

Time Commenced – 6.00pm
Time finished – 7.55pm

**Communities Scrutiny Review Board
11 July 2022**

Present: Councillor Dhindsa (Chair)
Councillors Atwal, Hezelgrave, Cooper, T Pearce Pattison and Prosser
Councillors J Pearce and Eyre

In Attendance: Charles Edwards – Head of Community Safety and Integration
Lee Wheatley - Service Manager for Grounds Maintenance and
Arboriculture
Sheena Ratcliffe – Acting Bereavement Services and Markets Manager
Nigel Brien - Head of Traffic & Transportation

01/22 Apologies for Absence

There were none.

02/22 Late items introduced by the Chair

There were none.

03/22 Declarations of Interest

There were none.

04/22 Minutes of the meeting held on 24 January 2022

The minutes of the meeting held on 24 January 2022 were agreed as an accurate record.

05/22 National Bus Strategy - Derby update

The Board received a report from the Director of Planning, Transport and Engineering on National Bus Strategy - Derby update. The report was presented by the Head of Traffic and Transportation.

It was reported that the Government's National Bus Strategy was published in March 2021. It was noted that the strategy document was clear that current and future discretionary payments to local authorities would only be available to those who committed to the development formal partnerships for bus services. It was also noted that similar provisions applied to local bus operators.

The Board noted that the partnership working arrangements were expected to be formalised by making a formal Enhanced Partnership (EP). It was reported that members should include the local authority, local bus operators and other key stakeholders such as passenger group representatives. The Board noted that Cabinet approved the Council's commitment to establishing an EP for Derby in June 2021.

The Head of Traffic and Transportation informed the Board that the national strategy also required local transport authorities to produce a Bus Service Improvement Plan (BSIP). These were intended to set out initiatives and measures which would improve public transport services and infrastructure in each area, with key stakeholders working together in partnership within the EP.

The Board noted that Derby's first BSIP was approved in draft by Cabinet in October 2021 and was submitted to the Department for Transport (DfT). It was also published on the Council's website in line with requirements in October 2021.

It was reported that the Department for Transport announced the BSIP funding allocations on 4 April 2022 and that Derby was one of 31 successful counties, city regions and unitary authorities. It was noted that the Council's indicative funding was up to £7,024,648. This funding was intended to commence the delivery of the BSIP and was for three years up to the end of 2025. It was reported that the current expectation was that all the funding allocations would be confirmed and released in September 2022.

It was noted that this indicative amount and any future allocation of BSIP funding was made to the Council as the accountable body. The award, however, was to the new statutory Enhanced Partnership. This meant decisions on investment must be both in line with national guidance, as well as requiring joint agreement of both the Council and the bus operators as equal partners, with equal voting rights.

The Board noted that the indicative funding was subject to the Council being able to fully satisfy DfT that it met criteria and priorities for bus services. It was reported that the initial criteria was provided to local authorities following the submission of the initial BSIP, with additional guidance published following the indicative funding offer.

The Board noted that the passenger transport industry, across all sectors, remained fragile and that passenger numbers had not returned to pre-pandemic levels. It was noted that there was a national shortage of staff, particularly drivers. It was reported that rising costs for labour, fuel and inflation were having a major impact on the sector.

The Board noted that the bus industry was exposed to these commercial forces, and this had led to services which were depleted during the pandemic not being reinstated. It was reported that bus service patronage

was currently around 75–80% of pre-pandemic levels and that operators had been required to make difficult decisions on service reductions, sometimes effecting frequency, and some routes had been stopped entirely.

It was reported that during the pandemic special funding measures were put in place by Government to assist bus operators, but these had been gradually removed, with the final support mechanism ending in September 2022. As the national support funding declined, operators had been faced with commercially based decisions around which services to operate.

It was noted that the October 2021 Cabinet report on the draft BSIP referred to the requirement to carry out a network review. Cabinet accepted the recommendation of Executive Scrutiny, that the network review needed to consider the needs of the community and not just focus on commercial routes. It was reported that at this time, it was understood that the network review requirements of the BSIP would include consultation with the community and that this would be part of the evidence base for the on-going work of the Enhanced Partnership. As a result of the Cabinet decision the intention to conduct a review became a fundamental element of the BSIP and Enhanced Partnership proposals.

The Board noted that the intention to carry out a detailed review of the network had not changed, however, after further Government guidance a requirement emerged for an immediate review, primarily to assess the likely state of the network from October 2022. This review had been limited to local authorities requesting information, under strict conditions of commercial sensitivity, from the bus operators for submission to the DfT by 30 June 2022.

A councillor asked whether it was possible to achieve the BSIP's ambitions given the challenges bus companies faced in relation to inflation and lower passenger numbers. It was noted that the Council planned to work with bus companies to offer certain concessions such as daily caps on bus fares and employment corridors.

A councillor asked whether there were plans for new bus lanes in Derby. It was noted that the government had asked the Council to test a technical model for 47 locations in the city. It was reported that further testing was required for the locations that met the testing requirements. It was noted that there was an intention to hold a full network review with operators from a community perspective.

A councillor asked whether a London style transport network would benefit Derby. It was reported that the government wanted to see the extended network and hours that were available in London, available in places such as Derby. It was reported that it was important to improve passenger demand in order to achieve this.

A councillor asked whether demand responsive transport would be included in the BSIP. It was noted that the transforming cities fund had provided some funding towards this, and that five trial schemes were being run throughout the country.

A councillor asked whether replacing the current bus fleet with hydrogen or electric fuelled vehicles was possible. It was noted that the Council had put forward a bid with Derbyshire County Council for hydrogen fuelled busses in the Derwent Valley, but that this bid had not been successful. It was noted that the electricity capacity had to be considered when looking at electric busses. It was reported that there was a significant cost of purchasing electric busses.

A Councillor asked whether the Climate Change Working Group was involved in the BSIP. It was noted that some elements of this plan had been shared with the CCWG. It was reported that the government had removed some clean fuel elements from this plan due to their plan to offer future schemes on clean fuel.

The Board Resolved:

- 1. to note progress and approve timescales and actions as detailed**
- 2. to encourage the Cabinet to hold a full bus network review as soon as possible so that a better service is provided to Derby's communities.**
- 3. to request that an update is brought to the Board once the full bus network review has been conducted.**
- 4. to recommend that the Climate Change Working Group engage proactively with the BSIP.**

06/22 Grounds Team litter bin audit report

The Board received a report from the Director of Public Protection and Streetpride on the Grounds Team litter bin audit. This report was presented by the Service Manager for Grounds Maintenance and Arboriculture.

It was reported that Streetprides Grounds Maintenance team currently managed the waste collection and maintenance of the 609 litter bins across Derby's public parks and communal spaces. Currently there were four members of staff (agency) that were assigned to emptying park litter bins on a weekly and daily basis based on the demands of the area. These areas are also litter picked and cleared of fly-tipped waste. It was reported that a litter bin audit was commissioned to determine the condition of the bin stock and explore options to increase overall litter bin capacity across Derby's parks.

The Board noted that at present, litter bins on parks were purchased and located by Parks, installed by Highways and then maintained and emptied by Grounds Maintenance. The average annual spend for the past 5 years

had been £9,000, which mainly consisted of replacing damaged bins. It was reported that a report in 2015 indicated that over two thirds of the litter bins would require replacing due to metal fatigue and damage. This would result in a replaced cost of £158,400.

The Board noted that the number of litter bins on parks currently stood at 609. Most of these bins were the 70 Litre litter bins, which stood at 532, with an additional 15 360 Litter Bins that were installed back in 2015.

It was reported that there had been a notable increase in park use throughout and following the Covid -19 pandemic which resulted in a 26% increase in fly tipping incidents in 2020/21 compared to 2019/20. This additional litter picking and fly-tipped waste clearance work put additional pressure on the emptying of litter bins.

It was noted that a number of options were initially appraised when looking into ways in which litter bin capacity could be increased. This was centred around increasing the physical capacity of the bins themselves. It was reported that an option to remove 440 70 Litre Litter Bins and replace them with 264 250 Litre Litter Bins was considered to be the most appropriate and would cost £191,452.8.

The Board noted that bin sensor technology had been very successful when used for street bins in the city.

A councillor asked whether the new bins would provide an option for recycling. It was reported that if waste became contaminated the Council faced heavy fines. It was noted that recycling waste on parks would inevitably become contaminated. A councillor asked whether the cost to risk ratio of this option had been documented. It was noted that it would be possible to have a pilot scheme to investigate this.

A councillor encouraged the Cabinet Member for Streetpride, Leisure and Public Spaces to investigate whether the Council's Climate Change funding could be used to provide recycling facilities on Derby's parks.

The Board Resolved to recommend that the Council commissions a 3-month trial of bin sensor technology and route optimisation software across a proportion of the bin stock to evaluate its effectiveness in increasing available bin capacity.

07/22 Safer Derby Community Safety Partnership Plan

The Board received a report from the Director of Public Protection and Streetpride on the Safer Derby Community Safety Partnership Plan. This report was presented by the Head of Community Safety and Integration.

It was reported that the Crime and Disorder Act 1998 recognised that the police could be the only organisation responsible for crime prevention.

The act advocated a holistic approach to crime and disorder that incorporated several local partners to enable the delivery of more effective community safety initiatives. Community Safety Partnerships (CSP) were local multi-agency partnerships that were vital to preventing and reducing crime and disorder.

The Board noted that the Safer Derby Community Safety Partnership Plan 2022-2025 would become a three-year rolling document, that would identify how the Community Safety Partnership would work to tackle community safety-related issues that mattered to residents, businesses, and visitors. The plan would be revised annually by reviewing information set out in the community safety strategic intelligence assessment.

It was reported that the overarching aim of the Derby City Community Safety Partnership was to:

- Work in partnership to address local crime and disorder priorities
- Improve safety in the city for people who live in, work in, and visit Derby
- Identify key local crime and disorder priorities through assessments and consultation
- Monitor and evaluate these strategies

It was reported that the delivery of this strategic plan was accountable to the Safer Derby Board which provided governance and oversight of the issues affecting Derby residents. Several thematic boards reporting to the Safer Derby Board provided focus and alignment to agreed priorities that had been identified by the strategic intelligence assessment.

It was noted that each board was represented by statutory and non-statutory partners as well as the community and voluntary sector. The board structure encouraged the national public health approach to be adopted to improve services: identifying, focusing, and investing in the most efficient and effective local service. The delivery of the Community Safety Partnership (CSP) took a whole system approach and recognised the influence of place-based risk on residents.

It was reported that to support the place-based risk approach and facilitate Team Derby working better together, multi-agency hubs had been developed in the heart of the City;

- Public Protection Hub - Council House
- Enforcement Hub - Riverside Chambers
- Community Action Derby Hub - Shot Tower

The Board noted that the Strategic Intelligence Assessment (SIA) was an annual evidence base compiled and analysed to inform the priorities of the Community Safety Partnership (CSP). The SIA aided understanding of emerging trends and patterns in crime and disorder and was used to explore future threats and opportunities.

It was noted that the most recent SIA highlighted several priorities that could be identified under 5 key themes;

- Integration and Community Cohesion
- Neighbourhood Crime and Anti-Social Behaviour
- Domestic Abuse and Violence Against Women and Girls
- Serious Violence and Serious Youth Violence
- Organised Crime

It was noted that the strategy was being developed based on the SIA and informal consultation. It was important that once the draft had been finalised, opportunities for consultation were explored including at the Safer Derby Board. It was reported that final amendments, taking account of comments from consultation, would then be made before final sign off by 31st August 2022.

A councillor asked whether the draft strategy was available. It was noted that the draft strategy had been shared internally and that the next step was to share this draft strategy with partners.

A councillor commented that in order for the public to report crime that they had to be confident that it would be acted on. The councillor suggested that the strategy needed to resolve this. It was reported that the localities working model would help to resolve this. It was noted that the strategy included perception data and the citizens survey data.

A councillor asked whether PPOs had been consulted on this strategy and whether the PPOs logged their data. It was noted that PPO data was logged and that this data had been incorporated into this strategy.

A councillor asked whether the PPOs and the Enforcement Officers from the Safer Neighbourhood Teams could work in one room together rather than in separate rooms. It was noted that the PPOs had been moved from Stores Road to the Riverside Chambers and that this had seen an improved relationship. It was noted that the Council were now looking at PPOs working from police stations throughout the city. It was noted that all PPOs had now completed vetting forms so that they could work in the same room as Enforcement Officers.

The Cabinet Member for Community Development, Place and Tourism encouraged councillors to discuss with PPOs whether their interactions with the public were different when they patrolled alongside police officers.

A councillor asked whether the strategy recognised the link between mental health and crime. The Head of Community Safety and Integration agreed to include this in the strategy. The Head of Community Safety and Integration informed councillors that the draft strategy would be shared with all councillors as soon as possible.

A councillor commented that it was important to be proactive in presenting a joined-up approach with other partners in schools. It was noted that this would be included in the strategy's action plan.

A councillor asked the Head of Community Safety and Integration to include in the November 2022 update, information on how PPOs and the Safer Neighbourhoods Team were working together to visit schools. The Head of Community Safety and Integration agreed to do this.

A councillor suggested that the PPOs should direct people towards substance abuse/mental health support and that this should be incorporated into the strategy. It was also suggested that the Council should improve its partnerships with organisations offering this support as part of the strategy. A councillor suggested that the strategy should also include data and information from the Parks Team on alcohol and substance misuse.

A councillor questioned whether the strategy included a plan for dealing with repeat offenders in the city centre. It was noted that the Council were aware of these individuals and that the strategy aimed to support individuals from a vulnerability perspective in breaking this cycle.

A councillor asked for Normanton Road to be incorporated when considering the city centre as part of this strategy.

The Board resolved:

- 1. to note the information provided within the report and presentation.**
- 2. to recommend to the Cabinet Member for Community Development, Place and Tourism that the Public Protection Team and the Safer Neighbourhood Teams work together in the same room to improve their effectiveness.**
- 3. to request that an update is brought to the Board in November 2022.**
- 4. to thank the Council's PPO Team for their hard work.**

08/22 Bereavement services plan

The Board received a report from the Director of Public Protection and Streetpride on the Safer Derby Community Safety Partnership Plan. This report was presented by the Acting Bereavement Services and Markets Manager.

It was reported that Derby City was a vibrant, diverse city and Bereavement Services had worked with communities throughout the pandemic to meet the needs of communities. This had included supporting the development of a Muslim Burial Council and Friends of Nottingham Road Cemetery Group; and providing a bespoke service to support all religious requirements.

It was noted that Bereavement Services had worked collaboratively with partners including NHS and Funeral Directors to develop new approaches through the pandemic to enable families to hold funerals within the Coronavirus legislation with some examples being:

- Offered free webcast of cremation services whilst funeral numbers were reduced.
- Made other rooms available within the Crematorium for mourners who had concerns over the spread of covid.
- Offered of free memorial service to families who chose a direct cremation due to covid restrictions.
- Offered witness charge via screen in chapel as unable to accommodate witness within social distancing.
- Offered token fill of graves as unable to offer full backfill due to social distancing.

It was reported that the Council's Bereavement services delivered burial and cremation services in Derby city at Markeaton Crematorium and 6 cemeteries, 4 of which were closed for new burials but were available for re-opening of existing graves. The service, which performed over 2,000 cremations and 450 burials per year, also provided maintenance to 15 closed church yards.

It was noted that Markeaton Crematorium was built in 1956; and at the time was one of two crematoria locally with one in Chesterfield, in the north of the county providing services to 43% of residents in the county and Derby city providing 57%. More recently, other sites had opened within a short distance from Derby, these were: Alfreton and Trent Valley. It was reported that this had meant that Markeaton Crematorium now provided services to around 34% of residents in the catchment area.

It was reported that Markeaton Crematorium had previously undergone some minor refurbishment including improvements to the waiting room, toilets, offices, and the small chapel, as well as investment in equipment with a new standalone cremator.

It was noted that despite an increase in demand of 24% in Derbyshire from 2014 to 2019, cremations at the site had declined steadily since the neighbouring sites opened; but increased again at the start of the pandemic with a 16% increase in bookings at the site.

It was reported that burial provision in Derby had remained relatively stable, between 250 and 300 from 2012 to 2019. In 2020 there was an increase of 48% which was attributed to the pandemic.

It was noted that intelligent data was required to gain accurate information on burial capacity within the city to enable effective future planning for this element of the service; but it was estimated that there was capacity in the Nottingham Road Cemetery, at the current rate of burials, to last approximately 10 to 15 years.

The Board noted that to gain accurate information, the service was currently exploring ways to engage in digital technology to link mapping systems to burial records and give plot access to operational staff. This was part of a wider review of the service to help modernise it. Recognising that the crematorium was an ageing facility, the review would also consider what needed to be done to modernise this aspect of the service.

A councillor asked whether the Council had plans for a new burial site once the Nottingham Road Cemetery could no longer be used. It was noted that a new system would be used to accurately map the cemetery to determine how much longer it could be open for. It was noted that a new area had been identified. It was reported that this area was in the city boundary and that a land search had shown that it was appropriate.

A councillor asked whether groups similar to the Friends of Nottingham Road Cemetery Group could be set up in other areas of the city. It was reported that this group was made up of volunteers. It was noted that there was interest in setting up a Uttoxeter Road group and that the Council were working with individuals on this.

A councillor asked whether the Council were considering building a new crematorium. It was noted that this was being considered as part of a review of Bereavement Services. It was noted that a report would be going to Cabinet on this. A councillor asked whether officers supported refurbishing the current crematorium or building a new one. The Acting Bereavement Services and Markets Manager gave their personal view that a new crematorium was the better option. Councillors expressed their support for this option.

A councillor suggested that Climate Change funds could be put towards building an environmentally friendly facility.

The Board resolved:

- 1. to note the report.**
- 2. to thank Bereavement Services for their work.**
- 3. to strongly encourage Council Cabinet to build a modern crematorium to provide the best service to the people of Derby and beyond.**
- 4. to support the review of Bereavement Services to enhance and maximise burial facilities in Derby.**

09/22 Work Programme 2022/23

The Board considered a report setting out the Terms of Reference and Remit of the Board.

The report provided Members of the Board with the opportunity to consider its terms of reference and remit for the forthcoming municipal year, its work programme for 2022/23 and any topic reviews.

Resolved to note the information provided within the report.

Minutes End.