to the personal relationship between a senior councillor and a consultant employed on the Market Hall project. Is this something the Council should investigate further?**

As a member of the Standards Committee, Councillor Graves is aware that the appropriate mechanism for considering any alleged breach of the Councillors' Code of Conduct is via the Councillor Complaints Procedure.

The Localism Act 2011 requires a complaint to be made in writing and submitted to the Monitoring Officer. No such complaint has been received to date on this matter. If any such complaint is received, the committee will ensure it is considered in accordance with the Council's agreed process.

If Councillor Graves has specific concerns about the Market Hall project, these should be raised with the relevant Cabinet Member or appropriate officers.

**q) Question from Cllr Pattison to Cllr Smale**

**It is vitally important that councillors and political groups lead by example during the ongoing public health crisis that has led to the current lockdown.**

**The rules are very clear - we must all stay at home unless you cannot work from home or your journey is essential. This will protect the NHS and save lives.**

**Therefore, does the cabinet member think that political parties should be delivering political leaflets door to door during the national lockdown?**

Verbal response to be given

**r) Question from Cllr Ashburner to Cllr Smale**

**The recent wet weather has made many verges more than usually vulnerable to being driven on, roads are also generally busier and a higher numbers of home deliveries are also taking place.**

**In the light of these factors, please could you arrange for the Council to write to supermarkets, couriers and other main delivery companies to remind them not to park or drive on pavements and grass verges to reduce the damage they are causing.**

Thank you for your question Cllr Ashburner. We of course can write to supermarkets or any service delivery drivers, however, historically this does fall on deaf ears. Given that we are in the midst of a pandemic, I would suspect any letters would end up at the bottom of the pile.

My best advice is to deal with this at a localised approach, with the Neighbourhood Boards and our Public Protection Officers. If you have specific areas where issues of parking on pavements or grass verges is a problem, then engaging with the local residents who can specifically request delivery instructions will help ease this issue. Neighbourhood Officers can also work on engagement and signage.

We must be mindful that there are instances where vehicles, such as those providing care services, may need to park in a way which would not be generally tolerated, and practical considerations need to be applied, which is why a targeted approach from each wards Neighbourhood Board would be more effective than general writing.

**s) Question from Cllr Care to Cllr M Holmes**

**How is the quality of 'Climate Implications' in reports being monitored, and is this being used to identify further training needs or learning points?**

Officers are working on supporting advice to supplement our report writing guidance, to help colleagues to apply this important consideration in the future.

**t) Question from Cllr West to Cllr Poulter**

**Have all points from the unanimously supported Full Council Motion in November 2018 against Modern Slavery now been implemented, including the annual public reporting of this implementation?**

We continue to be committed to preventing and taking action against Modern Slavery and human trafficking in our corporate activities, supply chains and the wider community.

Two actions remained outstanding since we last responded in November 2019:

1. Require its tendered contractors to adopt a whistle-blowing policy which enables their staff to blow the whistle on any suspected examples of modern slavery.

This action is in progress and is currently in the documentation/process review phase.

A pass/fail question element is being included in the online questionnaire for all new competitive processes run via the procurement portal. On award, contractors will be required to provide a copy of their policy. To add a question into the section of the standard Selection Questionnaire we must report this to the Crown Commercial Service Mystery Shopper scheme (including a covering letter and confirmation deviation has been approved by our Head of Procurement and Contracting). They need to confirm they have received and have no concern with this - this action is underway and is ongoing.

Please note that when we direct award a contract from a framework, it may not be possible to insist that this is included i.e. if a framework states we cannot amend or add new requirements for a supplier and the call off contract does not state anything around a whistle blowing policy, we cannot include this.

2. Review its contractual spending regularly to identify any potential issues with modern slavery.

We include (or upon renewal include) requirements for some elements of

open book costings but again please note that when we direct award a contract from a framework, it may not be possible to insist that this is included i.e. if a framework states we cannot amend or add new requirements for a supplier and the call off contract does not state anything around open book costings, we cannot include this.

We have added an instruction for contract managers to include this step in the guidance we issue to contract officers in services, when a new contract is commencing. This duty will be undertaken by officers across the Council within their contract management responsibilities.

Annual public reporting will be met through Section 54 (Transparency in Supply Chains) of the Modern Slavery Act 2015. This statement will set out what steps we have taken to ensure modern slavery is not taking place in the business or supply chains. It will also detail the work we undertake through the Modern Slavery Partnership.



**u) Question from Cllr Hezelgrave to Cllr Williams**

**What proactive steps are this administration taking to ensure all food parcels provided to families in lieu of Free School Meals are sufficient, healthy and fresh?**

It is not the role of the council to monitor individual food parcels.

Many schools had to respond quickly to the new lockdown and change of plans and had not had time to order new food, so we believe that this affected the variety of food on the first few days.

We have brought to the attention of school leaders the national concerns about quality and quantity of food parcels in our regular bulletin to schools, and have taken the opportunity to highlight our high expectations about quality.

Many schools already use a local voucher system and the national voucher system, Edenred, is about to be reintroduced.

If individual families are still unhappy with the food offer, then we urge them to speak to the Headteacher.

**v) Question from Cllr Shanker to Cllr Barker**

**Can you yet confirm what Derby residents will receive for the circa £25m investment into the Market Hall?**

The details of what the residents and council will be achieving for its investment of around £25m in the Market Hall has been set out several times in Cabinet Papers over the past few years. These are available on the Council's website.

There are essentially two phases to the project.

The first phase is approximately £15m of investment in essential repairs and maintenance and improvements which includes to the roof, gutters, brickwork, services. This will achieve a safe, repaired and well-maintained building for the next 30 years.

The second phase will transform the Hall and is budgeted at just under £10m. The majority of this phase will now be funded by the successful bid to the Future High Street Fund where the Council was recently awarded around £15m subject to resubmitting the scheme within the funding envelope by the end of February. The Transformation will create a modern market to include an open performing area. This will create a cultural offering with artisan traders as well as quality traders and be a destination in itself, not just an indoor market for independent retailing in the 21<sup>st</sup> Century.

**w) Question from Cllr Repton to Cllr Roulstone**

**Could you please confirm what services the Adult Social Care precept can be legally used for and if it can be used to provide Children's Services?**

The Provisional local Government Finance Settlement provided the following draft referendum proposals:

**3.2 Council tax referendum principles**

3.2.1 The Government proposes the following package of referendum principles for 2021-22:

- a core council tax referendum principle of up to 2% for shire counties, unitary authorities, London boroughs, the GLA general precept, and fire authorities
- an Adult Social Care (ASC) precept of 3% on top of the core principle for local authorities with responsibility for adult social care.
- shire district councils in two-tier areas will be allowed increases of up to 2% or £5, whichever is higher
- Police and Crime Commissioners (PCCs) (including the GLA charge for the Metropolitan Police and the PCC component of the Greater Manchester Combined Authority precept) will be allowed increases of £15.

3.2.2 In recognition that local authorities might not want to take up the ASC precept flexibility in full next year, some or all of this can be deferred for use in 2022-23. This means that an ASC authority could, for example, set a 2% increase for ASC in 2021-22 and a 1% increase for ASC in 2022-23, irrespective of other referendum principles that may apply in 2022-23.

3.2.3 In 2022-23, the Government intends to legislate through the Referendums Relating to Council Tax Increases (Principles) (England) Report for authorities who do defer. The mechanism will be similar to that used in 2019-20, where authorities had been able to use a 6% ASC precept over the three years from 2017-18 to 2019-20. Decisions on whether to defer or not are for councils, consistent with their responsibility for council tax levels.

This provided the flexibility for Councils with Adult Social Care responsibilities to levy a Council Tax Increase of 5%. Last year, this was called a Social Care Precept.

The House of Commons Briefing Paper CBP7903 issued on the 11 December 2020 states:

### 1.3 How is publicly-funded adult social care financed?

There is no national government budget for adult social care in England. Rather, publicly funded social care is primarily financed through local government revenue funding. This is made up of central government funding from the local government finance settlement combined with locally raised revenue from business rates, council tax and income from fees and charges. Individual local authorities then determine how much of their revenue funding is allocated to social care.

In recent years the Government has also provided additional ring-fenced funding for adult social care and the precept forms part of that funding envelope.

It is not explicit in the financial settlement that Councils are required to see an equal or excess increase in Adult Social Care Costs to levy the precept. This gives the ability to the Council to direct other sources of revenue elsewhere. However, for the 2021/22 Financial Year the following increase in Adult Social Care pressures and inflation are incorporated into the MTFP:

<b>Adult Social Care (ASC)</b>	<b>£m</b>
Additional Pressures	2.5
Inflation on ASC Services	1.7
Increase from 2020/21 Budget	4.2
Proposed Precept 3%	(3.1)
Headroom	1.1

**x) Question from Cllr Shanker to Cllr M Holmes**

**At the November Council meeting you stated that the Planning Application to demolish the Assembly Rooms had been withdrawn. You committed to reviewing the situation in January this year. Could you please provide an update?**

At the full council meeting, I did say the application had been withdrawn. This was a misstatement, an error of wording at the time from me which was corrected after the meeting and communications on this point were issued.

The application has been paused not withdrawn. This is to be sure of a compliant application, in terms of planning policies, and to seek the support of statutory consultees. The Council is working towards it being considered at the Planning Committee for a decision as soon as possible.

**y) Question from Cllr Lind to Cllr Williams**

**It is reported that the Government are still failing to reach up to 800,000 disadvantaged pupils as Ofcom estimate that up to 1.78m children in the UK have no access to a tablet or laptop at home.**

**How many children and young people who qualify for a tablet or laptop are there in Derby's Primary schools and how many in Derby's Secondary schools?**

**How many children and young people are yet to receive a laptop or tablet in Derby Primary schools and how many are yet to receive a laptop or tablet in Derby Secondary schools?**

The Council does not hold this information because the Department for Education is dealing directly with schools and not Councils. However, despite not having the numbers, as Cabinet Member I have been proactive and agreed with the Strategic Director of Corporate Resources some dedicated financial resource from the Covid funding provided to the Council, to support remote learning for children and young people. In addition, a task group has been established to look at how to prioritise the requirement and we are currently asking schools directly for information on pupil needs.