



Council Meeting
Wednesday 21 September 2022

Public and Councillor Questions
and Responses



Derby City Council

COUNCIL – 21 September 2022
PUBLIC AND MEMBER QUESTIONS

	Questioner	Respondent	Subject
Public Questions			
A	Julie Brandon	Cllr Poulter	Socio-Economic Duty and Action Plan
	R Lewis		
	Mair Perkins		
	Lucy Giuliano		
	Vanessa Boon		
B	Greg Szemraj	Cllr Hassall	Sinfin Lane improvements
C	Simon Bacon	Cllr J Pearce	Recycling information
D	Tony Mott	Cllr J Pearce	Duffield Road cycling lane
E	Russell Armstrong	Cllr J Pearce	Cellular data network and the mono pole towers
F	Ruth Coates	Cllr Hassall	Green Board
G	Berkan Celebi	Cllr Webb	Evictions of Council tenants
H	Clare Wood	Cllr J Pearce	Forest for the Future
I	Pauline Inwood	Cllr Barker	Derby and Derbyshire Pension Fund
J	Sally Austin	Cllr Smale	Financial difficulties for disabled people
K	Sassi Stark	Cllr Webb	HMO test study findings
L	Paul Tice	Cllr Smale	Allestree Golf Course
M	Adrian Howlett	Cllr Webb	Council support to reduce energy consumption
N	Mair Perkins	Cllr Hassall	A38 Junctions Scheme
O	Simon Bacon	Cllr J Pearce	Raynesway HWRC
P	Lucy Giuliano	Cllr Hassall	Cycling road safety concerns
Q	Vanessa Boon	Cllr Smale	Derby's performance on the index of multiple deprivation
R	Russell Armstrong	Cllr J Pearce	Ridgeway Road resurfacing
S	Berkan Celebi	Cllr J Pearce	Waste collection and street cleansing disparity
T	Pauline Inwood	Cllr Hassall	Fracking in Derbyshire
U	Sassi Stark	Cllr Webb	HMO numbers in Derby
V	Adrian Howlett	Cllr Hassall	Retrofit services for Derby homeowners
Councillor Questions			
W	Cllr A W Graves	Cllr J Pearce	Moorways memberships
X	Cllr Prosser	Cllr J Pearce	Free Moorways entry
Y	Cllr Kus	Cllr J Pearce	Bins left out in Alvaston
Z	Cllr Lind	Cllr Williams	Locum and employed Educational Psychologists
AA	Cllr Care	Cllr J Pearce	Complaints of bins not emptied

BB	Cllr Whitby	Cllr Williams	Children and Young People staff vacancies
CC	Cllr Dhindsa	Cllr J Pearce	Delivery of Neighbourhood Board ward priorities
DD	Cllr Hezelgrave	Cllr Williams	Support for schools with increased energy bills
EE	Cllr J Khan	Cllr J Pearce	Progress of tree maintenance
FF	Cllr Shanker	Cllr Smale	Funding for A52 improvement works
GG	Cllr A W Graves	Cllr J Pearce	Land on Bembridge Drive and Shalfleet Close
HH	Cllr Prosser	Cllr Smale	Costs associated with the Becketwell development
II	Cllr Lind	Cllr Williams	Free school meal vouchers
JJ	Cllr Care	Cllr Smale	Council Chamber microphones
KK	Cllr Dhindsa	Cllr Webb	Facilities in Normanton
LL	Cllr Shanker	Cllr Smale	Costs associated with the Sinfin incinerator
MM	Cllr A W Graves	Cllr Hassall	Expansion of Boulton Moor
NN	Cllr Lind	Cllr Williams	SEND tribunal statistics
OO	Cllr Dhindsa	Cllr J Pearce	Disposal of household waste
PP	Cllr Shanker	Cllr Smale	Capital projects at risk of overspend
QQ	Cllr A W Graves	Cllr J Pearce	Feedback from Raynesway HWRC

Public Questions

a) Questions from: Julie Brandon (i), R Lewis (ii) and (vi), Mair Perkins (iii), Lucy Giuliano (iv) and Vanessa Boon (v) to Cllr Poulter

- (i) Noting that even BEFORE the current, worsening, cost of living crisis, Derby was already in the bottom 20% of most-deprived areas in country, that it was shamefully in the top 10 local authorities with the largest life expectancy gap between the haves and the have-nots, and also noting that the council already passed a motion back in May to enact their Socio-Economic Duties and to create an urgent action plan working with local community groups and unions,**

Has Derby City Council implemented any parts of this urgent action plan?

If not, 4 months down-the-line, has the council at least worked together to *create* such an urgent action plan yet?

- (ii) What progress has been made by the Council in implementing the Socio-Economic Duty and urgent action plan on the cost of living crisis, as pledged via the motion passed at Council in May 2022?**
- (iii) Given the Council's motion in May 2022 to adopt the Socio-Economic Duty and the need to reduce carbon emissions from home heating, what steps are being taken by the Council to help Derby residents facing fuel poverty to have their homes insulated before this winter?**
- (iv) What progress has been made by the Council in implementing the Socio-Economic Duty and urgent action plan on the cost of living crisis, as pledged via the motion passed at Council in May 2022?**
- (v) What progress has been made by the Council in implementing the Socio-Economic Duty and 'urgent action plan' on the cost-of-living crisis, in partnership with local groups and unions tackling poverty, as pledged via the motion passed at Council in May 2022?**

Please note that as at 12th September two key groups identified as partners to be involved in the action plan, Derby People's Assembly and Derby United Against Poverty, have received no communication from the Council to make progress since the motion was passed in May; in the absence of any contact from the Council these groups have themselves taken the initiative to reach out with a sense of urgency to Council staff to spark some momentum on the pressing issues and struggles in the city.

- (vi) Derby was in the 10 worst local authorities for the life expectancy gap between the richest and poorest people before the cost of living crisis; what steps will Council now take to reduce this gap and safeguard the most vulnerable people from the effects of the soaring energy bills this Winter?**

Derby City Council has worked with partners across the city for many years to close gaps and support reduced inequality. The Derby City Partnership is leading the partnership response to the rising cost of living and the Council has contributed to the strategic working group which has been in place since March.

A number of actions have been delivered through this group, for example, analysis of economic vulnerability data to drive tailored interventions, improved sign-posting to a range of support available and development of a communications and marketing plan. The Council continues to deliver a range of interventions (including financial support through Household Support Fund) and has undertaken considerable research to inform the city response.

A cost of living strategy and action plan is currently being drafted for discussion with city partners over the next few weeks.

As agreed by Council in July, the incorporation of the Socio-Economic duty within the Council's decision making principles will be considered as part of the forthcoming Constitutional Review. It is important to note that the Council Constitution already includes an assessment of socio-economic impact as part of executive decision making. Article 13 requires all decisions that have a significant environmental, physical, social or economic impact on people living or working in two or more wards to be considered 'Key Decisions', and therefore included in the Forward Plan and determined by the Council Cabinet.

Officers are reviewing a range of options to more clearly assess and present socio-economic impact to councillors as part of the decision-making process.

The Council is undertaking a number of measures to support residents facing fuel poverty. The Council successfully bid for funding for Green Homes Grant - Local Authority Delivery (LAD) Phases 1B and 2, Affordable Warmth - Local Authority Delivery Phase 3 and Social Housing Decarbonisation Fund Wave 1. These programmes have completed or are programmed to complete the installation of solid wall insulation and other additional measures to approximately 290 hard to treat, system-built properties with low energy efficiency ratings and where the householders are in fuel poverty by 31 March 2023. We hope to continue these successful programmes in the future but are reliant on continued Government funding.

The Council's Healthy Housing Service can assist directly with repairs and improvements to heating systems as part of the core service. In addition, the services of partners are engaged through the Warmer Derby and Derbyshire project to access assistance under ECO 4 for insulation and other energy efficiency measures, including providing advice, for people in fuel poverty. The Council is preparing to implement ECO 4 Local Authority Flexible Eligibility to widen eligibility to the ECO 4 programme in the Derby area.

Under the Minimum Energy Efficiency Standards Legislation (MEES) the Housing Standards Team project team (HST) have been proactively contacting landlords of Private Rented Properties (PRS) with poor energy efficiency. The team have been ensuring that properties have been brought up to an acceptable standard with Energy Performance Certificate ratings of E and above, which ultimately improves energy efficiency. When HST receive complaint about properties in the PRS they always look at the EPC rating of the property, survey for hazards of excess cold and damp and mould and ensure measures are taken by landlords to remove/reduce those hazards if they are found in properties.

b) Question from Greg Szemraj to Councillor Hassall

Are there any plans to improve the Sinfin Lane?

I am asking about plans to increasing the safety of road, safety of users and the residents themselves.

The first example of what should be done is the pedestrian crossing at the entrance to Sinfin Industrial Park and Kingsley Street. This crossing is not visible from a distance, drivers ignore pedestrians on the little island in the middle of the road.

It is necessary to install amber flashing light with zebra crossing and white line where car should stop to give priority for pedestrians.

Another issue with Sinfin Ln is poorly visible cycle paths, please remember that cyclists need to feel safe on road with separately visible space.

The last issue which I have is an example of a resident who lives on Sinfin Lane whose car has been damaged four times over last few years by turning lorry where the driver was looking for a delivery point.

Here, all we need is an information sign about a roundabout after 350 yards and information sign saying NO U TURN.

I trust that the Derby City Council is able to find solutions because in this case of Sinfin Ln by increasing road safety standards in my residential area.

All solutions which I suggested can be done on low cost.

Our dedicated councillors work across the city with our communities in our Neighbourhood Boards, where councillors work with local stakeholders to consider issues like these. The Neighbourhood Boards select local traffic and transport priorities and they can gather the evidence and agree what needs to be done collectively because they must balance and prioritise the demands.

I will therefore share your points with the Chair of the Sinfin Neighbourhood Board and ask our officers to support by looking at the information and data we, and other partners, might have that can provide further insight into the problems you raise. This will enable the Board to weigh any actions against other priorities.

I should also add that earlier this year, there was a consultation about some improvements to cycling infrastructure on Sinfin Lane. Final details for design of a scheme are underway. These works are being funded by the Active Travel Fund, which was awarded to the city council by the Department of Transport.

c) Question from Simon Bacon to Cllr J Pearce

In a statement hosted on the councils website recently promoting recycling the article stated that in the coming weeks information will be sent to all residents so that they have a handy guide to recycling. What will this consist of and how will this be delivered?

We have produced an easy-to-use guide for Derby households. The leaflet's main focus is to highlight which materials can be recycled or composted via kerbside collections, as well as which bin to use to Recycle it Right and reduce contamination.

It is planned that the leaflets will be delivered by Royal Mail in the coming weeks. So that residents can look out for their leaflet, messages on social media and via MyAccount will notify of their impending delivery.

d) Question from Tony Mott to Cllr Hassall

Please could the council give me an update on the issue of car parking in the cycle lane on Duffield Road outside of St. Benedict's school? I have raised this issue previously and still see no improvement. I'm concerned about the safety of pupils who wish to walk and cycle to school and to regular cyclists using the route as intended. This issue was first raised with the council, via email, in 2017.

I appreciate your frustrations Mr Mott. The fact that this remains an issue demonstrates that there is no easy solution to the parking at the start and end of the school day. While the double yellow lines are effective at preventing long-term parking, because of the exemption for loading and unloading, I know that they don't help prevent the short-term school parking. St Benedict's and St Mary's have wide catchments and with the loss of St Mary's building and the temporary arrangements I believe parking has increased. Unfortunately removing this parking from Duffield Road will simply displace it onto side roads.

More positively, the planning application is now in for the new school and I hope that when this is complete it will ease the situation here as well as in Chester Green. There are also proposals for active travel improvements along Duffield Road which are being developed and again, I hope these will improve things.

e) Question from Russell Armstrong to Cllr J Pearce

With regards to the cellular data network and the mono pole towers, what are the maximum limits to transmission power set at and does the council monitor the emissions from the towers, if not who does?

Ofcom is responsible for managing use of the radio spectrum in the UK and monitoring whether radio frequency electromagnetic field or EMF levels are within ICNIRP (International Commission on Non-ionizing Radiation Protection) guidelines.

f) Question from Ruth Coates to Cllr Hassall

Can you confirm when the Green Board will be up and running?

The Green Board (or equivalent) will be established in the Autumn.

g) Question from Berkan Celebi to Cllr Webb

I understand that the Council has adopted the Socio-Economic Duty clause of the Equality Act. This means that the City Council will take no action which would discriminate against socio-economically disadvantaged people, and will take positive action to mitigate against hardship and poverty.

Therefore, in the light of the human right to decent housing and shelter, and also the escalating cost of living crisis, will the Council make a clear and unequivocal statement that there will be no evictions of Council tenants as a result of inability to pay rent - and that this policy will remain until the full Council specifically decides otherwise.

The Council does not plan to introduce a ban on evictions of Council tenants through rent arrears.

Where approval for an eviction for rent arrears is granted by the courts, actioning this approval would be a matter of last resort. At all stages of the rent arrears process, the Council & Derby Homes adopt a supportive and empathetic approach to helping the tenant with their rent arrears and provide advice and support in agreeing a fair repayment plan.

In a very small minority of cases, eviction is the final action, particularly for those tenants who do not engage and / or have abandoned the property. To give some context, the Council has over 12,500 tenancies and the number of evictions in recent years have been:

- April 2022 to Sept 2022 – 3
- April 2021 to March 2022 – 4
- April 2020 to March 2021 – 2

h) Question Clare Wood to Cllr J Pearce

Where have the Forest for the Future trees been relocated?

The pop-up forest has now been de-rigged, removed from the Market Place and placed into temporary storage while we collate all the feedback around suggestions for the forest's future.

i) Question from Pauline Inwood to Cllr Barker

At the July Council meeting, in response to a request that Derby City Council should support divestment of pension funds from any companies which promote the use of fossil fuels, the reply was that the Fund continues to engage with and influence fossil fuel companies “as they adapt their business models to a low carbon economy”. Channel 4 news recently ran a piece which countered the argument that engagement in this way is working, and reported that energy companies are investing just 5% of profits in renewables. So, in line with government proposals currently out for consultation (Climate Change Consultation on Local Government Pension Schemes, launched September 1st), which will require Local Authority Pension Schemes to manage and report on climate-related risks, including the carbon emissions attributable to their investments, can you tell us:

- the size of the whole Derby and Derbyshire Pension Fund:**

At the last valuation (31 August 2022), the value of the assets of Derbyshire Pension Fund was £5.981bn.

- the size of Derby City Council’s share of it:**

Derby City Council’s share of the assets is approximately 17.5%, which would equate to around £1.05bn.

- what percentage of it is invested in fossil fuels:**

Approximately 4% of the portfolio is invested in companies with fossil fuel activities – with an estimate of approximately 2.75% actually invested in fossil fuel activities (the 4% includes companies that may only have 10% of their operations in fossil fuels).

- and what is being done to transition these investments to sustainable energy developments and energy reducing technologies?**

The Fund continues to actively engage with companies in respect of their carbon transition plans through its investment managers and published its first climate-related disclosures report in March 2020. This describes and communicates the steps the Pension Fund is taking to manage climate-related risks and incorporate climate risk management into investment processes. This was followed by the publication of a Climate Strategy in November 2020 which sets out the fund's approach to addressing the risks and opportunities related to climate change and supports the ambitions of the Paris Agreement. The Fund intends to decarbonise its investment portfolio through the selection of investments and investment managers, with the aim of achieving a portfolio of assets with net zero carbon emissions by 2050. The fund has recently increased its benchmark allocation to Global Sustainable Equities to 29% (having been 3% prior to 2021). The fund has invested in, or made forward contractual commitments, in excess of £250m to renewable energy assets (e.g. onshore and offshore wind, solar and solar, together with supporting technologies (e.g. battery storage).

j) Question from Sally Austin to Cllr Smale

Given the Council's motion (May 2022) to adopt the Socio-Economic Duty, what steps are being taken to address the higher rates of financial difficulty among disabled people, especially with the predicted impact of soaring energy bills for disabled people who rely on electric medical devices and/or facing additional disabling health risks due to cold conditions exacerbating specific health conditions in homes where people cannot afford to put the heating on this winter?

Derby Poverty Commission's letter to the city's leaders warned of the risk of 'fuel stress' for 30,000 Derby households; what proportion of these households include disabled people and what steps is Council taking to mitigate the higher levels of socio-economic disadvantage for disabled people in the city?

I recognise the pressures that all household budgets are experiencing due to the general level of inflation on essential foodstuffs and necessities, in particular the exponential increase in household energy costs. However, there is a range of financial support on offer as well as the cap on household energy costs recently announced for two years. The following national financial support is being provided for all households and additional financial support is available to vulnerable people including the disabled:

General Support: £150 through Council Tax

Energy Bills Support: £400 Direct for all households

Disability Cost of Living Payment: £150

Local Household Support Fund: £150

Low Income Households cost of living payment: £650

As well as the above potential £1,500 specific energy and cost of living support, disabled people have access to higher rates of state benefits and specific disability related benefits in recognition of the additional living costs disability can bring.

In addition, some energy companies can support vulnerable people directly with support through discounted tariff schemes and deferment of energy debt in some situations. It is important for people to seek out support and advice if they are concerned about energy and other essential costs.

The Council continues to work proactively with partners through the Derby City Partnership to mitigate the rising cost of living and wider inequalities. This includes a range of measures to help residents who are facing fuel poverty, which we know disproportionately impacts disabled people.

Whilst the above will go some way to mitigate the worst impacts of the energy and cost of living crisis for disabled people, I will continue to lobby for additional support and aid for this group.

k) Question from Sassi Stark to Cllr Webb

Last month, Cllr Hassall claimed "work to tackle HMO's is underway, along with a test study of Arboretum Ward". I would like to know how data is being collected, as he continued on to say "all should be coming in September"?

Existing data across several departments is being collated which will be followed by on site street by street assessments which should also identify any actual planning problems arising from all the HMO properties. As you may now a successful Article 4 Direction must identify the problems arising from the existing permitted changes sufficient to warrant intervention.

Derby City Council's planning team is carrying out a review of homes which have been converted into shared accommodation to see whether it needs more powers to regulate them.

There is a growing market in the city for Houses in Multiple Occupancy (HMO), however some residents are concerned that too many in one area can create problems such as a lack of parking, anti-social behaviour such as fly tipping, and the deterioration of the buildings.

Currently anyone who wants to convert a house into accommodation for six or more people needs planning permission, but this isn't the case where the house will have fewer residents.

To change this, the Council would need to apply for an Article 4 Direction under the Town and Country Planning Act, which can only be granted if the Secretary of State is satisfied there is evidence that smaller HMOs are causing harm, in planning terms, to the local area.

Arboretum ward is one area of the city where there are a lot of HMOs and is being used as a test area to see where shared properties are concentrated and whether they are creating problems on the street.

Councillor Steve Hassall, Cabinet Member for Regeneration, Decarbonisation, Strategic Planning and Transport, said: "Concentrations of Houses in Multiple Occupation have provoked a wider response from the local residents unhappy about changes in their area. In recognition of this, and in conjunction with the Chair and Vice Chair of Planning Committee, as a cross party initiative, I've agreed that Arboretum ward will be the focus of a more in depth study with a view to seeking further planning controls.

"This will provide the starting point to more accurately understand the elements attributed to this growing housing sector. However, we also have to be aware

that there are other factors at play. We have landlords who keep their properties in excellent order, whereas other properties are poorly maintained, so we are actively looking at what can be done to raise standards in the HMO sector.”

The review is expected to take several months to provide the necessary evidence.

I) Question from Paul Tice to Cllr Smale

In 2021, as landowners with a statutory duty to preserve and protect important historic assets, DCC were informed of the results of a research project conducted by learned academics from Historic England in respect of Allestree Park golf course and its historic significance.

A nine page Advice Report was submitted to DCC by Historic England in June 2021, summarising that the golf course has global historic significance.

A Freedom of Information Act request of the correspondence within HE revealed emails from staff stating that the course is worthy of being listed at Grade II and there were plans to announce this at a media event, due to its significance of being the first golf course to be listed anywhere in the UK.

This proposal was overturned by a single figure within HE, despite unanimous support by all of the HE academics involved in the research.

The final report advised that the golf course would not be listed at that time due to there being no golf courses included on the Register which are designated in their own right as landscapes of special historic interest but could be revisited following submission of further research to determine the importance of the golf course in the national context of other courses created by Harry S Colt.

Given that further research could have resulted in the first UK golf course listed at Grade II, it would hugely increase the value of the community owned asset.

What actions were taken, and by whom, to decide not to undertake the additional research requested by Historic England on receipt of this detailed analysis?

Historic England in their assessment not to designate that golf course concluded that:

'After examining all the available records and other relevant information and having carefully considered the historic interest of this case, Allestree Golf Course is not recommended for designation'

REASONS FOR DESIGNATION DECISION

Allestree Golf course, designed by Harry Colt in 1929 and opened in 1930, is not recommended for designation for the following principal reasons:

National context:

- Research on a national scale is needed to provide a better understanding of its place within the context of the evolution, design and survival of golf courses and to measure its case against comparable courses. It is not known how well the original layouts of other historically significant courses have survived.'

As land owners, it is not for the City Council to undertake such research but for those promoting the designation.

m) Question from Adrian Howlett to Cllr Hassall

The extremely high cost of fossil energy is causing suffering and damage to Derby residents and businesses. Noting that the government's cap is only temporary, directly subsidises the massive profits of fossil companies who's product is driving us to unimaginable catastrophe, and is funded by the tax payer and by younger generations, Derby City has a moral responsibility to do everything it can to reduce fossil energy consumption whilst protecting the vulnerable.

With the cost of living crisis driven by the soaring costs of fossil energy, what rapid response is the council taking to help Derby residents and businesses reduce their energy consumption heading into winter. In particular does the council have plans to help home owners, landlords and businesses identify rapid, effective and appropriate options to reduce building heat losses through insulation and draught proofing? Are these plans commensurate with the scale of the challenge?

The Council is taking a range of actions to help residents, landlords and businesses reduce energy consumption and heat loss.

The Council has successfully bid for funding for Green Homes Grant - Local Authority Delivery (LAD) Phases 1B and 2, Affordable Warmth - Local Authority Delivery Phase 3 and Social Housing Decarbonisation Fund Wave 1. These programmes have completed or are programmed to complete the installation of solid wall insulation and other additional measures to approximately 290 hard to treat, system-built properties with low energy efficiency ratings and where the householders are in fuel poverty by 31 March 2023. We hope to continue these successful programmes in the future but are reliant on continued Government funding.

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landlords of private rented properties (PRS) with poor energy efficiency. The team have been ensuring that properties have been brought up to an acceptable standard with Energy Performance Certificate ratings of E and above, which ultimately improves energy efficiency. When HST receive complaint about properties in the PRS they always look at the EPC rating of the property, survey for hazards of excess cold and damp and mould and ensure measures are taken by landlords to remove/reduce those hazards if they are found in properties.

In terms of businesses, the Council part-funds the D2N2 Growth Hub and its delivery in Derby, specifically the co-funding of a Derby focused business adviser post based within the Connect Derby serviced business space but reaching out across the Derby economy and particularly focused on supporting SMEs likely to be most challenged by rising energy costs. The Growth Hub provides a single point of access and advice on business support and along with the Council works with other principal business supporting partners such as the University of Derby and the East Midlands Chamber of Commerce. With new guidance from government expected this week on support for business energy costs, the Growth Hub is the lead organisation for further advice and support for local businesses.

n) Question from Mair Perkins to Cllr Hassall

The Council's climate change plans on their website acknowledge the need to reduce private vehicle use, encourage transport modal shift to cut transport emissions and to plant trees so why is Derby City Council still refusing to withdraw their support National Highways plans to fell thousands of trees around Kingsway and Markeaton Park and failing to properly scrutinise the cumulative carbon emissions (construction alone is 131,000 tons of CO2 and induced traffic will increase emissions further) of the A38 Derby Junctions scheme despite the cumulative carbon emissions being the reason it was found illegal when myself and other Derby residents launched a legal challenge against it last year?

I acknowledge your position in relation to this scheme and I note that a very similar question was raised at the July Council meeting. As I said then, however, ending road building and maintenance is not straightforward.

Roads remain fundamental to our national economy and provide for the movement of essential goods and services, including public transport, and safe space for cycling and walking. They connect our families and enable emergency services to get to where they are needed.

These are not simple issues and a whole range of things must be considered to determine what infrastructure is required.

On the A38 Three Junction project specifically, this is a scheme that is being led by National Highways and, as you are aware, is still awaiting determination.

o) Question from Simon Bacon to Cllr J Pearce

With the new recycling contract at Raynesway HWRC site due to start in October are there plans in place to expand the number of waste materials accepted for recycling for example plastic film materials and are there any plans for a reuse section on site - either free or items being sold as it becoming more popular at such sites across the UK.

The new contract promotes the continual increase of performance in reuse, recycling and composting of materials brought to site. Where this is not possible, increased levels of waste will be diverted away from landfill, for recovery or beneficial use.

The range of materials currently reused, recycled and composted will be maintained and there will be some new additions. This includes the recycling of mattresses and the reuse of medical mobility equipment across Derbyshire.

Black bag splitting will be deployed on site to further increase recycling and re-use performance and subsequently reduce waste disposal. We hope this activity will encourage customers to do the same, so that more of their waste can be put to better use.

Electronic signs will also be used on the site to help raise awareness of key messages.

We will also be setting up a re-use shop at Raynesway next year. This will again drive-up levels of reuse across Derby and Derbyshire HWRCs to stock the shops.

p) Question from Lucy Giuliano to Cllr Hassall

After spending many years unsuccessfully asking council officers and councillors to cycle with us to highlight road safety concerns, I recently helped to make the below video showing my friend's school run by bike to show the risks and reality of riding our city's roads. It has had over 2,000 views and nearly 30 comments.

Link - <https://www.youtube.com/watch?v=cVprGi4K4Xs>

Could I please ask what your views and feelings as a cabinet are on this short film having watched it and what you are doing to address the dangers faced by those who cycle in Derby, especially children, as it is clear that your cycle infrastructure (including many Transforming Cities initiatives, Cycle Derby approved routes and School Safe Havens) is not creating safe, connected and accessible provision to enable and encourage active travel?

Thank you for sharing this video, which I watched with interest. It showed that Derby, like most cities, as a mix of infrastructure which has changed over the centuries as our city and its communities have grown. I appreciate it doesn't always make our journeys easy however we travel.

We have implemented new schemes over the years, to try to respond to changes of national and local ambition, including the move to encourage more public transport, cycling and walking. Recently we have begun a conversation with the city on the future of the city centre, and transport was highlighted as one of the key themes. I look forward to the response and what the wider population want for the future and the role of the car particularly.

Through our Transforming Cities Fund programme, we continue to support public transport and active travel. Our Neighbourhood Boards also work on local transport priorities, where local knowledge and experience like that this show in your video can be shared and used to add to the intelligence and understanding across residents and sectors, providing insight to help decide what the neighbourhood transport priorities should be. At the same time, of course, we must maintain our roads, cycleways and footpaths to the best of our ability within our resources in terms of people and budget.

q) Question from Vanessa Boon to Cllr Smale

Derby city is among the 20% most deprived areas nationally and the city has higher rates of children in low-income families, households facing fuel poverty, and homelessness, than the overall rates for England; given Derby Poverty Commission's letter to the city's leaders warning of the risk of 'fuel stress' for 30,000 Derby households and in line with the Council's passed motion to adopt the Socio-Economic Duty, what resources have been allocated and what targets have been set to improve the city's performance on the index of multiple deprivation?

Derby City Council has worked with partners across the city for many years to close gaps and support reduced inequality. Our latest priorities of 'green, growth, vibrant and resilience' are very much focused on making sure that we effect long-term sustainable change through growing our local economy, increasing skills and opportunities. Our Medium-Term Financial Plan is aligned to these priorities.

There are many different factors that impact on the assessment of deprivation and through taking a holistic approach to our work, we are seeking to make sure we consider all aspects. There are a number of domains of deprivation that form part of the indicators used to calculate the total outcome for an area including:

- Income
- Employment
- Education
- Health
- Crime
- Barriers to housing and services
- Living environment

Whilst we do not set targets for the city or the Council for reducing deprivation as a whole, we focus on the domains to ensure we can target our actions effectively and assess the impact that we are having for our communities.

Our Council Plan 2022-2025, alongside the work of the Derby Partnership Board, specifically the cost of living and fuel poverty, form the framework for our work and this is the level at which we set targets. Latest targets for priority performance measures within the areas linked to deprivation were approved by Council Cabinet in September 2022.

r) Question from Russell Armstrong to Cllr Hassall

Given the awful state of the roads and the lack of investment in their upkeep, when are the Council proposing to resurface the road system in and around Ridgeway?

I can confirm that Ridgeway and the approaching roads (Glenwood Road, Weston Rise, Woodlands Lane) are not on this year's list for resurfacing or surface treatment works. We are currently beginning the process for deciding schemes for future years, including 2023/24. Unfortunately, at this stage we are unable to guarantee the inclusion of these locations in the approved programme for 2023/24, as an assessment needs to be completed of all competing sites requiring treatment across the city. However, please be assured that they will be added to the list to be considered for a scheme.

In the meantime, we will continue to monitor the locations via our routine inspections to ensure they are kept in a satisfactory condition.

If there are any potholes or other defects that you wish to bring to our attention, that require more immediate attention, we will arrange for an inspector to visit and arrange any necessary repairs.

s) Question from Berkan Celebi to Cllr J Pearce

In light of the Council's adoption of the Socio-economic clause of the Equality Act, how does the Council view the problem of inadequacy of waste collection and street cleaning, which appears to be at its worst in the poorest residential areas of the City, rather than wealthier areas. Is this not discrimination against poorer people?

Our Street Cleansing activities are managed on a demand basis. Therefore, busier areas of the city such as the city centre and inner-city areas are provided with more frequent street cleansing activities such as street sweeping and litter picking. For example, Normanton Road and surrounding streets are litter picked and swept daily whereas streets in Allestree are only litter picked and swept once every six weeks.

“Our domestic waste collections are also provided on a demand basis. So that properties with larger numbers of occupants or higher needs are given additional capacity.

“Alongside this, we also issue regular communications to all residents to remind them of their responsibilities regarding waste management and considerate behaviours such as not littering and fly-tipping. We also actively encourage residents to contact us if they spot something, such as fly-tipping, that needs cleaning up. Again, this is linked to our ‘on-demand’ approach to street cleansing across the city. In the coming weeks, we’ll be investing additional resources, with the support of Keep Britain Tidy, to undertake a fly-tipping reduction campaign in Normanton.

“There is no discrimination towards ‘poorer’ areas of the city. On average, these areas receive a higher level of service provision than more affluent areas of the city.”

t) Question from Pauline Inwood to Cllr Hassall

The new Prime Minister has decided to end the moratorium on fracking, despite the Chancellor saying in March this year “it would take up to a decade to extract sufficient volumes- and it would come at a huge cost for our communities and our precious countryside”. Renewables are around nine times cheaper and far quicker to plug in than any alternative and, together with a mass insulation drive to reduce usage, these should be our policy priorities to address the fossil fuel price crisis, and to reduce our carbon emissions. Can you give assurances that Derby’s contribution to Derbyshire and Derby Minerals Local Plans will be to robustly oppose any attempts to allow fracking in any part of Derbyshire?

Derby’s elected members are represented on the Joint Advisory Committee overseeing the production of the Derby and Derbyshire Mineral Plan and input their views at all relevant stages in the production of the Plan.

This is probably a question also for County colleagues given that the remainder of the County covers a greater area than the city.

u) Question from Sassi Stark to Cllr Webb

Does the council know the total number of HMOs in the city, including those with less than 5 bedsits? If so, how many?

We do not know the total number of HMOs because housing and planning legislation does not require us to regulate HMOs with less than five bedspaces.

There are 558 licensed HMOs which have five or more bedrooms. The figure was last updated on 5 August 2022.

v) Question from Adrian Howlett to Cllr Hassall

Does the Council have any effective scheme to encourage and support local businesses deliver home retrofit services to Derby home owners, landlords and businesses? Does this scheme include mechanisms to help people locate trusted and professional providers of retrofit services?

The Council are running a number of Government funded Green Homes Grant Local Authority Delivery (LAD) schemes. These LAD programmes are targeted towards improvement of the energy efficiency of low-income homeowners whose homes have low Energy Performance Ratings of D, E, F and G.

In addition, the Council's Healthy Housing Service can assist directly with repairs and improvements to heating systems belonging to elderly or vulnerable households.

Derby Homes have also successfully bid for funding to deliver retrofit improvements for council tenants.

In addition, the services of partners, including local contractors, are engaged through the Warmer Derby and Derbyshire project to access assistance under Energy Company Obligation (ECO) for insulation and other energy efficiency measures, including providing advice, for people in fuel poverty.

Finally, customers that are not eligible for any of the assistance mentioned, are signposted to insulation contractors on the Council's Buy with Confidence scheme, providing a list of suppliers which have been visited, vetted, and approved by the Council's Trading Standards Service.

Councillor Questions

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

Local residents have told me that a family (2 adults and 2 children) membership to Moorways is £112 a month.

Whilst seeming to be on the high side, the problem many families are having is the payment up front. There is an admin fee of £10 (as well). The first payment is over £200.

In our current economic climate these costs are exorbitant.

Previously, when Moorways was open (many years ago), it was hailed as an inclusive pool, one where all residents of all socioeconomic backgrounds could afford the costs. It is also located where a large proportion of our poorer population live. Ideal.

Do you feel the new Moorways is now pricing the lower income residents out of enjoying and learning to swim?

Monthly gym membership prices for 2 x adults at £29.99 and for 2 x juniors at £19.99 per month would be £99.96. It would be £89.96 for concessionary memberships.

Each membership requires a one off £10 joining fee.

As there are no contracts in place customers pay their last month up front giving the customer peace of mind that they can cancel at any time. This is a relatively standard practice in the industry.

For those that don't want to join on a membership then a play and pay option is available.

All memberships have been a huge success and very well received. 35% of the membership base are on the concessionary membership.

N.B.

- Depending on the date they joined in the month, their first direct debit payment will be their monthly DD, plus any pro rata owing for days they used the gym up until their first full month.
- Swim membership would be £2 per month cheaper per adult membership

x) Question from Cllr Prosser to Cllr J Pearce

It's my understanding that while local residents are struggling to afford and book sessions at the new Moorways facility, travellers that encamped on Osmaston Park were provided with free passes. Is this correct?

Thank you for your question.

I can confirm that, Everyone Active our leisure operating partner for Moorways Sports Village, have not provided the recent traveller encampment on the park with free passes to access the centre.

y) Question from Cllr Kus to Cllr J Pearce

How many streets in Alvaston the Council has targeted regarding the bins being left out on the streets?

The Council's Public Protection Officer team and Waste Minimisation Officers respond to all complaints of bins being left on streets.

There are some streets where targeted formal action is taking place under section 46 of the Environmental Protection Act 1990 due to the persistence of bins being left out. In Alvaston the following streets with action taken are:

- Beverley Street
- Deadmans Lane
- Dickinson Street
- Selbourne Street
- Clifford Street
- Taylor Street

z) Question from Cllr Lind to Cllr Williams

How many Educational Psychologist locums FTE have worked for Derby City Council and how many hours of work have been done by those Educational Psychologist locums since the beginning of February 2022?

Since the beginning of February 2022, we have worked with eight locums. The locums are paid per psychological advice and have written 149 advices from February 2022 to the end of August 2022 in order to demand. It is calculated that the backlog of advices will have evened out by December 2022, and that the need for locums will greatly reduce should the demand stay the same.

How many FTE Educational Psychology staff are currently employed by Derby City Council in addition to the locum Educational Psychologists ?

Derby City Council employs 4.2 Fulltime Equivalent (FTE) Educational Psychologists. In addition, we carry two vacancies in continuous recruitment.

aa) Question from Cllr Care to Cllr J Pearce

How many complaints are received about black bins not being emptied correctly each week?

So far, this financial year we have received 1295 missed bin requests relating to black bins. To give this context we are scheduled to empty 109,737 every two weeks.

How many complaints are received about blue bins not being emptied correctly each week?

So far, this financial year we have received 1211 missed bin requests relating to blue bins. To give this context we are scheduled to empty 95,586 every two weeks.

In each case, how many of these relate to apartment blocks?

Based on the address data that we have, this shows that of the above bin requests, 333 of the black requests and 197 of the blue requests are from communal properties (listed against a parent property or flat). We are unable to confirm how many relate to apartment blocks.

What is being done to reduce the number of complaints?

We are recruiting new staff and training current staff to HGV level to create additional resilience within the service. Our software system for refuse collection is having an upgrade in the near future, this will allow us to flag regular missed collections easier to the drivers and increase accountability.

bb) Question from Cllr Whitby to Cllr Williams

How many staff vacancies are there across CYP (Excluding schools)?

73.4FTE

cc) Question from Cllr Dhindsa to Cllr J Pearce

How many of the 21-22 Neighbourhood Board Ward priorities have been delivered by Highways and how many have been rolled over?

2021/22 Highways and Transport Neighbourhood Priorities

Each ward in 2021/22 selected two neighbourhood priorities, totalling 34 potential schemes in the year. The works can include investigation works and consultations to inform future year's priorities.

Of the total 34 schemes, a total of eight schemes have been rolled into this financial year and 26 schemes delivered. Of the eight schemes rolled forward into this financial year, one has been delivered in quarter 1; one will be delivered in quarter 2 and the remaining six will be delivered in quarter 3.

BACKGROUND INFORMATION:

Abbey	Priority 1 Abbey Pedestrian Accessibility Improvements – programme of installation of dropped kerb crossings in the ward.	This has been rolled forward and to be delivered this financial year.
	Priority 2 Great Northern Road/Uttoxeter Road Traffic Management Issues	COMPLETED - Investigations undertaken last financial year. Works ongoing due to reviewing the impact of the increasing size of the school.
Allestree	Priority 1 Kedleston Road Service Road – investigation works to develop a design for a future year's scheme.	COMPLETED – Detailed design completed. The 2022/23 priority is implementation of the detailed design.
	Priority 2 Carsington Crescent – delivery of the outcomes of 20/21 Feasibility	COMPLETED – Resident survey undertaken. Works continuing this financial year with a repeat consultation to inform potential implementation in 2022/23.
Alvaston	Priority 1 Wilmorton Residents Parking - consultation	COMPLETED – this financial is the delivery of the outcomes of the survey TRO completed and awaiting implementation as

		part of this year's scheme.
	<p>Priority 2 Alvaston Traffic Regulation Orders – investigation works.</p> <p>Alvaston TROs related to Junction protection required on the corner of Eton Street and Bowmer Road, and the Clifford Street junction with Dickinson St. These were put on hold because of the likely introduction of the Wilmorton Permit scheme.</p>	COMPLETED – investigation works undertaken and agreed to not proceed with further works.
Arboretum	Priority 1 District Centre/Yates Street Traffic Management Issues	Consultation and investigation works completed. The respective TRO is awaiting implementation subject to further parking survey works due to the level of objections received from the public consultation with the potential for modification.
	Priority 2 Mill Hill Lane Area Residents Parking - consultation	COMPLETED – investigations and consultation completed. Moving forward with the implementation of this scheme this financial year.
Blagreaves	Priority 1 Swarkestone Drive Vehicle Access Improvements – investigation works	Investigation and design works completed. Scheme delivered quarter 1 2022/23.
	Priority 2 Littleover Lane Speed Issues - investigations	COMPLETED – investigation works completed last year to inform this year's scheme for delivery.
Boulton	Priority 1 Vehicle Speeds – Boulton Lane investigation and option development	COMPLETED – investigation works completed. Scheme design being finalised with the intention of consulting with residents in quarter 3.
	Priority 2 Boulton Traffic Regulation Order	COMPLETED – investigation works undertaken and agreed to

		not proceed with further works. This was for Compton and Shalfleet.
Chaddesden	Priority 1 Chaddesden Traffic Regulation Orders – investigation and review of a number of existing TROs.	COMPLETED – investigations and recommendations completed. Final TROs delivered in quarter 2 2022/23
	Priority 2 Cavan Drive Verges	This has been rolled forward and to be delivered this financial year.
Chellaston	Priority 1 Maple Drive Roundabout - investigation	COMPLETED – investigations completed and a proposal put together. 2022/23 neighbourhood priority is the implementation of the scheme.
	Priority 2 Carlton Avenue/Gardens Parking and Grass Verges	This has been rolled forward and to be delivered this financial year.
Darley	Priority 1 West End Parking Concerns	COMPLETED – resident permit parking introduced on selected streets following outcome of consultation.
	Priority 2 Darley Abbey implementation of measures identified during 20/21 temporary scheme and consultation -investigations works	COMPLETED – investigation works and draft designs of potential schemes completed. On going and delivery of further works is a 2022/23 neighbourhood board priority.
Derwent	Priority 1 Vehicle Speeds – Mayfield Road - investigation works	COMPLETED – investigation and report including recommendations completed.
	Priority 2 Parking Issues – Hawkshead Avenue – investigation works	COMPLETED – investigations identified no traffic issues to resolve.
Littleover	Priority 1 Chain Lane Pelican Crossing - investigations	COMPLETED – investigations completed and a design drafted for implementation in 2022/23
	Priority 2 Rykneld Road Speed Limit - investigation	COMPLETED – investigation works were completed. Expected

		delivery of investigations to be delivered in quarter 3 / 4.
Mackworth	Priority 1 Morley Estate – to implement the recommendations from consultation with residents regarding traffic and parking issues	This has been rolled forward and to be delivered this financial year.
	Priority 2 Ashbourne Road/Prince Charles Avenue Cycling	Works on going as part of the Active Travel works.
Mickleover	Priority 1 Speed limit review on Uttoxeter Road – investigation works	COMPLETED – investigation and speed survey works completed. Recommendations put forward.
	Priority 2 School Traffic and Parking issues – school safe haven	COMPLETED - Original proposal included TRO to the frontage of the school and a One Way system. Investigation works and a potential scheme were drawn up. Councillors requested further consultation and consideration of the proposals. Work ongoing and is a 2022/23 neighbourhood board priority.
Normanton	Priority 1 Address speeding and traffic issues on Peartree Crescent – investigation; consultation and design works.	COMPLETED – detailed design completed following consultation for implementation in 2022/23 as a neighbourhood board priority in the work programme.
	Priority 2 Improve pedestrian facilities in St Thomas Road area including potential dropped kerb crossings and crossing facilities - investigation	COMPLETED - Investigation works completed. Works ongoing to undertake an additional crossing assessments at the location.
Oakwood	Priority 1 Lime Lane – review of speed limit and pedestrian accessibility – investigation works	COMPLETED – investigation works completed to inform the delivery of the 2022/23 neighbourhood priority.
	Priority 2 Mansfield Road/Bishops Drive – pedestrian and cycle	COMPLETED – investigation works

	improvements – investigation works	completed to inform the delivery of the 2022/23 neighbourhood board priority.
Sinfin	Priority 1 Redwood Road/Sinfin Lane – school traffic and parking issues	COMPLETED
	Priority 2 Ashcroft Primary School – school traffic and parking issues - investigations	COMPLETED – investigations completed and the forthcoming development nearby has impacted on the outcomes of the investigations. As a result, on going works selected as a 2022/23 neighbourhood board priority.
Spondon	Priority 1 School Traffic and Parking issues – school safe haven – investigation and design works.	COMPLETED – investigation and consultation works completed. Detailed designs and schemes drafted. Implementation of these are the 2022/23 neighbourhood priority.
	Priority 2 Spondon Traffic Regulation Orders – investigation works.	Investigation and proposed TROS for the following locations drafted. Cambridge Street (junction with Nottingham Road); Station Road (junction with Stoney Gate Road) and no waiting at any time Chapel Street (opposite Old School). Sealing of the TROs to be completed in quarter 3 2022/23

dd) Question from Cllr Hezelgrave to Cllr Williams

To what extent will the Council be giving financial help to all our maintained schools with respect to their increased energy bills?

Maintained Schools have delegated budget responsibilities which means they do not have to follow the Council's procurement of energy providers. For those Maintained Schools who did choose to take advantage of the Council's procurement of energy, the Gas prices were reviewed in April 2022 and fixed for 12 months, the electricity prices were reviewed in October 2021 and fixed for 12 months.

The Council's finance team will support Maintained Schools in reviewing their budgets to identify how the future pressures of energy costs and other costs of living will affect the budget available. Schools will be required to fund this pressure within the delegated budget. However, any additional Government funding to support Schools with energy costs will be passed on to all Schools (Maintained and Academy).

ee) Question from Cllr J Khan to Cllr J Pearce

Can you please provide a progress report on how the Council is performing against the schedule of Tree Maintenance work planned for the municipal year.

At present, Streetpride's Arboricultural Team operates a reactive service which responds to urgent works identified through various means such as public enquiry, following adverse weather events, and defects found during in-house tree inspections etc. We do not have planned routine works other than epicormic removal and re-pollarding and these works are currently underway and due to be completed by the end of the fiscal year. Inspection regimes are continuing as planned and ash dieback inspections have been completed for this year. For the period of 2021/22 tree works totalling 1518 were completed.

ff) Question from Cllr Shanker to Cllr Smale

Can you detail how the cost of the A52 Improvement works was funded?

The A52 Improvement Work Programme incurred expenditure from 2014/15 to 2021/22.

Total Capital Spend was £40.294 million

Funded from:

Unsupported Borrowing	£26.215 million
Government Grant and External Funding	£13.693 million
Section 106	£0.386 million

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

The cabinet may be aware of the open space on the corner of Bembridge Drive and Shalfleet Close.

This came back into control of Derby City Council in February 2022 when the housing association, Clarion's lease ended. Residents have enjoyed this open space since before 1997.

The cabinet will also be aware that the number of requests from local football teams has increased over recent years, more so since the England women's team won the Euros.

The cabinet will also be aware of the council's commitment to encouraging healthy exercise especially for children where too many nowadays sit on the devices playing imaginary games.

So can the cabinet assure me that this piece of land will be kept for the purposes of children's play? More specifically, not used for development and depriving local children of their open space?

Can the cabinet give consideration to Alvaston FC, who wants to use this land as a base for the children's football including future Lionesses?

The land is public open space and therefore would have to be retained for open space and therefore could not be disposed of.

We have received a number of enquiries regarding potential football clubs utilising Council owned land, and we recognise the health benefits and the opportunities that have come from the Lionesses progress within the Euro 2022 competition.

An Expression of Interest (EOI) exercise would need to be undertaken to ensure a fair and transparent process to give potential clubs (or other users) the opportunity to occupy the space (via licence); Alvaston FC would of course be welcome to bid as part of the process.

hh) Question from Cllr Prosser to Cllr Smale

I recently had to chase the council to answer a FOI request which went unanswered for way to long. The FOI was about the finances of the Becketwell building sites and the answer provided contradicted a similar question I asked previously. Can you tell me therefore, how much money has been spent on the purchase, site preparation and other costs relating to the becketwell sites and how much income has been received from their sales. Can you also confirm if the original s106 agreement of over 1 million pounds still stands or if the number provided in my FOI answer was correct.

After decades of decline at Becketwell and numerous attempts by the market to deliver regeneration proposals, the Council adopted a strategy five years ago to intervene and make regeneration of this important City Centre site happen.

Our strategy for Becketwell Regeneration has involved:

- land assembly
- removing risks and constraints (for example demolishing redundant buildings)
- leverage of investment (for example £8m of D2N2 LEP's Local Growth Fund)

This strategy and the Council's role have been crucial in bringing forward development, which we can now see happening on the ground. A Masterplan for Becketwell Regeneration received outline planning consent in 2020 and the

first phase of this is under construction in the shape of a 259 unit Built to Rent scheme, funded by Grainger PLC, complemented by a new public square to bring open space and identity to the area. A second phase has started on site, with the demolition of buildings on Colyear Street to make way for a new state of the art 3,500 capacity performance venue, run by international venue operators ASM Global.

The budget for Becketwell Regeneration (not including the Performance Venue) totals £15.38m, of which £13.75m has been spent to date

Using Council and external funding the following spend budgets have or are included in the Council's approved capital budgets:

- The cost for the Council to acquire land at Becketwell is £7.93m.
- Site preparation costs including demolition of the former Debenhams and the Pennine Hotel totals £2.8m.
- The cost of the contract to demolish Victoria House and construct a new public square is £1.85m.
- Since 2017, other costs including professional fees and Council officer time total £2.34m
- The Council holds a client contingency of £0.46m

The Council has received £1.79m disposal receipts for Becketwell sites to date.

In terms of Section 106 contributions for the Becketwell scheme, the S106 contributions agreed to date amount to £110,512.

A package of S106 contributions were agreed within the outline planning consent on the basis of formulae in line with the Council's S106 planning guidance. As each phase of development is brought forward, its viability is assessed and the final S106 package is negotiated and agreed on the basis of this assessment. In areas like Becketwell, where there is market failure, it can result in limited or no S106 contribution. This is the case with the Phase 1 reserved matters application, when it was assessed that the package was unviable. To ensure future change in fortunes of the area benefit the local area, S106 contributions

have been dealt with in an overage agreement with the developer so that should market conditions improve sufficiently to make contributions viable, they will be paid.

ii) Question from Cllr Lind to Cllr Evonne Williams

The value of Free School Meal vouchers during school holidays from Christmas 2021 were as follows:

Christmas 2021	£15.00 per week	£3.00 per pupil per day
Easter 2022	£12.50 per week	£2.50 per pupil per day
Summer 2022	£10.00 per week	£2.00 per pupil per day

Please can the cabinet member tell me why Derby City Council have reduced the value of Free School Meals vouchers at each subsequent holiday period during a cost of living emergency, when food prices are rising to a 14 year high?

In all Government funded schemes the Council has followed the Government guidance as to how the funding should be allocated whilst ensuring financial support was provided to the most vulnerable households in Derby.

Both the recent Household Support schemes had funding of £2.224m, where Free School Meal vouchers were one element in a range of financial support provided for vulnerable households.

For example, in the latest scheme between 1 April 2022 and 30 Sep 2022, the Government mandated that a minimum of one third of the grant had to, for the first time, be allocated to pensioners.

Therefore, the three elements of this scheme in Derby were:

1. Free School Meal voucher codes distributed via schools to pupils in receipt of Benefits related Free School Meals - £895k to 13,500 pupils over 7 weeks
2. Online form available to both Trusted Referrers and residents who can apply for financial support - £588k to 6,550 households, and
3. Financial support for pensioner households - £741k to 6,550 pensioner households in receipt of Council Tax Support

Those households that were in receipt of Free School Meal (FSM) vouchers, were also able to apply for the further financial support via the online form, an opportunity that was highlighted in the covering letter that accompanied all the FSM voucher codes that were issued.

For both Household Support schemes, all the funding made available to the Council has been distributed to vulnerable households in Derby.

Towards the end of the scheme, the Council was able to re-cycle expired voucher codes, and this has meant an additional payment of £25 will be sent to 13,500 pupils via the schools this week.

jj) Question from Cllr Care to Cllr Smale

The new audio-visual system in the Council Chamber includes over 80 microphone units. I have not yet seen these turned off, despite the Chamber being in darkness or meetings over for the night. What is their residual power use? Can they be turned off, and if so how can it be ensured that this happens routinely?

The new units are more energy efficient than the old ones. Each unit has a low power consumption of 5W and they get power from the Council network now as they have Power over Ethernet (PoE) connections. This means no additional power is used by the system over what is used to run the Council network.

The new system has only been operational since Thursday 8th September. The system is still being configured and you will see a lot of changes over the next few weeks. The changes include fine tuning the system including optimising power efficiency where possible.

kk) Question from Cllr Dhindsa to Cllr Webb

The area of Normanton is one of the most deprived parts of the country and in need of more resources to tackle health and economic inequality. But the Council administration seems to be doing the opposite and reducing public assets and facilities in the area. Shaftesbury Sports Centre has been 'mothballed' for many years. Local Councillors have raised concerns regarding this and their calls to re-open it or take some other action for the benefit of the local community have not been responded to. Why is this?

To answer this question effectively it is necessary for officers from across different services to consider it together and given the extraordinary Bank Holiday this has not been possible in the time allowed.

A written answer will be provided for all members.

II) Question from Cllr Shanker to Cllr Smale

What has been the total cost of the Maintenance and preservation to date for the Sinfin Incinerator and what is budgeted for the next 2 years?

The following costs have been incurred by Derby City Council in respect of the New Waste Treatment Facility

NWTF: Ledger Summary: Sinfin costs					
20/09/2022					
	2019-20 £000	2020-21 £000	2021-22 £000	2022-23 £000	Grand Total £000
NWTF Costs	1,363	2,226	1,178	236	5,003

Provision has been included within the budget risk reserve for potential costs in the remainder of 2022/23 and 2023/24 – this is drawn down on actual costs incurred in each financial year

mm) Question from Cllr A W Graves to Cllr Hassall

With the continuing expansion of Boulton Moor area, how is the impact of all the new buildings mitigated in respect of the load they place on an already stretched and failing system? Will new trunk mains to the sewage treatment plant be constructed or will they be connected to the Chellaston Trunk Main and Southern Main Sewer that interconnect at Green Lane? There is not much capacity for pumping from here to Spondon and the screens behind the commercial park have a limited capacity to remove solids from overflow into the Derwent system at black water weir.

Could we see sewage spilling out onto Green Lane again as happened in the past along with increasing discharge into water courses?

Regulation of the foul water flows off specific developments, the provision of sewerage capacity for foul water is the responsibility of the relevant water company working with the developer concerned.

nn) Question from Cllr Lind to Cllr Williams

Please can the cabinet member responsible provide the Quarterly SEND Tribunal statistics for the following:

July to September 2021 – 0
October to December 2021 – 1
January to March 2022 – 4
April to June 2022 – 0
July to September 2022 – 0

oo) Question from Cllr Dhindsa to Cllr J Pearce

Why is there a £143,000 underspend forecast in 2022/23, on disposal of household waste when our City's streets and alleyways are full of fly tipping and other household waste rubbish?

We are currently forecasting an underspend on the disposal of household waste. This is due to waste arisings reducing slightly as more residents return to the workplace - when compared to working patterns during the Covid-19 pandemic. Any savings are partly offset by inflationary increases.

Looking at the number of fly-tipping incidents for January to the start of September for both 2021 and 2022, the data shows that we have seen a decrease in the number of incidents of fly-tipping by 16% so far this year.

Waste in alleyways is not something the Council has a reasonability to clear as they are generally privately owned, this sits with the landowner. If we are aware of alleyways that need looking at these need to be reported to Environmental Health for the relevant action to be taken.

pp) Question from Cllr Shanker to Cllr Smale

Given the overspend on the Eastern Gateway improvements even before site works have commenced, what other Capital Projects are at Risk of Budget overspends?

The current economic climate and supply chain disruption has led to increased costs and capacity constraints across building and infrastructure projects.

All Capital projects are regularly monitored and reported on in the quarterly financial reports to Cabinet. Where required, additional approvals are sought through agreed delegations and governance frameworks.

The risk in the programme is currently being managed effectively and will continue to be monitored and adjusted if appropriate as new information is considered.

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

A local resident recently advised me that he removed his gas fire to fit a log burner with a back boiler, in anticipation of reducing his fuel costs. Taking action against our country's fuel poverty the government has brought about. He removed hardcore (bricks) from the chimney and filled approx 6 plastic shopping bags, not builders bags. He booked an appointment at Raynesway tip but when he got there he was told he could only drop 15 bricks.

15 bricks!

Bemused he said he would go home and book another permit for the remainder. He was advised he could not book another appointment for at least a week after this appointment.

Do you wonder why flytipping has increased to such an extent? My resident has described this as a mindless rule and was particularly critical about the person who made it.

He went on to say he can understand stopping builders from tipping van loads and pick up loads, But 6 Aldi shopping bags full is utter stupidity.

How do you feel when you receive this type of feedback from residents?

There are limits on the amount of DIY type waste that can be deposited at the HWRC, as is common with Local Authority sites up and down the country. This is not a new restriction but one that has been in place for some time because the HWRC is licensed to accept only household waste and DIY type waste is not technically household waste.

We do recognise that households will produce DIY waste occasionally and therefore as a concession we accept limited amounts arising from home DIY projects. With specific reference to rubble and bricks, this is 50kg per visit. This information and more, is detailed on our website and is brought to customers attention during the booking process.

Following the introduction of the Raynesway HWRC 12 visit per year permit, and because the booking system has been so successful in restricting trade waste, a

review of the original acceptance rules and limits is planned. The waste disposal team will undertake this, and any changes will be advertised on our website.

However, it is important to note that the HWRC is not always a suitable option in all cases. Where customers are undertaking significant projects or renovations, a skip, skip bags, or an organised waste collection via a suitably licensed service provider is more appropriate.

