



Council Meeting  
Wednesday 26 February 2020

Public and Member Questions  
and Responses



Derby City Council



**COUNCIL – 26 February 2020**  
**PUBLIC AND MEMBER QUESTIONS**

	Questioner	Respondent	Subject
<b>Public Questions</b>			
<b>A</b>	Dorothy Skrytek	Cllr M Holmes	Recent flooding and development on flood plains
<b>B</b>	Carol Leak	Cllr M Holmes	A38 Junction Improvements
	David Clasby		
	Helen Hitchcock		
<b>C</b>	Tom Banks	Cllr Poulter	Temporary Performance Space
<b>D</b>	Barry Greatorex	Cllr M Holmes	Reducing road traffic and improving cycling safety
	David Clasby		
	Eloise Thatcher		
<b>E</b>	Pat Greatorex	Cllr M Holmes	Solar panels on residential properties
<b>F</b>	Lucia Whittaker	Cllr M Holmes	Public Transport in Derby
	Reg Hand		
<b>G</b>	Penny Nunes De Abreu	Cllr M Holmes	Climate Change Action Plan
	Reg Hand		
<b>H</b>	Kate Warsop	Cllr M Holmes	17a Bus Route
<b>I</b>	Tom Banks	Cllr Wood	Culture Strategy
<b>J</b>	Barry Greatorex	Cllr M Holmes	Air source heat pumps
<b>K</b>	Penny Nunes De Abreu	Cllr M Holmes	Former Friar Gate sidings
<b>Questions relating to Derbyshire Fire Authority or Derby Homes</b>			
<b>L</b>	Cllr A Graves	Cllr Poulter	Whistleblowing
<b>Councillor Questions</b>			
<b>M</b>	Cllr Atwal	Cllr Williams	EHCP Actions
<b>N</b>	Cllr Hezelgrave	Cllr Williams	Staffing in Children's Homes
<b>O</b>	Cllr Shanker	Cllr Poulter	Agreement between group Leaders
<b>P</b>	Cllr Peatfield	Cllr M Holmes	Funding for Climate Change Emergency
<b>Q</b>	Cllr Care	Cllr Smale	Ash Dieback in Derby
<b>R</b>	Cllr Lind	Cllr Williams	SEND Phase Transfers
<b>S</b>	Cllr Willoughby	Cllr M Holmes	Climate Emergency
<b>T</b>	Cllr Ashburner	Cllr Poulter	International deals and agreements
<b>U</b>	Cllr Peatfield	Cllr Smale	Director of Public Protection and Streetpride
<b>V</b>	Cllr Willoughby	Cllr Williams	Transport for SEND
<b>W</b>	Cllr Willoughby	Cllr M Holmes	Performance Venue



# Public Questions



**a) Question from Dorothy Skrytek to Councillor M Holmes**

**In November 2019, the River Derwent burst its banks in several places downstream of Ladybower Reservoir, which was full to capacity. Several other towns were badly affected by flooding, as well as Derby, and one person drowned. Traffic came to a standstill that day, in Derby, at approximately 4pm, for about an hour, because of road closures. Children had to be helped to safety, at St Marys Place, as they thought the river was going to cut them off. Rolls-Royce nuclear site was evacuated as the river levels rose and threatened the safety of workers at the nuclear reactor and thousands of residents. Downstream of the reactor, at Elvaston Castle park, valuable washland is proposed to be developed, unsustainably, by destroying biodiversity, wetlands and floodplain, and increasing rainwater run-off through building roads, car parks and a visitors centre, which will also induce traffic and pollution through Derby and Alvaston, as the new roads are proposed off the A6. Elvaston Castle provides valuable washland for the River Derwent) preventing it from backing up onto areas such as the Rolls Royce nuclear site. Derby & South Derbyshire Friends of the Earth ask how Derby City Council will approach Rolls-Royce, the Environment Agency, Derbyshire County Council and South Derbyshire County Council, in order to point out the disadvantages of such unsustainable development? N.B. The UK is not on target to meet biodiversity obligations, set out in the Convention on Biological Diversity, to which UK is a signatory.**

The development of Elvaston Castle Park is a matter for Derbyshire County Council and South Derbyshire District Council. We would expect to be notified of any applications, as a neighbouring authority. We would of course expect the applicant to produce the relevant information on environmental impacts as part of the planning process, and we will be able to comment as appropriate.

The exceptional floods in November demonstrated the risks posed to the city from flooding and also how successful the measures we have taken already have been through the Our City Our River project.

**b) Question from (i) Carol Leak (ii) David Clasby and (iii) Helen Hitchcock to Councillor M Holmes**

**(i) I am aware that the proposed A38 junction roadworks are a Highways England project. Regarding this, do you know when the clearing of vegetation in Markeaton Park is scheduled to take place and how many mature trees are being cut down?**

**Given the fact that a climate emergency has been declared by National Government and by the City Council has an assessment been made of how the building and increased traffic will impact upon the city carbon footprint?**

**(ii) There is currently no funding available from central government to support measures to mitigate the chaos that the A38 road works will cause for Derby residents during the four years of its construction. Please can the Council outline what its plans are to secure that dedicated mitigation funding including proposing that the Council withdraws any support for the scheme and pushes for a delay until the mitigation funding is in place?**

**(iii) In light of the value of trees to the city's air quality and their role in helping ameliorate both the causes and effects of climate change, can the Council assure us that the trees of Markeaton Park will be protected during the proposed A38 expansion?**

The Council supports the A38 scheme to change the three Derby junctions, as the benefits for our road network will be transformative.

This is in parallel to the tens on £millions being secured from government for sustainable, active and public transport improvements.

This scheme extends beyond the immediate A38 corridor to provide improved management of our city roads, benefiting cycling and walking and supporting reliable public transport services. The scheme will remove congestion, smooth out the traffic flows and improve local and long-distance journeys. It will also contribute to better air quality.

The A38 Grade Separation scheme is also something that successive Council administrations have sought and that the city has wanted and waited for, for many years. The A38 Grade Separation Scheme is led by Highways England via a national



planning process. It will be decided upon by the Secretary of State and thus any timescales are indicative of the scheme being approved. The Inspectors have been appointed and are currently progressing through the Development Commencement Order stages.

As part of this process the Inspectors will consider the in-depth Environmental Impact Study that has been undertaken by Highways England in support of their scheme, which has information on vegetation and trees. Exact numbers and timescales for removal, retention and, most importantly, replacement of trees and vegetation are not finally confirmed at this stage.

I can assure you that we will be insisting on adequate compensation for any tree loss to the road side periphery of Markeaton Park.

This is very large scheme and I share serious concerns about the impact of the construction phase of this project on our city. The Leader has set up regular meetings with the Highways England project leads and these meetings include cross-party representation.

We have also secured Highways England engagement with a multi-agency Derby Behavioural Change Group that has been established to maximise the opportunity the scheme presents to move people away from cars and into public transport, cycling and walking to and from the city centre.

We have had open and honest conversations about the impact and the resources we believe we need to help us manage the demands on our city and our officers. Along with the Leader, Cabinet and cross-party Leadership, I will continue to press for support and resources from Highways England.

Any concerns, comments and representations can be made in writing to the planning inspector. The Environmental Impact Study is available on the National Infrastructure Planning website.

**c) Question from Tom Banks to Councillor Poulter**

**Why has there been no reply to the letter dated 26th November 2019, from the Chair of Derby Arts and Theatre Association to the Leader of the Council, concerning a temporary performance space near the city centre while the Assembly Rooms and Guildhall remain closed?**

We very much appreciate that there are understandable concerns regarding the ongoing closure of both the Assembly Rooms and Guildhall Theatre. They are of much importance to many people and certainly to the theatre groups, cultural partners, businesses and citizens of our city. These venues and the cultural offer in our city play a vital role and they are all very much a priority for this administration, so please be assured of that.

To help communicate the key issues being faced on these complex projects and to also gather helpful suggestions from attendees, a meeting was arranged with a number of key stakeholders in November. The meeting went very well and all parties felt there had been a very fruitful discussion.

As such it was agreed that once there had been some further progress with the Guildhall surveys and the investigations into a possible temporary performance space another meeting would be convened to share further information. Apologies if you were expecting a written reply to your letter, however it was left that colleagues would be in touch once there was some information to share, this is still our commitment and is felt the best way forward. A meeting is being arranged in the next few weeks to be able to provide an update on progress.

- d) **Question from (i) Barry Greateorex, (ii) David Clasby, (iii) Eloise Thatcher to Councillor M Holmes**
- (i) **Road Traffic is by far the largest source of Derby's carbon emissions. What plans do the city council have to reduce road traffic in the city and thereby reduce carbon emissions and improve air quality and also to make it safer for people to switch to cycling in the city bearing in mind that very recently a cyclist was killed by a lorry on the Ashbourne Road in Derby?**
- (ii) **In the light of the tragic death of another young vulnerable road user please can the council explain their attitude towards formally adopting a Vision Zero approach towards killed and seriously injured on Derby's roads. This can be the last death on our streets if we take clear action.**
- (iii) **Will the Council adopt Vision Zero and work proactively to prevent any further deaths of vulnerable users, for example cyclists and pedestrians, on the roads in and around Derby?**

**As a female commuting cyclist, travelling from Five Lamps to Sinfin every day, I was particularly affected by the recent cyclist death on Ashbourne Road. I normally ride on the road, but for the week after the incident I took the longer route via the Riverside because I was scared the same thing would happen to me. This isn't a practical long term solution and would like to know how the Council plans to improve road safety for pedestrians and cyclists who choose to use these routes.**

The recent tragedy is deeply saddening and I am sure that everyone here sends their thoughts and sympathy to the family and friends of Josephine Gilbert.

Derby works with Derbyshire County Council and the police through our joint Road Safety Partnership to reduce the numbers of people killed and hurt on our roads. All of our organisations strive for incidents to reduce to zero.

In 2018, the Killed or Seriously Injured (KSI) casualties were 32% below the 2005 to 2009 average and on track to meet Derby City's target of a 40% reduction by 2020. Through Cycle Derby we continue to support cycle training and advice for adults and children and to encourage more people to cycle safely more often. Funding is being

secured and allocated for this.

I understand that a Vision Zero approach has been adopted in a number of very large cities, including London and even with Mayoral powers and funding its implementation has presented challenges.

Our Partnership strives to use our collective networks and intelligence to improve safety and we will actively seek learning from Vision Zero areas as these initiatives mature.

Walking, cycling and public transport continue to be key areas of significant investment to encouraging and provide better sustainable transport options. This is also an important part of our commitment to improve air quality. As a Local Authority we have limited levers to change behaviours - the most important decision to switch from the car to either public transport, bike or walking is made by every individual.

We need to work hard do make the alternatives more attractive and currently Derby and Nottingham city councils are awaiting the Government's decision on our joint bid for over £100m for the second phase of the Transforming Cities Fund. The fund is designed to improve connections between major employment sites and promote active travel and public transport.

We have recently set out real ambition in our bid for those elements that specifically relate to Derby. This includes the establishment of Derby's first dedicated mass transit link, with the provision of a high quality electric Rapid Transit (eRT) route that would run directly across the city centre, linking key intra-city destinations and public areas. The eRT route would be a key investment in revitalizing the public transport offer in the city, providing a new and innovative service and experience, which would include extensive traffic-free routing.

In addition to this, three new 'smart' park and ride hubs with improved cycling and public transport links. Upgraded real time information is proposed, as well as a demand responsive transport service, which would link the city centre and rail station to key employment sites, providing innovative alternative to car travel for commuters. Another key part of the proposals includes a network of cycle lanes and an improved environment to encourage a more active and healthier population.

I very much look forward to government agreeing to fund our ambitious bid and promoting the huge benefits it will bring to Derby.

**e) Question from Pat Greatorex to Councillor M Holmes**

**Large numbers of new houses are currently being constructed in the City. Why do virtually all of these have no solar panels fitted and why are there no requirements in the local plan to have solar panels fitted to all new builds and for these new houses to be built to carbon neutral standards, does the council have any plans to rectify this situation?**

During the current local plan preparation, national planning policy changed with a very strong focus on significantly boosting the supply of housing. This impacted on the ability of the planning system to require the provision of sustainable energy as part of new developments.

National planning guidance regarding renewable and low carbon energy has been strengthened recently and policy options are now being explored for changing the approach in the next local plan.

This will include the objective of achieving carbon neutral developments and use of sustainable energy sources such as solar panels.

- f) **Question from (i) Lucia Whittaker (ii) Reg Hand to Councillor M Holmes**
- (i) **How do the council propose to improve public transport services in Derby? And will the council commit to not cutting essential services like the 17A bus?**
- (ii) **Nottingham has electric buses, trams and increasingly taxis. Why does Derby continue to lag behind and why are all the buses and taxis in Derby still powered by diesel or petrol since as well as being an important source of carbon emissions they significantly contribute to the poor air quality in the city?**

Derby's buses are provided by commercial operators, who develop their own strategies for procuring vehicles which will comply with emissions regulations. At present this has been largely through using low-emission internal combustion powered vehicles rather than electric. The Council has been able to facilitate the conversion of a number of non-compliant buses to ones which meet current limits by promoting the Government's Clean Bus Technology Fund.

To date 53 buses have been retrofitted with emissions reduction equipment. The Council is also looking to develop sites for electric charging points or hubs for licensed electric hackney carriages within the city.

Currently Derby and Nottingham City Councils are awaiting the Government's decision on our joint bid for over £100m for the second phase of the Transforming Cities Fund. The fund is designed to improve connections between major employment sites and promote active travel and public transport.

We have set out real ambition for those elements that specifically relate to Derby. These include the establishment of Derby's first dedicated mass transit link, three new 'smart' park and ride hubs with improved cycling and public transport links. Upgraded real time information is also proposed as well as a demand responsive transport service, which would link the city centre and rail station to key employment sites. Another key part of the proposals includes a network of cycle lanes and improved environment to encourage a more active and healthier population.

- g) Question from (i) Penny Nunes De Abreu, (ii) Reg Hand to Councillor M Holmes**
- (i) Having declared a climate emergency nine months ago and with the continued relentless speed of climate and ecological breakdown can Derby City Council provide evidence that it is taking the declaration seriously, implementing measures to halt biodiversity loss and reducing greenhouse gases?**
- (ii) The Tyndall Centre for Climate Change Research presents climate change targets for all the UK cities that are derived from the commitments enshrined in the Paris Agreement , informed by the latest science on climate change and defined in terms of science based carbon setting . The report provides Derby with budgets for carbon dioxide (CO2) emissions and from the energy system for 2020 to 2100. The Tyndall report for Derby says that at the current rate of greenhouse gas emissions "Derby would use this entire budget within 7 years from 2020". Is this finding going to be taken into consideration when drawing up the forthcoming Climate Action Plan for our city?**

I have been very clear that climate change is not just about the city council – citizens, communities and all Derby's businesses and organisations have a part to play.

As we have reported previously, we have been working with officers to facilitate our collaborative approach so that we are not duplicating our efforts across the city but combining them to take forward coherent projects that are focused on outcomes.

It is also absolutely vital that we fully consider the best use of tax payers money when allocating it to this important agenda. Rushed decisions will result in unintentional virtue signalling without the outcomes we need.

I strongly believe that we must also take the public with us on this journey and that also requires a considered approach.

There is a vast range of scientific information and analysis available on carbon and the wider climate change agenda and the Tyndall Centre work is one source. I am very keen that we, with our partners, work together to make sense of this and seek to distil what it means for Derby.

We can then have robust data that underpins our collective efforts and that can be easily understood and communicated.

I believe that this administration is the most committed of any in the history of the Council regarding this agenda. That is why I have taken a strong and positive step to support these ongoing efforts by pledging an investment of £3m over the next three years as part of our capital programme into a sustainability and carbon reduction fund.



**h) Question from Kate Warsop to Councillor M Holmes**

**The council have been funding the community 17a bus route for several years. How has the council publicised the service, ensuring maximum take up and advantage to the public and the environment?**

**Can a reprieve be considered for one year and then a re-assessment? At, an estimate only, cost of £34.00 per day, or £5.00 per hour; this provides great value for public funds?**

**The future of the 17a bus service has been secured thanks to the recent announcement of a £40,000 fund from central government**

The future of the 17a bus service has been secured thanks to the recent announcement of a £40,000 fund from central government.

The 17a, which runs through Darley Abbey and into Allestree, is the only remaining subsidised service run by Derby City Council and the £9000 subsidy had previously been identified as a saving in the 2020/21 budget due to be approved by full Council.

The Funding for Supported Bus Services in 2020-21 paper means that Derby has been pledged up to £40,799 which they can bid to use.

Local authorities will be provided with their funding allocation if they meet the funding requirements and cabinet have made the decision to submit a formal application to use the money to secure the future of the 17A route going forward.

**i) Question from Tom Banks to Councillor Wood**

**Why do the Assembly Rooms and Guildhall not feature in the Council's recently adopted Culture Strategy 2020 - 2030 or Action Plan for 2020 - 2022?**

At 12 February 2020 Cabinet meeting the Cabinet approved the Culture Strategy 2020 -2030. This document is a strategy for the city as a whole and has been developed and agreed with excellent input from key stakeholders.

Cabinet approval was an opportunity for the Council to demonstrate support for the strategy as a statement to funders, partners and stakeholders of the value it places on culture as a driver for place making and for regeneration in our city.

The strategy has been written as a framework for cultural ambition and opportunity within the city to be realised. The role of the strategy is not to pre-determine Cabinet decisions around future cultural infrastructure. Instead it proposes a process and context within which decisions can be made. Therefore, it is appropriate that the strategy does not refer specifically to any current or future capital projects at this time.

The initial two year action plan aims to create stability within the cultural sector and define achievable ambition for future years. This will include developing insight around need for future creative and cultural infrastructure.

**j) Question from Barry Greateorex to Councillor M Holmes**

**Air source heat pumps have been around for many years heating public buildings, factories and business premises with the technology well established. Air Source Heat pumps do not produce carbon emissions as there is no combustion and can be run on energy generated from renewable sources. What plans have Derby City Council to fit these systems to their properties and also to encourage house owners and land lords to do the same so as to reduce the City's carbon emissions?**

Derby Homes have retrofitted 88 Air source heat pumps at both Rivermead and Kestral House. These have been installed due to gas not being available to the individual properties.

It is our intention is to provide them to all new properties built by Derby Homes. The Air Source Heat pumps will bring an income from the Renewable Heat Incentive and also reduce our carbon footprint.

Over time the price of the units may come down and therefore offer further opportunities to retrofit into domestic properties. The council has offered loans to home owners and landlords, alongside funding available through the Energy Company Obligation, for a number of years.

This was focused on energy improvement measures such as thermal cladding for properties constructed from solid walls, improvements to heating systems and improved loft insulation.

Whilst these grants haven't previously included Air Source Heat pumps, the scheme is currently under review and we will look to take full advantage of funding that becomes available to consider this.

**k) Question from Penny Nunes De Abreu to Councillor M Holmes**

**In the heart of our city an extraordinary, unique wildlife site at the Old Friar Gate Sidings, exists. The 2019 Derbyshire record of butterfly species shows that there is a marked decline in almost half of species that can be found on this site. That makes Friar Gate a priceless habitat and refuge. In view of the proposed development of the Cathedral School and the threat of completely destroying the rich biodiversity that has developed since 1960, can Derby City Council along with the proponents of the school save the site and make it a flagship project for both the school and Derby, where the symbiosis of the natural world and new development can exist in harmony making a wildlife corridor in the heart of our city for all of us to share and enjoy?**

The City Council recognises the importance of the wildlife habitat and seeks to prevent losses due to development.

On this site, planning permission has not yet been issued but officers have worked with the applicants to secure a proposed package of wildlife mitigation works including sites at Cheviot Street open space and Mackworth Park.

The measures have been assessed by Derbyshire Wildlife Trust who said that this will create a net gain in biodiversity.

# Questions relating to Derbyshire Fire Authority or Derby Homes

**L) Question from Councillor A W Graves to Councillor Poulter**

**Whistleblowing is an important part of ensuring corrupt practices are prevented in public life.**

**It has come to my attention that a senior member of Derby Homes was reported in a whistleblowing incident. Therefore dealing with such reported incidents is of paramount importance to ensure fairness of outcomes. It would be unjust if accusations are not founded. Equally, it would be unjust if investigations were seen to be biased.**

**Unfortunately my recent enquiry did not alleviate my concerns over this investigation in that I was given no information. I completely understand that innocent people need to be protected from scurrilous accusations, however, it is important to understand that processes are above board.**

**Can you therefore assure the chamber that the lead investigator, whom I believe was the Chief Executive, in the recent whistleblowing incident is not related, or has any relationship, to the person subject to the whistleblowing incident?**

**Can you also reveal if any officers or councillors of Derby City Council were informed of this whistleblowing incident?**

The investigation was dealt with under Derby Homes Whistleblowing policy. In accordance with that Policy, in this case both the Company Secretary and the Company Solicitor were involved in reviewing the allegations and establishing the facts of the case. They also discussed the allegations with the Head of Internal Audit (Head of the Central Midlands Audit Partnership (CMAP)) at Derby City Council, who is also the Internal Auditor for Derby Homes.

The Managing Director was not involved in the investigation into these whistleblowing allegations.

The whistle-blowing investigation by internal audit (CMAP), found that there had been no wrong doing. As there was no wrong-doing further disclosure was not required – to Council officers or Councillors.

If Cllr Graves has further concerns he could discuss these with the Company Secretary of Derby Homes or Chair of Derby Homes.

# Councillor Questions





**m) Question from Councillor Atwal to Councillor Williams**

**A recent Local Government and Social Care Report – decision date of 14 November 2019 has made recommendations that the council review its procedures, information and training for staff to ensure the council properly considers how its social care duties might apply to adults with EHC Plans including in respect of transport.**

**To date what actions have taken place to implement and move forward with these agreed actions?**

There has been a review of the Local Government and Social Care Ombudsman (LGO) decision with the Preparing for Adulthood Social Work Team which also included two members of the SEND team to support co-ordination, joint working and consistent understanding of the legal framework. This took place in November 2019.

As for the wider staff group there are a series of themed legal briefings taking place for adult social care staff between January and June 2020. The finding of the Ombudsman in this case shall be used as an example in the briefings on Assessment & Support Planning, to support learning and inform social work practice across the wider workforce.

All of the recommendations by the LGO have been implemented by the Council. A follow up communication from the LGO confirms that they are satisfied with the Councils actions and consider this matter now closed.

**n) Question from Councillor Hezelgrave to Councillor Williams**

**Can all Councillors as corporate parents be reassured that all our children's homes are fully and effectively staffed at all times?**

All homes currently open are fully staffed

Agency staffing is used where needed to supplement and is standard practice. Derby uses approved agencies only which has resulted in a number of longer term agency staffing transferring to permanent city council employees.

Derby has an open recruitment process to attract new residential staff. The service has developed and implemented a particularly detailed and comprehensive workforce training and development plan to ensure standards are achieved through induction of new staff and appropriate skills are developed for existing staff. The training plan and course material is available on request.

**o) Question from Councillor Shanker to Councillor Poulter**

**You will recall on several occasions Councillor Eldret and I have questioned you on behalf of the residents all councillors represent across our city on the details of any agreement reached between you and the Group Leaders of the Liberal Democrats and UKIP/Brexit Party to allow you to form a minority administration in May 2018 and again in May 2019.**

**On occasions these have been formally tabled as “Member Questions” at Full Council followed by a Supplementary Question. On other occasions these have been during various conversations that we have had privately. I am sure you will agree with me that you have been very consistent and on every occasion in the past 21 or so months you have been clear in denying that there has ever been any such agreement let alone a written and signed document. In fact on one occasion you stated that “There is no formal written document that the three parties have signed up to, and nor should there have to be. Our style of administration is about collaboration and joint working to achieve the best outcomes for this city, irrespective of political party, and we don't need a signed-and-sealed written agreement to formalise that. It's about doing what's best for Derby.”**

**Therefore you can imagine the surprise and shock to learn at full Council on Wednesday 22 January 2020 when it became clearly apparent there is a written agreement duly signed by you with both the Brexit Party and one with the Liberal Democrats.**

**I would hope you had no intention to deliberately mislead me, Council or residents of our city, however on the surface at this stage it clearly looks as if that is exactly what you have indeed done and I for one find this situation wholly unacceptable.**

**Could you please clarify the situation and provide an explanation as this behaviour is not fitting for any elected member in my opinion and particularly the leader of Derby City Council?**

**A verbal update will be provided.**

**p) Question from Councillor Peatfield to Councillor M Holmes**

**Can you explain why the proposal for £3m funding towards the climate change emergency at last week's cabinet meeting did not go through the proper channels?**

The following recommendation was added at the Cabinet Meeting on 12th February

Capital Recommendation (g)

To consider capital funding commitment within the MTFP to address Climate Change

The Administration provided clarity on the proposed allocation for a targeted climate change emergency capital budget prior to issue of papers for the Council. This allocation was from within a budget within the MTFP recommended to Council by Cabinet on 12th February and therefore provided clarification on the commitment in recommendation (g). This is consistent with the minute.

**q) Question from Councillor Care to Councillor Smale**

**What do any assessments show on the likely impact of Ash Dieback on Derby, including any added risk from tree debris, cost of tree maintenance/removal and loss of tree cover/urban warming - or have no assessments been done?**

We are currently starting to collate names and make contact with local organisations and large land owners to set up a county-wide forum to look at how we manage our Ash in both the woodlands and adjacent to the highway. This will include ourselves and possibly County, Parish/District Arboricultural Officers with support from the local Forestry Commission officers.

A large amount of our ash have been recorded over the past 10 plus years, however ownership or ward area has not always been assigned, therefore at this time we do not have a clear picture of final tree figures for trees on Derby City Council land. The sorting of this data is nearly complete however the number of Ash trees is ever changing as we still have incomplete survey data for many of our public open spaces and other city council owned land.

Without our initial base data it is impossible to start managing the potential impact of Ash Die Back. Surveying will commence June/July 2020 when Ash trees are expected to have full crowns of foliage.

**r) Question from Councillor Lind to Councillor Williams**

**The statutory transfer deadline for children with EHCPs who are transferring between phases of education was 15th February 2020, (For those starting a new phase in September 2020). Has Derby City Council reviewed, amended and finalised all of these children's EHCPs by the deadline as above and if not how many are currently outstanding and what are the reasons for this?**

The Council finalised 90% of Phase Transfer by the deadline of 15 February 2020.

The remaining 10% of Phase Transfers are on track. There are children, who have come to the process outside deadlines as they are 'new' to EHCP, are new to city or have complex and changing need. We are committed to finalising all placements at speed and we are in contact with those parents carers, whose child or young person is yet to be finalised.

**s) Question from Councillor Willoughby to Councillor M Holmes**

**Given that an emergency means an emergency, or to be precise a dictionary definition defines this as “a situation that poses an immediate risk to health, life, property, or environment, with most emergencies requiring urgent intervention to prevent a worsening of the situation. Therefore, if the action taken to address the climate change emergency unanimously declared by the council last May is compared with the urgent action taken to address the current Coronavirus health emergency, what urgent intervention has been undertaken by the Council to address this climate change emergency?**

I have been very clear that climate change is not just about the city council – citizens, communities and all Derby’s businesses and organisations have a part to play.

As we have reported previously, we have been working with officers to facilitate our collaborative approach so that we are not duplicating our efforts across the city but combining them to take forward coherent projects that are focused on outcomes.

It is also absolutely vital that we fully consider the best use of tax payers money when allocating it to this important agenda. Rushed decisions will result in unintentional virtue signalling without the outcomes we need.

I strongly believe that we must also take the public with us on this journey and that also requires a considered approach.

There is a vast range of scientific information and analysis available on carbon and the wider climate change agenda and the Tyndall Centre work is one source. I am very keen that we, with our partners, work together to make sense of this and seek to distil what it means for Derby.

We can then have robust data that underpins our collective efforts and that can be easily understood and communicated.

I believe that this administration is the most committed of any in the history of the council regarding this agenda. That is why I have taken a strong and positive step to support these ongoing efforts by pledging an investment of £3m over the next three years as part of our capital programme into a sustainability and carbon reduction fund.

**t) Question from Councillor Ashburner to Councillor Poulter**

**The Conservative Party manifesto at the 2019 Derby local elections pledged to secure significant international deals and agreements over the next 12 months to deliver major investment from abroad into our City. Please can you let council know what significant international deals, agreements and investments you have secured for Derby in the last 12 months?**

A verbal update will be provided.



**u) Question from Councillor Peatfield to Councillor Smale**

**Will the Cabinet Member for Communities and Place conduct a review into the enormity of the role of the Director of Public Protection and Streetpride, particularly in light of the recent loss of a respected, experienced, hands-on Service Director and considering the post was originally covered by three people?**

The post of Service Director for Street Pride and Public Protection was created in 2017 as a result of merging functions originally performed by 2 previous director roles. This was done in the context of good practice from other unitary local government where similar spans of control were seen to be an effective way of overseeing these functions.

An interim Director will start with Derby City Council on the 2 March 2019 to ensure senior capacity and momentum is not lost in this department while an external recruitment process is carried out. As with any opportunity taken when an officer decides to leave the authority, the role will be reviewed to ensure it is designed optimally to tackle the key issues experienced by Derby residents.

**v) Question from Councillor Willoughby to Councillor Williams**

**In the light of recent decisions related to provision of transport for SEND people between the ages of 18 and 25, both here in Derby and elsewhere, what steps are the council taking to ensure that all SEND people who require this transport are able to receive it?**

As Cabinet member I am satisfied that the Councils SEND and Transport policies in relation to 18-25 year olds are up to date and accurate. I expect officers to enact these policies diligently to ensure 18-25 year olds eligible for transport support receive the help they need and are entitled to.

Very occasionally there may be an error about eligibility in complex cases, so very reluctantly I have to accept this can happen in a busy service. However, I am satisfied that there are checks and balances in place which can correct any errors. The important thing is that we learn from these experiences and embed these lessons into our practice. I am satisfied that this is happening through regular briefings and training for staff.

**w) Question from Councillor Willoughby to Councillor M Holmes**

**What date will Derby expect to see a performance venue in operation?**

The robust political oversight that we put into place for the Assembly Rooms refurbishment allowed us to take the decision to stop the project in January as it no longer offered the best value to the tax payer.

Had we been able to deliver the project at or below £24 million we would have remained fully committed and on track for construction completion late next year.

However, we now must look to the future and are working hard, with our partners, to consider all of the options to see which is right for Derby. We remain absolutely committed to the delivery of a new conference, performance and events venue as soon as practically possible.