



Council Meeting
Wednesday 23 November 2022

Public and Councillor Questions
and Responses



Derby City Council

COUNCIL – 23 November 2022
PUBLIC AND MEMBER QUESTIONS

	Questioner	Respondent	Subject
Public Questions			
A	Joseph Giuliano	Cllr Hassall	Infrastructure Capital Programme Board
B	Greg Szemraj	Cllr Eyre	Street lighting and public safety
C	Mair Perkins (x2) Sarah Constable (x2) Dorothy Skrytek	Cllr Hassall	A38 expansion scheme
D	Helen Hitchcock	Cllr Pearce	Accessibility of games areas in parks and green spaces
E	Tony Mott	Cllr Pearce	Moorways Swimming Pool
F	Nick Northover	Cllr Barker	Mickleover Forum
G	Jakob Marshall	Cllr Eyre	Antisocial behaviour in Chaddesden and Derwent wards
H	Russell Armstrong	Cllr Pearce	Road surfaces repair timetable
I	Vanessa Boon	Cllr Webb	Domestic abuse service resources
J	Ruth Coates	Cllr Hassall	Bus service improvement plan
K	David Clasby	Cllr Hassall	A38 – local area congestion
L	Nikola Guthrie	Cllr Pearce	City centre tree planting
M	Clare Wood	Cllr Hassall	Speed limits
N	Pauline Inwood	Cllr Hassall	Climate Change Officer
O	Simon Bacon	Cllr Pearce	Kerbside recycling
P	Lucy Giuliano	Cllr Hassall	Kidical Mass
Q	Patric Harting	Cllr Pearce	Speed limit policy
R	Dorothy Skrytek	Cllr Hassall	Bass' Rec pumping station
S	Vanessa Boon	Cllr Poulter	#FairChanceDerby motion
T	Ruth Coates	Cllr Hassall	Building regulation policies
U	Clare Wood	Cllr Williams	Mickleover school placements
V	Pauline Inwood	Cllr Hassall	Inland freeport
W	Simon Bacon	Cllr Pearce	Black bin waste management
X	Lucy Giuliano	Cllr Pearce	Removal of parking provision for pelican crossings
Councillor Questions			
Y	Cllr A W Graves	Cllr J Pearce	Replacement of Fences on public land
Z	Cllr Prosser	Cllr Hassall	Becketwell Performance Venue - contract
AA	Cllr Lind	Cllr Eyre	Violence against women
BB	Cllr Repton	Cllr Hassall	Traffic problems at Kingsway Retail Park
CC	Cllr Shanker	Cllr Smale	Local Authority loans
DD	Cllr Hezelgrave	Cllr Webb	Household Support Fund

EE	Cllr Whitby	Cllr J Pearce	Ashbourne Road bus service
FF	Cllr Peatfield	Cllr Barker	Photo ID at Local Elections
GG	Cllr S Khan	Cllr Webb	Black Mould
HH	Cllr Dhindsa	Cllr Eyre	Community Managed Libraries
II	Cllr Care	Cllr J Pearce	Blue Badges
JJ	Cllr A W Graves	Cllr J Pearce	Resurfacing of London Road
KK	Cllr Repton	Cllr Hassall	Assembly Rooms update
LL	Cllr Shanker	Cllr Smale	Becketwell Performance Venue – cost write-off
MM	Cllr Peatfield	Cllr Smale	Sinfin Waste Treatment Plant
NN	Cllr Dhindsa	Cllr J Pearce	Recycling rates
OO	Cllr Care	Cllr J Pearce	Urban Forest costs
PP	Cllr A W Graves	Cllr Hassall	Becketwell Performance Venue – asset valuation
QQ	Cllr Care	Cllr Hassall	Maximising energy generation
RR	Cllr A W Graves	Cllr Hassall	Council resolution
SS	Cllr Care	Cllr J Pearce	Defect costs
TT	Cllr A W Graves	Cllr Webb	Anti-social Tenants
UU	Cllr A W Graves	Cllr Barker	Remembrance Sunday

Public Questions

a) Question from Joseph Giuliano to Cllr Hassall

The Infrastructure Programme Board Capital Programmes 2022/23 was published by the Council Cabinet on 9 March 2022.

Table 11 - 2022/23 *Total Integrated Transport allocation to Casualty Reduction* links a budgeted dedicated financial allocation and commitment to Littleover – Cycle Route 66 signing renewal.

This has been outstanding for many years and is contrary to Derby's Active travel endeavours.

When exactly is this renewal scheme to be undertaken?

As explained within your question, these works form part of the approved capital programme to be delivered this financial year. Obviously over the year schemes have to be managed and should this work not be completed before March 2023, then it will be carried forward into 2023-24.

b) Question from Greg Szemraj to Cllr Eyre

Due to the coming winter and possible power cuts, does the Council has plans to turn off the streets lights to save money?

If yes please answer, if so, is it worth asking if residents can count on more police patrols on Derby streets?

We know very well that crime increases at night and the lack of street lighting will increase crime. I would also like to point out that the residents, fearing for safety, will switch external house lights which also consume energy, then we will have a situation in which the residents will pay higher bills for energy.

All Councillors are acutely aware of the current increasing cost of living for our residents and operational costs for our businesses.

This, of course, is affecting the Council too and, as you would expect, we are assessing both the national and local position around the cost and use of energy, to see if there are opportunities to make savings.

The provision of street lighting is one of our most significant energy costs. We are working closely with our provider, as part of our PFI contract, to understand what options are available to reduce power consumption and to understand the risks and costs associated with doing this.

There are no plans for a wholesale switch-off, and any decision of such matter would be subject to Cabinet approval.

c) Questions from Mair Perkins (i-ii), Sarah Constable (iii-iv) and Dorothy Skrytek (v) to Cllr Hassall

- (i) Why are the Council and some Councillors trying to tell the public that the A38 expansion will reduce traffic while hiding the fact that the A38 expansion will result in 4 years of traffic chaos, rat running and increased air pollution during construction then result in more traffic than ever as the primary aim of the scheme is to "release land for development in and around the city" according to Derby City Council's own Local Transport Plan and The Secretary of State's Decision Letter on the A38 stated that the A38 expansion would facilitate housing and economic growth with a minimum of 11,000 developments?**
- (ii) According to the scientific research paper "The mortality cost of carbon" which calculates the temperature related mortality costs of carbon emissions, the A38 expansion's 131,000 tons of carbon from just construction would contribute to deaths of 30 people from extreme heat (this does not include deaths from extreme weather events, drought, starvation and climate induced conflict) so how do those in Derby City Council who support the National Highways A38 road scheme over other low carbon transport solutions, morally justify killing people just to make a road bigger?**
- (iii) Why are you hiding the fact that the A38 expansion will result in more traffic than ever as the primary aim is to "release land for development in and around the city" according to Derby City Council's own Local Transport Plan and The Secretary of State's Decision Letter on the A38 stated that the A38 expansion would facilitate housing and economic growth with a minimum of 11,000 new developments?**
- (iv) Why is your anti-climate and anti-nature support for the A38 expansion so out of step with the Council's climate change strategy to reduce car use in Derby City and to increase tree cover?**
- (v) As climate breakdown continues apace, why are Councillors still supporting the illegal A38 expansion, which would increase air pollution in an already grossly polluted city and would emit 131,000 tonnes of carbon emissions, just from the construction?**

Similar questions have been raised previously at the July and September Council meetings. There is no change in position that the A38 Three-Junction scheme is a national infrastructure project, led by National Highways and funded by the Government.

These questions, therefore, would be more appropriately addressed to the Department for Transport and National Highways.

d) Question from Helen Hitchcock to Cllr Pearce

In the spirit of helping everyone become more active, what are the council doing to ensure that all multi use games areas in the parks and green spaces are accessible (for example to the disabled carers of children or to wheelchair users) and safe (single exit spaces are not) for all?

We work closely with the Parks Subgroup of the Council's Access, Equality, and Inclusion Hub, who have audited and provided feedback on parks facilities, and we are currently working with them to put together proposals for more inclusive play.

The Subgroup also works with Umbrella and Fun-abili8y as well as disabled children in local schools to the various parks.

The Council has over 20 multi-use games areas (MUGA's) and whilst it is considered that the majority have good access arrangements, we will be discussing the accessibility of MUGAs with the Parks Subgroup to seek feedback on any improvements that may be required.

We are working towards PIPA (plan inclusive play areas) accreditation. The PIPA accreditation process has been created to assess the design of a play area and the facilities available when visited.

e) Question from Tony Mott to Cllr Pearce

Please could the Council let me know what help is available for people taking their children for swimming lessons at Moorways now that they can no longer go to Queen Street Baths on one bus into the city from the suburbs?

There are currently over 1,900 children and adults on the learn to swim scheme at Moorways Sports Village. This is over 300% higher than the number of children and adults on the scheme at Queen's Leisure Centre, which is a really excellent achievement since opening in May this year.

The Council does not provide any specific support to customers travelling to the site.

Everyone Active, the operators of Moorways Sports Village, promote public transport and active travel options to and from the centre.

Council Officers and Everyone Active have met with public transport providers to discuss routes and prices to the centre and will continue to work with operators and promote public transport and active travel options.

f) Question from Nick Northover to Cllr Barker

Given that transparency and accountability is important in Local Governance, can the Cabinet please explain why Mickleover has no open local area forum allowing constituents to ensure that funding is spent appropriately particularly with all three current Councillors being from the same political party. How can any open scrutiny be possibly ensured when decisions are made behind closed doors?

The Council Constitution requires that applications for funding and the allocation of delegated budgets are approved by the Ward Committee. These meetings are open to the public to attend. It is for councillors to determine the most appropriate means for engaging with residents within their wards, whether that is via a Neighbourhood Board, Neighbourhood Forum or otherwise.

g) Question from Jakob Marshall to Cllr Eyre

I and many local residents in the Chaddesden and Derwent Wards are rightly concerned about the levels of antisocial behaviour in our communities. This includes nuisance youths, often wearing balaclavas and other face coverings, and using motorbikes at all hours of the day and night, disrupting the everyday lives of the law-abiding residents in our amazing communities.

What has the Council done to help combat antisocial behaviour in our Chaddesden and Derwent community? Furthermore, what assurances will the Cabinet Member give, to ensure that local people's voices are heard with the local Police?

The Council continues to work with all partners to ensure antisocial behaviour (ASB) is dealt with robustly. Senior Officers lead on the City/County wide Neighbourhood Crime and ASB strategic board that brings together organisations with a focus on reducing crimes that adversely impact the day to day lives of residents.

The Council has recently published its Safer Derby Plan and contained within is a commitment to improving residents' confidence to report ASB and have a City-wide approach to tackling issues that communities face, this includes a robust enforcement policy.

In response to issues in Chaddesden and Derwent, the Council has:

- Coordinated multi-agency briefings with partners and elected members.
- Engaged with residents and made door-to-door enquiries in priority areas.
- Deployed additional Public Protection resources throughout the day and the evenings.
- Taken enforcement action against several individuals who were identified. Partnership working resulted in one individual receiving a custodial sentence.
- Conducted several joint visits with Derby Homes and police to issue warnings to individuals and parents regarding the potential impact on their tenancy.
- Commissioned outreach and diversionary activities through the City's youth alliance.

The Council would encourage residents to contact the Public Protection service directly to discuss a specific incident of ASB.

h) Question from Russell Armstrong to Cllr J Pearce

Given the answer I got from September's Full Council meeting on the repair timetable for roads in and around Ridgeway (Glenwood, Weston and Woodlands) are not on this year's list. What is the full timetable for resurfacing and how much does the council have as a budget for each and every years works:

- 1. For the rest of this year**
- 2. Next year (23/24)**
- 3. The year after 24/25**

If the Council cannot answer all of these direct questions, can you please give me the process that the council follows to allocate the expenditure and how they decide on which area gets dealt with first?

Thank you for your questions.

- The budget for the entire 2022/23 is £4.411million (this includes awarded Pothole Funding, but not any slippage from previous years).
- All the allocation has been committed to schemes.
- Indicative budget for 2023/24 is £3.182million.
- Indicative budget for 2024/25 is £3.182million.

The latest Engineering Survey results show the locations quoted as follows:

- Ridgeway, Chellaston – ROAD UP TO STANDARD Priority Site No 4351, No Planned Maintenance.
- Glenwood Road, Chellaston – ROAD RESURFACE Priority Site No 359, Included in 3 – 5 Year Programme (Indicatively Year 2 or 3 at present- 24/25 & 25/26).
- Weston Rise, Chellaston – ROAD UP TO STANDARD Priority Site No 3055, No Planned Maintenance.
- Woodlands Lane, Chellaston – ROAD RESURFACE Priority Site No 35, Included in 3 – 5 Year Programme (Indicatively Year 1 At Present (23/24).

All schemes included in the indicative 'in-year' programme are subject to sufficient funding being available.

The highway asset management team have prepared a draft capital highway maintenance 'in-year' programme for 2023-24, plus an indicative forward programme for the next five-year period.

The process is driven by survey data produced in the form of an Annual Engineers Inspection, which provides information on:

- The overall condition of the authority's highway network.
- A 'value for money' score taking on board prioritisation criteria (including 'is it on a bus route, is it on the Resilient Network, does it serve a place of interest etc).
- The annual depreciation of the assets.
- The resulting maintenance needs.

These determine what the optimum split of available budget should be across the different types of road (referred to as maintenance hierarches, based on their functionality and use) and what the treatment should be for those requiring attention. i.e., ensuring the right treatment in the right place at the right time in an asset's life.

Priority is given to treating roads mid to late life of the asset to slow deterioration to the point before a more costly intervention is required. This follows an asset management approach which is regarded as good practice in the management of highway assets.

The process is reviewed each year after the survey is completed and before a programme is submitted.

i) Question from Vanessa Boon to Cllr Webb

Farah Nazeer, Chief Executive of Women's Aid, has written to all council leaders in England, urging councils to provide vital support to specialist domestic abuse services this winter; her letter included suggestions such as considering which existing funds the Council can use to support survivors and both commissioned and non-commissioned domestic abuse services – such as Local Welfare Assistance Schemes and Discretionary Housing Payments.

At the last meeting Councillor Poulter answered a question on the effects of the cost-of-living crisis upon the documented associated rise in domestic abuse, saying 'watch this space' and committing to make contact with myself to follow up on this matter, which has not happened as at 08/11/22.

This commitment to tackle the issue is recorded, including via the filmed Council meeting and via the Derby Telegraph article.

This matter is especially pertinent to the Public Sector Equality Duty on Gender given the disproportionate effects upon women with higher rates and severity of injury and deaths from such abuse alongside lower levels of financial freedom to flee an unsafe home, as well as the Council's adoption of the Socio-Economic Duty passed via a motion in May 2022 and its statutory duties on Domestic Abuse.

Therefore, what specific resources have been allocated and what steps have been taken to address this increased risk and demand for services in Derby since the last Council meeting?

Refuge provides our current commissioned safe accommodation and outreach service in the city for survivors of domestic abuse. We have worked with them to ensure an uplift in funding to meet the additional costs they are incurring, enabling them to maintain existing service levels.

Support workers are also doing additional work with survivors exiting safe accommodation to ensure they can manage finances moving forward. Going forward we hope to fund a specialist move on support worker to help survivors transition from safe accommodation and successfully manage finances and tenancies.

We are also working with Refuge to explore ways in which we can expand our offer of safe accommodation in the city to best meet the needs of survivors.

We have funded a programme of support for children residing in safe accommodation, providing mentoring support and diversionary activities. This will help child victims to access activities that otherwise would not have been available to them.

We are currently in the final stages of developing a project to support women suffering from domestic abuse who also have complex needs, ranging from homelessness, substance misuse and mental health issues.

We will be running a series of campaigns over the next 6 months encouraging reporting and directing victims and perpetrators to support services.

We also fund a number of specialist community projects aimed at changing attitudes towards domestic abuse and encouraging reporting in minority communities.

j) Question from Ruth Coates to Cllr Hassall

When can we expect the results of the public consultation on the Bus Service Improvement Plan to be published?

The consultation on the Bus Service Improvement Plan was a key requirement of Government as part of the process for establishing the new Enhanced Bus Partnership and developing a local strategy to meet the National Bus Strategy.

The consultation report will be published on the Council website as soon as it has been completed. It is currently being finalised including checks to ensure all personal or commercial information have been removed but I believe the overall response has been positive. I hope it will be out within the next few weeks, certainly before the end of the year.

k) Question from David Clasby to Cllr Hassall

Significant work is being proposed by National Highways on the A38. The proposed project will take four years to complete. It is accepted that the project will be hugely disruptive to traffic. It will lead to significant congestion and delays across the city but in particular in the north of the city. It will see an increase in rat running down resident streets that are not designed for anything other than local traffic.

This may be a National Highways project, but it will be a Derby residents' problem for four years if no significant mitigation is in place. I would like to know what the details are of Derby City Council's proposals to mitigate the impact of this congestion and rat running on local communities.

As you are aware that this National Highways scheme is yet to be determined and, while we have sought assurance and mitigation through the construction management plan and traffic management plan, the final detailed programme and delivery mechanisms are still being developed.

I can assure you, however, that I am very aware that, with a scheme of this scale, there is potential for increased congestion during the construction of this National Highways project.

I can also assure you that during the formal examination process, and in dialogue with National Highways and their delivery team, the impacts on local roads have been a consistently highlighted.

I) Question from Nikola Guthrie to Cllr J Pearce

Following on from the “Forest for the Future” project in Market Square in the summer, the city centre has now reverted to previous levels of street tree cover with no discernible increase.

Can the Council clarify what the street tree planting target numbers are for the urban centre of Derby; whether there is a date for achieving that target and whether the current planting schedule means it is on track to meet that target?

How many street trees has the Council planted in the city centre in the three years since declaring a climate emergency, above any replacements for those which have been removed?

There have been no trees planted within the city centre over the previous three years except for those planted as part of wider developments i.e. Becketwell Arena.

Currently there are not any city centre specific tree planting targets however, Streetpride recently commissioned a survey of the city’s tree canopy cover and, now the report is complete, the information is being used to inform our tree planting policies helping to ensure that realistic and achievable goals are set.

m) Question from Clare Wood to Cllr Hassall

Why is it acceptable that some highly populated residential roads in Derby, such as Uttoxeter Road in Mickleover, still have speed limits of 40mph instead of 30mph?

Speed limits on roads are reviewed over time, particularly where there is evidence brought forward from accident data or observed collision risk.

The recorded speed data, accident data and observation for Uttoxeter Road doesn't suggest that the current 40mph speed limit is inappropriate.

I can confirm, however, that a trial of a 30mph scheme is under consideration because of concerns raised locally. A test period is planned over a number of months next year, to record traffic data can and analyse it for discussion with the local ward Councillors and Neighbourhood Boards.

n) Question from Pauline Inwood to Cllr Hassall

The United Nations General secretary, António Guterres told world leaders at the opening of the Cop27 UN climate summit in Egypt : “We are in the fight of our lives and we are losing ... And our planet is fast approaching tipping points that will make climate chaos irreversible.”

**“We are on a highway to climate hell with our foot on the accelerator.”
“A window of opportunity remains open, but only a narrow shaft of light remains....The global climate fight will be won or lost in this crucial decade – on our watch. One thing is certain: those that give up are sure to lose.”**

Yet the Council has decided, during COP27, that the Climate Change Officer will not have his contract renewed beyond Christmas. This presumably means: the cross-city Climate Strategy will remain on hold; the climate commission functioning will continue to stutter; the roll-out of the climate awareness training will be even slower; and the Climate Change Officer’s valuable role in providing links between the council and the community will be lost.

It is also very unlikely that the council will be able to become an accredited carbon literacy centre, as aspired for in the Council’s own action plan.

How does the council intend to redress these issues?

It would be inappropriate in this forum to comment on the employment position of individual officers. I remain committed to our climate action plan and I want this Council to continue to collaborate with our partners to affirm our shared commitment to decarbonization and to combine our intelligence and innovation.

I must add, however, as has been widely reported in the media nationally and locally, the Local Government sector is under extreme financial pressure at the present time and there will be difficult decisions ahead.

o) Question from Simon Bacon to Cllr Pearce

How many properties in the city do not currently have kerbside recycling?

94% of the domestic locations we service across the city have access to recycling. We count locations as opposed to individual properties because some locations, mainly flats, are grouped, and serviced by shared bins.

This equates to around 6700 properties without a recycling service. Mostly, residents in these properties may access recycling by opting-in should they wish to participate. This number is gradually reducing as promotional activities continue and services are rolled out.

p) Question from Lucy Giuliano to Cllr Hassall

At the last full Council meeting I informed you of a family friendly cycle ride called Kidical Mass to call for safer, cleaner and better streets for our children to walk, cycle and play and asked you to attend to show your support.

We had over 60 people ride with us which was our biggest one yet but sadly only one councillor, Emily Lonsdale, joined us.

We will keep riding until the council listen's so we are holding another ride on Sunday 4 December at 3:30pm starting at the council house, this time with a festive theme.

May I please reiterate my request for you to join us?

A verbal response will be given.

q) Question from Patric Harting to Cllr Pearce

20s Plenty for Derby campaigns for a speed limit of 20mph to be normal on residential streets, on local high streets and in the city centre, unless full consideration of the needs of vulnerable road users allows a higher limit on particular streets.

Many councillors, across different parties, have expressed their support for wide area 20mph limits on residential streets in Derby. 20's Plenty has already been adopted by many cities across the UK, like Birmingham, Leicester and Nottingham. Wales recently approved a nation-wide rollout.

If adopted, 20s Plenty provides many benefits, such as improving road safety, reducing pollution and making local neighbourhoods more pleasant. It is also cheap to implement.

Will the Council ask Council officers to investigate this policy proposal, to see how it could be implemented for the wellbeing of all who visit, live or work in our city?

We already have 20mph roads and areas established across the city and the Council will always examine speed limits and ensure the appropriate speed limits are in place, given different environments and the needs of all road users.

r) Question from Dorothy Skrytek to Cllr Hassall

The pumping station on Bass Rec is for Allestree/city centre, it will increase River Derwent flood levels and flood risk downstream, i.e., Alvaston, Chaddesden and Elvaston etc.

How much energy waste – i.e., diesel and tonnes of carbon dioxide, will the pumping station cause and what plans are in place for evacuation of people downstream?

The pumping station on Bass Rec is designed to pump the normal flow from the Markeaton Brook, at Mill Fleam, into the river Derwent at times when the height of the river prevents the normal (gravity) discharge. The pumping operation ceases as soon gravity discharge is possible.

At the same time as the Markeaton Brook flows are being pumped out of the Mill Fleam, flood gates will be closed across the water course to prevent the Derwent from back flowing into the culvert.

If the water from the Markeaton Brook were prevented from discharging into the Derwent for an extended period and the Derwent were to be allowed to back flow up the culvert, there would be a considerable risk of flooding to low lying parts of the city centre.

The pumping station is electrically powered from a mains electrical connection. There is an emergency standby generator set should the mains power not be available. The generator will run on HVO fuel which is synthetic fuel alternative to regular diesel. It is completely fossil-free and is produced using renewable waste materials such as used cooking oil, tall oil by-products, non-food grade crop-based vegetable oil fractions, and residue fat fractions from food and slaughterhouse industries.

HVO reduces CO2 emissions by up to 90 per cent compared to regular fossil diesel. It also reduces the emission of other harmful substances like nitrogen oxide, particulate matter, and carbon monoxide. (Source: <https://hvofueluk.co.uk/blog/what-are-the-environmental-effects-of-hvo-fuel-in-the-uk/>).

The pumping station is an integrated part of the wider OCOR scheme which delivers flood defences to a minimum 1 in 100-year standard of protection.

The effects of the scheme on downstream locations have been modelled and mitigation measures are included for downstream locations where these are required; for example, raising existing flood defences at Ambaston.

Should a flooding event occur which exceeds the design standards in place for the OCOR scheme and over topping of defences is likely, an evacuation of at-risk people would be dealt with under the Derbyshire County Council Emergency Plan.

s) Question from Vanessa Boon to Cllr Poulter

In May 2022 the Council passed the #FairChanceDerby motion to adopt the Socio-Economic Duty; at the last Council meeting there were several public questions seeking an update and greater progress on the 3 action points within this motion, however the answers provided were vague, evasive and failed to address the specific points of the motion (an approach which is damaging to democracy, people's trust in politicians and participation in local politics). The 3 points of the motion are provided below as a reminder.

What progress can the Council now report on these three specific points since the September Council meeting?

- Formally adopt the Socio-Economic Duty**
- Poverty-check' decisions and policies for socio-economic impact, and how this interacts with other types of inequalities (protected characteristics e.g. race, disability, sex) including within EIAs (Equality Impact Assessments)**
- Urgently develop a proactive strategy, taking meaningful action to alleviate the effects of the cost of living crisis and reduce socio-economic disadvantage, drawing upon good practice examples from other cities and consultation with diverse local community groups, unions, activists, Derby People's Assembly, Derby United Against Poverty, Derby Poverty Commission, and residents subjected to inequality by circumstance in Derby. [note: these community groups have not been contacted by the Council to work on a joint action plan as at 08/11/22.**

It is important to emphasise that wholesale adoption of the Socio-Economic Duty across all areas of the Council's business will take time and resources. However, since the last meeting of Council changes have been made to the report template, which now requires officers to detail the socio-economic implications of the decisions that are being recommended to elected members. Guidance has been published on the Council's intranet to support report authors to consider a wide range of socio-economic issues when preparing reports.

Colleagues from the Policy and Democratic Services teams have undertaken further research to ensure the Duty can be implemented in a meaningful way.

To date, meetings have been held with the Equality Trust, as well as with counterparts at other local authorities who have successfully adopted the Duty. Consideration has been made, to include the Duty in our current Equality Impact Assessments or have a separate method for assessing socio-economic impact. Further Legal advice is needed to understand the implications, as previous advice did not support this addition.

The Cost of Living strategy and action plan has been developed over a number of months by a Partnership working group, which includes representatives from Community Action Derby, Derby Homes, Derby City Council, Faith Forum steering group and Food 4 Thought network amongst others. The strategy reflects national good practice and local insight to mitigate the impact of rising costs on Derby communities. In particular, the action plan builds on the Council Plan 2022-25 and includes suggested actions from engagement undertaken by Derby Poverty Commission with a range of community groups.

The Cost of Living strategy and action plan has been reviewed and endorsed by both the Derby Poverty Commission and City Partnership Board in recent weeks. It remains a dynamic document and will be reviewed regularly by the Partnership working group. This will include incorporating learning from the Poverty Truth Commission work currently taking place.

The Council, working alongside its partners, welcomes input from a wide range of stakeholders for this important area of work and would be happy to discuss any concerns.

t) Question from Ruth Coates to Cllr Hassall

Given the need for urgent action to achieve a carbon neutral society in order to combat climate change, will the emerging local plan incorporate policies requiring sustainable measures such as solar panels to be fitted to all new builds and renovations, exceeding those which are currently stipulated as the minimum requirements in the national building regulations?

I can certainly confirm that this is something that will be explored during preparation of the new Local Plan. To go beyond the requirements of the national building regulations, we would have to provide strong evidence that there are local factors in Derby that justify this.

u) Question from Clare Wood to Cllr Williams

Why is it acceptable that over 60% of children at my local junior school in Mickleover don't live in Mickleover, which leads to high levels of traffic and pollution at school pick-up/drop-off times?

All primary and secondary schools in Derby are accommodating pupils from outside of the catchment area, showing that a degree of parental preference is being met.

In accordance with the School Admissions Code, parents are able to express their preference for a place at any state-funded school. If a school is undersubscribed, any parent that applies must be offered a place.

Many schools operate with school travel plans which promote sustainable travel and aim to reduce the number of car trips, for example, by encouraging walking, cycling, car share and public transport as ways to travel to and from school.

v) Question from Pauline Inwood to Cllr Hassall

What are the benefits for Derby City residents from the rapidly developing inland freeport covering a 20 mile radius from the East Midlands airport, in which local planning laws are bypassed and agricultural land and wildlife habitat is being lost rapidly?

How have any benefits been evaluated against environmental damage, increased carbon emissions, and neighbourhood disruption?

Derby residents will undoubtedly benefit from the anticipated creation of around 61,000 new jobs by the East Midlands Freeport, the only airport-centred, inland freeport in England – promoting trade, investment and innovation.

The Freeport plans include upgrades to regional transport infrastructure and cycle routes centred around delivering more sustainable connectivity across the Freeport's three main locations, which includes the East Midlands Intermodal Park, close to the Toyota facility at Burnaston.

A key focus of the Freeport will be to support the region's 'future fuels' agenda, including the Hydrogen Skills Academy, backed by Loughborough, Nottingham and Derby universities – this will be the UK's first practical, industry-based training centre associated with the production, handling, storage and use of hydrogen, helping put the East Midlands at the forefront of the UK's Net Zero transition.

w) Question from Simon Bacon to Cllr Pearce

What work has the council carried out in the last two years to survey the content of residual black bin waste to allow them to plan for future waste management?

If this includes surveying bin content at street level please confirm the streets where such surveys were carried out.

The Council has undertaken two surveys this year, one in winter and one in the summer, to carry out compositional analysis of the kerbside residual black bin waste. The following streets were selected for the surveys, as they represented the five most prevalent "Acorn groups" for the city:

STREET	POSTCODE	ACORN
SLACK LANE	DE22 3DY	5O
LAMBOURN DRIVE	DE22 2US	1B
BANGOR STREET	DE21 6GT	5Q
POPLAR CLOSE	DE24 0PH	4M
GRIMSHAW AVENUE	DE24 0PE	4M
BEECH AVENUE	DE24 0DX	3H

Full analysis and breakdown of the results has not yet been carried out.

x) Question from Lucy Giuliano to Cllr Pearce

It was Road Safety Week last week. I live near to a recently repainted zebra crossing that connects Chester Green Road to Mansfield Road which I use multiple times a week.

When it was repainted, the council added additional parking provision on the road directly before and after the crossing so it is now impossible for road users to see each other due to parked cars. This means drivers rarely stop to let pedestrians cross, and pedestrians cannot see cars until they are already crossing. On top of this drivers are often travelling at great speed.

This has already been raised with local councillors Martin Repton, Alison Martin and Carmel Swan by many people on numerous occasions across the past few months, even preceding the repainting, but no action has been taken yet. It is only a matter of time before a vulnerable road user is seriously injured or killed here.

Can you please commit to removing the new parking and making it into a pelican crossing as a priority?

My understanding is that there have been no changes to the Traffic Regulation Orders in the area and no additional 'new' parking has been provided at this location. I have however asked the service to ensure that the marking of the crossing and permitted parking areas is correct and reflects the Traffic Regulation Orders.

Councillor Questions

y) Question from Cllr A W Graves to Cllr Pearce

There is a low-level fence on Glastonbury Road Alvaston that has worn out. The timber bollards holding the metal poles have broken.

The fencing protects an open space area against vehicle intrusion especially the annual gypsy invasion.

Their replacement is many years overdue. I have been told by Parks that despite much of the infrastructure around the city is budgeted to last a certain amount of time, there is no money to replace this fence.

Does the council feel that the rigmarole of removing itinerant vehicles from public land is more cost effective than replacing worn out fencing?

Timber bollards are utilised across various open spaces around the city. The general approach, when they are damaged, has been to allocate the resources that are available to the ones in the poorest condition and particularly where there is essential health and safety related works. Consideration is also given to whether they assist with security of the open space.

As more of these timber bollards deteriorate over the years, more sustainable long-term options are being explored where possible, for example the use of strategic tree planting.

z) Question from Cllr Prosser to Cllr Hassall

In order to squash rumours and questions from my constituents, can you confirm that the Becketwell contract does not contain any purchase options for the developer or kickbacks in the form of future rent from the development?

Can you also confirm that no private parking deal has been struck for Becketwell?

The performance venue is a developer led proposal and has secured a leading worldwide entertainment provider to operate for a period of 30 years. The commercial terms are confidential.

The performance venue proposal did not include a requirement for associated car parking as part of the agreement.

aa) Question from Cllr Lind to Cllr Eyre

Regarding the motion I proposed on 24 November 2021, regarding the important issue of tackling Violence against women and girls, please can the cabinet member responsible tell us what individual actions have been taken and progress achieved to fully implement each and every action that full council unanimously resolved to do, namely:

- **Stand in solidarity with protestors who oppose violence against women and girls**
- **Support the “Reclaim The Night Derby” march on 27th November**
- **Work with schools and families to tackle toxic masculinity culture, seeking details of the work all schools in the City of Derby are undertaking to challenge this, and developing a resource base of good practice and effective strategies already identified by schools to further this aim, making girls’ lives safer online, on social media, at home, at school and out and about.**
- **Educate men through campaigns and bring in male allies. - Work with Derbyshire Constabulary on improving women’s safety in Derby. - Call on Derbyshire Constabulary to prioritise investigating crimes against women and girls, and ask them to ensure women are treated with the required sensitivity and feel comfortable reporting incidents.**
- **Call on Government to make street harassment a criminal offence and call for increased investment in the criminal justice system when it comes to violence against women and girls.**
- **Do all we can as a council and in our communities to champion the rights and entitlements of women and girls, and to tackle violence against them. This includes continuing to invest in vital services, listening and responding to women and girls about the action that is needed, and calling out misogyny and sexism where we see and hear it.**
- **Run a media campaign to raise awareness of Derbyshire Constabulary’s gender hate crime stance, educating what can be reported, promoting methods of reporting, and encouraging women and girls across Derby City to complete the Violence and Harassment against Women and Girls Survey <https://bit.ly/2XM6fiR>**

The Community Safety and Integration Team have worked with partners to produce the new Derbyshire Violence Against Women and Girls Strategy

(VAWG). We are currently working with partners to develop a VAWG delivery plan which will further set out our commitments.

We are delivering several projects that address issues of Violence Against Women and Girls including:

- a project in schools that addresses issues of toxic masculinity, healthy relationships and how to be an active bystander and ally of women and girls.
- projects that help faith leaders from minority communities to recognise and seek support for VAWG issues. We also fund a project with a minority communities women's group to support reporting and active bystander training.
- delivered a training session to staff from Derby and Derbyshire about the issue of Female Genital Mutilation.
- a project with Derby County Community Trust encouraging businesses and organisations to sign up to the White Ribbon Project. A film from staff and players calling for an end to violence against women and girls was produced and has previously been shown on a match day and will be updated and shown again in coming weeks.
- a Safe Places project in the city centre.

We continue to work with the Police and other partners to scrutinise cases that involve VAWG issues to identify areas of learning.

The focus of our successful Safer Streets 3 bid earlier this year was on projects to help women and girls feel safer in our city. We delivered a number of projects, including active bystander training in schools, the night-time economy and in the community, CCTV and lighting improvements, landscaping improvements, Get Home Safely workshops and a Safe Places project.

We also delivered a gender-based violence awareness campaign as part of the bid and have more planned throughout the rest of the year. These include a partnership social media campaign later this month for the 16 Days of Activism against Gender Based Violence. This will form part of our ongoing communications plan.

We have included details of the Reclaim the Night Derby on our staff intranet.

bb) Question from Cllr Repton to Cllr Hassall

How are the discussions going to try to resolve the traffic problems at the Kingsway Retail Park?

As Councillor Repton is aware, congestion at Kingsway retail park goes back over many years. It predates the changes to the roundabout and implementation of traffic signals in 2017 and the issues are mainly within the retail park.

Apart from approximately three metres near the junction with the A5111, the access road and the rest of the road network within Kingsway is privately owned. The owners could have made changes and improvements at any point and the Council does not hold powers to intervene.

In 2020 the Council successfully negotiated a deal with third parties involved with the housing scheme at Kingsway, for additional funding to modify the roundabout and provide pedestrian crossing over the A5111. Detailed designs for this scheme are being progressed, and we will engage with the site owners when these are complete.

cc) Question from Cllr Shanker to Cllr Smale

Does the Council loan money to other local authorities? And if so, what is our current balance with each authority we have lent money to?

We have £7m invested with Thurrock Council which is due to come back on 31/01/2023 plus any interest due.

In line with the Approved Treasury Management strategy the Council can invest its surplus funds with any of the counterparty types in the table below, subject to the cash limits (per counterparty) and the time limits shown. For Local Authorities the limit is £7m per Counterparty with a time limit of 25 years.

dd) Question from Cllr Hezelgrave to Cllr Webb

In general terms, how is the distribution of the latest Household Support Fund going?

Household Support Fund 3 (HSF3) has three elements in Derby:

1. Distribution of voucher codes to schools - £1.1m
2. Online claim form - £588k
3. Community network providing community led Cost of Living Support - £502k

In terms of progress made in the 34 days since the scheme launched on 18 October 2022:

1. 13,900 vouchers at £20 per pupil per week, were distributed via schools for October half term - £278k
2. Online form has seen 2,525 households receive awards, to a value of £262k - 44.6% of the allocated funding
3. The Expression of Interest for the Community network closed on 21 November, with funding decisions by 25 November. Ambition is to launch the network in early December

Additional information:

1. A further 13,900 vouchers will be sent to schools in early December for the two-week Christmas term break - £556k
2. £45k from the Energy Rebate Scheme has been added to the budget for the online application form
3. We are expecting £144k to be returned to this scheme from vouchers issued in previous schemes that have expired

ee) Question from Cllr Whitby to Cllr Pearce

Following a successful motion to Council in July calling for BSIP funding to enable recently axed bus services to be revived and following the announcement of pilot schemes to mitigate the loss of the 17A and the Spondon Flyer, I would like to know when the residents of Mackworth and New Zealand ward can expect to see an adequate bus service on Ashbourne Road?

I recognise the reduction in services that has taken place across the city, including the residents of Mackworth and New Zealand. Public transport across the board is struggling to recover after covid and I know that all Councillors share concerns about the picture of service reductions.

There are, however, constraints on the use of the indicative BSIP funding of £7.2m. This is the total funding over 2–3 years and it has not yet been received by the Council. Of this total, £5m is capital and cannot be used to support bus services. The remaining £2.2m is revenue but will be subject to strict conditions that ensure alignment with the Department for Transport's priorities within the National Bus Strategy.

It is not anticipated that this will include direct support to reintroduce services, but rather be focused on consolidation of the existing service levels and potentially some targeted support for fares. This won't be clear until we have the funding grant conditions. Whatever the position, the funding will fall under the governance arrangements of the new statutory Enhanced Partnership.

ff) Question from Cllr Peatfield to Cllr Barker

What measures are the Council putting in place to support every resident in Derby to have easy access to valid photo ID in the May 23 election?

The Elections and Communications teams are integrating Voter ID messages throughout the communications plan for the 2023 local elections. Our communications will reflect the fact that most people already hold at least one item of suitable photo ID and include reminders that residents need to remember to bring this to the polling station to be allowed to vote.

Some residents will not have suitable ID and our messaging to them will highlight that a free ID document will be available. Residents will be able to apply to the Council for this document, known as a Voter Authority Certificate, online via the GOV.UK website or using a paper application form. The Elections Team will also provide in-person assistance at the Council House to residents who need it, including taking their photograph.

A poll card will be sent to every registered elector. The format of the card will change to an A4 enveloped letter and it will contain information about the requirement to take ID to the polling station, the types of photo ID that are acceptable and information about applying for a Voter Authority Certificate.

The Elections Team are working with the Council's Equality and Diversity Team and the Derby Diversity Forum to perform an Equality Impact Assessment and to target messages to groups and communities that may have lower rates of ID ownership.

gg) Question from Cllr S Khan to Cllr Webb

What is Derby City Council doing with all housing providers in the city to identify and eliminate cases of black mould?

The death of Awaab Ishak is a tragedy that should not have happened.

In the city, we already work with social landlords to ensure that homes are safe and of a good quality. In relation to our own Council homes, we have invested in excess of £14m over the last year in improving their quality. Derby Homes take a proactive approach towards managing any complaints including damp or mould. Officers visit to agree actions with tenants, this could include the installation of technical solutions or advice in relation to lifestyles changes. They also check that the solution is working three months after any measures are installed.

Cabinet earlier this month received two reports that highlighted housing conditions in the City's private rented sector and also recognised the links between the quality of housing and the health and wellbeing of our residents.

The reports contain several recommendations, that were all fully endorsed by Cabinet, and which will help us to drive up standards in privately rented homes.

In addition, the Council already has measures in place to improve housing standards in the city. For example, our Housing Standards Team work hard to engage with private landlords and enforce standards where required. We also provide a range of grants to improve energy efficiency and reduce cold homes and our Decent and Safe Housing Team (DASH) is a nationally innovative approach to landlord engagement. Over the next few weeks, DASH will be hosting additional courses and raising awareness of housing professionals in relation to excess cold, damp and mould issues.

hh) Question from Cllr Dhindsa to Cllr Eyre

In July 2022, Council Cabinet accepted notice from Direct Help and Advice (DHA) to withdraw from the Community Managed Library (CML) arrangements, ceding its CML operations back to the Council with effect from 30 November 2022.

A review to discuss the future of ten Community Libraries appears to have been pushed into the long grass by Council Cabinet on 16 November 2022, despite having four months to deliberate on these important community facilities.

Can the Cabinet member confirm that these Community Managed Libraries will be saved and not shut down?

The Community Managed Library review has been completed and analysis of each of the assets has been conducted. The review has been completed with support from Direct Help and Advice (DHA) and Community Action Derby (CAD) and needs to be fully understood against the backdrop of the current financial position.

At Cabinet in November, recommendations were approved for further grant funding to ensure the Community Managed Libraries remain accessible over the winter months and whilst DCC and DHA continue to work together to find the best possible solution for post March delivery.

ii) Question from Cllr Care to Cllr J Pearce

As it is currently taking over two months to process Blue Badge requests and renewals, I understand that the Council's parking enforcement service is allowing a grace period for out-of-date Blue Badges?

What attempts have been made to alert other parking operators in Derby of this situation and asking them also to be sympathetic to disabled people whose Blue Badges are out of date?

As Cllr Care is aware, the Council has no influence over private parking operators. While we can advise them about the action we are taking over out-of-date blue badges, we cannot compel them to take similar action.

jj) Question from Cllr A W Graves to Cllr J Pearce

London Road is one of Derby's entrances to the city. For decades this road has been left to deteriorate at a rapid rate.

A small section of the road at the Raynesway roundabout has been resurfaced after several trips by residents hurting themselves. The road at the time had deep crevasses and one lady required hospital and dental treatment. Now it has been done the crossing there is safe.

The road condition for the rest of the road is in a dire state. It is a danger to cyclists and pedestrians.

When will the road be resurfaced and made safe again?

Thank you for your question.

The Highways Maintenance Team are currently preparing the capital highway maintenance programme for 2023-24, as well as the indicative forward programme for following four-year period. The asset management process followed effectively targets the available budget to the network that requires attention with the optimum treatment at the optimum time.

As part of this process, an annual engineer's inspection/survey has been completed which determines where and how the overall budget will be best applied. This is based on condition.

London Road has been identified for a scheme and will be included in the 2023/24 programme. The section identified for treatment is between Hollis Steet and Wisgreaves Road with a scheme value of approximately £210,000 for just over 305m. This section will be a continuation of the scheme delivered in 2021/22 from (and including) Raynesway Roundabout to Hollis Street at a cost of £300,000.

With the limited budget available against the maintenance need across the whole network, we are having to phase sections of London Road each year as monies are equally required at other sites. Should further funding become available that's above the expected allocation, we will consider other sections of London Road.

London Road is inspected by the highway inspectors every three months (and every month outside the shops). Any defects that are identified that present a risk are made safe in a timely manner.

kk) Question from Cllr Repton to Cllr Hassall

Can we have an update regarding the Assembly Rooms replacement?

In terms of the city centre having a flagship venue for events, Derby City Council is currently investing £45.8M in the new performance venue at Becketwell, which will open in 2025.

The Council is still awaiting the outcome of the Levelling Up Fund application made to Government in August, which was based around the proposals being developed for relocation of Derby Theatre to a redeveloped Assembly Rooms site.

We will continue to explore options for regeneration of this critical site.

II) Question from Cllr Shanker to Cllr Smale

Recent public reports show the council will take a significant cost write-off as soon as the Becketwell Performance Venue is handed to the operator to run.

Is this true and has the Cabinet been made aware of this by officers prior to committing to the secret deal?

The Council is funding the Becketwell Performance Venue through a forward funding agreement with the developer St James Securities. As part of the agreement a world leading venue operator ASM Global has been secured who will operate the venue under a 30 year lease.

The Council will own and be the landlord of Becketwell Performance Venue with a valuation undertaken when the venue is completed in line with RICS guidance and the appropriate accounting treatment in line with the Council's Accounting policies. This is not a write-off.

The commercial terms between Derby City Council, St James Securities and ASM Global are commercially sensitive.

The performance venue has been funded by Derby City Council to enable delivery of this critical new facility to bring renewed vibrancy to the city centre – many equivalent venues of this nature throughout the UK have been funded by the public sector.

mm) Question from Cllr Peatfield to Cllr Smale

The results of the business case for the date of the Sinfin Incinerator was supposed to have been considered at the beginning of the year. Why has it been delayed?

Derby City Council Officers continue to work with Derbyshire County Council Officers and the Councils' joint advisers to develop the business case and it will be brought to Cabinet in due course.

nn) Question from Cllr Dhindsa to Cllr Pearce

What have been the recycling rates in Derby in the last five years?

Derby's annual household recycling rates (which also includes reused and composted waste) are as follows:

2021/22	37.3%
2020/21	36.7%
2019/20	42.1%
2018/19	38.8%
2017/18	36.3%

Provisionally in Q1 of 2022/23, performance was 41.7%. These figures are validated through the WasteDataFlow process.

oo) Question from Cllr Care to Cllr J Pearce

What is the (hopefully) final breakdown of costs for last summer's Market Place forest feature, including from which budgets these were funded?

The Forest for the Future was setup to help spark conversations about what individuals can do to lower their own carbon footprint as well as offering a green space in the heart of the city.

The trees will be planted during December and go on to have a life span of some 100 years.

The whole project was funded by the councils Climate Change Fund except for £36k which is to be funded out of Grounds Maintenance revenue.

Goods/Services	Cost
Trees (2m-5m)	£37,500
Large shrubs (1m-2m)	£7,500
General shrubs/ground cover	£6,000
Clumps/Mulch	£5,000
Zinco	£10,950
M2 straps	£2,250
Waste	£5,000
Waterproof sheet	£3,800
Additional items1 – shrubs	£10,200
Additional items 2–trees	£13,483.10
Telehandler	£1000
Project Manager	£5000
Site and Nursery tagging	£1000
Safety checks and watering	£21,500
Install labour	£9,000
Derig labour	£9,000
Delivery	£4,000
Total	£152,183.10

pp) Question from Cllr A W Graves to Cllr Hassall

What valuation work has been done on the Becketwell Arena?

What is the estimated open market book value of Becketwell Arena when it is expected to be handed over to the council?

When the building construction is complete, an asset valuation will be undertaken.

qq) Question from Cllr Care to Cllr Hassall

What routine cleaning is done to maximise renewable energy generation from Council asset?

In particular:

- **When were the photovoltaic panels (PVs) on the top of the Council House and other major arrays (like on Rivermead House) last cleaned?**
- **When was the last time that the water inlet on the Longbridge Weir was cleared of debris?**

Cleaning regimens are in place for such assets.

The PV system on the Council House was cleaned after the works were completed on the gutter and rainwater good in 2021/22. Going forward the PV Panels will be cleaned at the same time as general window cleaning.

Cleaning of other PV systems on Council managed properties is triggered via an alert from the current monitoring system or direct from the site.

Derby Homes are currently planning a cleaning regime to the larger arrays on their properties including Rivermead House.

Longbridge weir is cleaned monthly; cleaning includes:

- removal of gravel from screen bars,
- inspection of screen cleaner cylinder pins,
- greasing labyrinth seal,
- greasing generator bearings,
- checking calibration of water level sensor.

This effectively clears debris and ensure the Hydro plant is running and generating power for the Council House.

rr) Question from Cllr A W Graves to Cllr Hassall

You may recall the resolution of September 2022 that had unanimous support throughout the chamber:

Since changes to planning regulations in 2010, the change of use from a dwelling house (class C3) to a house of multiple occupation (HMO) (class C4) is possible under permitted development rights and planning applications are not always needed.

The proliferation of HMOs has adversely affected many areas of Derby, including Alvaston.

Council recognises the work already started, being led by the Chair & Vice-Chair of the Planning Committee & Planning Officers to look at making improvements to our process & procedures as the need for change is well recognised

Badly managed or inappropriately located HMOs have a negative effect on the whole local community.

Upon receipt of the required level of evidence, as required by the Secretary of State, this Council calls for the introduction of a citywide direction under Article 4 of the Town and Country Planning (General Permitted Development) (England) Order 2015 for the removal of permitted development rights for the change of use of dwelling houses (C3 Use Class) to small houses in multiple occupation (C4 Use Class). Article 4 would ensure smaller HMOs have to seek planning permission.

This Council also calls for wider and more effective controls over all HMOs to ensure the number of conversions of family homes to HMOs is restricted to what we and local communities feel is acceptable and appropriate.

Council also calls on officers to explore all opportunities of raising the quality of rented accommodation in this city as well as the accountability of landlords including exploring a potential obligatory registered 'Good Landlord Scheme'.

This motion will provide a means for the city (via the planning process) to properly consider the implications of all new HMOs that are created, avoid excessive concentrations and continue to monitor their distribution and their effects on the wider area.

Can you advise what has been achieved so far? What progress has been made?

This is clearly a shared concern across the majority of councillors, and no one wants to see badly managed or inappropriately located HMOs with negative effect on our local communities. As I have previously explained, taking steps such as an Article 4 requires robust support evidence of the damaging impacts so that we can make a strong case.

We will of course be guided by officers, but I am expecting ward councillors to work with residents to collect and collate this intelligence. This is about the experience on the ground and that needs our knowledge and experience. We must provide tangible evidence directly attributed to the HMO properties and not flats or apartments or other types of housing tenure.

This is the stage we are at still gathering that evidence, and again I urge fellow councillors to engage with this. A city-wide Article 4 direction would need to demonstrate the problems arising across the city from HMOs and not located in specific pockets. If however, it is focused in certain areas then this could be a strong indicator for localised Article 4.

ss) Question from Cllr Care to Cllr J Pearce

How much money has been claimed back from utility companies from highway/roadworks defects and extended times for road closures and temporary lights over the last five years, and this year to date, by year?

The information isn't readily available and couldn't be produced in the short timescale provided. Officers will provide the information to you directly in due course.

tt) Question from Cllr A W Graves to Cllr Webb

The Council used to have what was commonly known as warden controlled complexes designed to look after our elderly population that could not afford their own house.

More and more often new younger tenants are appearing in these older persons complexes such as Slindon Croft, Eden Street, Trevone Court etc. It seems that allocations are ignoring the fact that elderly people deserve peace and happiness in the twilight of their years.

Each year I get complaints about new tenants that are disturbing the rest of the complex. Recently I was shocked to find that three new tenants have taken up residence in Slindon Croft. All of whom are much younger and all of whom are causing disturbances to the other tenants.

One lady is now frightened to leave her home. Others have to put up with the thudding of music throughout the night and one of these tenants has a young, large dog that scares people when it is allowed out on the small green.

There is clearly a policy to move antisocial tenants around the city. One of these tenants was moved from Chaddesden because of the disturbances he made for the residents in that complex.

When did the council change its policy to house antisocial tenants with vulnerable elderly tenants? When are we going to look after our elderly tenants by ensuring this does not happen?

Allocations of council owned social housing are made under the cabinet approved Allocations Policy. Any offer of housing is based on the overriding duty of the council to make the best use of social housing properties.

The council has not operated warden-controlled complexes for many years. Warden services are no longer funded or provided. We do however continue to have properties which are designated as supported housing for those who are over 60, or in receipt of qualifying disability related payments.

Younger, disabled people who are receiving qualifying disability payments may be housed in supported housing alongside older people in accordance with the current policy.

We do sometimes face instances where elderly residents within supported housing feel that offers are made to younger applicants who they then deem to be unsuitable. Sometimes this can be lifestyle differences and sometimes it is unacceptable, or antisocial behaviour which we address in line with our Anti-Social Behaviour Policy and/or tenancy breach processes.

Whilst this may not seem reasonable, we do have to meet housing need and the facts are that many younger tenants do live alongside older neighbours without any problems, and this can be an enriching experience for both.

There is no policy to move antisocial tenants around the city or to house antisocial tenants with vulnerable elderly residents.

uu) Question from Cllr A W Graves to Cllr Barker

I have received a large number of complaints from veterans and serving military personnel about the council's attempt to organise Remembrance Sunday.

This letter sums up many feelings:

Hi Alan,

So, I don't know if you were in town Sunday just gone for remembrance Sunday at the cenotaph? My dad as a veteran himself goes every year without fail. This is a VERY important day for him and many like him along with their families too.

He was SO upset and disgusted for the second year in a row of the farce that unfolded between the market place and the council house. No one at the market place being able to hear the priest, the people at the council house having sung 3 verses of a hymn before the others were encouraged to sing (the words had not been put up on the screen in the market place). People started walking away about 11.20am as nothing was done in time with the two crowds and half of it couldn't be heard. Last years was also a complete and utter mess!!!

This is most certainly NOT the way to show respect for those who died for our freedom as I am sure you will agree.

My dad (as you already know) is a 75 year old veteran who has served this country on 4 separate occasions. In my lifetime, I have never seen this man cry. I did however for the first time on Sunday it as it upset and distressed him so much. It broke my heart. Whoever put on this shambolic attempt at a respectful remembrance Sunday failed miserably and needs telling so.

I was hoping that you would know who put this to or who to talk to, to pass this very strong message on for me.

If you could please let me know the outcome of this email, I would be very grateful.

As this was the second year in a row that ‘went wrong’ I feel that the council should answer on behalf of all veterans and their families. Please explain to our citizens why it went so wrong?

We are sorry a small number of people were disappointed with the annual Remembrance Sunday Service and Parade, which the Council delivers in partnership with the Armed Forces, Derby Cathedral, the Royal British Legion and other ex-services associations.

The planning and complexity of the event has increased significantly in recent years, particularly in relation to public safety. Those in attendance would have noticed a heavy Police presence both before and during the event, carrying out counter-terrorism security measures. It is important to emphasise that the event was organised safely and the feedback we have received from the Police on this element has been positive.

The growing popularity of the Parade and Service has meant that the Market Place alone is not large enough to accommodate everyone wishing to attend and therefore the decision was made to split the event between Corporation Street and the Market Place. This decision was taken in full consultation with military and civic partners, and the information was well publicised in advance of Remembrance Sunday.

Large screens were installed at both sites to allow those present the opportunity to see and hear the full proceedings. Regrettably, technical problems relating to the signal strength prevented the screen on the Market Place from working as it was intended, resulting in a delay to the audio feed from Corporation Street. This caused disruption and confusion, particularly during the two minute’s silence and the wreath laying. Derby LIVE colleagues worked hard to rectify the situation during the event, but we acknowledge that the quality of the audio and video footage was not delivered to the standard we would expect.

We recognise that the ability for the public on the Market Place to follow proceedings on the big screen was integral to the overall success of the event and without the ability to do so, those in attendance at the War Memorial were left angry and frustrated.

I wish to stress that we take the significance of the occasion incredibly seriously. We take all feedback into consideration and will use it to inform our planning for next year’s event. We will carefully consider returning the event to the Market

Place in full, but this may result in fewer participants in the Parade and less space for public viewing.