

<b>Executive Scrutiny Board</b>	
<b>Recommendations from the meeting held on 17 December 2019</b>	
<b>Council Cabinet Agenda – 18 December 2019</b>	
<b>Item 8</b>	<b>Council Tax Support Scheme 2020/21</b>
<p>The Board received a report of the Strategic Director of Corporate Resources on Approval of the Council Tax Support Scheme (CTS) for 2020/2021.</p> <p>It was reported that Derby's local Council Tax Support (CTS) Scheme was introduced from 1 April 2013, to replace the national Council Tax Benefit (CTB) Scheme which had been abolished by Central Government. It was also reported that the CTS Scheme assisted working age claimants who required financial assistance with paying their Council Tax bills and that pensioners were not affected by the CTS Scheme as they were treated separately under different legislation.</p> <p>The purpose of the report was to present the CTS Scheme operable from 1 April 2020 for approval by Council Cabinet. Members noted that an assessment of the scheme operable in 2019/20 had been undertaken and it was recommended that no changes were made to the CTS scheme for 2020/21.</p> <p>It was noted that it was a statutory requirement for local authorities to have a local CTS Scheme to assist working age claimants who need help with their Council Tax bills due to financial need and that it was also a statutory requirement for Billing Authorities to set and agree their local Council Tax Reduction Schemes for the following financial year, by 11 March.</p> <p>It was reported that there were around 17,400 households across the city that were receiving support through the Council's CTS scheme, with total awards valued at just over £12.6million. It was also reported that this compared with about £18.1million that was awarded in the last year of Council Tax Benefit (2012/13). Members noted that in the 2018/19 financial year the Council had 7,588 new applications for CTS and that to date, 4,840 new applications had been made in the 2019/20 financial year.</p> <p><b>The Executive Scrutiny Board resolved to note the report.</b></p>	
<b>Item 9</b>	<b>Derby Cleaner Fleet Policy</b>
<p>The Board received a report of the Strategic Director of Communities and Place on Derby Cleaner Fleet Policy.</p> <p>Members noted that the report sought Council Cabinet approval for the Cleaner Fleet Policy to further enable a reduction in tailpipe carbon emissions and other harmful pollutants from the Council's current vehicle fleet.</p>	

It was reported that the Government had set a target for all new cars and vans to be effectively zero emission (at the tailpipe) by 2040 and that the Government's Road to Zero Strategy (2018) stated: 'We want to see at least 50%, and as many as 70%, of new car sales and up to 40% of new van sales being ultra-low emission by 2030.'

It was noted that Derby City Council had declared a Climate Emergency in May 2019 and had resolved to work on carbon reduction projects to assist the UK in achieving its international climate change obligations.

It was reported that these commitments meant that significant changes were needed to the Council's vehicle fleet to ensure it could meet its legal obligations moving forward.

Members noted that around half of the council's fleet were heavy goods vehicles (HGVs) - weighing more than 3.5 tonnes and that the HGV sector had yet to switch across to viable low-carbon fuel sources that were freely available on the vehicle market.

It was reported that there were 23,500 electric vehicle chargers across the UK and that Derby had 74 registered electric charge points on Zap Map which was not sufficient for mass adoption of electric vehicles. It was also reported, however, that the majority of EV private owners charged overnight at their homes. Members noted that there was also a limited refuelling infrastructure for hydrogen vehicles across the UK.

It was noted that under the new policy, all existing internal combustion engine (ICE) cars and vans with a revenue weight of less than 2.5 tonnes would be replaced with an electric battery vehicle when they have reached their predicted end date and that this applied to 46 vehicles and would remove 98 tonnes of CO2 tailpipe emissions from the atmosphere every year in Derby.

It was reported that in addition, the policy also introduced a national first 'Low Emission Hierarchy of Vehicle Procurement' and that this would give the Council the flexibility to take advantage of future shifts in the operational, financial and environmental changes anticipated across low emission vehicle technologies moving forward.

Members noted that where viable low emission technology for an existing vehicle category didn't exist, consideration would be given to the cleanest diesel and petrol vehicles to ensure the Council could continue to deliver essential services whilst also continuing to reduce harmful pollutant emissions and carbon dioxide.

It was reported that as part of the replacement process a more robust vehicle life cycle cost evaluation would be adopted and shared with departments to help them determine the most suitable vehicle in the corresponding low emission category and that this enhanced process would take new vehicle manufacturing data and enable departments to compare similar vehicles available on the market, ultimately reducing costs for the Council.

**The Executive Scrutiny Board resolved:**

- 1. to note the report; and**

- 2. to recommend to Council Cabinet that two higher/earlier levels be added to the Low Emission Hierarchy of Vehicle Procurement, in similar thinking to the waste hierarchy (reduce, reuse, recycle, etc.): 1. Not to Require a Vehicle and 2. Human Powered Vehicle/Electric Bicycle.**

<b>Item 10</b>	<b>Future High Street Fund</b>
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The Board considered a report of the Strategic Director of Communities and Place on Future High Street Fund.

Members noted that the report sought to obtain Council Cabinet approval for the submission of draft and final Business Cases to bid for funding from the Future High Street Fund to meet the required deadlines.

It was reported that the Future High Street Fund (FHSF) was launched by the Government in December 2018. It was also reported that the fund aimed to renew and reshape town centres and high streets in a way that improved experience, drove growth and ensured future sustainability.

It was noted that in March 2019, Council Cabinet approved the submission of an Expression of Interest to the FHSF and that this focused on the 'St Peters Cross' area of the city centre. It was also noted that the Expression of Interest had been successful and the Council's bid was progressing to the second stage of the FHSF bid process.

Members noted that the Derby 'St Peters Cross' FHSF bid would focus on an area incorporating St Peters Street, Victoria Street, Albert Street and East Street and that these streets provided the key connections from the main eastern gateway to the city centre from the bus station to intu, the independent retail core (Cathedral Quarter) and key regeneration sites (Becketwell, Market Hall and Assembly Rooms).

It was reported that the FHSF Programme would deliver the crucial link in the City Centre Masterplan to create a vibrant city centre that retained more of the wealth created by giving St Peters Cross new purpose, focusing on reconfiguring uses, improving experience and making it a destination of choice that connected key parts of the city. It was also reported that the vision aimed to directly tackle the void between intu and the Historic Independent Cathedral Quarter to complete the 'Derby Circuit', strengthening the links between the city's existing and planned anchor destinations; intu, Becketwell, Cathedral Quarter and Cultural Hub.

It was noted that the programme consisted of four key interventions:

- Eastern Gateway - Transform the entrance to the Eagle Market, creating a welcoming arrival from the bus station which strengthens the city's sense of identity and creates a public space at this key gateway. The project will be led by intu with support from the Council.
- St Peters Street – City Living - Targeted intervention on St Peters Street to redevelop a prominent retail pitch, transforming the use of this key space and deliver city centre homes. To be developed in conjunction with the site owners.
- Northern Gateway (Market Hall) - Transformation to a new food, leisure and

flexible niche market; includes revitalising the 'Friendship Square' entrance and create a new link (Northern Gateway) between Cathedral Quarter and Intu. The project will also incorporate a Make & Trade Zone pilot. The project is being delivered by the Council.

- Becketwell Public Square - To transform Becketwell creating a new destination involving comprehensive mixed use development anchored by a new square that opens the area up to the city centre. Delivered through the existing contractual arrangements between St James Securities and the Council. This is in addition to the £1.4m already in the approved capital programme for Becketwell Regeneration to deliver the public square, to enable an enhanced public realm offering.

It was reported that in addition to the four key interventions, there would also be a Complementary programme of public realm works, consisting of a number of smaller interventions to create greener, safer and inclusive streets and improve the quality of the environment, helping to link and underpin the key transformational projects.

**The Executive Scrutiny Board resolved to note the report.**

<b>Item 11</b>	<b>Compliance with Contract and Financial Procedure Rules</b>
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The Board received a report of the Strategic Director of Corporate Resources seeking approval under Contract and Financial Procedure rules for the following:

- A procurement exercise for the Street Furniture and Advertising contract currently due to end on 14 July 2020. There will be a variation to the existing contract and as a result this variation will require Cabinet approval.
- The length of contract for the Street Furniture and Advertising Tender to extend beyond the stated limit of five years to seven years, with the possibility to extend the term for up to three more years at the Council's absolute discretion.
- To commence a procurement process to continue to provide support to meet the needs of Children and Young People. The current 'Support Accommodation for Young People' Framework is due to expire on 29 February 2020. As part of the Council's statutory duty to provide sufficient, safe accommodation to children in care and children in need, and prevent any Bed and Breakfast placements being made, the Council are seeking approval.
- A procurement exercise that will establish a dynamic purchasing system (DPS) for the supply of telecare products and services. This DPS will allow Derby City Council to procure telecare products for its service users. Derby Homes may also utilise this DPS to procure services for the installation, removal and disposal of telecare equipment.

**The Executive Scrutiny Board resolved to note the report.**