

Commenced – 6.00 pm
Concluded – 7.10 pm

Neighbourhoods Overview and Scrutiny Board
18 November 2014

Present: Councillor Bayliss (Chair)
Councillors Barker, Bolton, J Khan, Naitta, Nawaz and Poulter

16/14 Apologies for Absence

There were no apologies.

17/14 Late Items

There were no late items.

18/14 Declarations of Interest

There were no declarations.

19/14 Minutes of the meeting held on 9 September 2014

The minutes of the meeting held on 9 September 2014 were agreed as a correct record and signed by the Chair.

20/14 Forward Plan

The Board considered the Forward Plan published on 11 November 2014.

Resolved to note the Forward Plan.

21/14 Local Sustainable Transport Fund (LSTF) Update

The board received a report of the Strategic Director of Neighbourhoods on Local Sustainable Transport Fund (LSTF) Update. The report was presented by the Central & West Area Group Manager and the Project Manager, LSTF.

Members were updated on progress made on the Local Sustainable Transport Fund (LSTF) programme, including:

- the current scope of the LSTF programme and developments since it was approved by Cabinet on the 5 December 2012;
- the latest financial position of the programme, highlighting progress for both capital and revenue projects; and
- what had been achieved to date against short and longer term outputs and targets.

It was reported that the aims of the LSTF were to enable the delivery of sustainable transport solutions that supported sustainable economic growth whilst reducing carbon. It was further reported that this would be achieved by providing a range of creative and innovative behavioural change projects, in addition to more traditional transport investments, that encouraged travel by sustainable modes including walking, cycling, car sharing, using public transport and flexible working.

Members were informed about what the LSTF programme intended to deliver in the future, outlining new funding proposals and bid timescales.

Members discussed the changing rooms on London Road and enquired as to their level of usage. It was agreed that the figures would be circulated to the Board Members.

Members discussed whether the LSTF programme provided value for money and requested the return on investment figures. It was agreed that these figures be brought to a future meeting of the Board.

Resolved:

- 1. to note the report;**
- 2. to agree that the figures relating to the level of usage of the London Road changing rooms be circulated to Members of the Board;**
- 3. to request that return on investment figures be brought to a future meeting of the Board; and**
- 4. to request that an update report be brought to a future meeting of the Board.**

22/14 CCTV Camera Enforcement Vehicle

The board received a report of the Strategic Director of Neighbourhoods on CCTV Camera Enforcement Vehicle. The report was presented by the Central & West Area Group Manager.

It was reported that the enforcement of various parking related offences using a vehicle mounted CCTV camera system commenced on 25 November, 2013. It was further reported that prior to enforcement taking place a series of press releases were issued to ensure drivers were aware that CCTV enforcement would be taking place. Members noted that in addition to press coverage, signs had been erected on the gateways into the city and at key locations advising drivers that CCTV enforcement was taking place.

It was reported that the CCTV vehicle enforced bus stop clearways, the yellow zig-zags outside schools and the white zig-zags at pedestrian crossings. It was further reported that enforcement using the CCTV vehicle routinely took place between 0730hrs and 2230hrs, Monday to Saturday and 0930hrs to 1700hrs on a Sunday although the vehicle could be used at anytime where a specific need was identified. Members noted that the Council's use of camera enforcement was entirely consistent with current legislation and that a recent Government review of parking enforcement

supported the use of CCTV (both static and vehicle mounted) in specific locations and strengthened the position adopted in Derby.

It was reported that up to 15 October 2014 946 Penalty Charge Notices (PCN) had been issued by post to drivers parked in contravention of the restrictions. It was further reported that of these 688 had been paid, 38 cancelled following the Council using discretion following a challenge, 1 cancelled due to the PCN being issued outside the times of the restriction operating times, 23 cancelled due to DVLA holding no keeper details and 1 cancelled due to the vehicle being non DVLA registered (foreign vehicle). Members noted that 9 cases had not been paid and had been sent to the Enforcement Agents (Bailiffs) to enforce.

Members noted that 1 PCN had been cancelled due the vehicle being non DVLA registered (foreign vehicle) and discussed the problems with getting payment of these types of PCN. Members requested that more information on enforcement and foreign registered vehicles be brought to a future meeting of the Board.

Members discussed the issues and dangers around vehicles parking on the yellow zig-zags outside schools and wished to congratulate officers on the positive impact that the CCTV vehicle had made in making those areas safer.

Members discussed issue of unauthorised vehicles using bus lanes. It was reported that bus lane CCTV enforcement cameras were due to be operational from November 2014 and that these cameras would enforce key bus stops and bus lanes.

Members requested that PCN figures divided by school and Ward be circulated to Members of the Board.

Resolved:

- 1. to note the report;**
- 2. to request that more information on enforcement and foreign registered vehicles be brought to a future meeting of the Board; and**
- 3. to request that PCN figures divided by school and Ward be circulated to Members of the Board.**

23/14 Derby Cohesion and Integration Charter

The board received a report of the Strategic Director of Neighbourhoods on Derby Cohesion and Integration Charter. The report was presented by the Cohesion and Integration Manager.

It was reported that in 2006 the Derby Community Safety Partnership commissioned research that would underpin a Cohesion Strategy, the first for the city. It was also reported that the research clearly showed the tensions that existed in the city and highlighted the difficulties experienced at both community and agency level. Members noted that the strategy was launched in 2007.

It was reported that the profile of the city and the tensions identified had moved on since the original work that established the strategy and that Derby was a city where

the intelligence would show it as 'at risk'. It was further reported that events had provided hard evidence that cohesion and integration was not an agenda to be ignored by the city. Members noted that court trials in relation to 'grooming' and sexual exploitation, extremist activity, gang and serious organised crime, community tensions in relation to migration of new communities from Eastern Europe and pressures on public services all showed that a strategic approach to both cohesion and integration was needed now.

It was reported that the revised Cohesion & Integration Charter set out a vision for 'Working together for the common good'.

It was further reported that through discussions with partners and community representatives, it had been agreed that the Council should move away from traditional cohesion terminology and actions to focus on the Council's values.

Members noted that the proposed Action Plan focused on seven activities:

1. Create strong and effective leadership of community cohesion at city and community level.
2. Engage and support local communities to develop a sense of belonging to their neighbourhood and the city.
3. Recognise the importance and role of young people in the city and provide engagement and support.
4. Monitor and assess community tensions and hate crime effectively and resolve conflicts.
5. Implement actions that prevent extremist activity of any sort.
6. Support those who are vulnerable and isolated in our city.
7. Deliver a New Communities Strategy focusing on the impacts of migration.

Members noted the role of the Cohesion & Integration Leadership Group and discussed its membership. Members felt that communities were not fairly represented within the group and agreed that there should be more representation.

Members discussed radicalisation and the Prevent Strategy and agreed that a report should be brought to a future meeting of the Board that provided more information on the strategy and its cost effectiveness.

Resolved:

- 1. to note the Cohesion and Integration Charter's aims, values and action plan;**
- 2. to recommend that communities be more fairly represented on the Cohesion and Integration Leadership Group;**
- 3. to recommend that the charter should refer to relevant strategies and strands; and**
- 4. to request that a report be brought to a future meeting of the Board that provided more information on the Prevent Strategy and its cost effectiveness.**

24/14 Winter Preparedness 2014-15

The board received a report of the Strategic Director of Neighbourhoods on Winter Preparedness 2014-15. The report was presented by the Head of Highways and Engineering.

Members noted that the aim of the report was to demonstrate to the Board that the Highway Maintenance section was fully prepared for the 14-15 winter season.

It was reported that since setting up the in-house highway maintenance service, significant improvements had been made to the systems, procedures and equipment involved with winter maintenance and that they included:

- the purchase of a modern fleet of six environmentally friendly and fuel efficient gritters, which comply with the latest government best practice guidance;
- the installation of a city specific weather station, to give more accurate forecasts and reduce unnecessary call outs on marginal nights; and
- the thermal mapping of streets within the city to identify cold routes which may need treatment when others do not, to improve efficiency and reduce costs.
- Making the switch to a coated road salt and treating the existing stock pile, to reduce spread rates whilst improving the effectiveness of treatments.

Members noted that all of the changes complied with the best practice guidance given in the latest revisions to Appendix H of 'Well Maintained Highways' and meant that Derby had one of the most technologically advanced and efficient winter services in the country.

Members asked whether the geographical position of gritters could be published on the Council's website. It was reported that this would hopefully be possible for the following winter.

Members asked whether the coating of the existing stock pile of road salt had been done at considerable cost. It was reported that the procedure would actually save the Council money as less road salt needed to be used, it stayed on the road for longer and would last longer in storage.

Resolved:

- 1. to note the contents of the report; and**
- 2. to recognise the progress made to improve efficiency, to reduce costs and to improve effectiveness of treatments.**

MINUTES END