



Please ask for Charlotte Kearsey
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The Chair and Members of Cabinet

13 June 2022

Dear Councillor,

Please attend a meeting of the CABINET to be held on TUESDAY, 21 JUNE 2022 at 10.30 am in Committee Room 1, Town Hall, Rose Hill, Chesterfield, the agenda for which is set out below.

AGENDA

Part 1(Public Information)

1. Declarations of Members' and Officers' Interests relating to items on the Agenda
2. Apologies for Absence
3. Minutes (Pages 5 - 10)

To approve as a correct record the Minutes of the Cabinet meeting held on 17 May, 2022.

4. Forward Plan

Please follow the link below to view the latest Forward Plan.

[Forward Plan](#)

5. Delegation Report (Pages 11 - 16)

Items Recommended to Cabinet via Cabinet Members

Chesterfield Borough Council, Town Hall, Rose Hill, Chesterfield S40 1LP

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Deputy Leader

6. Council Plan - Annual Performance Report 2021/22 (Pages 17 - 48)
7. General Fund Budget Outturn 2021/22 (Pages 49 - 68)

Cabinet Member for Economic Growth

8. DRIIVe (Derbyshire Rail Industry Innovation Vehicle) (Pages 69 - 102)
9. Community Infrastructure Levy (CIL) Expenditure 2020/21 (Pages 103 - 124)

Cabinet Member for Housing

10. Housing Revenue Account (HRA) Final Accounts 2021/22 (Pages 125 - 134)
11. Exclusion of the Public

To move "That under Regulation 21(1)(b) of the Local Authorities (Executive Arrangements) (Access to Information) (England) Regulations 2000, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Paragraph 1 of Part I of Schedule 12A to the Local Government Act 1972."

Part 2 (Non Public Information)

Cabinet Member for Governance

12. Absence of Member of the Council (Pages 135 - 138)

Yours sincerely,



Local Government and Regulatory Law Manager and Monitoring Officer

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CABINET

Tuesday, 17th May, 2022

Present:-

Councillor P Gilby (Chair)

Councillors Blank
Holmes
J Innes

Councillors Ludlow
Mannion-Brunt
Sarvent

Non Voting Members P Innes

*Matters dealt with under the Delegation Scheme

1 **DECLARATIONS OF MEMBERS' AND OFFICERS' INTERESTS
RELATING TO ITEMS ON THE AGENDA**

No declarations of interest were received.

2 **APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors Collins and Serjeant.

3 **MINUTES**

RESOLVED –

That the minutes of the meeting of Cabinet held on 26 April, 2022 be approved as a correct record and signed by the Chair.

4 **FORWARD PLAN**

The Forward Plan for the four month period 1 June to 30 September, 2022 was reported for information.

***RESOLVED –**

That the Forward Plan be noted.

5 SECTOR LED IMPROVEMENT - PEER CHALLENGE AND KEY RESIDENTS / TENANT SATISFACTION SURVEYS

The Service Director – Corporate submitted a report providing an update on the key sector led improvement initiatives and progress made during 2021/22 including peer challenge and key resident and tenant satisfaction surveys.

In October 2021, Chesterfield Borough Council took part in a Corporate Peer Challenge and the feedback report was attached at Appendix 1 of the officer's report. The Peer Challenge had made seven recommendations which been incorporated into the peer challenge action plan which was attached at Appendix 2 of the officer's report.

Chesterfield Borough Council utilised the 'Are You Being Served?' methodology for the resident satisfaction survey in September-October 2021, a copy of the resident satisfaction survey report was attached at Appendix 3 of the officer's report. The survey results had helped to shape the Council Plan Delivery Plan and Service Plans for 2022/23 and had provided data to inform the Council Plan for the period 2023 – 2027.

Every two years the Housing Service undertook a customer satisfaction survey of CBC tenants to identify how the service was performing and where improvements needed to be made. A copy of the STAR tenant satisfaction survey report was attached at Appendix 4 of the officer's report. A comprehensive STAR action plan had been developed and was attached at Appendix 5 of the officer's report.

***RESOLVED –**

1. That the publication of the Peer Challenge report on the Council's website be approved.
2. That the Peer Challenge action plan be approved.
3. That the STAR action plan be approved.

REASON FOR DECISIONS

To continue our journey of improvement and provide value for money services for residents and tenants.

6 **ANTISOCIAL BEHAVIOUR POLICY**

The Service Director - Leisure, Culture and Community Wellbeing and Head of Community Safety and Regulatory Services submitted a report seeking approval for the draft Anti-Social Behaviour Strategy to go out for public consultation.

The existing Corporate Anti-Social Behaviour Policy and the Housing Service Anti-Social Behaviour Policy were adopted in 2019 and did not fully take account of current national and local developments.

The draft Corporate Anti-Social Behaviour Strategy, attached at Appendix A of the officer's report, would provide a consistent approach and a framework for all Chesterfield Borough Council services involved in responding to ASB.

***RESOLVED –**

1. That the draft Anti-Social Behaviour Strategy be approved for public consultation.
2. That a report be brought to Cabinet with a final draft Anti-Social Behaviour Strategy following the completion of the public consultation by September 2022.

REASON FOR DECISIONS

1. It is essential for the Council to have a modern and relevant Anti-social behaviour strategy that reflects recent developments in anti-social behaviour (ASB) characteristics, legislation and national and local priorities. This will enable the Council to strategically plan and prioritise resources across the Borough and to work appropriately with stakeholders to maximise effectiveness.
2. The effective management of ASB related issues will support the Council's wider ambitions regarding making Chesterfield a thriving borough by actively contributing to making Chesterfield a great place to live, work and visit.

7 **REVITALISING THE HEART OF CHESTERFIELD**

The Project Delivery Manager presented an update report on the Revitalising the Heart of Chesterfield scheme and sought approval to commence the next phase of public engagement and consultation activity on the draft Revitalising the Heart of Chesterfield Master Plan.

The Master Plan enabled the alignment of key projects; 'Revitalising the Heart of Chesterfield' and the town centre projects of the successful 'Connecting Chesterfield' Levelling-Up Fund bid to create a single project called 'Revitalising the Heart of Chesterfield'.

The officer's report detailed the progress made on the Revitalising the Heart of Chesterfield project including recent public engagement activity, which had informed updated proposals for the improvement of the Market Place and New Square.

A copy of the draft Revitalising the Heart of Chesterfield Master Plan was attached at Appendix A of the officer's report.

***RESOLVED –**

1. That the recommendations of the Revitalising the Heart of Chesterfield public engagement report, as set out in Appendix B of the officer's report, be approved.
2. That the draft Revitalising the Heart of Chesterfield Master Plan and the approach for further public engagement and consultation be approved.
3. That the Service Director for Economic Growth, in consultation with the Cabinet Member for Town Centres and Visitor Economy, be granted delegated authority make amendments and corrections to the draft Master Plan and associated supporting material to make it ready for public consultation.
4. That the Service Director for Economic Growth, in consultation with the Leader and the Cabinet Members for Economic Growth and Town Centres and Visitor Economy, be granted delegated authority to consider the feedback from the public consultation exercise, incorporate any further changes and approve the final version of the Revitalising the Heart of Chesterfield Master Plan.

5. That the Service Director for Economic Growth, in consultation with the Cabinet Members for Economic Growth and Town Centres and Visitor Economy and the Service Director for Finance, be granted delegated authority to confirm the award of tenders for the procurement of the enabling works and construction of the Revitalising the Heart of Chesterfield town centre transformation project.

REASONS FOR DECISIONS

1. To deliver outputs at pace through the 'Levelling Up Fund' which, when combined with the match funding already secured, will support the physical changes required to revitalise Chesterfield town centre.
2. To contribute to the delivery of the council's economic recovery plan (Covid-19 pandemic) and growth strategy 2019-23.
3. To respond to the findings of the RHOC public engagement and consultation activities and maximise outcomes from the Vision Master Plan.
4. To transform the experience of those visiting the town centre, and help sustain the economic future of Chesterfield's high street.

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CABINET MEETING

21 June 2022

DELEGATION REPORT

DECISIONS TAKEN BY LEAD MEMBERS

Cabinet Member for Economic Growth

Decision Record No.	Subject	Delegation Reference	Date of Decision
1/22/23	Release of Restrictive Covenant and Transfer of Additional Land to the rear of 73 Sheffield Road, Chesterfield	G260L	9 June 2022
<p>Decision</p> <ol style="list-style-type: none"> 1. That the agreed covenant release and transfer, at the premium/price on the terms set out in the officer's report, be approved. 2. That the Property Procurement and Contracts Law Manager be granted delegated authority to agree any late amendments to the transaction. 			
<p>Reasons for Decision</p> <ol style="list-style-type: none"> 1. The small area of land which was intended to be included in the original land sale poses a maintenance liability and nuisance to the Council. It's transfer together with the release of the covenant on part of the land sold in 2015 will alleviate antisocial activities associated with the site and increase the supply of new housing. 2. The proposed covenant release and land transfer will realise a capital receipt together with payment of the Council's professional fees. The receipt will be credited to the General Fund Account. 			

Cabinet Member for Town Centre and Visitor Economy

Decision Record No.	Subject	Delegation Reference	Date of Decision
2/22/23	Stephenson Memorial Hall Project Arts Council Grant	G1000L and delegated under Cabinet Minute No. 70 2021/22	4 May 2022
<p>Decision</p> <ol style="list-style-type: none"> 1. That the offer of a grant of £695,000 from Arts Council England towards the Stephenson Memorial Hall Project be accepted. 2. That the terms and conditions of the grant, as detailed in Appendix 1 of the officer's report, be accepted. 			
<p>Reason for Decision</p> <ol style="list-style-type: none"> 1. To ensure that the Council receives additional funding towards the Stephenson Memorial Hall project, and the building is restored and refurbished so that it can be enjoyed by the residents and visitors of Chesterfield for many years to come. 2. The grant offer has to be accepted within one month of the offer date which was 5th April 2022, and therefore this is treated as an urgent matter. 			
3/22/23	Stephenson Memorial Hall Design Team Procurement Update	Delegated under Cabinet Minute No. 70 2021/22	4 May 2022

Decision

1. To approve the appointment of Rodgers Leask Consulting Engineers as the project manager to provide services for RIBA Stages 4 to 6 for Stephenson Memorial Hall Chesterfield from 1 May, 2022 until 31 December, 2024.
2. To approve the payment, set out in section 6 of the officer's report, to Rodgers Leask Consulting Engineers for this work.

Reason for Decision

To correct an error in the delegated decision report of 1 February, 2022 with respect to the appointment of project management resources, and to ensure that the consultants are appointed as soon as possible so that the Stephenson Memorial Hall project proceeds on programme, and the building is restored and refurbished so that it can be enjoyed by the residents and visitors of Chesterfield for many years to come.

Cabinet Member for Health and Wellbeing

Decision Record No.	Subject	Delegation Reference	Date of Decision
4/22/23	Amendment of current working practices to enable enforcement of littering on private land	HW300L	11 May 2022
<p>Decision</p> <p>That the request to carry out litter enforcement on private land be approved.</p>			
<p>Reason for Decision</p> <p>To seek approval to revise the current litter enforcement working practices to enable enforcement of littering on private land, where the landowner has given permission to do so.</p>			

Cabinet Member for Governance

Decision Record No.	Subject	Delegation Reference	Date of Decision
5/22/23	Assistant Climate Change Officer role	GV620	19 April 2022
<p>Decision</p> <ol style="list-style-type: none"> 1. That the new role of Assistant Climate Change Officer be added to the establishment and recruitment take place. 2. That that the role be temporary for 2 months and funded via the approved Climate Change report budget. 			

Reason for Decision			
To respond to the administrative capacity challenges identified within the Policy and Partnership Team.			
5/22/23	Chesterfield Pride - Sponsorship	GV480L	24 May 2022
Decision			
That the three year sponsorship deal for Chesterfield Pride is formalised.			
Reason for Decision			
To support the delivery of our Equality and Diversity Strategy including our public sector equality duties and help to support the sustainable development of a key community event within the borough.			

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For Publication

Annual performance report – Council Plan Delivery Plan 2021/22 (J040)

Meeting:	Cabinet
Date:	21 June 2022
Cabinet portfolio:	Deputy Leader
Directorate:	Corporate

1.0 Purpose of the report

- 1.1 To report progress made during the third year of the 2019 – 2023 Council Plan against the milestones and measures identified in the 2021/22 Delivery Plan.

2.0 Recommendations

- 2.1 That members note the significant achievements against the priority areas within the Council Plan Delivery Plan.

3.0 Reasons for recommendations

- 3.1 To progress delivery of the Council Plan 2019 - 2023 and maximise positive outputs and outcomes for our communities.

4.0 Report details

4.1 Background

The Council Plan 2019 – 2023 was agreed by Council in February 2019. The plan identifies the Council's key priorities, objectives and commitments over a four year period. In order to track and challenge progress across the four years, annual delivery plans are developed. This report highlights performance against the 2021/22 delivery plan.

4.2 Overall performance

Appendix 1 shows the progress made on the 41 milestones tracked during 2021/22.

4.3 Quarterly monitoring and challenge has taken place throughout the year, with the Corporate Leadership Team being tasked to develop improvement strategies and alternative options for delivering key outcomes. This has helped us to achieve full delivery of 85% of the key milestones with the remaining 15% scheduled for completion during 2022/23. 81% of key measures have also achieved their target.

4.4 Making Chesterfield a thriving borough

82% of milestones for this priority area have been delivered and a further 18% have made good progress and are set to be delivered during 2022/23. 89% of the key measures also met their target for the year. Highlights include:

- Completion of the Northern Gateway Enterprise Centre
- £467,000 approved for the new Construction Skills Hub and £3,735,000 for DRIIVe (rail innovation and training Centre) as part of the Staveley Town Deal
- Local Labour clause activity has enabled 620 local jobs, 88 apprenticeships and £25,155,615 contracts within the local supply chain
- £17 million Stephenson Memorial Hall project approved and delivery started with £11 million of external funding being secured via the Government's Levelling Up Fund
- £8.5 million secured for the Revitalising the Heart of Chesterfield project via the Levelling Up Fund. This funding will be used to regenerate Chesterfield's historic town centre, with investment centred on four key public spaces and the connections between them – Corporation Street, Rykneld Square, Market Square and New Square

4.5 Improving quality of life for local people

93% of the milestones for this priority area have been delivered and the remaining 7% will be delivered in 2022/23. 89% of the key measures within this priority met their target. Highlights include:

- Delivery of the Rough Sleeper Strategy, focusing on prevention, intervention and recovery – rough sleeper count is now at its lowest in four years
- Progressing the £7.1 million modernisation programme of Council homes at Pullman Close Mallard Court, Leander Court and Aston Court in Staveley. Providing high quality sheltered accommodation for older and vulnerable people
- Almost 7,000 people engaged with the ‘Year of Outdoors’ project, helping people to get out and enjoy our fantastic parks and open spaces. These free and accessible opportunities helped highlight the importance of being active and through connecting communities with the natural environment the value of exercise to improving residents’ physical and mental health and wellbeing
- Being awarded the prestigious Silver award for the Ministry of Defence Employer Recognition Scheme
- Delivery of a comprehensive range of equality and diversity educational and celebratory events including sponsoring Chesterfield Pride 2021, deaf awareness, Stop Hate, Holocaust Memorial Day and International women’s day

4.6 Provide value for money services

80% of the milestones for this priority area have been delivered and the remaining 20% will be delivered in 2022/23. 69% of the key measures within this priority met their target. Highlights include:

- We exceeded our targets by achieving Investors in People Gold in January 2022. This Gold standard is only achieved by 17% of organisations presenting for assessment, and reflects the culture of trust, collaboration, and strong values that we have all created here at Chesterfield Borough Council
- Exceeded our apprenticeship targets
- Achieved a better than balanced budget position
- Approval of the Organisational Development Strategy and Delivery Plan. The plan will deliver improvements to organisational capability and services, whilst delivering operational efficiencies and long-term savings.
- Increased membership levels at our two sports centres and increased ticket sales at theatres
- Exceeded our digital MyChesterfield account sign up targets

5.0 **Alternative options**

5.1 No alternative options have been identified.

6.0 Implications for consideration – Financial and value for money

6.1 Progressing several of the milestones within the delivery plan are critical to delivering the medium term financial plan and ensuring financial sustainability.

7.0 Implications for consideration – Legal

7.1 No legal considerations have been identified.

8.0 Implications for consideration – Human resources

8.1 The Covid-19 pandemic continued to have an impact during 2021/22 with human resource re-prioritisation to key areas have an impact on delivery of several milestones and measures. Investment in our people has however continued to be a key focus area with significant achievements against the People Plan and in gaining our Gold Investors in People award.

9.0 Implications for consideration – Council Plan

9.1 The Delivery Plan for 2021/22 contributes to the overall delivery of the Council Plan 2019 – 2023.

10.0 Implications for consideration – Climate Change

10.1 The Climate Change Action Plan is one of the key priorities for delivery within the delivery plan.

11.0 Implications for consideration – Equality and diversity

11.1 Individual milestones are assessed for their equality and diversity impact. Overall the delivery plan makes a significant positive impact for the community including people with protected characteristics.

12.0 Implications for consideration – Risk management

Description of the Risk	Impact	Likelihood	Mitigating Action	Impact	Likelihood
Failure to make sufficient progress on Council plan delivery	H	H	Assessment of Covid-19 impact. Re-prioritisation of priorities and resources.	M	M
Failure to complete projects on time/budget/to quality standards.	H	H	Performance management framework has helped to identify at risk areas due to Covid-19 pandemic and other issues. Plans in place to improve performance or re-prioritise.	M	M
Core services unable to identify contribution to the corporate priorities	H	H	Performance management framework has helped to identify at risk areas due to Covid-19 pandemic and other issues. Plans in place to improve performance or re-prioritise.	M	M

Decision information

Key decision number	Non-key 212
Wards affected	All

Document information

Report author	
Service Director – Corporate	
Background documents	
These are unpublished works which have been relied on to a material extent when the report was prepared.	
None	
Appendices to the report	
Appendix 1	Annual Performance report 2021/22

Annual Performance Report – Council Plan Delivery Plan for 2021/22

- 1.0 Introduction and performance overview
- 2.0 Performance dashboard
- 3.0 Priority - Making Chesterfield a thriving borough
- 4.0 Priority - Improving the quality of life for local people
- 5.0 Priority - Providing value for money services

1.0 Our Council Plan – Vision, Values and Priorities

- 1.1 Drawing upon an extensive evidence base and using horizon scanning tools we developed a new four year plan from 2019 to 2023 with the same **vision – putting our communities first**. The plan provides a focus to our activities and identifies the priorities which require a collective corporate effort to deliver real outcomes.
- 1.2 It isn't just what we do that is important, it is the way that we do it. The council has four **values** that describe how we will work to achieve our vision of putting our communities first:
 - **We are customer focused:** delivering great customer service, meeting customer needs. We regularly carry out satisfaction surveys to find out what our communities and residents think of the services we provide. We engage with our residents, tenants, visitors and businesses through a wide range of groups, forums, roadshows and online, seeking their views on our services and how we can improve them. We look to deal promptly and effectively with complaints and always welcome comments and compliments.
 - **We take a can do approach:** striving to make a difference by adopting a positive attitude. Our staff come up with and deliver solutions to problems and regularly go the extra mile to ensure our communities are well served. We contribute actively to partnerships with other organisations in the borough and beyond. We manage our suppliers and contractors fairly but robustly to make sure we get the best from the public money we spend.
 - **We act as one council, one team:** proud of what we do, working together for the greater good. We value regular and open engagement with all staff and carry out regular surveys to find out how we can improve as an employer. We invest in the development of our staff, regularly attracting additional funding for training. We promote a commercial outlook within our teams, to make sure we secure value for money and look for opportunities to generate additional income that we can then invest in service delivery.
 - **We believe in honesty and respect:** embracing diversity and treating everyone fairly. The council has a strong record of going well beyond its statutory equality duties and regularly works with partners to host and promote events throughout the borough that celebrate diversity. Our staff and councillors work well together and individuals are able to express their views openly within their teams and at wider meetings and events.
- 1.3 To ensure we stay on track for delivery we are also developing annual delivery plans. These delivery plans identify the key milestones, inputs, outputs and measures we will need to deliver during each year of the plan to maintain progress. The delivery plan will be

reviewed annually and approved by Council in February alongside the budget and medium term financial plan.

1.4 This report focuses on the progress made towards our third Council Plan Delivery Plan – 2021/22 and the milestones and measures for our three priority areas:

- Making Chesterfield a thriving borough
- Improving the quality of life for local people
- Providing value for money services

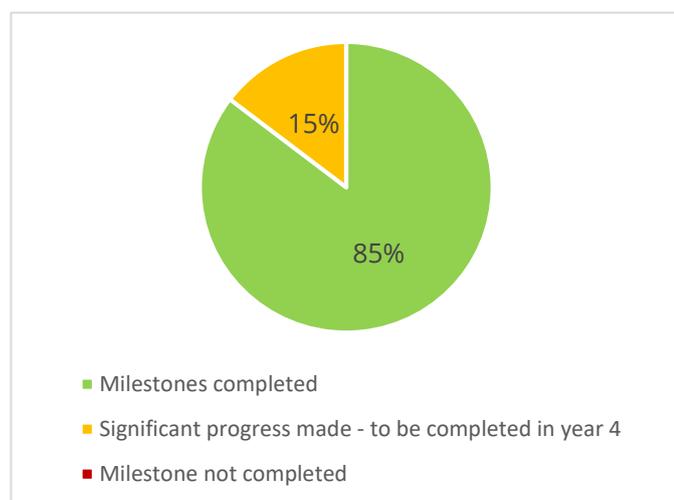
1.5 It is important to note that Covid-19 continued to be a key challenge during 2021/22 and had a significant impact on delivery in a variety of ways including:

- Diverting resources into Covid-19 response – community and economic measures
- Challenges around delivering Covid-19 workplaces and activities
- The impact of government guidance and emergency provisions
- Partnership challenges due to Covid-19 demands on key partners
- Shortages of supplies

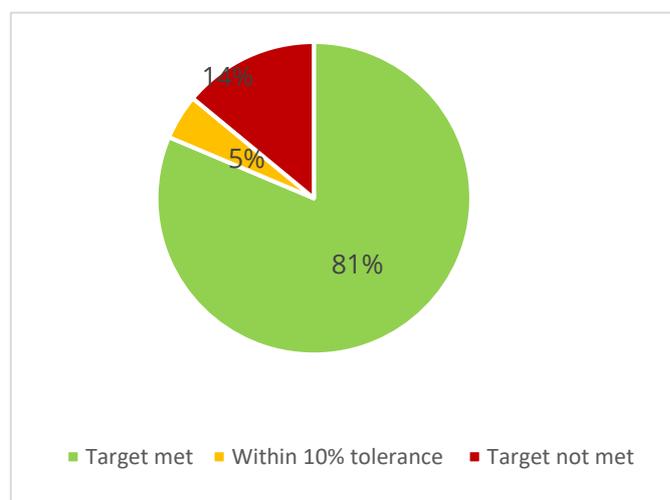
All activities have continued to be assessed throughout the period for Covid-19 impact and response.

2.0 Performance dashboard

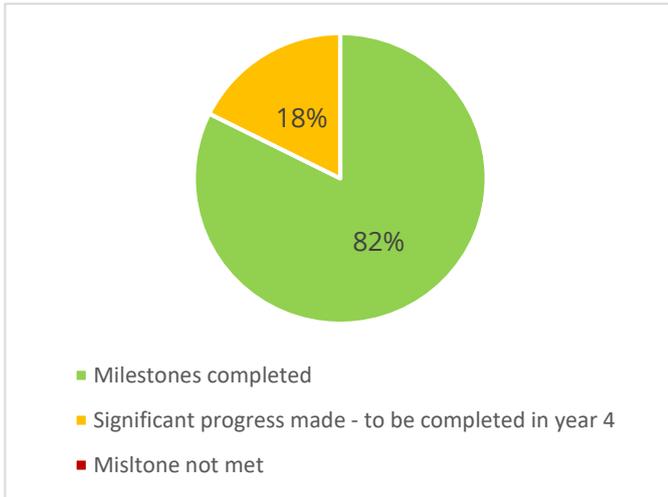
Total delivery plan milestones in 2021/22



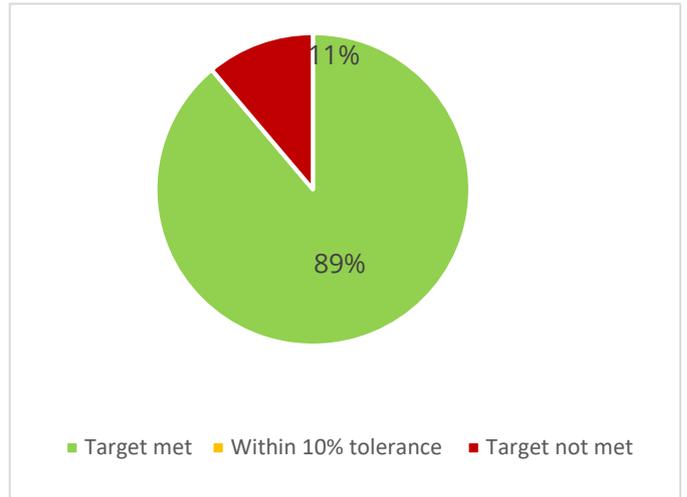
Total delivery plan measures



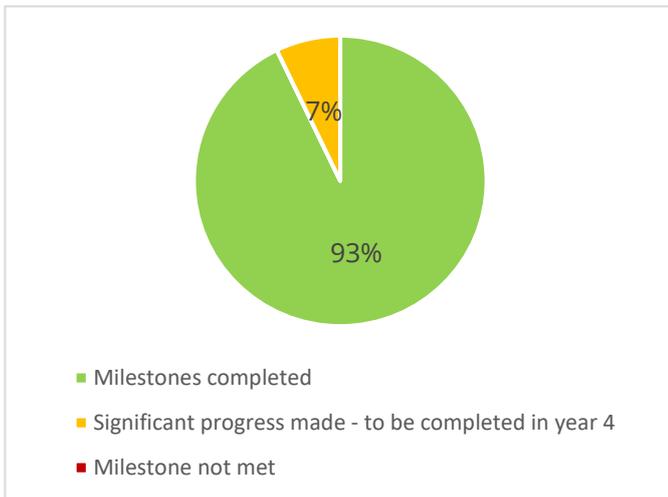
Making Chesterfield a thriving borough milestones



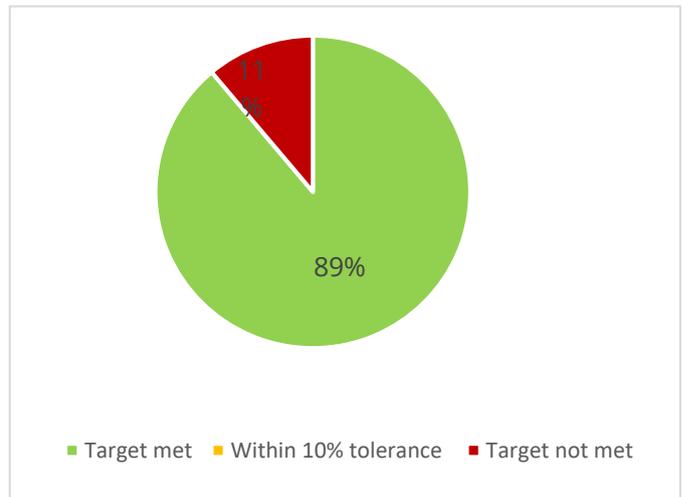
Making Chesterfield a thriving borough measures



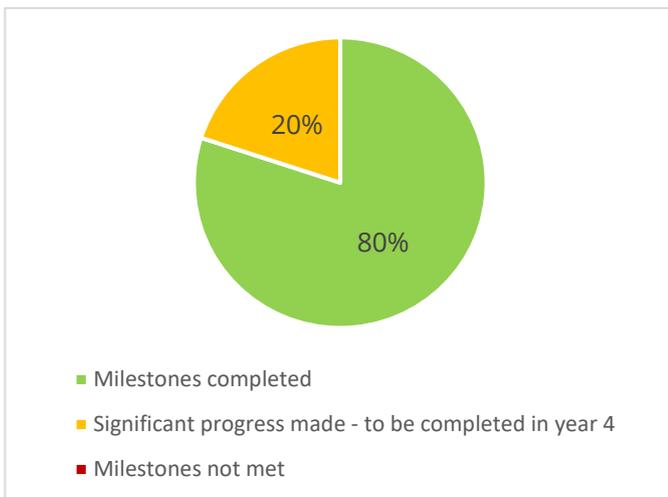
Improving quality of life for local people milestones



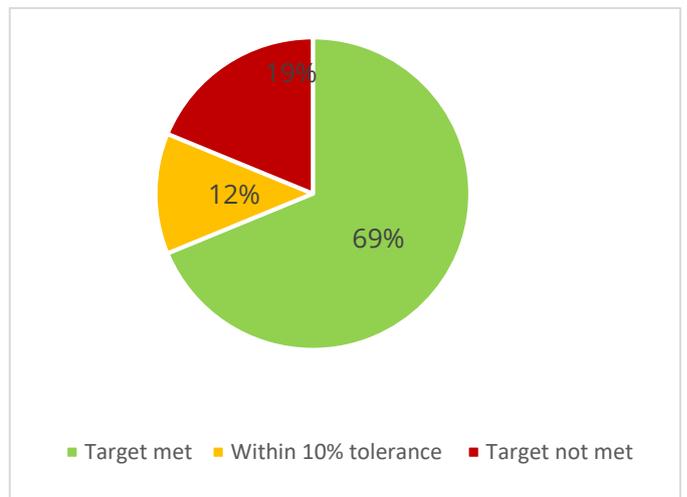
Improving quality of life for local people measures



Providing value for money services milestones



Providing value for money services measures



3.0 Priority – Making Chesterfield a thriving borough

3.1 There are four objectives for this priority area:

- Chesterfield Borough – A great place to live, work and visit
- Vibrant town centres
- Build a stronger business base
- Develop an inclusive and environmentally sustainable approach to growth

3.2 Significant progress has been made on key milestones with 14 of the 17 (82%) meeting delivery requirements. Three milestones will be completed a little later than planned (early 2022/23) due to Covid-19 related labour and supply chain issues.

	Milestone	RAG	Progress
TB1	<p>Progress the Covid-19 economic recovery action plan focusing on:</p> <ul style="list-style-type: none"> • Minimise the negative impact of Covid-19 in terms of business closures and jobs lost • Create the conditions for entrepreneurial activity and the development of a more resilient economy • Develop a business resilience programme with the East Midlands Chamber of Commerce • Support the reskilling of our residents to be home grown talent and to be able to compete in the changed economy • Town centres that are enabled to progress through recovery phases and able to thrive, maintaining high levels of occupancy • Support the Council's climate change programme, continuing to enable cycling, walking and improved public transport • Delivery against key economic regeneration projects 		<p>Progress continues on the full range of activities and initiatives contained in the Economic Recovery Plan with strong results - The overall claimant count has fallen slightly from 3.8% in Dec 21 to 3.6% in Mar 22 but is significantly below the Covid-19 peak of 5.9% (May 2020) and is also below the England average at 4.3%.</p> <p>Key activities include:</p> <ul style="list-style-type: none"> • CBC and Job Centre Plus hosting recruitment events at Chesterfield Market. These successful events have seen 84 local businesses and apprenticeship providers who were actively recruiting attend across the 3 events. In total over 2700 vacancies have been advertised leading to at least 170 job offers and over 100 people securing employment and more than 260 referrals being made to wider employability/ training support • CBC have worked with East Midlands Chamber and the Job Centre in support of the Kickstart Scheme which has seen 683 vacancies generated through the Chesterfield and Staveley Job Centre offices across 222 local businesses, enabling 331 young people to start Kickstart Placements. • We are supporting JCP to deliver the Way to Work scheme which was launched by DWP in February 2021 which will provide a range of services for employers that focuses on filling vacancies. • Local Labour Activity has continued to be a focus and since Q1 2021/22, has enabled 620 local jobs, 88 apprenticeships and £25,155,615 contracts within the local supply chain. • Commercial property remains well let (particularly industrial floorspace) and the

			<p>town centre vacancy rate remains below the national average 14.3% compared to 14.4%</p> <ul style="list-style-type: none"> • Occupancy at our Innovation Centres continues to rise from a Covid low of 67% at Dunston and 57% at Tapton rising to 93% and 83% by March 2022 • The Vision Derbyshire Business Start-up project is now fully up and running with Chesterfield allocated one full-time business advisor. The advisor is currently actively engaged with 26 clients who are looking to start-up opportunities across a range of business sectors. • The Digital High Street project was launched in Q1 2021 and is making a positive impact with 120 high street businesses so far participating in the scheme. The scheme is aimed at improving the resilience of existing 'bricks and mortar' retailers through the development of e-commerce enabled websites, social media promotion and stronger on-line customer engagement. • The "My Future" portal has been updated and refreshed to highlight digitally the opportunities locally for training and employment. The platform was relaunched in November 2021 as part of the MADE in Chesterfield Festival and has supported 976 visits/sessions to the online careers' exhibition since its launch in August 2020. • CBC progressed the full business cases for the Construction Skills Hub and DRIIVe (rail innovation and training Centre) as part of the Staveley Town Deal. Staveley Town Deal Board approved £467,000 for the Construction Skills Hub in Dec 21 and £3,735,000 for DRIIVe in March 22. • In response to the Covid pandemic, CBC has continued to support a range of activity to encourage footfall back into our town centres, including: the Love Chesterfield and Christmas in Chesterfield marketing campaigns; and a 'Little and Often' events programme.
TB2	Complete and open the Northern Gateway Enterprise Centre		The build and completion of the Enterprise Centre has been negatively impacted by the Covid-19 pandemic including supply chain challenges and labour supply. However, the Enterprise Centre build is now complete and operational.
TB3	Progress the land assembly plan for the next phase of the Northern Gateway		Land assembly plans are in place and CBC officers are actively engaging with landowners to progress plans.

TB4	Complete the Elder Way and progress Packers Row public realm improvements		<p>The Elder Way improvement scheme aimed to bring a new vibrancy to this part of the town centre creating a more attractive environment for users and businesses looking for opportunities to invest in the town centre, whilst also improving pedestrian links with the town's retail core. The improvements are now complete and include:</p> <ul style="list-style-type: none"> • The reconstruction of existing footways and paved areas with a mix of high-quality paving materials • Pavement widening • Taxi rank improvements on Knifesmithgate • A range of formal and informal pedestrian crossing improvements • The de-cluttering of the street scene by removing obstacles to pedestrian movement • The introduction of trees into the street • Introduction / improved design of loading bays • New bus shelters and re-positioned bus stops on Elder Way • New street furniture • Carriageway resurfacing <p>Work has now started at Packers' Row. This will include higher quality paving, seating and street furniture – with a light canopy to add character. It will connect through to the new-look Elder Way and Northern Gateway.</p>
TB5	Complete the construction of and open the Waterside office development		<p>The build and completion of the office development has been negatively impacted by the Covid-19 pandemic including supply chain challenges and labour supply. However, work is progressing at pace with internal works now completed and external works due for completion in early 2022/23.</p> <p>There is significant interest in the site with viewings with potential inward investors currently taking place.</p>
TB6	Refresh the Waterside masterplan and achieve planning permission for next phase of Basin Square		<p>The strategic review of the Masterplan has been completed and includes estimated costs for the next stages.</p> <p>Pre-application planning discussions are taking place for the remaining development plots and an application for the 2022 round of Homes England funding being developed.</p> <p>Reserved Matters Planning applications have been submitted for the next phase of Basin Square.</p>
TB7	Complete consultation, develop and adopt the HS2 station masterplan		<p>The HS2 station masterplan was adopted at Cabinet on July 20 2021.</p>

TB8	Deliver the first phase of the Hollis Lane Link Road to start to unlock the HS2 Station masterplan		Work has completed onsite at Sheffield Road to construct a new builders merchant to enable possession of a key site for the construction of the station link road connection at the Hollis Lane end. Construction of the link road is currently expected to complete in March 2023.
TB9	Develop the visitor economy strategy and action plan		The Visitor Economy Strategy has been approved and a draft action plan developed to support the delivery of the actions highlighted in the Strategy. This will determine future reporting mechanisms on the delivery of the Strategy.
TB10	Deliver and support a programme of borough wide events		<p>A full range of events and activities were organised and delivered by Chesterfield Borough Council and partners during 2021/22 including:</p> <ul style="list-style-type: none"> • A range of speciality markets have taken place regularly throughout 2021/22 including artisan markets, record fairs, youth markets and our new vegan market • In August 2021 we partnered with Chesterfield Pride and became the main sponsor for Pride 2021. This is part of the council's ongoing commitment to support Chesterfield's LGBTQ+ community, while helping this iconic celebration to make a welcome and sustained return to the borough's summer events programme following its cancellation in 2020. • The popular 1940's market returned in October 2021 with 40s music, entertainment, exhibits, a Spitfire and stall holders in period dress • The Switch-On of the Christmas Lights took place on Sunday 21 November 2021 with a variety of entertainers performing throughout the day and a speciality market • Children once again got to meet Santa and the Reindeer Zoomer at the Amazing Magical Santa House and were also able to take part in the town centre Elf trail • Other events took place on 4, 11, 18, 19 and 20 December including Tap Dancing Turkeys, Jacks of Frost and Christmas Crackers.
TB11	Support the development of Peak Resort and Summit at the Peak, maximising the benefit for Chesterfield's economy		<p>CBC continues to support the Peak Resort Development on both the Wellness and Gateway elements.</p> <p>Gateway @ Peak is progressing through the feasibility stage and partners are working on a pilot of a hydrogen travel project between Peak and the Peak District in partnership with Toyota.</p>
TB12	Complete the master plan for the Stephenson Memorial Hall Project, including the project strategy, funding		Excellent progress across the project including:

	<p>strategy, business case, programme plan, cost plan, procurement strategy, and risk management plan.</p>		<ul style="list-style-type: none"> • £17 million project approved with £11 million of external funding being secured via the Government's Levelling Up Fund • Project budget developed and established • Planning permission and listed building consent achieved • Stage 3 designs completed, and work has commenced on stage 4 • The contract for the design team has been finalised • Museum has now temporarily closed with the collection being protected in storage to enable the renovation to start • Significant media and public interest in the development with extensive TV, Radio, Print and Social media coverage • A public exhibition is now being developed • Regular engagement sessions with staff have been delivered
TB13	<p>A successful Town Deal award of £25.2m for Staveley, developing a Programme of 11 capital projects</p>		<p>11 capital projects have been developed as part of the £25.2 million Staveley Town Deal by Town Deal partners including:</p> <ul style="list-style-type: none"> • Derbyshire Rail Industry Innovation Vehicle (DRiIVe) is a rail innovation and training centre located in Barrow Hill • Staveley 21 – this project aims to regenerate and revitalise Staveley town centre and includes Wi-Fi connectivity and environmental improvements to ensure the town centre is attractive, with a good retail and leisure offer • Construction Skills Hub - a movable construction training centre initially based on a live construction site in Mastin Moor • Staveley Waterside - the first phase of a mixed-use development centred around the Staveley Canal Basin. This will include the creation of an access road, pontoons to create moorings, a café and flexible office and workshop space for small businesses • Wheels to Work - focussed on ensuring everyone can access employment and training opportunities by providing bicycles and e-scooters for those who don't have access to a private vehicle and have limited transport options. There will also be real time passenger information and EV charge points. • Reinstatement of Staveley Railway Station (subject to confirmation of funding from the Government to restore the Barrow Hill Line. A decision on this is expected in the near future). • Extending the historic Staveley Hall and create a modern events space with an extension to the café and the creation of two flexible events spaces that can be used for

			<p>informal community events and also business led events.</p> <ul style="list-style-type: none"> • Refurbishment of Barrow Hill Memorial Hall to create a modern community hub where local residents can access support services and socialise together • Chesterfield Canal Trust is restoring the Chesterfield Canal to the borough boundary. Works include the reconstruction of 850m of canal channel, a new aqueduct over the river Doe Lea, bridges, a new lock and 3km of footpath improvements along the towpath and connecting routes to multiuser trails • Hartington Industrial Park is a 20-hectare site that has outline planning permission for industrial and warehouse development that will create more local jobs near to the successful Markham Vale site. The funding will support the development of infrastructure and enabling works to bring forward the development • Staveley Miners Welfare Football Club is using funding to create an academy where young people earn BTECs or similar qualifications in sport. It includes the creation of two classrooms above the club house and will also use some funding to improve the car park near to the Chantry Playing Fields <p>Further information about the Town Deal, partners and projects is available here.</p>
TB14	Progressing the Heart of Chesterfield programme including commencement of the Market reconfiguration project		<p>£8.5 million has been secured for the Revitalising the Heart of Chesterfield project via the Levelling Up Fund. This funding will be used to regenerate Chesterfield’s historic town centre, with investment centred on four key public spaces and the connections between them – Corporation Street, Rykneld Square, Market Square and New Square. This will enhance our cultural offer and create new experiences in and around the town’s most iconic building – the Crooked Spire (Parish Church of St Mary and All Saints) – and our historic market grounds.</p> <p>The Market Place has been re-designed in consultation with a representative trader group and is now being prepared for a full consultation with the rest of the concept design for the transformation of the town centre. Construction is expected to start at the beginning of 2024.</p>
TB15	Complete the funding and delivery strategy and achieve planning permission for the Derbyshire Rail Industry Innovation Vehicle (DRIIVe) project – to support site		<p>The full business case has been completed for the DRIIVe project with Staveley Town Deal Board approving £3,735,000 of funding in March 2022. Subject to Cabinet approval we will move forward with seeking to secure planning permission in early 2022/23.</p>

	development for a new rail training and innovation centre at Barrow Hill Roundhouse		
TB16	Develop a Science Technology Engineering and Maths engagement programme with schools		<p>MADE in Chesterfield continues to be a great vehicle for engaging young people and our business community in science, technology, engineering and maths. A programme of STEM related 'open door' events were delivered in November 21 with 174 students from 12 schools visiting 10 employers from across the construction and manufacturing sectors.</p> <p>The 'Future Makers Project' launched with schools and Chesterfield College in March 2022 and is being supported by mentors from a number of companies in the construction sector including Henry Boot Developments, Haworth Group and Whittam Cox Architects. The Future Makers Project builds upon the Women in Construction Mentoring Project that was delivered in 2020 in partnership with D2N2 North Derbyshire Careers Hub and the Chesterfield Property & Construction Forum. There is a specific focus on gaining experiential learning and an understanding of jobs, careers and pathways in STEM related and other industries. Students have the chance to participate in hands on activities and projects developing their employability skills, attributes and confidence.</p> <p>Brookfield School, St. Mary's and Newbold Outwood Academy are undertaking careers activities in the curriculum STEM Projects; United Cast Bar (UCB) are supporting Brookfield School with an enrichment project that provided the opportunity for year 12 students to visit UCB every other week to help increase understanding and knowledge of STEM employment opportunities and skills required for the workplace; Outwood are working with SCAPE to develop a sustainability project for Year 7 and 8, and St Mary's are developing a project around Applied Science.</p> <p>Digital 'Destination Rail' resources have been developed and are accessible to all schools within the borough. Resources include the Green Rail Challenge and a number of Ambassador videos designed to raise awareness of and challenge perceptions about careers in the rail industry.</p>
TB17	Develop and adopt a long-term parking strategy including electric vehicle charging		<p>Development of the strategy is underway and will carefully consider the amount of available parking space we currently have and how this may need to change for the future. This will include sustainable travel options and EV charging. The strategy will continue to be developed during 2022/23.</p>

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3.3 The progress on the key measures for this priority is detailed in the table below. 16 of the 18 measures met their target (89%). Youth unemployment continues to be a challenge for Chesterfield Borough and remains above the national average, however significant progress has been made during 2021/22.

Measure	2021/22 Target	2021/22 actual	Rag Rating	Comments
Number of new homes in the borough	240	360 (estimated)		Final figure supplied to DEFRA for the housing flow reconciliation report and our five year supply statement is likely to be higher as we are awaiting confirmation of completed units at a large housing site.
Number of new homes in the town centre	Increase from 10	6		This figure doesn't quite represent the activity going on in the Town Centre as Knightsbridge Court (30 apartments) and the majority of the former County Court apartments (12) are expected to fall within next year's figures.
Major planning applications - speed of decisions	60%	97%		Rolling two-year average required of over 60% to meet national planning standards
Other planning applications – speed of decisions	70%	74%		Rolling two-year average required of over 70% to meet national planning standards
Major planning applications – quality of decisions	Under 10%	2%		Rolling two-year average required of under 10% to meet national planning standards
Other planning applications – quality of decisions	Under 10%	0.1%		Rolling two-year average required of under 10% to meet national planning standards
Town centre vacancy rates	Below national average 14.5%	12.2%		Improved from 13.9% in Q1 and 12.4% in Q2. National average 14.5%
Innovation Centre occupancy rates	Above 70%	Dunston 93% Tapton 83%		New innovation centre to be included in 2022/23
Amount of external funding accessed for HS2 programme	£4 million between 2019 - 2023	£9.8 million		£9.8 million secured during the first two years of the council plan.
Number of businesses	Over 3360	3590		
Number of business start-ups in the borough	Over 300	385		

Number of businesses supported to find accommodation	Over 500	609		
% local labour clauses	100%	100%		
% jobs secured by local people on developments with local labour clauses	50%	56%		
Percentage of young people not in education, employment or training	Below national average	6.6% (December 2022)		<p>The youth unemployment rate continues to be higher than the national average (5.1%). However, this has reduced significantly from 11.6% at the height of the pandemic in June 2020.</p> <p>A key commitment within the 2022/23 Council Plan Delivery Plan is a refresh of the Skills Action Plan and this is being actively progressed. Skills, training and employment for young people will be a key focus area.</p>
Number of schools and businesses engaged in skills programmes	40	96		
Number of learners engaged in skills programmes	400	1463		
Funding levied for skills programmes	Over £500k	£927k		Over £2.6 million in external skills funding secured during the first three years of the Council Plan.

4.0 Priority – Improving quality of life for local people

4.1 There are four objectives for this priority area:

- Provide quality housing and improve housing conditions across the borough
- Improve our environment and enhance community safety for our communities and future generations
- Help our communities to improve their health and wellbeing
- Reduce inequality and provide support to vulnerable people

4.2 Significant progress has been made on key milestones with 13 of the 14 (93%) meeting delivery requirements. Just one – Climate Change action plan is currently rated as amber – this is due to a range of capacity challenges linked to Covid-19 and change at a central government level.

	Milestone	RAG	Progress
QL1	Progress the Covid-19 community recovery approach, focusing on:		<ul style="list-style-type: none"> • Work undertaken with advice agencies to develop a stronger understanding of the impact of Covid-19 and beyond on their

	<p>Material insecurity, mental health and wellbeing and social connectedness.</p>		<p>services – a range of support workshops and events during the year</p> <ul style="list-style-type: none"> • Advice leaflet issued to staff, elected members and to Destination Chesterfield Champions to help signpost individuals and families to the right places for support at an early stage • Extensive support to communities via revenues and benefits service and tenancy sustainment to maximise income levels through benefits and specific covid-19 schemes • Continuing to support community and voluntary sector around risk assessments, accessing external funding, promoting key activities • Over £100k of Community infrastructure levy has been utilised to support a number of schemes contributing to the community recovery approach including Cosy Hub IT infrastructure to support homework clubs and CV and application form submissions for jobseekers, improvements to community spaces to enable grassroots groups to develop and thrive, children’s digital library services, improvements to parks and open spaces to enable free, accessible exercise and wellbeing activities • Improved online and social media content to help people to access help and support across a broad range of issues including housing services, benefits and health information • Over 200 local people engaged in the Chesterfield 2Gether campaign which included a virtual variety show • The Big Chesterfield Get together delivered at the Winding Wheel to help reduce social isolation and mental ill health – targeted at older people • Year of outdoors campaign launched and being successfully delivered to provide a range of opportunities for free and inclusive health and wellbeing activities • New Policy and Partnership Manager role provides a much needed ‘front door’ for community and voluntary sector engagement • Approach embedded into relevant strategies and policies – example – Rough Sleeper Strategy refresh • Work has progressed into the social investment initiatives for 2022/23
<p>QL2</p>	<p>Developing private sector housing improvement plan (following on from audit work in 2020/21) to focus on</p>		<ul style="list-style-type: none"> • Successful recruitment to the additional Senior Environmental Health Officer role to support the private sector housing investment plan

	protecting private tenants and landlord engagement, education and enforcement		<ul style="list-style-type: none"> Improved resilience within the team is enabling more proactive work to take place rather than an over concentration on the reactive side of the function Education and engagement programmes in place with landlords and property agents to ensure key standards are met Robust approach to enforcement with a range of cases being taken forward for legal action to ensure standards are maintained for private sector tenants The Private Sector Housing Renewal Policy and financial assistance offer remain in place. The policy is flexible in nature and aims to support residents who require financial assistance in their own homes for improvements but would not be able to access funding from other sources Next steps include the development of an enforcement toolkit to further strengthen this work
QL3	Refresh the Rough Sleeper Strategy to build on the Homelessness Covid-19 response and recovery		<p>The revised Rough Sleeper Strategy was approved by Cabinet in June 2021. The strategy includes 38 commitments around prevention, intervention and recovery. Learning from the pandemic and Community Recovery Approach have been incorporated with new areas of work including:</p> <ul style="list-style-type: none"> Hidden homeless Improved specialist residential care for more complex cases Stronger and earlier engagement with probation and offender management services Enhanced benefits and debt advice Routes to employment support Improved out of hours service <p>The official Rough Sleeper Count figures demonstrate a reduction in rough sleeper numbers during the span of the Council Plan, demonstrating a positive impact of our action and partnership approach for this critical issue.</p> <p>2018 – 18 2019 – 13 2020 – 9 2021 - 5</p>
QL4	Progress the £7.1 million modernisation programme of Council homes at Pullman Close Mallard Court, Leander Court and Aston Court in Staveley		<p>Leander Court and Mallard Court are being transformed from general use accommodation to high quality sheltered accommodation for older and vulnerable people. Internal works in all units are now 90% complete, with all fixtures and fittings in place and decoration now taking place. The new lift structure and block links have also been completed.</p>

			<p>The scheme also includes extensive landscaping and a new expansive courtyard area for residents to enjoy.</p> <p>Regular Health and Safety audits have been undertaken on this site and the contractor has been commended on their exceptional high standards of safe working practices.</p> <p>Following completion of Leander and Mallard Court – work on Aston Court will commence. The full programme remains on track.</p>
QL5	Support key Covid-19 schemes including assisting with community response, testing and mass vaccination programmes		<p>During 2021/22 we continued to support a range of Covid-19 support schemes including:</p> <ul style="list-style-type: none"> • Final payments around business support grants • New Omicron business support schemes • Continued Covid-19 engagement, education and where necessary enforcement with businesses • Winding Wheel Theatre used as a vaccination centre – this programme has now closed • Car Parking sites used for testing facilities • Covid-19 hub updates via website and social media campaigns • Continued to support range of local resilience forum campaigns and requests for support • Progressing community recovery approach and economic recovery plan to support overall borough recovery
QL6	Deliver year 2 of the climate change plan including progressing the climate change communication and engagement strategy		<p>21 of the 45 actions within the CCAP have been established within mainstream council delivery. A further 15 actions are on target to be completed to plan timescales. Capacity issues have been a key challenge during the life of the Climate Change action plan due to Covid-19 and this has caused some slippage for nine of the key activities. Work is being undertaken to progress at pace during the final year of the plan 2022/23.</p> <p>Homes and buildings</p> <ul style="list-style-type: none"> • Capital improvements within the Council's housing stock to improve thermal efficiency is continuing to schedule. • £1.5 million of external funding secured to improve thermal efficiency for owner occupiers and private sector landlords with energy inefficient properties • All new housing projects are being designed and built to standards that exceed the minimum standards in Part L Building regulations. • A new Asset Management Strategy has been drafted. This includes clear prioritisation of climate change modifications to the council

buildings portfolio. This strategy is currently awaiting submission to cabinet members.

Power and electricity

- All light fittings in CBC-maintained buildings are being switched to LED when replaced
- DCC reports that >96% of the streetlights in the Chesterfield area are now LED
- Local business Don't Do A Dodo has been launched to help people make greener choices and increase buying power – local carbon club
- Significant challenges within the price of renewable energy
- Plans to increase renewable microgeneration technologies are being progressed in 2022/23

Transport

- A borough wide integrated transport assessment is being progressed with DCC
- National and regional discussions regarding bus service regulation are taking place and CBC are engaging with the discussion

Industry and business

- A new sustainability working group has been established as part of Destination Chesterfield, and we have engaged with existing specialist groups (e.g. construction)
- The Love Chesterfield Business Awards now includes a Sustainability Award.
- The £25.2 million Staveley Town Deal funding includes green / clean developments as a key pillar of the programme

Land use

- A detailed survey of woods and trees in the borough has been delivered
- A funding bid for the Woodland Trust Emergency Tree Fund was submitted in November, we expect to hear whether it has been successful later in 2022
- Tree planting schedules are in place for 2021/22 with over 1500 trees planted
- Changes to verge management have taken place to reduce cutting while maintaining safety standards. We mow less frequently than all neighbouring councils and we have also allocated 27 large areas of Council owned land for a meadow mowing regime

Waste

			<p>Work is progressing, however pace has been impacted by a number of key issues including:</p> <ul style="list-style-type: none"> • Three government consultation papers have been released regarding national waste strategy. The results of these are expected to have a significant impact on the volume and nature of waste streams within the borough as well as the level of service required. As such any future waste strategy will need to incorporate these changes – when they are released. • Digitalisation of key aspects of service has required additional staff capacity, as have pressures around the recycling contract <p>Engagement and communications</p> <ul style="list-style-type: none"> • The Communications and Engagement Strategy developed during 2020/21 is now being progressed. This includes the Chesterfield Climate Action Now campaign (CAN) which is engaging audiences on a range of platforms and issues. • Climate change questions were included in the “Are you being served?” resident’s satisfaction survey for the first time. Preliminary results are being used to inform ongoing communications work on climate change. <p>Policy and general</p> <ul style="list-style-type: none"> • Twelve local authorities are now using adapted versions of the Climate Change Impact Assessment tool developed by Chesterfield BC • We have conducted two carbon literacy courses (action 41) to officers with positive feedback. An additional course for senior officers has also been completed • The Carbon accounting has progressed and will be available to feed into carbon pathways work shortly • The decarbonisation pathway work (actions 44 and 45) has begun and is programmed to be complete by summer 2022
QL7	Develop the parks and open spaces strategy and action plan		Both strategies were adopted at full council on 23 February 2022. A draft annual delivery plan for each strategy has been developed to take us to the end of February 2023.
QL8	Develop outdoor leisure programme to enable people of all ages and abilities to improve their physical and mental health and wellbeing		The council’s ‘Year of Outdoors’ project helped almost 7,000 people, many of them children and young people to enjoy the borough’s parks and open spaces. These free and accessible opportunities helped highlight the importance of being active and through connecting communities

			<p>with the natural environment the value of exercise to improving residents' physical and mental health and wellbeing.</p> <p>In each month we promoted a different theme with opportunities for formal and informal engagement across our parks and open spaces.</p> <p>April 2021 – Connect with Nature</p> <p>May 2021 – Mindful May</p> <p>June 2021 – Go Wild</p> <p>July 2021 – Best Foot Forward</p> <p>August 2021 – Month of Play</p> <p>September 2021 – Clean and Green</p> <p>October 2021 – Xplore, Navigate, Orientate</p> <p>November 2021 – History and Heritage</p> <p>December 2021 – Winter in the Park</p> <p>January 2022 – Try Something New</p> <p>February 2022 – Connect With Your Community</p> <p>March 2022 – Grow Your Own / Spring into Spring</p>
QL9	Develop a new local democracy campaign		<p>Due to Covid-19 restrictions and pressures on core school activities local democracy activity was scaled back during 2021/22. However, a comprehensive Climate Change themed lesson plan and activities were developed for a range of school years.</p> <p>The democratic services team are in regular contact with schools and we were pleased that students from seven local primary and infant schools were able to join us for our outdoor 11th Hour ceremony on 11 November, 2021. Around 200 cadets joined us for Remembrance Sunday commemorations.</p> <p>In addition, during January 2022, two classes of year three pupils at Highfield Hall School took part in a pilot of a new local democracy campaign exploring how we can all work together to improve Chesterfield and create a more sustainable town. The children drew up ideas about how they think the local area could be improved and had the chance to share their thoughts at a question and answer session with local councillors. The pilot is developed by the Council of Europe and is set to be rolled out to schools across the continent.</p>

QL10	Plan and deliver with the Equality and Diversity Forum four equality and diversity events		<p>The Chesterfield Equality and Diversity Forum has delivered a range of events during 2021/22:</p> <ul style="list-style-type: none"> • Stall at Chesterfield Pride (with CBC) in August. Chesterfield Borough Council are the main sponsor for the event • LGBT+ research project with Derbyshire LGBT+ • Working with Stop Hate UK we delivered training sessions around hate V free speech. This was a joint event with Chesterfield College • In November we hosted a Deaf Awareness and Sign Language workshop supported by Signs4Life. This included identifying barriers, sign language taster and exploring deaf community cultures • Annual Holocaust Memorial Day event 27.01.22 included a guest speaker from Generation 2 Generation to speak about her mother's experiences during WWII. There was also the opportunity to sign our online book of remembrance. • International Women's Day in March – Break the Bias. The forum worked with Chesterfield College, CBC and Derbyshire Fire and Rescue to interview women who have broken bias / tradition by pursuing careers that were previously traditionally male roles. Testimony from these women was shared on CBC's social media accounts throughout the week
QL11	Develop and deliver the LGBT+ research project to coincide with Census 2021 delivery		<p>CBC have continued to work on the joint engagement project with Derbyshire LGBT+. The project aims to capture LGBT+ customer insight and perceptions about our services. A questionnaire has been completed by 45 service users followed by focus groups within which the findings have been discussed. A report including findings and recommended actions to improve inclusiveness will follow in Q1 2022/23.</p> <p>Key Census data is also likely to be available during Q1 2022/23.</p>
QL12	Complete the commemorations review and develop action plan		<p>The first phase of the Commemorations Review was completed in January 2021 which identified a rich heritage of commemorative activity across the borough. The final stage of the review was completed in June 2021 with key improvement activity being identified including the development of a commemorations policy and single route for requests as well as improvements around communication and awareness raising.</p>
QL13	Deliver year 2 of the Armed Forces Covenant action plan		<p>After full delivery of the actions developed for 2020/21, we have continued to make progress towards the 2021/22 actions. Progress so far includes:</p>

			<ul style="list-style-type: none"> • Being awarded the prestigious Silver award for the Ministry of Defence Employer Recognition Scheme • Working in partnership with the Ministry of Defence CTP scheme to enable Chesterfield BC job vacancies to be advertised directly with armed forces personnel preparing to leave the armed forces and those who have left within the last five years • Partnership working with the Department of Work and Pensions to bring back the Veterans Hub to the Town Hall in a Covid-19 secure way • Taking part in the Armed Forces and Veterans Day campaign with a variety of social media content and activities • Armistice Day 11th Hour ceremony and Remembrance Sunday Service delivered with local forces charities, cadet units, a range of organisations and schools
QL14	Working with partners to extend the care leaver offer and maintain progress		After full delivery of the Care Leaver Offer in 2020/21 which enabled huge improvements to housing options, leisure and wellbeing access for care leavers and enabled 17 care leavers aged 18 – 25 to access free Council Tax provisions we have been improving our offer for 2021/22. This includes working with the leaving care service at Derbyshire County Council to introduce new sport and physical activity provision and also ensuring care leavers are a key target audience for our apprentice town activity and skills provision.

4.3 The progress on the key measures for this priority is detailed in the table below. Eight of the nine measures met their target (89%).

Measure	2021/22 target	2021/22 actual	Rag Rating	Comments
Number of new Council homes developed or acquired	30	18		There have been some delays in the 2021/22 build programme related to the need for extensive ground investigation works at sites and challenges around labour and materials (a national issue). However, work is now progressing on site to deliver these homes in 2022. Since April 2022 a further 25 homes have been developed or acquired.
Decent homes standard	100%	100%		
Number of people supported via Careline and Neighbourhoods teams	2800	2875		

Number of homeless preventions per annum	Over 300	323		
Number and amount spent on disabled facilities grants and adaptations	Over £400k	£677,493 spent on 81 adaptations		Significant increase in demand and delivery following Covid-19. 2020/21 completion £414,229.60 spent on 57 disabled adaptations
Additional amount of benefits claimed due to Council support	Over £500,000	£765,000 (estimated)		Final calculation not available until July due to backdating. Figure is an estimate based on three previous quarters performance.
Number of children in our learn to swim programme	1900	2456		Snapshot date March 2022
Number of people engaged in our Year of Outdoors activities	1200	6958		
Number of green flag rated parks and open spaces	5	5		

5.0 Priority – Providing value for money services

5.1 There are three objectives for this priority area:

- Become and stay financially self sufficient
- Make our services easier to access, deliver savings and reduce our environmental impact through the use of technology
- Improve services and customer interaction by investing in our staff

5.2 Significant progress has been made on key milestones with eight of the 10 (80%) meeting delivery requirements.

	Milestone	RAG	Progress
VFM1	Deliver the Council's Medium-Term Financial Plan and actions for 2021/22		<p>2021/22</p> <p>The Council is committed to delivering services within its approved budget and has been working collectively through budget managers to agree clear, robust, and immediate management action plans to address the adverse forecasts earlier in the year. Measures included the review of non-essential spending, maximising grant opportunities, appropriate charging to other funds and general efficiencies.</p> <p>A better than breakeven position will be achieved in 2021/22 – this will be confirmed in the budget monitoring report to Cabinet.</p> <p>MTFP 2022/23 – 2025/26</p> <p>Work has been ongoing on the development MTFP including the assumptions that underpin it, the identification and review of budget pressures and options for savings and efficiencies. This work has informed the Council's Organisational</p>

			<p>Development programme which will support the Council in providing value for money services.</p> <p>The updated MTFP was approved by Full Council in February 2022.</p>
VFM2	Develop and launch the Council's Organisational Development approach to maximise delivery of the Council Plan and key functions		<p>The Organisational Development (OD) Strategy was approved by Cabinet and Council in April 2021.</p> <p>An OD delivery plan has now been developed and was approved by Cabinet in April 2022. This includes a number of key projects designed to deliver against the OD strategy and the seven cross cutting outcomes. The OD plan will form a key part of the Council Plan going forward, with particular focus on Priority – value for money services. The plan will deliver improvements to organisational capability and services, whilst delivering operational efficiencies and long-term savings.</p>
VFM3	Focus on responsive and efficient deployment of Government Covid-19 support schemes for businesses and residents		<p>Community and Economic Recovery Strategies are being implemented.</p> <p>Effective distribution of Government business and resident support schemes throughout the year and the development of discretionary schemes.</p> <p>Schemes and discretionary activity have been maximised to ensure the Chesterfield borough residents and businesses are supported.</p>
VFM4	Deliver our 2021/22 ICT improvement programme actions including further development and promotion of the My Chesterfield digital account		<p>Salesforce being implemented for Licensing (replacing Lalpac legacy system) – Go Live estimated Summer 2022.</p> <p>Complaints and case management – Go Live is due Spring 22</p> <p>Business Analysts now working with the Planning & Regeneration teams to improve processes and 'digitise' services where possible. Business cases to be developed Spring 22</p> <p>Staff Caution List to Salesforce – Now live (Dec 21)</p> <p>23,477 'My Chesterfield' registrations to date, on average approx. 1300 log ins per week.</p> <p>Further functionality for CBC tenants is now available via My Chesterfield from February to enable tenants to manage their rent accounts.</p>
VFM5	Develop our future ICT strategy to maintain and		<p>This activity was paused due to a need to focus resource on cloud migration and impacts</p>

	enhance our digital improvement journey		emerging from the pandemic. However, work has now commenced with a strategic vision being developed alongside costings for the longer term and a three year roadmap.
VFM6	Review the Council's commercial approach, services and investment portfolios and deliver actions resulting from the review		<p>This forms part of the Organisational Development (OD) strategy, which was approved by Cabinet and Council in April 2021.</p> <p>Activities so far have included the development of a corporate business case approach to evaluating the impact of investments, profitability and improvements around annual business planning.</p> <p>The Programme Management Office is currently being developed, with the key manager role coming into post shortly. The PMO incorporates the evaluation of commercial proposals as part of corporate governance.</p>
VFM7	Undertake an exploration project to re-shape asset management priorities to maximise assets for operational service delivery, council plan priority areas including value for money		The Council has developed a 'draft' Asset Management Strategy, which received positive support from the LGA Peer Review team. To progress this work priority is being given to retaining additional resources to support this strategy development, as part of the approval of the Organisational Development Programme.
VFM8	Responding to and developing plans for re-engaging communities with leisure and cultural facilities to maximising customer safety, health, wellbeing and value for money		<p>Membership numbers have been increasing rapidly at Queen's Park Sport's Centre and Healthy Living Centre. At December 2021 membership numbers were at 4881 but by March 2022 these had increased to 6418.</p> <p>Membership numbers have increased by 2652 since March 2021.</p> <p>Learn to swim programme continues to engage increasing numbers of adults and children. At March 2022 over 2,400 people were registered on the learn to swim programme.</p> <p>Over 5,500 people visited the Museum in 2021/22. The Museum has now closed temporarily as part of the Levelling Up project at George Stephenson Memorial Hall. Under these plans the refurbished Stephenson Memorial Hall will bring together an extended Pomegranate Theatre, a reconfigured and modern museum, alongside new gallery space, a café bar, education and community facilities.</p> <p>In 2021/22 there had been over 28,000 individual visits to the Visitor Information Centre.</p>

			<p>Theatres and hall bookings have had an extremely challenging time nationally and locally due to Covid-19 restrictions, however bookings and shows were starting to return from Q2. By the end of March 2022 over 75,000 visits to the theatres had been made.</p>
	<p>Improve communication and engagement channels to reach and influence a wider audience for key messaging</p>		<p>We continually review and improve our communication channels (both printed and online) to ensure timely and relevant information is provided to customers. Examples include:</p> <p>Your Chesterfield magazine</p> <p>We continue to produce the Your Chesterfield residents' magazine and have reviewed editorial content to ensure a broad range of information is included, providing key information from services. This includes regular signposting to the My Chesterfield platform, to drive sign ups from residents and businesses, and signposting information to help people access key services from the council and our partners. The last edition of the magazine included a six-page feature focussing on the forthcoming Revitalising the Heart of Chesterfield project, and linked regeneration schemes.</p> <p>Targeted newsletters</p> <p>In early 2022 we have developed some new targeted newsletters in response to specific engagement needs. This includes updates for our outside / indoor market traders, and also community-focussed updates around community safety issues.</p> <p>Social media</p> <p>We continue with more informal and image / video-led content which is boosting engagement and interaction on our posts, ensuring CBC channels remain visible in social media newsfeeds. We have a regular schedule of social media content across our platforms, and also respond to customer enquiries received on social media in a timely way. In April 2022 we began an audit of social media channels in operation across CBC to review their effectiveness – part of our work to continuously improve our service offer to customers.</p> <p>Internal communications</p> <p>We continue to produce regular internal communications to keep managers, employees</p>

			and elected members updated on key council information and news. We are progressing an upgrade of the aspire intranet, which will include a new look and feel and better navigation – to create a more engaging and easy-to-use intranet for staff to share key information.
VFM10	Complete the Investor in People Assessment improving silver scores in key areas		We exceeded our targets by achieving IIP Gold in January 2022. This Gold standard is only achieved by 17% of organisations presenting for assessment, and reflects the culture of trust, collaboration, and strong values that we have all created here at Chesterfield Borough Council. The assessment team expressed praise for the way teams are led and managed and how staff are supported and empowered to shine in their individual roles.

5.3 Nine of the 15 measures collected met their target (69%). A further two measures are within 10% tolerance of meeting the target (13%). However three within the call centre will critically impacted by the extreme surge in demand due to Covid-19.

Measure	2021/22 target	2021/22 actual	Rag Rating	Comments
Satisfactory opinion from external auditor re VFM conclusion	Yes	Yes		
Investors in People	Silver	Gold		
Number of CBC apprentices	23	45		
Council tax collection (cumulative over the quarters – so at ¾ of year we would need to be at over 75% collection).	96.4%	95.5%		Collection rates have been negatively affected by Covid-19 and the cost of living crisis - which is in line with the national picture.
NNDR collection rates (cumulative over the quarters – so at ¾ of year we would need to be at over 75% collection).	97%	97%		
Rent collection rates (rents are collected weekly so could have up to 100% at this stage)	97.7%	93.9%		
Revenues, benefits and rents calls average time to answer	1 minute	4 minutes 02 seconds		Throughout 2021/22 there have been periods of extreme demand on call centre operations due to Covid-19 business support and resident support schemes. More
Switchboard and environmental services	1 minute	1 minute 53 seconds		

calls average time to answer				recently schemes such as the energy rebate have significantly increased call volumes.
Housing repairs hotline calls average time to answer	1 minute	4 minutes 15 seconds		We have increased the staffing resource and are working in partnership with the DWP on the Kickstart programme. This creates jobs for 16 – 24 year olds at risk of long-term unemployment. We have developed a structured training programme for the Kickstart Team. 8 people have now been trained via this route and are now effectively handling a wide variety of enquiries – boosting our call centre response.
Facebook followers	Above 11,000	13,000		New channels – You Tube, Instagram and Linked In introduced for 2021/22. All accounts have exceeded annual targets.
Twitter followers	Above 8,500	9,242		
Instagram followers	Above 1,500	1,569		
You Tube subscribers	Above 250	334		
Linked In	Above 1,500	1,880		
My Chesterfield sign ups – digital account	Over 15,000	23,477		
Website hits	Over 500,000	943,562		

For publication

General Fund Budget Draft Outturn Report 2021/22

Meeting:	Cabinet Council
Date:	21 June 2022 20 July 2022
Cabinet portfolio:	Deputy Leader
Directorate:	Finance

1.0 Purpose of report

- 1.1 To report on the draft General Fund Revenue and Capital Outturns for 2021/22, provide details of significant variations and consider carry forward requests. Also highlighted are the movements from the previous forecast based on quarter 3, which was reported to Cabinet in February 2022.
- 1.2 This report precedes the production of the Council's formal Statement of Accounts and whilst it is not expected that any further adjustments will alter the final outturn position, it is possible that this could be the case.

Note: the external audit of the accounts is expected to start in August 2022. The formal published Statement of Accounts 2021/22 will be presented to the Standards and Audit Committee for approval in November on conclusion of the external audit. Once approved, a copy of the Statement of Accounts 2021/22 will be placed on the Council's website.

2.0 Recommendations

Cabinet:

- 2.1 Note the draft General Fund Revenue and Capital Outturn position for 2021/22.

- 2.2 Approve the contribution to the Business Rates Reserve to meet the 2022/23 deficit on business rates income (para 4.10)
- 2.3 Note that the 2021/22 distribution from the Business Rates Pool is yet to be announced and approve that any surplus over the assumed £300k will be transferred to the Business Rates Reserve (para 4.12).
- 2.4 Approve the General Fund Revenue carry forward requests (para 4.13).
- 2.5 Approve the implementation of the real living wage of £9.50 per hour from 1 April 2022 to be funded from the underspend in 2021/22 and included within the Medium-Term Financial Plan (MTFP) for future years (para 4.14 to 4.17).
- 2.6 Approve the use of the Budget Risk Reserve to fund the cost of Chesterfield Pride Sponsorship (para 4.18).
- 2.7 Approve the level of and movement in General Fund Revenue Reserves and Provisions (Section 4.19 to 4.24 and Appendix A).
- 2.8 Approve the General Fund Revenue surplus to be transferred to the Budget Risk Reserve (para 4.25 to 4.26 and Table 4).
- 2.9 Approve the General Fund Capital financing arrangements (Appendix B).

Full Council:

- 2.10 Note the report.

3.0 Reason for the Recommendation

- 3.1 This report forms a key part of formal revenue and capital monitoring against the 2021/22 budget. There will be a separate report for the Housing Revenue Account covering both the revenue and capital elements. The information in these reports will be incorporated into the published Statement of Accounts 2021/22.
- 3.2 The approval of the budget outturn, in-year movements, carry forward requests and reserves are required by corporate financial procedures.
- 3.3 To consider the reserves position given the challenges facing the Council over the period of the MTFP.

4.0 Report Details

Background General Fund Revenue

- 4.1 The Council approved the original budget 2021/22 on 24 February 2021 with a forecast deficit of **£188k**, which was to be funded from reserves if savings and efficiencies were not identified in the year.
- 4.2 The deficit assumed the in-year delivery of savings of **£524k**, of which **£374k** would be delivered through the ICT Improvement Programme. A further **£250k** vacancy rate allowance was also included for all years of the MTFP.
- 4.3 The budget for 2021/22 was set in the midst of the ongoing Covid-19 pandemic and, as reported in previous monitoring reports, the resulting lockdowns have had a significant impact on the financial position of the Council in 2021/22, resulting in additional expenditure being incurred, disruption to the delivery of planned activities and significant reductions across all income streams.
- 4.4 At the end of the second quarter the Council was forecasting a deficit of **£1.005m** after applying Covid-19 related grant support. This was mainly due to the increased costs of providing a kerbside recycling service and the ongoing impact of the Covid-19 pandemic on income. These costs were partly offset by increased income from the buyout of the superior landlord's interest in the Pavements Shopping Centre and Covid-19 related grant support.
- 4.5 It was acknowledged that the forecast deficit would have major implications for the MTFP and it was clear that, without further management actions, any adverse variance would increase the financial gap and size of the challenge in future years.
- 4.6 The Council therefore worked collectively and at pace to agree clear, robust and immediate management actions to reduce the adverse variance. Measures included the review of non-essential spending, maximising grant opportunities, appropriate charging to other funds and general efficiencies. These measures together with strict budgetary control culminated in a small surplus of **£128k** at the end of the third quarter.
- 4.7 It was agreed by Council in February 2022, that any surplus at outturn would be used to supplement the Budget Risk Reserve.

General Fund – Revenue Outturn

- 4.8 For 2021/22 the Council delivered services within budget and reports an underspend of **£758k** for the year. This is a movement of **£630k** from the last revenue monitoring report to Cabinet in February 2022 (period 9, quarter 3).

Table 1: Summary of main variances to 31 March 2022			
Budget Movement	Movement up to Q3 £000	Movement at Outturn £000	Total variance £000
MTFP Budget - February 2021 deficit	188	0	188
Movements during the year			
Vicar Lane	239	0	239
Recycling Contract	869	(188)	681
Reduced Sales Fees and Charges (Car Parking, Sports Facilities, Venues, Markets and Catering)	1,417	(182)	1,235
Industrial and Commercial Properties	125	0	125
Pay Award Negotiations	85	0	85
Removal of Voluntary Redundancy Savings	50	0	50
Security deficit	0	35	35
Pavements Shopping Centre	(895)	28	(867)
Spirepride Surplus	(149)	(60)	(209)
Employee - Vacant posts and training	0	(182)	(182)
Refund on Court Costs	0	(93)	(93)
Trade Refuse	0	(60)	(60)
Other Net Movements	(76)	15	(61)
Covid-19 and grant support	(1,331)	0	(1,331)
Management mitigations	(650)	57	(593)
Net variances	(128)	(630)	(758)

- 4.9 Details of the variances that contributed towards the small surplus of **£128k**, at the end of quarter 3, were set out in previous monitoring reports to Cabinet. The significant variances relating to quarter 4 are set out below:

- Recycling contract - Emergency arrangements were put in place for the kerbside recycling service when the contract with the previous contractor was terminated in February 2021. There was a recognition at that time that the new arrangements would be far more costly and

budget provision was increased accordingly by **£894k**. The outturn position shows that the increase was not as high as expected and costs are **£177k** lower than the adjusted budget for 2021/22.

- Reduced Fees and Charges:
 - Car parking income - Income was lower than expected particularly at New Beetwell Street MSCP (**£50k**) and surface car parks (**£109k**).
 - Markets income - Although some savings have been made from staffing vacancies, occupancy levels and corresponding rents from market stalls continue to fall for both the general market and flea market (**£48k**).
 - Sports Centre income - The sports centres have been highly impacted by closures due to the Covid-19 pandemic and a reluctance for customers to return to use the facilities during 2021/22. Despite a reduction in the level of staffing required, income at both centres was significantly below forecast at the end of the third quarter leading to additional net costs of **£617k** at QPSC and **£247k** at HLC. However, customer numbers have recovered in the final quarter of the year and the outturn position is an improvement of **£169k** at QPSC and **£95k** at HLC.
 - Venues income - The Winding Wheel and Pomegranate Theatres had similar problems to the sports centres but again have seen an improvement in attendances in the final quarter which, together with Arts Council grant funding, has led to a reduction in net spend at outturn of **£55k** at The Winding Wheel Theatre and **£75k** at the Pomegranate Theatre.
- Security services – Staff regrade in 2020/21 has resulted in higher costs for the service. Charges have not been increased for tenants as this would increase the difficulty of letting units in the Pavements and surrounding area. This has led to a deficit of **£35k** in 2021/22.
- Pavements rental income - Income from shop rentals and service charges are lower than expected due to the granting of rent-free periods as incentives to retain tenants.
- Spirepride surplus - Spirepride costs were lower than expected due to an increased number of staffing vacancies. A carry forward of budget is requested to address areas that have begun to materialise post pandemic; more attention to be given to the removal of graffiti; a review of dog bin provision, following the significant rise in dog ownership; and deep cleaning of areas following periods of staff absence and re-prioritisation of resources to respond to the pandemic.
- Employee Vacancies and Training
 - Staff Vacancies - The budget assumes that savings of **£250k** will be generated from staff vacancies during the year. Due to a

higher level of staff turnover and difficulty recruiting to vacancies, further savings of **£144k** over and above this target were realised. A carry forward request is made for this amount to be earmarked for progressing projects in 2022/23 which have been delayed either by the Covid-19 pandemic or reduced staff capacity, for example, work to identify the property maintenance repairs backlog and upgrade the financial management system.

- Training - The centralised training budget has not been fully utilised in 2021/22, due to capacity restraints, giving an unused balance of **£38k**. It is requested that this underspend be carried forward into 2022/23.
- Court Costs refund - The Ministry of Justice has recently concluded a review of court cost charges for hearings for council tax and business rate arrears. The review found that the price enforced by the courts was higher than the actual cost and the Ministry have therefore provided a refund to reflect this overcharging (**£93k**). This refund covers a 3-year period from 2015 to 2018.
- Trade refuse - During 2020/21, the trade waste service was suspended for several weeks for some clients due to lockdown restrictions. A provision was made at the end of 2020/21 for refunds to customers. The level of the provision was reduced by **£60k** as part of the normal review process at the end of 2021/22.
- Business Transformation - An opportunity to apply the flexibility to utilise capital receipts for revenue purposes was identified for the Business Transformation team part way through 2021/22. However, there was insufficient time to put in place the required permissions to make this happen for 2021/22, leading to an overspend of **£57k**. This opportunity has not been lost and the **£57k** will be available to use for other Organisational Development initiatives during the next 3 years as permissions are now in place.

Business Rates

- 4.10 The General Fund Revenue outturn includes **£3.560m** of government grant to compensate for loss of income from business rates. This grant is provided to meet the deficit in business rates income arising from the Covid-19 business rates reliefs awarded in 2021/22, the impact of which will not be reflected in the General Fund Revenue budget until 2022/23. The full value of this grant has therefore been transferred to the Business Rates Reserve to meet the Council's obligations as they become due in future financial years.

- 4.11 Business Rates Pool – Chesterfield is a member of the Business Rates Pool which consists of eight Derbyshire district or borough Councils, Derbyshire County Council and Derbyshire Fire Authority. Instead of each borough or district Council paying 50% of their growth above the baseline over to the Government, it is kept within the pool and distributed amongst all the members on an agreed basis. In 2021/22 Chesterfield received **£1.034m** distribution from the pool relating to the 2020/21 financial year. **£734k** of this has already been set aside to increase the capacity of the Business Rates Reserve to smooth the impact of any potential Business Rates volatility in future years.
- 4.12 The 2021/22 budget assumed a return of **£300k** from the pool and this is reflected in the outturn figures, however, the 2021/22 distribution has yet to be announced. It is recommended that any surplus over and above the **£300k** is transferred to the Business Rates Reserve.

Carry Forward Requests

- 4.13 There are three carry forward requests to consider and these are set out in paragraph 4.9. Further details are set out in table 2 below.

Portfolio	Service	Description	Amount £000
Deputy Leader/ Economic Growth	Finance and property	Capacity funding to enable specific projects to progress in 2022/23 including the property condition survey and support for the Financial Management system upgrade – Unit 4.	144
Governance	HR	Unspent training budget to support Service improvement through the Organisational Development programme	38
Health and Wellbeing	Spirepride	Capacity funding to enable focused activity on areas that have begun to materialise post pandemic	90
Total carry forward requests			272

Living Wage

- 4.14 The real living wage provides a benchmark for responsible employers who choose to offer a rate of base pay that meets the basic cost of living in the UK. It is calculated independently by the Resolution Foundation and is overseen by the Living Wage Commission. It has been in place since 2011.
- 4.15 The real living wage is higher than the government's national living wage rate. It is informed by minimum income standards, which reflect the level of income which is required by households to reach a socially acceptable living standard. Chesterfield Borough Council first introduced the real living wage in April 2016.
- 4.16 In April 2021, the real living wage was increased to £9.50 per hour (previously £9.30 per hour), and councillors agreed to uplift the hourly rate of employees on Grades 1 and 2 of the National Joint Council (NJC) pay scales, on the basis that until the national pay award was announced, these employees would be paid below the real living wage. This affected 91 employees within Chesterfield Borough Council.
- 4.17 The real living wage for the financial year 2022/23 has risen to £9.90 per hour and it is recommended that the Council's minimum pay rates are uplifted to this amount from 1 April 2022, so that Chesterfield Borough Council continues to pay wages that reflect living costs. The net increase over and above the 2% provision within the budget is **£34k** (with oncosts) based on 257 employees. This increase can be met from the 2021/22 underspend and the ongoing additional costs built into the base budget

Chesterfield Pride - Sponsorship

- 4.18 A decision has been approved to provide a three-year sponsorship for Chesterfield Pride. The cost of providing this sponsorship is **£12k** over the financial years from 2022/23 to 2024/25. No budget provision exists in 2022/23 and it is proposed that this funding of **£12k** would be met from the Budget Risk Reserve.

General Fund Balances, Reserves and Provisions

- 4.19 General Fund Balance – The General Fund working balance has been set at **£1.5m** and has been informed by the risk assessment undertaken as part of the budget process.

4.20 Earmarked Reserves – In addition to the General Fund working Balance the Council maintains several other reserves. Earmarked Reserves by their very nature, are set aside and committed for specific purposes.

4.21 Table 3 details the balance of earmarked reserves as at 1 April 2021 of **£17.842m** and the closing balance at 31 March 2022 of **£16.170m** (prior to the allocations within this report). These balances exclude S106 contributions and provisions.

Table 3: Reserve Balances		
Reserve	Opening Balance 1 April 2021 £'000	Closing Balance 31 March 2022 £'000
Budget Risk Reserve	1,809	1,626
Repairs and Maintenance - various	1,419	1,639
Service Improvement/ Redesign	976	814
Insurance	1,073	923
Business Rates Reserve	9,500	6,550
Other Earmarked Reserves	1,654	2,049
Enterprise Zone Business Rates	1,411	2,569
Total Reserves	17,842	16,170

4.22 Earmarked Reserves - these reserves are held for specific purposes. The total balance on these reserves decreased by **£1.672m** during the year, the most significant changes include:

- The Budget risk reserve - provides a supplement to the General Fund Balance to provide a contingency for unforeseen items. The underspend of £271k from the revised budget forecast is due to rephasing of project timings.
- Vehicle & Plant - £378k underspend against the revised forecast estimate due to rephasing of spend into future years.
- ICT - £231k below the revised forecast estimate due to rephasing of spend into future years.
- Business rates – inclusion of £2.217m in government grant to meet the deficit in business rates income arising from the Covid-19 Business Rates Reliefs awarded in 2021/21, the impact of which will not be reflected in the General Fund Revenue budget until 2022/23 due to accounting regulations.

- Enterprise Zone Business Rates (Economic Growth) – underspend of £1.717m due to rephasing of spend into future years caused by delays due to the impact of the pandemic.

4.23 Provisions - Provisions are made where an event has taken place that gives the Authority a legal or constructive obligation that probably requires settlement by a transfer of economic benefits or service potential, and a reliable estimate of the obligation can be made. The Council holds two provisions:

- Transport Company Pensions Provision – this provision has been established to cover the Council’s future liabilities for pension costs relating to employees of the former Transport Company.
- Insurance Provision – An independent review of the value and nature of the council’s insurance provision was undertaken in January 2020 and changes implemented as part of the annual budget setting process in February 2020.

4.24 A previous provision in relation to remedial works is no longer required and therefore does not meet the accounting requirement to maintain as a provision. This has been transferred to reserves pending a review in 2022/23.

Impact of the outturn position on reserves

4.25 Table 4 sets out the impact of the 2021/22 draft outturn on the Budget Risk Reserve balance as at 31 March 2022 based on the recommendations in this report.

Table 4: Outturn 2021/22 allocation	
Reserve	£'000
Outturn (prior to allocations)	(758)
Carry forwards (table 2)	272
Living Wage	34
Chesterfield Pride Sponsorship	12
Amount to be transferred to the budget risk reserve (subject to finalisation)	440

4.26 It is recommended that the General Fund Revenue surplus at year end of **£440k** will be prudently transferred to the Budget Risk Reserve to mitigate the risks and pressures for 2022/23 and for future years, as outlined in paragraphs 4.35 to 4.41. This will increase the balance on this reserve to **£2.066m**. Any changes to the outturn figure as a result of the production and/ or audit of the financial statements will adjust the amount to be transferred to the reserve accordingly.

4.27 It is important to note that many of the reserves and provisions are earmarked for specific purposes. The funds should not, therefore, be regarded as being available for general use. An additional consideration is the fact that the council receives interest from investing the reserves and provisions pending their allocation, income that is used to support the Council's General Fund Revenue budget.

Capital Expenditure & Financing

4.28 The Capital Programme is aligned to the Capital Strategy and presents the Council's plan for investment related to the purchasing, building and improvement of capital assets. The Capital Programme for 2021/22 was approved as part of the budget setting process in February 2021. An update to the Programme was included in the budget monitoring report to full Council on 22nd July 2021 and as part of the MTFP report to full Council in February 2022.

4.29 Actual expenditure on schemes in 2021/22 was **£36.5m** compared with the original budget estimate for the financial year of **£17.2m** (as at Feb 2021) and **£42.8m** at the MTFP report stage (February 2022).

4.30 **Appendix B** provides details of the General Fund Capital Programme expenditure and financing arrangements at year end (2021/22).

4.31 The main reasons for the variances from the revised budget estimate in February 2022 (**£6.3m**) include slippage on the following schemes:

- Waterside Basin Square Development (**£1.2m**) – re-phasing of the budget with more works now due in 2022/23 than originally expected.
- Northern Gateway Enterprise Centre (**£493k**) – re-profiling of a small amount of spend into 2022/23.
- Hollis Lane Link Road Phase 1 (**£1.4m**) – re-phasing of the budget with more works now due in 2022/23 than originally expected.
- Disabled Facilities Grants (**£741k**) – due to delays in assessment and design of adaptations. Discussions are ongoing with Derbyshire County Council to identify solutions.
- Green Homes Grants (**£1.4m**) – re-phasing of the budget with more grant now expected to be spent in 2022/23. £200k has already been spent in 2022/23 and £1m of this funding is required to be spent by September. An extension of 6 months has been requested given the difficulties encountered by the sector.

- 4.32 There were no significant overspends on any capital schemes during 2021/22.
- 4.33 The financing of the programme has been reduced accordingly particularly in relation to Capital grants (**£3.3m**) and in the amount of borrowing required (**£3.0m**)

Capital Receipts

- 4.34 The movement on useable capital receipts in the financial year 2021/22 is summarised in the table 5 below. **£581k** of General Fund capital receipts were used to finance spend in 2021/22.

Table 5 - Useable Capital Receipts			
	Gen Fund £'000	Housing £'000	Total £'000
Balance b/forward 1 st April	1,077	2,317	3,394
Add: Receipts in the year	581	5,842	6,423
Less: Housing receipts 'Pooled'	-	(925)	(925)
Less: Applied to capital expenditure	(581)	(4,066)	(4,647)
Balance c/forward 31st March	1,077	3,168*	4,245

* The Housing balance of £3.168m relates to the retained 'one-for-one' element of RTB receipts.

Implications for the current year and the Medium- term Financial Plan

- 4.35 Whilst this report focuses on 2021/22, it is anticipated the implications of the Covid-19 pandemic will have a significant impact on the Council's finances for a number of years. With the likely scale of funding pressures and future resource reductions, it is important that the Council holds a robust position on reserves and maintains the ability to deal with issues that arise during the financial year.
- 4.36 In the months since the General Fund Revenue Medium-term Financial Plan was approved, a number of spending pressures have emerged, and the national fiscal and economic situation has changed significantly.
- 4.37 The Office of Budget Responsibility (OBR) are forecasting inflation to peak at 8.7% at the end of 2022, its highest rate in around 40 years, and above

7% in each quarter from Q2 2022 to Q1 2023. This is a significant upward movement on the peak of 4.4% that was forecast by the OBR in October 2021. In May 2022, the Bank of England voted to increase the Bank rate by 0.25 percentage points to 1.00%, the highest level in 13 years and warned that the cost-of-living crisis could push the economy into recession this year.

- 4.38 In addition, the cost of utilities and fuel has increased significantly, due to a number of factors including the post Covid increase in activity and the war in Ukraine, which will inevitably put pressure on delivery of Council services.
- 4.39 Assumptions around recovery of income streams following the Covid-19 pandemic were built into the approved budget for 2022/23. With the increasing pressures on the cost of living, there is a risk that behaviours and habits change as disposable income and potential secondary spend is impacted.
- 4.40 The 2022/23 budget included the additional costs relating to the pay award for 2021/22 and the increase in National Insurance contribution. The MTFP assumes a 2% pay award for 2022/23 and any further increase will impact on the MTFP. The recent increase in the real living wage to £9.90 per hour was not included within the original budget estimates for 2022/23 but is now proposed to include an additional provision of £34k (paras 4.14 to 4.17 refers) to enable the real living wage to be paid to eligible staff.
- 4.41 The likely impact of these additional pressures has increased the risks facing the Council in terms of delivering against the original budget estimates for 2022/23, as well as managing the effect of increased costs in future years. A full assessment of the scale of the impacts will be reported to Cabinet as part of the annual budget monitoring process.

Government Funding uncertainty

- 4.40 The national context around future local government funding is uncertain. At the time of reporting the MTFP in February 2022 there were strong expectations that changes in local government funding would be implemented in 2023/24. It was expected that a consultation paper would be published in the Spring of 2022 on the Fair Funding Review which would seek to rebalance the funding formula used to assess resource

needs for local authorities. This now seems unlikely as there is little time available to implement major changes in funding, prior to the Local Government Finance Settlement (LGFS) announcement in December. This is likely to mean another one-year settlement for local government for 2023/24.

5 Alternative options

- 5.1 There are no alternative options to present as the closure of accounts is governed by statute.

6 Implications for consideration – Council Plan

- 6.1 In preparing the General Fund Revenue and Capital outturn reports for 2021/22, detailed consideration has been given to the need for the Council's finances to be at levels that enable the Council to deliver in full on the priorities and objectives that it has set itself for the remaining term of the Council Plan through March 2023.
- 6.2 The maintenance of adequate General Fund Revenue reserves and provisions over the medium term is also essential in demonstrating delivery against the third Council Plan priority of delivering value for money services.

7 Implications for consideration – Financial and value for money

- 7.1 The report in its entirety considers the financial and value for money implications of maintaining balanced General Fund Revenue and Capital budgets over the medium-term whilst ensuring sufficient resources are available to enable the Council to deliver on its agreed priorities and objectives.

8 Implications for consideration – Legal

- 8.1 The Accounts & Audit Regulations 2015 require the council to produce an annual Statement of Accounts prepared in accordance with proper accounting practices.

9 Implications for consideration – Human resources

- 9.1 There are no human resource implications arising from the matters considered in this report.

10 Implications for consideration – Risk management

- 10.1 In preparing the year end accounts, some elements are based on assumptions regarding risks and uncertainties. Any assumptions made take account of historical experience, current trends, and other relevant factors.
- 10.2 The year-end accounts are subject to an audit process conducted by independent external auditors.

11 Implications for consideration – community wellbeing

- 11.1 There are no direct community wellbeing implications arising from the matters considered in this report.

12 Implications for consideration – Economy and skills

- 12.1 There are no direct economy and skills implications arising from the matters considered in this report.

13 Implications for consideration – Climate Change

- 13.1 A climate change impact assessment is not required to be undertaken for the closure of accounts process. Such assessments are undertaken as part of the decision-making processes for specific spending plans.

14 Implications for consideration – Equality and diversity

- 14.1 A full equality and diversity impact assessment is not required to be undertaken for the closure of accounts process. Such assessments are undertaken as part of the decision-making processes for specific spending plans.

Decision information

Key decision number	1099
Wards affected	All

Document information

Report author	Contact number/email
Theresa Channell	Theresa.Channell@chesterfield.gov.uk

Appendices to the report	
Appendix A	General Fund Reserves & Provisions
Appendix B	General Fund Capital Programme

APPENDIX A

GENERAL FUND RESERVES AND PROVISIONS 2021/22

9001 code	Purpose	Balance at 1 April 2021	Revised forecast	Balance at 31 March 2022
		£'000	£'000	£'000

3240	Vehicles and Plant	731	472	850
3241	Property Repairs	688	732	789
3395	DSO/DLO	560	538	560
3560	General	0	425	425
3419	Tier 4	0	265	285
3263	Museum Exhibits	25	25	25
3264	Local Plan Review	66	81	81
3265	Flooding Restoration Fund	51	18	51
3378	MMI Clawback Reserve	153	153	153
3380	ICT	514	314	83
3390	Insurance - claims not yet reported	920	770	770
3418	Theatre Restoration	105	130	194
3372	Repaid Improvement Grants	153	131	165
3399	Retained Business Rates	9,500	4,418	6,550
3243	Northern Gateway	149	149	149
3429	ICT Digital Innovation	31	0	31
3430	Service Redesign	676	597	571
	Enterprise Zone Business Rates (Economic Growth)	1,411	852	2,569
	Earmarked Reserves	15,733	10,070	14,301
3388	Budget Risk	1,809	1,355	1,626
3412	Service Improvement	300	168	243
	Reserves Total	17,842	11,593	16,170

3237/8	Insurance - reported claims	666	666	836
3247	MMI Claw-back	6	-	6
3239	Transport Co. Pensions	1,079	1,118	1,119
	Provisions Total	1,751	1,784	1,961

	Reserves & Provisions Total	19,593	13,377	18,131
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APPENDIX B

GENERAL FUND CAPITAL PROGRAMME 2021/22

	Original £'000	Revised £'000	Actual £'000	Variance Rev to Act £'000
<u>CAPITAL EXPENDITURE:</u>				
Home Repairs Assistance	450	300	68	(232)
Disabled Facilities Grants	2,600	1,500	991	(509)
Green Homes Grants	0	1,465	56	(1,409)
Waterside Basin Square Development	4,830	5,329	4,123	(1,206)
Northern Gateway – Public Realm	431	1,156	1,007	(149)
Northern Gateway – Enterprise Centre	1,568	2,208	1,715	(493)
Stand Road Bowls Pavilion	0	67	63	(4)
Badger Recreation Ground	0	48	49	1
Safer Streets Scheme - CCTV	0	368	303	(65)
CIL Capital Schemes	0	50	50	0
IT Transformation Project	26	724	605	(119)
Tapton Terrace Flood Resilience Work	0	33	0	(33)
Revitalising the Heart of Chesterfield – Public Realm*	600	0	0	0
Revitalising the Heart of Chesterfield – Town Centre*	800	0	0	0
Staveley Town Deal - DRIIVE	0	187	85	(102)
Staveley Town Deal – Construction Skills Hub	0	23	0	(23)
Staveley Town Deal – Staveley 21	0	243	101	(142)
Hollis Lane Link Road – Phase 1	5,000	4,692	3,287	(1,405)
Calow Lane Industrial Units	367	50	5	(45)
Stephenson Memorial Hall	0	710	588	(122)
Town Centre Transformation	0	461	216	(245)
Acquisition of Leasehold Interest	0	22,732	22,732	0
HS2 Station Masterplan	500	250	238	(12)
Electric Charging Points	0	104	104	0
Car Parking Machines	0	69	67	(2)
Vehicles (from vehicles reserve)	0	0	20	20
Grand Total	17,172	42,769	36,473	(6,296)

*Revitalising the Heart of Chesterfield – Public Realm has now been incorporated within Northern Gateway Public Realm and Revitalising the Heart of Chesterfield – Town Centre has now been incorporated within Town Centre Transformation.

	Original £'000	Revised £'000	Actual £'000	Variance Rev to Act £'000
CAPITAL FINANCING				
Borrowing: General	11,212	36,199	33,135	(3,064)
Grants & Contributions - see below	4,350	5,940	2,640	(3,300)
Capital Receipts	1,610	521	581	60
Vehicle & Plant Reserve	0	47	67	20
Flood Reserve	0	12	0	(12)
CIL Contribution	0	50	50	0
Total resources available in year	17,172	42,769	36,473	(6,296)
Less total expenditure in year	17,172	42,769	36,473	(6,296)
Net in-year surplus / (deficit)	0	0	0	
Surplus / (deficit) b/f from prev year	0	1,077	1,077	
Cumulative surplus / (deficit) c/f	0	1,077	1,077	

	Original £'000	Revised £'000	Actual £'000	Variance Rev to Act £'000
CAPITAL GRANTS etc:				
Flood Risk Management Grant – EA	0	21	0	(21)
Disabled Facilities Grants (CLG/PCT)	3,050	1,800	1,059	(741)
Green Homes Grants	0	1,465	56	(1,409)
Revitalising the Heart of Chesterfield – Business Rate Growth	0	796	0	(796)
Levelling Up Fund – Stephenson Memorial Hall	0	710	588	(122)
Levelling Up Fund – Town Centre Transformation	0	115	216	101
Staveley Town Deal Funding	0	453	186	(267)
Home Office Grant – Safer Streets	0	368	303	(65)
Hollis Lane Link Road – DCC	1,300	0	29	29
Badger Play Area – Viridor/Friends Group	0	48	49	1
Stand Road Bowls Pavilion – DCC/Sport England	0	67	57	(10)
Electric Charging Points – Office for Zero Emission Vehicles/BP Pulse	0	97	97	0
Grants Total	4,350	5,940	2,640	(3,300)

For publication

DRIIVe Project

Meeting:	Cabinet
Date:	21 June 2022
Cabinet portfolio:	Economic Growth
Directorate:	Economic Growth
For publication	

1.0 Purpose of the report

- 1.1 The report sets out the detail of the DRIIVe (Derbyshire Rail Industry Innovation Vehicle) project, as one of the projects within the Staveley Town Deal Investment Plan. It sets out the proposed role for the council as project sponsor.
- 1.2 The report seeks approval from Cabinet to accept the Towns Fund Grant and to approve the proposed grant contribution from the Council to be made towards the project, and to proceed with the delivery of the project.

2.0 Recommendations

- 2.1 To approve the Council's ongoing role in the delivery of the DRIIVe project, accepting the Towns Fund Grant and giving authority to move to delivery.
- 2.2 To approve the grant contribution from the council, via the business rate retention scheme, to provide up to £790,000 match funding for the project.
- 2.3 To recommend to Full Council to include the match funding in the Capital Programme update that is due for consideration in July 2022.
- 2.4 To accept that the Council will cover any cost overruns associated with the physical delivery of the project, in line with grant funding conditions.

- 2.5 To delegate authority to the Service Director for Economic Growth in consultation with the Deputy Leader, Cabinet Member for Economic Growth and the councils Property, Procurement and Contracts Manager to finalise legal arrangements in respect of the existing lease and management agreement in respect of the commercial structure, management and operation of DRIIVe.

3.0 Reason for recommendations

- 3.1 The successful delivery of the DRIIVe project will support the growth of the rail sector and contribute to the future regeneration of the Borough through the development of specialist skills, research and development provision.
- 3.2 The recommendations are made to ensure that Cabinet is provided with clarity regarding the role the council will undertake in the delivery of the DRIIVe project to and enable delivery to commence.

4.0 Report Details

Background

- 4.1 On the 22nd February 2022, Cabinet granted approval for DRIIVe as one of three council led projects featured in the Staveley Town Deal Town Investment Plan (TIP), to be added to the council's Capital Programme. Cabinet also agreed to receive further reports on the DRIIVe project, on completion and approval by Staveley Town Deal Board of the Full Green Book Complaint Business Case prior to delivery commencing.
- 4.2 On the 18th March 2022 the full business case was submitted to Staveley Town Deal Board and funding of £3,735,000 for DRIIVe was granted approval. Prior to approval, a detailed external evaluation of the project was undertaken by Thomas Lister, specialist consultants, in line with the Town Deal project governance arrangements and Assurance Framework.

Background – DRIIVe

- 4.3 In 2019, Chesterfield Borough Council (CBC) commissioned a study investigating the feasibility and opportunities offered through the development of an Innovation Centre at the Barrow Hill site in Staveley in a project known as **DRIIVe** – the Derbyshire Rail Industry Innovation Vehicle.

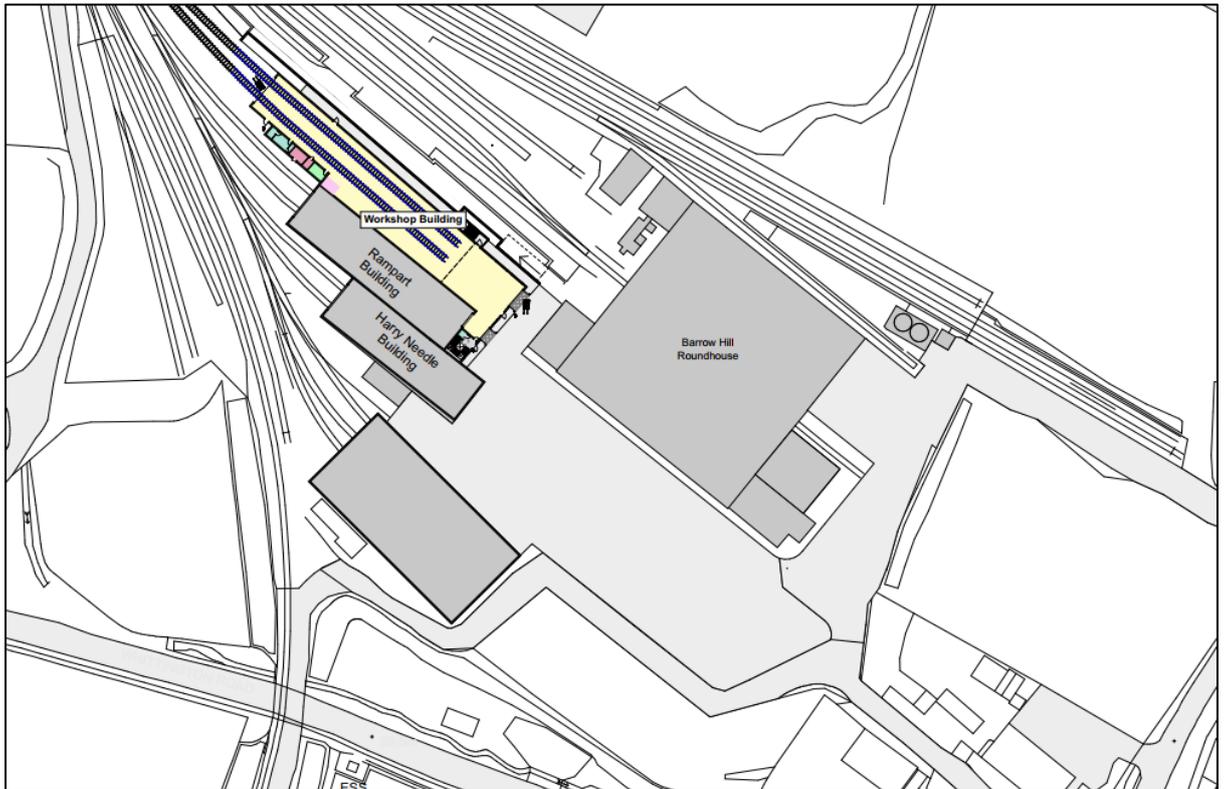
- 4.4 This identified significant need and demand for skills investment in the rail sector due to rail retirement, increased demand due to planned investment and changing skills needs. The work also identified increasing demand for innovation facilities and expertise in the sector as increasingly innovation is being built into tender processes and Research and Development (R&D) and innovation is becoming the differentiator when securing contracts.
- 4.5 The feasibility study proposed a suite of specialist rail workshops and laboratories including a dedicated R&D workshop and apprenticeship workshop, classrooms and flexible commercial office space. At this stage, it was envisaged that this would be funded through a combination of private and public investment. The commercial case being driven by income from rental of the spaces by partners and private tenants as well as an income share arrangement in relation to training of apprentices.
- 4.6 Following completion of the Feasibility Study, Chesterfield Borough Council worked with key project partners; Barrow Hill Engine Shed, Chesterfield College, University of Derby and NewRail to develop initial plans around the future governance and management of the project.
- 4.7 In September 2019, Staveley was announced as an eligible Town as part of the Government's Town Deal programme. During 2020, a Staveley Town Deal Board was formed and work began on developing a Town Investment Plan for Staveley (TIP). In March 2021, it was announced that Staveley had been awarded £25.2m of Town Deal funding to deliver the activity contained within the TIP. The DRIIVe project is identified as a priority project within the Investment Plan, with an allocation of £3.735m of the £25.2 million.
- 4.8 It was initially envisaged that the Town Deal funding would be supplemented with private sector investment (through a large European-based OEM (Original Equipment Manufacturer)) within the rail sector and further public sector investment. The project was originally developed with the private sector partner and included a HQ facility for them alongside university level specification research and development facilities with additional office, showcase and workshop space to service the OEM's own commercial requirements and provide a platform from which to develop their 'All Britain' Strategy.

- 4.9 In June 2021, the large European-based OEM were unable to move forward against previous funding commitments within the Town Deal Funding window. Whilst this significantly changed the funding position of the project, an options analysis undertaken in August 2021 brought forward building designs that were revised and simplified, making it possible to still deliver the 'spirit of the project' – skills, business, and innovation under one roof but without the headquarters element of the design. This meant that the costs associated with the build also reduced significantly from £10.3m to £4.5m. This simplified building was the basis of the submission to the Town Deal process.
- 4.10 The revised proposals for the project were approved by Staveley Town Deal Board in September 2021, at which stage work commenced to progress the full business case which sought to secure £3,735,000 Town Deal Funding for DRIIVe.

The Project

- 4.11 The revised proposals for DRIIVe support the delivery of a modern rail innovation and training centre. It is proposed that DRIIVe will be built on land that forms part of the Barrow Hill Engine Shed site, at the rear of the Roundhouse building (shown in Image 1 below). The freehold of the site is owned by Chesterfield Borough Council and leased on a long lease of 99 years by Barrow Hill Engine Shed Society (BHES). When complete, the DRIIVe building will provide 1423sqm of floor space consisting of classroom and workshop training space, specialist R&D facilities including a digital laboratory and commercial office and workshop space.

Image 1: DRIIVe location within site plan



4.12 DRIIVe supports the Council's priority to make Chesterfield a thriving borough and the Staveley Town Deal vision to Start, Stay and Grow. The project supports the overall aim of Chesterfield Growth Strategy (2019-2023) to 'secure the long-term growth of the borough, supporting new job creation and ensuring local people have the right skills to access future employment opportunities – having an inclusive approach to growth.' The project will also address the council's objective to deliver sustainable and inclusive growth and the objectives of the Staveley Town Deal Investment Plan to deliver Innovation and Enterprise and Inclusive Growth by:

- Marrying Innovation and Heritage to enhance a thriving centre of railway maintenance and engineering by delivering **1423sqm of floor space** which provides specialist training facilities, R&D laboratories, commercial office and rail engineering workshop space.
- Promoting the sustainability and economic viability of Barrow Hill Roundhouse and providing catalytic benefits to the social and economic regeneration of neighbouring communities that are listed

amongst the most deprived in the UK to deliver economic benefits of over £9m.

- Providing **1680 days of training per year** through a training facility that is accessible to a network of providers already serving the rail industry to meet an increased demand for specialist facilities aligned with requirements of the new Rail Apprenticeship standards, short funded courses and adult training. Thus, creating a truly collaborative training offer from level 2 to level 7 with increased access for residents to specialist provision previously not available in the local area.
- Creating **22 job opportunities** for local people and a hub from which to increase awareness of Rail related career opportunities and develop STEM skills required to access them through a **community outreach programme that will reach 1000 individuals per year**
- Making Chesterfield and Barrow Hill a **prominent location for rail technology** through the creation of a rail innovation hub focused on green technologies including energy optimisation, smart maintenance and digital.
- Providing a catalyst or growth by allowing the **rail related supply chain to have access to the very latest rail research and innovation** enabled by partnerships with the University of Derby and New Rail part of the University of Newcastle.

4.13 The project focusses on the delivery of the core objectives against 4 key project themes which are set out in table 1 below:

Table 1 – Project Themes and Objectives:

Overarching Theme	Project Objectives
Commercial Space for SME's	<ul style="list-style-type: none"> • To assist the local and regional rail sector-related supply chain to be focused, efficient, productive, and confident • To develop the Barrow Hill site to achieve its full potential in the delivery of rail sector-related commercial space aimed at SME's • Creating employment opportunities for local people particularly within Barrow Hill and Staveley
	<ul style="list-style-type: none"> • To increase specialist training and education capacity to respond to growth across the rail sector.

Training Provision	<ul style="list-style-type: none"> • To contribute to addressing the skills gaps in the rail sector. • To provide high quality training opportunities that can be offered to local people to maximise the benefits of a growing rail sector. • To complement other provision in the rail sector including National College of Advanced Transport and Infrastructure, National Training Academy for Rail, and the Advanced Manufacturing Research Centre.
Research and Development	<ul style="list-style-type: none"> • To facilitate and showcase Research, Development, and Innovation in the rail sector, establishing knowledge transfer across the sector. • To showcase the high level of skills, expertise and innovation taking place in Chesterfield and the wider region. • To boost productivity across the rail sector through Research & Development work and develop a future workforce to meet increasing employer demand across the sector for skilled jobs.
Community Outreach	<ul style="list-style-type: none"> • To support school and STEM engagement and inspire young people to enter the sector and consider careers in the rail sector

4.14 The project has been developed with a number of key stakeholders whose respective roles are noted below:

- Chesterfield Borough Council – Project lead and freehold owners of the site and will be responsible for the capital build of the project.
- Barrow Hill Engine Shed – Site Leaseholder and management agent for DRIIVe, being responsible for the day to day running of DRIIVe
- University of Derby – Delivery of University Research and Development activities
- NewRail – Research and Development lead for the project
- Network of Specialist training providers – Chesterfield College and the University of Derby have been significant partners who have supported the development of the training offer for DRIIVe. Both organisations offer core engineering provision from their Chesterfield campuses and will access DRIIVe to enhance this core provision with specialist rail elements, thereby increasing employment pathways for existing learners. The training delivery model has evolved to allow for a network of specialist providers who are already serving the rail sector and keen to expand their provision in Chesterfield. This supports the ambition of DRIIVe to deliver a ‘collaborative training offer’ and the delivery of provision not previously available in the area, thereby increasing access to training for residents that will help them

access future employment opportunities resulting from local economic growth.

- 4.15 The programme detailed in image 2 below, illustrates the high-level milestones for the successful delivery of the project and makes provision for the submission of planning application by October 2022 with view to starting on site in October 2023 and completing the DRIIVE facility by January 2025.
- 4.16 The overall total costs including land contribution for all elements of the project are forecast to be £5.13m. Funding sources to deliver the project have been identified as £3.735m Towns Deal Funding, £0.6m land contribution and up to £0.79m from the council.
- 4.17 The 2019 Feasibility Study and Business Case and subsequent review of these in May 2021, together with the options appraisal undertaken in August 2021, supported the development of a green book compliant business case which was submitted to Staveley Town Deal Board for approval in February 2022. In line with the Staveley Town Deal Assurance Framework, the business case was externally appraised and approved by Staveley Town Deal Board in March 2022.
- 4.18 The external appraisal recognised that DRIIVE is uniquely positioned between significant supply chain clusters in Derby and Doncaster, providing the ability to harness Chesterfield's Rail ambition and offer significant potential to attract rail supply chain businesses to the borough and create high quality jobs growth. The external appraisal found that DRIIVE responds to local need by helping to tackle the high levels of deprivation, health inequalities, unemployment, and low aspirations in the Staveley area by providing a rail sector specific hub that offers training, works experience and employment opportunities and research and development opportunities on the doorstep of the local Barrow Hill community.
- 4.19 The external assessment undertaken by Thomas Lister resulted in a positive recommendation to approve the DRIIVE project for funding (subject to conditions outlined in appendix A) and in particular noted a clear strategic case and good value for money. Based on the findings from the external appraisal and a clear recommendation from the council's Internal Programme Board, the project was approved by the Staveley Town Deal Board on 18th March 2022.

4.20 Reflecting the stage of the project development, the funding approval was subject to a number of conditions. These are summarised in appendix A, along with detail of progress against each condition.

Next Steps

4.21 The programme detailed in at Appendix B, illustrates high-level project milestones that need to be met to enable the successful delivery of the DRIIVE project in line with Town Deal deadlines. The Town Deal Funding programme ends in March 2026 with all Town Deal funding being required to be spent by December 2025. The project milestones provide timescales for:

- The procurement of a Design Team to carry out RIBA Stage 3 review, allowing for adequate time for submittal of planning application.
- Time has been allowed for the discharge of any planning conditions and the procurement of the contractor we would seek to appoint to build the Centre. The aim is a start on site in October 2023 and project completion by January 2025.

5.0 Alternative options

5.1 The full business case for DRIIVE was informed by a detailed options analysis that included a long-list of options (10 options) which were either taken forward or discarded based on whether the option met the project's key objectives or could be delivered within the funding and timescales available.

5.2 In total, five options were short-listed for further appraisal including the 'Do Nothing', a 'Preferred Option', and three further commercial-based 'Alternative Options'. The detailed appraisal considered the following options:

- i. **Do Nothing** – the Barrow Hill site remains unused, with negligible economic impact from renting the space for railway depot uses. The Do-Nothing option will limit potential to develop and realise commercial opportunities that will bring forward jobs and skills development and the opportunity to support Chesterfield's wider rail ambitions.

- ii. **Preferred Option** - DRIIVe Rail Centre of Excellence – developing Barrow Hill into an R&D, commercial and training space focussed on the rail industry, providing community outreach STEM support.
- iii. **Alternative Option** - Commercial only – limit the development to commercial space for testing and maintenance. This is a lower cost option, easier to manage, financially stronger in terms of revenue surpluses, but does not deliver training or R&D benefits.
- iv. **Alternative Option** – Commercial and R&D components only. Removing the classroom space lowers total costs but lowers benefits.
- v. **Alternative Option** - Commercial and training – this option would involve developing the commercial and training aspects of the facility, but without the R&D element. This will lower total delivery cost but lower benefits through removing R&D associated benefits

6.0 Implications for consideration – Financial and value for money

6.1 The full business case for DRIIVe includes an economic and financial case. The economic case shows that DRIIVe provides a net present value of £9,046,046 and Benefit Cost Ratio (BCR) of 2.73. The external appraisal found that the economic case for DRIIVe is of good standard and that the project offers good value for money.

6.2 The financial case has been subject to external assessment in line with the Staveley Town Deal Board Assurance Framework and was found to demonstrate that the cost of delivery can be met by the Town Deal Grant allocated to the project, land contribution committed by partners and CBC contribution. However, there are a number of recommended conditions to be included as part of the Town Deal funding award (detailed in Appendix A). The conditions that have financial and value for money implications for consideration are:

- Confirmation from the project sponsor that the match funding of up to £790,000 is secured.
- Confirmation that Chesterfield Borough Council, as project sponsor, will cover any cost overruns associated with the physical delivery of the project or to seek agreement with the accountable body in relation to any value engineering that might be proposed.

- Confirmation from Barrow Hill Engine Shed Society that they will cover any revenue losses that may arise in the early years as a result of managing the operation of the facility.

6.3 The financial case within the full business case considered the overall cost of the project and also identified funding sources to deliver the project. The funding sources to deliver the project that were identified in the business case were £3.735 Towns Deal funding, £0.6m land contribution and a match contribution of up to £0.79m from the council, offered through the business rate retention fund. The overall costs of delivering the project are summarised in table 1 below and are based on the delivery of 1423sqm of commercial, training and workshop space giving overall project costs with land contribution of £5.13m. Cost estimates include a Fixtures fittings and equipment (F, F&E) allowance of £500,000 contingency of 5% and an inflation allowance of 9%.

Table 1: Cost Estimate Summary

Cost Element	Cost (£)
Building Works Estimate	£3,428,402
Project/Design/ Professional Fees	£450,000
Other project Costs estimate (Allowance for legal fees)	£100,000
Design Development Risk	£193,920
Tender Inflation Estimate	£366,509
Total Build cost	£4,538,831
Land Contribution	£600,000
Total Project Cost	£5,138,831

6.4 Optimum bias has been considered in detail within the economic case of the business case and has been applied to the project costs when considering value for money, based on the approach set out in HM Treasury supplementary guidance. The level applied is 19.2% to reflect cost uncertainties within the business case and the volatility of the current economic context of construction labour and materials. The financial case allows for a modest contingency allowance, but a significant inflation allowance has been considered when assessing the level of optimum bias.

6.5 It is proposed that the council provides a match contribution of up to £790,000, offered up front as a grant via the Business Rate Retention Fund (BRRF). The project is subject to further detailed design work where it is

anticipated that costs will be further reduced through value engineering, thereby reducing the council's contribution.

- 6.6 The grant contribution will be subject to a number of requirements including the delivery of Staveley Town Deal outputs and an annual support services charge of £19,700 that will enable project outcomes to be achieved. The services to be provided by the council will be captured in a Service Level Agreement (SLA) that will form part of the management agreement proposed in the full business case, between the council and Barrow Hill Engine Shed Society (BHES). Support services offered will include provision of project governance structures, project monitoring and evaluation and support from the economic development unit to ensure that social and economic regeneration benefits associated with the scheme are realised.
- 6.7 The proposed annual support services charge has been considered in the DRIIVe facility's operating expenditure and income. The DRIIVe Facility is expected to generate £133,200 in year 1 and is forecast to grow to £166,800 by year 5 of operation. The business case forecasts small losses in years one and two of operation, break even by year 3 of operation and for the generation of an annual surplus of £19,000 per annum from year 5 of operation. In line with the conditions of funding outlined in Appendix A, confirmation has been received from BHES to confirm that they will cover any revenue losses that may arise in the early years of operation. This financial obligation will be included within any variation to the lease.
- 6.8 In February 2022, Cabinet granted approval for DRIIVe as one of three Staveley Town Deal Projects featured in the Staveley Town Deal Town Investment Plan (TIP) to be added to the Council's Capital Programme. Provision was made in the programme for project costs of £3,735,000 and did not include the proposed match contribution of £790,000. **It is recommended that cabinet agrees to include the additional project costs in the Capital Programme update due to go before Full council in July 2022.**

Sensitivity and Scenario Testing of Facility operation

- 6.9 Sensitivity testing was carried out within financial case of the full business case. The forecast surplus provides some contingency against adverse movements in the income and costs, however, within the business case, sensitivities to income and costs were tested should the following occur:
- Energy cost double

- Rental income is 20% lower than forecast
- Other costs rise by 10%
- All of the above occur

The potential impact of each scenario is summarised in table 2 below:

Table 2: Sensitivity Analysis

Event	Annual Surplus (£)
Energy Costs Double	13,555
Rental income is 20% lower than forecast	502
Other Costs rise by 10%	13,480
All of the above	-11832

6.10 The business case sets out mitigation against these scenarios including under the worst-case scenario, reducing or removing community outreach activity, reducing staff costs or covering the costs from the parent group. Energy costs would be paid by users of the centre and BHESS as operators of the centre will be transparent in their communication regarding services charges to users.

6.11 Affordability to BHESS was considered within the full business case. Whilst operating, BHESS will take on financial obligations to manage the centre and cover any losses if they occur. As part of the development of the business case the most recent financial accounts for BHESS were reviewed to assess affordability for the project. The levels of net profit posted for 2018/19 and 2019/20 and existing net assets were at a level that provides some existing buffer against unexpected lowering of financial performance of the DRIIVe facility.

Financial risks and management

6.12 A risk register was developed as part of the full business case for DRIIVe and has been externally assessed in line with the Town Deal Assurance Framework. The main risks associated with the project are summarised in table 5 in section 12 of this report and include the main financial risks associated with the operation of the facility, in particular, in respect to operating costs, income and long-term sustainability of the centre

7.0 Implications for consideration – Legal

7.1 The legal implications for the project have been assessed and are set out in detail within the commercial case of the full business case that was

submitted and approved through the Staveley own Deal Assurance Framework. The commercial case presented in the business case has been informed by individual consultations and partner workshops with key stakeholders in December 2021 and January 2022 and also by dialogue with ADE Regeneration Consultants and Geldards LLP who have provided initial advice relating to the legal structures and subsidy control compliance.

- 7.2 The business case recommends that numerous formal legal agreements will need to be put in place to ensure the successful delivery and ongoing governance of the project; a summary of the proposed legal agreements are set out in table 3 below. However, as outlined in paragraphs 7.4 and 8.7, this will require input from in-house legal services, in conjunction with external legal support where required, who will review the recommendations and ascertain the level of legal agreements. The business case makes provision for this, outlining the internal capacity available and allowances within project costs (See table 1) for the external support required to draw up these agreements.

Table 3: Proposed legal agreements

An Overarching development agreement between Chesterfield Borough Council and Barrow Hill Engine Shed Society (BHESS).
Surrender of part of the existing lease and the grant of an amended new lease.
An Option Agreement - an agreement granting the Council the right to take an underlease of the DRIIVe building.
Site access licence – BHESS will grant a site access licence the Council to facilitate the construction of the DRIIVe building.
Design services contract – The Council will enter into a standard design services contract to commission the suite of design services required to take the project from the concept RIBA stage 3.
Employers’ agent contract– The Council will employ external specialists to oversee the main construction contract.
Works contract between the Council and third-party contractor - Procurement for the main construction of the building will be via a design and building contract for a fixed price

Management agreement – BHESS, Barrow Hill Limited and the Council will enter into a management agreement at the time the new lease is granted. This will set out the management obligations, which extend beyond the lease, that BHESS and Barrow Hill Limited will be obliged to deliver through the management of the facility.

- 7.3 In addition to these arrangements, further commercial agreements will be put in place in relation to any commercial leases that will be granted to occupiers of space at DRIIVE by BHESS. These agreements will form part of the overall management of the facility, once completed.
- 7.4 Representatives from the council’s legal service are part of the Internal Programme Board and therefore have been involved during the development of the full business case. Further work is being undertaken with the council’s legal services team to review the initial advice in relation to the proposed legal structures of the project and progress the legal agreements. In particular, it is considered that further work is required in respect of the proposals within the business case to surrender and renew the lease. A more detailed assessment of the options in respect of treatment of the lease will be undertaken to ensure financial prudence and tax efficiencies are achieved. **It is therefore recommended that Cabinet delegates authority to the Service Director for Economic Growth in consultation with the Deputy Leader, Cabinet Member for Economic Growth and the council’s Property, Procurement and Contracts Manager to finalise legal arrangements as outlined above in respect of the existing lease and management agreement in respect of the commercial structure, management and operation of DRIIVE.**

Procurement

- 7.5 All works and services contracts will be procured in accordance with the Council’s own procurement policies and in compliance with public procurement regulations. The proposed elements of procurement associated with the project are detailed in table 4 below:

Table 4: Summary of Procurement

Works or service to be procured	Procurement Route
External Project Management resource to oversee management	Framework compliant with Public Contract Regulations (2015)

<p>of the project to submission of planning including:</p> <ul style="list-style-type: none"> - Overseeing finalisation of legal agreements detailed in paragraph 7.1 - Procurement of Design Services - Project Management of Design Services to RIBA Stage 3 and submission of planning application. 	
<p>Design Services required to take the project from the concept RIBA stage 1 designs to RIBA 2 and 3 (to secure planning permission).</p>	<p>Framework compliant with Public Contract Regulations (2015)</p>
<p>External Legal Support To help put in place formal legal agreements (outlined in paragraph 7.1)</p>	<p>Framework compliant with Public Contract Regulations (2015)</p>
<p>Works Contract for Construction of the building</p>	<p>Open Tender via a design and build contract for a fixed price. The awarding of the design and build contract will be compliant with: Public Contract Regulations (2015); Chesterfield Borough Council's own procurement procedures and Towns Fund grant conditions. The Council will enter a pre-agreed [Standard JCT] (Joint Contracts Tribunal) works contract.</p>
<p>Employers Agent To oversee the main construction contract</p>	<p>Open tender compliant with Public Contract Regulations (2015) and Chesterfield Borough Council's own procurement procedures.</p>

7.6 Procurement routes will be analysed by the Project Board and any variation to the proposed procurement routes highlighted in table 4 will be in accordance with public procurement regulations and Chesterfield Borough Council's own procurement policies.

Subsidy Control

7.8 Subsidy control (Formerly State Aid) compliance has been considered in some detail as part of the full business case. Advice has been sought from Geldards LLP as part of the work to inform the commercial case within the full business case. Further information that shows how the project conforms with subsidy control compliance has been submitted for a stage 2 programme level assessment.

8.0 Implications for consideration - Human resources

8.1 Governance protocols for the delivery of the DRIIVe project and ongoing management and operation of DRIIVe are set out in detail in the management case of the full business case. The organogram in image 3 below highlights the proposed governance, organisational structure and ongoing management of the DRIIVe facility.

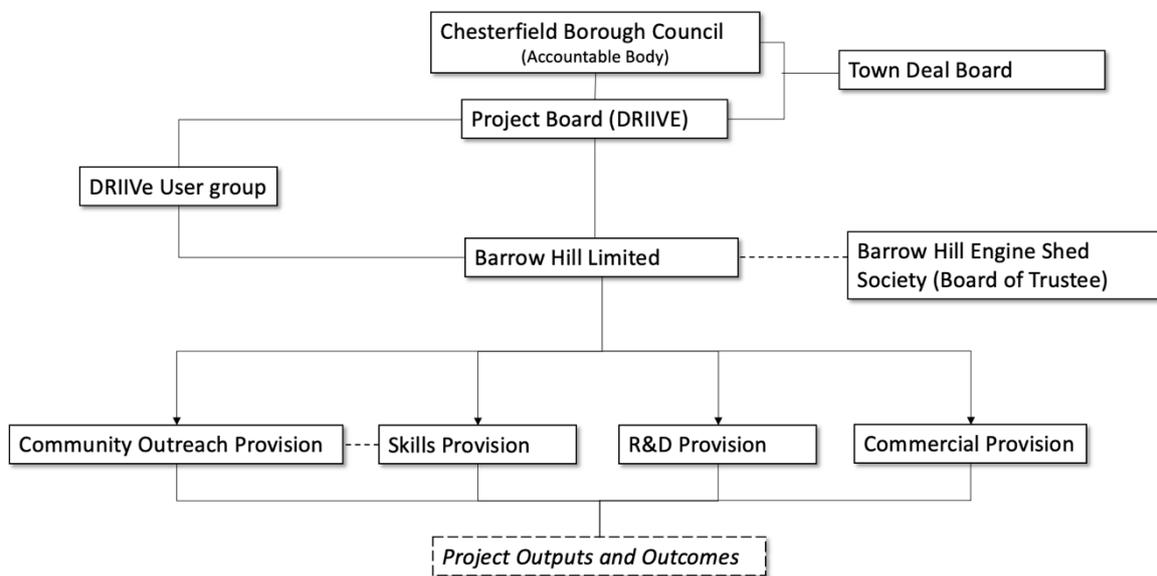
8.2 The delivery of the scheme will be undertaken by Chesterfield Borough Council with the Council acting as project sponsor and having overall responsibility of the project. Cabinet received and approved a report in February 2022 that set out in detail Chesterfield Borough Council's role as project sponsor for three Staveley Town Deal projects, including DRIIVe. Barrow Hill Limited will act as management agent for DRIIVe being responsible for the day to day running of the facility and accountable for the delivery of the project outputs.

8.3 The Council will be required to play a critical role during the design and construction phases of the project and then an ongoing monitoring role, when the facility opens. The resources required to deliver the project will come from existing resources, primarily those within Economic Growth.

8.4 The Skills Delivery Officer within the Economic Development Unit will be responsible for the monitoring and management of the project, working closely with the Joint Growth Unit who will oversee the delivery of the capital construction of the facility, including the commissioning of the design services, project management, legal services, employers' agent and the design and build contractor. Allowances have been made within the project budget for the commissioning of external costs where external support is required.

- 8.5 A Project Board, including Council representatives will be established and will monitor project performance, including delivery against project outputs.
- 8.6 The Council already has in place a Town Deal Manager who will work alongside the Section 151 Officer and the Staveley Internal Programme Board to undertake all activities relating to the Council’s role as accountable body for the grant. The Assurance Framework in place for the Town Deal sets out steps that will ensure an appropriate separation between the council’s role as project sponsor and its role as the accountable body.
- 8.7 As noted in paragraph 7.1 and 7.4, numerous formal legal agreements will need to be put in place to ensure the successful delivery and ongoing governance of the project. This will require continued input from in-house legal services in conjunction with external legal support where required. Allowances have been made within the project budget for costs associated with external legal support.

Image 3 – Governance Structure for the management of DRIIVE



9.0 Implications for consideration – Council plan

- 9.1 DRIIVE will deliver 1423sqm of Research and Development, training, commercial office and workshop space, creating 22 jobs and supporting a community outreach programme that will support up to 1000 individuals

per year, thereby making a positive contribution to a number of priorities within the Council Plan. In particular, it aligns well with the following Council Plan objectives:

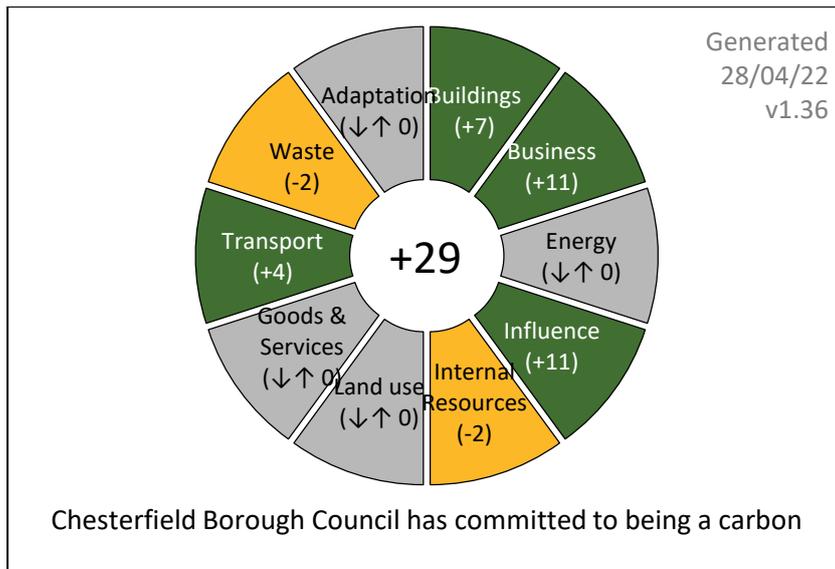
- Chesterfield Borough – a great place to live, work and visit
- Build a stronger business base
- Develop an inclusive and environmentally sustainable approach to growth
- Improve our environment and enhance community safety for all our communities and future generations
- Help our communities to improve their health and wellbeing
- Reduce inequality and provide support to vulnerable people

9.2 The project also supports activities set out in the Chesterfield Growth Strategy and Economic Recovery Plan that seek to support the creation of more and better jobs and support the re-skilling of residents to be better able to compete in a changed economy. DRIIVE will also make a positive contribution to community wellbeing as it will target young people and adult re-skillers in Staveley to come and training at the site, thereby investing in skills development and the wider transformation of the Staveley area.

9.3 Sitting within the thematic pillar of Business and Skills, DRIIVE meets the objective within the Town Investment Plan to attract new jobs and investment by building on existing strengths and assets of Staveley.

10.0 Implications for consideration – Climate change

10.1 A climate change impact assessment has been completed for the DRIIVE project with the results summarised below:



10.2 DRIVe has an overall climate impact score of +29, scoring particularly well in the business and influence categories to reflect the scope to raise awareness of positive action towards climate change through work with partners, careers engagement, training and in particular research and development activities that will focus on green technologies and Rail decarbonisation. The project also scores well in respect of buildings reflecting the BREEAM status target of Very Good and intended use of the building. It scores less well in areas of resource, and waste, recognising that the location of the facility and that this is a new facility and therefore there will be an increase in these areas.

11.0 Implications for consideration – Equality and diversity

11.1 A preliminary equality impact assessment has been undertaken in respect of the DRIVe project and this is attached at Appendix C. DRIVe will provide catalytic benefits to the social and economic regeneration of neighbouring communities that are listed amongst the most deprived in the UK, delivering increased commercial and training floorspace, training, careers education and job opportunities and deliver over £9m of economic benefits to the local area and therefore has been assessed as having a positive impact across all protected characteristic groups.

11.2 The community outreach programme is aimed at promoting careers in the rail sector and encouraging young people and older people looking to reskill to develop STEM Skills. Widening participation of underrepresented groups will be central to the community outreach programme and is therefore likely to have a positive impact across all of

the protected characteristic groups but in particular those of age, ethnicity, gender and disability and long-term conditions.

- 11.3 There is further opportunity to improve the equality and diversity outcomes through the construction phase of the project through procurement and through the council’s proactive approach to securing local skills, employment, and supply chain opportunities through the use of the ‘local labour planning condition’.

12.0 Implications for consideration – Risk management

- 12.1 Risk management is a key component of the business case development process for all Town Deal Projects. A risk register was developed as part of the full business case for DRIVE and has been externally assessed in line with the Town Deal Assurance Framework.
- 12.2 The management case within the full business case sets out in detail project and programme management arrangements to ensure that risk is regularly reviewed and that risk escalation, where necessary take place both within the council and the Town Deal governance structure. The main risks identified as part of the business case are summarised in the table below:

Table 5: Summary of Risk

Description of the Risk	Impact	Likelihood	Mitigating Action	Impact	Likelihood
Cost Risk post RIBA Stage 3	H	M	A contractor will be procured to deliver to a fixed price from RIBA Stage 3 Designs. Use of strong established contractors will mitigate the risk on contractor not fulfilling the obligations of fixed price agreed. Inflation costs included in budget. – the financial risk to the council	H	L

			associated with this could be mitigated through the delivery of one of the alternative building options outlined in para 5.2. This would avoid the need to seek further subsidy but would result in a negative impact on project outputs.		
Planning Risk that planning permission is not secured within programme timeframes	H	L	<p>Early engagement with LPA undertaken and intended use considered suitable for the site. Adequate time has been allowed for various stages of planning.</p> <p>Ensure competent design team are appointed.</p>	M	L
Construction Programme Risk	H	M	<p>Detailed and robust tender specification.</p> <p>Early engagement with contractor to review programme timescales.</p> <p>Inclusion of time risk allowances in programme.</p>	H	L

			Penalties for non-delivery against the programme will exist for the contractor as part of the standard JCT (Joint Contract Tribunal) contract		
Contractual Risks – Tender and Procurement	H	M	Establish procurement strategy to identify most suitable route of procurement that are aligned with programme.	M	L
Delivery of Operational Outputs	H	L	Robust governance arrangements in place both at programme and project level, including provision of Project Board and User Group. Completion of overarching development agreement and management agreement to ensure clear understanding and delivery of respective parties' obligations in respect of delivery and operation of the project.	M	L

			The council will have step-in rights to take over the management of the centre if agreed operational outputs are not met (where underperformance is as a result of macro-economic conditions such as pandemic restrictions)		
Financial Risks – Increase in operating costs, heightened by current volatilities in energy and inflation costs	H	M	<p>Project design will reflect future energy needs and be designed to a lower overall energy consumption.</p> <p>A Project Board will be established review project performance and management of risk. Operating costs will be reported on and reviewed on a quarterly basis by the project board.</p> <p>Users of the facility will be responsible for their own energy costs.</p> <p>Costs savings will be sought in other</p>	H	M

			areas (community engagement/staffing)		
Financial Risks – failure to secure operational revenue required	H	M	<p>Early engagement with likely end users to confirm acceptable rates and contract terms.</p> <p>Support services of economic growth will be levered via fixed service charge from CBC's Economic Growth Directorate to ensure that DRIIVE is aligned with wider rail ambitions and strategy and benefits from increased engagement with the rail sector.</p> <p>A Project Board will be in place to review performance of the programme</p>	M	M
Financial Risks – Long-term sustainability of the centre. This will require replacement of fixtures, fittings and equipment and wider site infrastructure that DRIIVE would be dependent on.	H	H	The financial model includes cost lines for general maintenance and a £30,000 per annum sinking fund. BHESS and R&D partners will also seek to contribute capital spending to buy equipment as	H	M

			part of funding bids.		
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Decision information

Key decision number	1101
Wards affected	Lowgates & Woodthorpe, Middlecroft & Poolsbrook, Hollingwood & Inkersall, Barrow Hill & New Whittington

Document information

Report author	
Emily Williams, Skills Delivery Officer, Economic Growth	
Background documents	
<p>These are unpublished works which have been relied on to a material extent when the report was prepared. Some of the documents listed below are listed as exempt from publication or disclosure. This is because information in the documents is commercially confidential information. Items are exempt under paragraph 3 of Schedule 12A of Local Government (Access to Information) Act 1985.</p>	
<p>DRIVE (The Derbyshire Rail Industry Innovation Project) – Full Business Case: Exempt information Thomas Lister Due Diligence Assessment – Town Deals Fund: Exempt information Advice on subsidy control (Geldards LLP): Exempt information Commercial Structure Proposal for DRIVE Report (ADE Regeneration): Exempt information Climate Change Impact Assessment for DRIVE</p>	
Appendices to the report	
Appendix A	Summary of Grant Funding Conditions
Appendix B	DRIVE – High Level Programme
Appendix C	Preliminary EIA DRIVE

DRIIVe - Conditions and Terms for Funding Agreement

Pre-Contract Conditions	
Condition	Progress
Confirmation from the project sponsor that the match funding is secured	Approval sought in Cabinet report (21/6/22)
Confirmation of the separation of duties for Chesterfield Borough Council as Project Sponsor and Chesterfield Borough Council as Project Sponsor, providing clarity and clear lines of governance and separation between the two duties.	<p>This was a prime concern when CBC started to develop projects and to address this CBC's auditor has been engaged within the Internal Programme Board to ensure a clear separation of duties and measures which include:</p> <ul style="list-style-type: none"> ○ Separate project managers, project cost codes and budgets ○ Established Separate Town Deal Team and Town Deal Manager to provide clear management for accountable body ○ Clear Reporting systems are in place with claims being made to the accountable body
Confirmation that Chesterfield Borough Council, as project sponsor, will cover any cost overruns associated with the physical delivery of the project or to seek agreement with the accountable body in relation to any value engineering that might be proposed.	Approval sought in Cabinet report (21/6/22)
Confirmation from Barrow Hill Engine Shed Society that they will cover any revenue losses that may arise in the early years as a result of managing the operation of the facility.	Written confirmation received from Barrow Hill Engine Shed 6 th April 2022.
Confirmation that Barrow Hill Engine Shed Society have been selected to undertake the operational management of the facility, in line with public contract regulations.	Advice received from ADE Regeneration and Geldard's that refers to regulation 32 of Public Contract Regulations (2015) that allows the contracting authority to directly appoint where there is only one possible service provider. It is considered that there are no alternative providers/ services available, but business analysis will be undertaken to investigate if there are any alternatives that may be available.
Submission of a detailed programme that will allow progress to be measured against key milestones.	To be provided via Project Manager (May 22)
Submission of a detailed Monitoring & Evaluation Plan to accompany the proposals and to ensure that this is in line with the expectations of CBC as the accountable body for the Towns Fund programme.	To be provided by Project Manager and presented in line with the Town Deal Monitoring and evaluation Plan

<p>Submission of further evidence in relation to the likely demand for the space that is proposed to be delivered, alongside further evidence to help support the figures identified in relation to income streams that are anticipated to be achieved at the new DRIIVE facility.</p>	<p>This has been provided via through a review of the 2019 feasibility study in May 2021 that included a detailed demand analysis and evidence from local SME supply chain businesses.</p> <p>Evidence has also been provided through letters of support from potential commercial occupier and training provider occupier.</p> <p>CBC confirm that this information will be provided upon completion of respective procurement exercises</p>
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Pre-drawdown conditions	
Condition	Progress
<p>Securing planning consent for the proposed scheme</p>	<p>Planning permission is due to be submitted October 2022 with view to securing planning consent in January 2023.</p>
<p>Confirmation that all legal agreements, as listed at Section 6.3.2 of the submitted business case, have been concluded and that there are no changes to the project as a result of the agreements being signed.</p>	<p>Project Delivery Officers are working with the council's legal service team to progress all legal agreements listed in section 6.2 of the business case.</p>
<p>A copy of the report on tenders to be provided for information once concluded, in order to demonstrate that the scheme can proceed in accordance with scheme proposals and identified budget.</p>	<p>CBC confirm that this information will be provided upon completion of respective procurement exercises</p>

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Chesterfield Borough Council Equality Impact Assessment - Full Assessment Form

<i>Title of the policy, project, service, function or strategy:</i>		DRIIVe (Derbyshire Industry Innovation Vehicle
<i>Service Area:</i>	Economic Growth	
<i>Section:</i>	Economic Development	
<i>Lead Officer:</i>	Emily Williams	
<i>Date of assessment:</i>	04/22	
<i>Is the policy, project, service, function or strategy:</i>		
<i>Existing</i>	<input type="checkbox"/>	
<i>Changed</i>	<input type="checkbox"/>	
<i>New / Proposed</i>	<input checked="" type="checkbox"/>	

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Section 1 – Clear aims and objectives

1. What is the aim of the policy, project, service, function or strategy?
The aim of the project is to create a modern rail innovation and training centre at Barrow Hill that will contribute towards the future delivery of regeneration in the borough through development of specialist skills and R&D, supporting growth of the rail sector?
2. Who is intended to benefit from the policy and how?
Businesses will benefit through improved facilities, R&D and Skills support which will positively contribute to business growth. Local residents will benefit from increased availability of specialist careers and training provisions and through the creation of more and high-quality jobs. DRIIVe will provide catalytic benefits to the social and economic regeneration of neighbouring communities that are listed amongst the most deprived in the UK to deliver £9,046,046 NPV

3. What outcomes do you want to achieve?

- **1423sqm of floor space** which provides specialist training facilities, R&D laboratories, commercial office and rail engineering workshop space.
- **£9,046,046 NPV**
- Providing **1680 days of training per year** through a training facility that is accessible to a network of providers already serving the rail industry to meet an increased demand for specialist facilities aligned with requirements of the new Rail Apprenticeship standards, short funded courses and adult training
- Creating **22 job opportunities** for local people
- increase awareness of Rail related career opportunities and develop STEM skills required to access them through a **community outreach programme that will reach 1000 individuals per year**
- A hub from w√rail related **supply chain to have access to the very latest rail research and innovation** enabled by partnerships with the University of Derby and New Rail part of the University of Newcastle.

Section 2 – What is the impact?

4. Summary of anticipated impacts. <i>Please tick at least one option per protected characteristic. Think about barriers people may experience in accessing services, how the policy is likely to affect the promotion of equality, knowledge of customer experiences to date. You may need to think about sub-groups within categories eg. older people, younger people, people with hearing impairment etc.</i>			
	Potentially positive impact	Potentially negative impact	No disproportionate impact
Age	√	<input type="checkbox"/>	<input type="checkbox"/>
Disability and long term conditions	√	<input type="checkbox"/>	<input type="checkbox"/>
Gender and gender reassignment	√	<input type="checkbox"/>	<input type="checkbox"/>
Marriage and civil partnership	√	<input type="checkbox"/>	<input type="checkbox"/>
Pregnant women and people on parental leave	√	<input type="checkbox"/>	<input type="checkbox"/>
Sexual orientation	√	<input type="checkbox"/>	<input type="checkbox"/>
Ethnicity	√	<input type="checkbox"/>	<input type="checkbox"/>
Religion and belief	√	<input type="checkbox"/>	<input type="checkbox"/>

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Section 3 – Recommendations and monitoring

If you have answered that the policy, project, service, function or strategy could potentially have a negative impact on any of the above characteristics then a full EIA will be required.

5. Should a full EIA be completed for this policy, project, service, function or strategy?		
<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
<i>Please explain the reasons for this decision:</i>		

Section 6 – Knowledge management and publication

Please note the draft EIA should be reviewed by the appropriate Service Manager and the Policy Service **before** WBR, Lead Member, Cabinet, Council reports are produced.

Reviewed by Head of Service/Service Manager	Name:	Lynda Sharp
	Date:	28/04/22
Reviewed by Policy Service	Name:	
	Date:	DD/MM/YY
Final version of the EIA sent to Policy Service	<input type="checkbox"/>	
Decision information sent to Policy Service	<input type="checkbox"/>	

For publication

Community Infrastructure Levy (CIL) – CIL Expenditure 2021 (EG220D)

Meeting:	Cabinet
Date:	21 June 2022
Cabinet portfolio:	Economic Growth
Directorate:	Economic Growth
For publication	

1.0 Purpose of the report

- 1.1 To set out the progress on managing the Chesterfield Community Infrastructure Levy (CIL).
- 1.2 To seek Cabinet approval for funding awards for the strategic element of CIL expenditure from the bids received in 2021.

2.0 Recommendations

- 2.1 That Cabinet notes the progress on receipts from the CIL.
- 2.2 That Cabinet approves the awards for strategic CIL funding for 2021, in line with the recommendations in this report.

3.0 Reason for recommendations

- 3.1 To ensure that CIL expenditure takes place in accordance with the Community Infrastructure Regulations 2010 (as amended) and the council's CIL Expenditure Strategy.
- 3.2 To ensure that CIL expenditure supports planned growth and sustainable development and Chesterfield's continued vitality.

4.0 Report details

- 4.1 CIL is a mechanism to allow local planning authorities to raise funds from new development, in order to contribute to the cost of infrastructure projects that are, or will be, needed to support new development.
- 4.2 CIL took effect in Chesterfield Borough on 1st April 2016. The current charging year, 2021/22 is the sixth financial year in which CIL has been charged and in which CIL payments were collected.
- 4.3 The 2020 round of CIL expenditure was approved by Cabinet in July 2021. Bids for the 2021 expenditure round were invited in Autumn last year.

CIL Receipts

- 4.4 CIL income will build up over time and contributions are dependent on the delivery programmes for individual CIL-liable developments. Full details of CIL income and expenditure for 2020/21 (charging year 5) are set out in the [Infrastructure Funding Statement](#), published in December 2021.
- 4.5 In summary, up to end of financial year 2020/21 and taking into account spending commitments made in the 2020 funding round (confirmed by Cabinet in July 2021), a balance of £710,863 remains available for strategic expenditure.
- 4.6 Further CIL payments have been received during 2021/22 (charging year 6) as CIL-liable development continues to progress, with the final amount to be confirmed and reported in the next Infrastructure Funding Statement, to be published in December 2022.

CIL Expenditure

- 4.7 The CIL Regulations set out the overall breakdown for how monies collected from the CIL are to be distributed. This is illustrated in the table below.

Purpose of Funding	% Allocated
Strategic CIL infrastructure	80% - Remaining CIL receipts collected for the financial year

Neighbourhood portion	15% of CIL collected (capped at £100 per dwelling)
Administration – (Costs of administrating receipt and expenditure of CIL)	5% of all receipts

4.8 This report addresses funding for Strategic Infrastructure.

Strategic infrastructure

4.9 The purpose of CIL is to help to provide the infrastructure needed to support new development. CIL receipts (excluding the neighbourhood and administrative elements) are held in a central pot to be used for funding the delivery of strategic infrastructure across the Borough.

4.10 The infrastructure list (reproduced at Appendix 1) sets out the types of infrastructure which CIL can be spent on. The Infrastructure List is published annually in the Infrastructure Funding Statement (IFS). The IFS sets out details of CIL receipts and expenditure. This provides clarity and transparency to local communities and developers on how infrastructure expenditure is aligned with planned development. The Statement also offers an opportunity to re-assess CIL expenditure priorities in the light of any change in evidence or circumstances since the Infrastructure List was first published. In the absence of evidence to suggest the need for an immediate review of priorities as set out in the Infrastructure List, the original CIL expenditure priorities remain valid and were republished in the most recent IFS published in December 2021.

4.11 Alongside the IFS, the Infrastructure Delivery Plan (IDP) identifies the essential strategic and local infrastructure which will be required at different times over the duration of the plan period to deliver the Plan strategy. It sets out what infrastructure will be needed and when, who will deliver it, and how it will be funded. The IDP was updated in support of the new Local Plan. It will be reviewed as necessary as the future programme develops.

4.12 The IDP has identified major infrastructure items that will be critical to unlocking key sites. In relation to the Staveley and Rother Valley Corridor Strategic Site for example, school capacity has been identified as an

obstacle to the development of a new community in this strategic location and a new school is likely to be needed as part of the wider regeneration proposals. Strategic transport infrastructure, particularly in the form of the regeneration route, is also required in order to improve accessibility. Work is continuing with the County Council (as education authority and highways authority), the landowners, and other key partners to identify the options for funding and delivery of critical infrastructure.

Apportioning Strategic CIL Income

- 4.13 The CIL Expenditure Strategy approved by Cabinet in July 2018, (<https://www.chesterfield.gov.uk/media/759153/cil-expenditure-strategy.pdf>) sets out the process which will be followed to identify specific items of infrastructure upon which CIL revenue will be spent in order to support growth and development across the Borough. The Strategy establishes the key foundations for prioritising CIL expenditure and balancing competing infrastructure requirements, anchored by the Local Plan strategy in order to deliver critical infrastructure necessary to unlock strategic sites, and support positive development in Regeneration Priority Areas.

CIL Expenditure - The 2021 Funding Round

- 4.14 Bids for funding for the 2021 CIL expenditure round were invited in Autumn 2021 from stakeholders who were identified as being in a position to submit projects which would qualify for strategic expenditure.
- 4.15 8 bids were received. These were:
- Chesterfield Borough Council (Leisure) - Renewal of play parks; Tapton Park, Ringwood Park, Highfield Park, Stand Road Park; CIL bid: £71,760
 - Chesterfield Borough Council (Leisure) - Refurbishment of tennis courts: Tapton Park and King George V Playing Fields, Staveley; CIL bid: £61,600
 - Chesterfield Canal Trust Ltd. - Design of Doe Lea Aqueduct- 37m span aqueduct over River Doe Lea; CIL bid: £91,000
 - Chesterfield Canal Trust Ltd. - Construction of towpaths (1) Bellhouse Lane to Norbriggs Cutting; CIL bid: £83,860 (2) Norbriggs Cutting to Hague Lane; CIL bid: £59,430
 - Derbyshire County Council (Public Transport) - Extension of Bus Real Time Information (RTI) system to key bus stops along Chatsworth Rd corridor and Walton Estate; CIL bid: £75,000

- Derbyshire County Council (Countryside) - Resurfacing of Chesterfield Canal towpath - Brimington Road and Station Road section; CIL bid: £38,000
- Barrow Hill Community Trust - Rebuilding of Barrow Hill Memorial Hall to form multipurpose community hub; CIL funding sought for internal fitout of youth & physical activity area and internal fitout of early years education facility CIL bid: £50,000

4.16 These bids for CIL funding have been assessed in accordance with the procedure set out in the CIL Expenditure Strategy. A summary of the assessment and officer recommendations is provided at Appendix 2.

4.17 The CIL Expenditure Strategy acknowledges the need to balance short term and long-term priorities. It recognises the inevitable pressure to seek to utilise CIL funding for purposes which are not central to provision of infrastructure to support growth and development. However this would risk undermining the long term development strategy for the Borough and ultimately the ongoing credibility of the CIL charging scheme, to which developers contribute in the expectation that available funds will support growth and mitigate the impacts of development. To assist in the assessment process and to ensure the protection of CIL to meet longer term ambitions, the table indicates the proportion of available CIL income which would be utilised under the bids received.

Total CIL income received (at Y5 year end)	£1,310,863	
Available strategic CIL income (80%) (at Y5 year end)	£860,864	
Total value of bids received for strategic CIL funding in 2021 round	£530,650	62% of available strategic CIL income
Total value of officer recommended funding awards for strategic CIL funding (See Appendix 2)	£262,360	30% of available strategic CIL income
Total Remaining balance of strategic CIL fund if officer recommendations for strategic CIL expenditure are accepted	£598,504	

Review of Chesterfield CIL charging scheme

4.18 The Government's Planning White Paper indicated the intention to review the basis of CIL nationally. This intention was reconfirmed in the recently published [Levelling-up and Regeneration Bill](#), although though form that this will take have still to be consulted on and finalised. Whist it remains the intention to review and update the Chesterfield CIL charging scheme, it is not considered that it would be a sensible use of resources to commence a review of the Chesterfield scheme in view of the possibility of wholesale changes to the system of developer contributions nationally.

5.0 Alternative options

5.1 An alternative to supporting the recommended options would be to approve different levels of expenditure. Appendix 2 sets out the reasons behind the recommendations. The recommended funding awards seek to maintain a balance between meeting short term infrastructure requirements and maintaining sufficient CIL resources to meet longer term priorities.

6.0 Implications for consideration – Financial and value for money

6.1 The financial ramifications of introducing a CIL were originally reported to Cabinet when the CIL charging scheme was established, and in subsequent reports. Importantly, CIL regulations permit charging authorities to finance initial set-up and ongoing administration costs from up to 5 per cent of CIL receipts. Therefore, over time, it should be possible to recover the costs of preparing the CIL evidence base and Charging Schedule (including examination costs) and other on-going administration or staffing costs.

6.2 CIL will provide funds to protect, enhance and promote the Borough's infrastructure assets.

7.0 Implications for consideration – Legal

7.1 Proposals for CIL expenditure are in accordance with the requirement of the Community Infrastructure Regulations 2010 (as amended) (Regulation 59) to apply CIL to funding the provision, improvement, replacement, operation or maintenance of infrastructure to support the development of its area.

8.0 Implications for consideration – Human resources

8.1 The proposals have no direct implications for human resources.

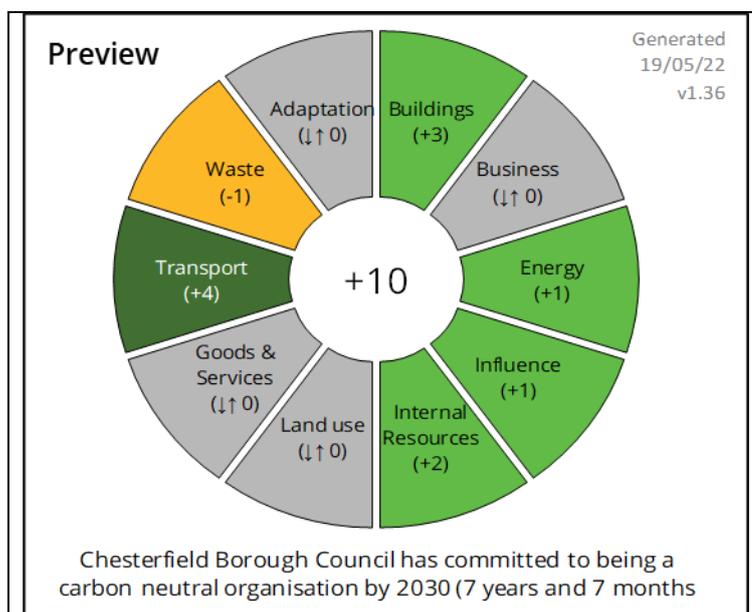
9.0 Implications for consideration – Council plan

9.1 The recommendations for CIL expenditure will support planned growth and sustainable development and Chesterfield’s continued vitality, helping to support the local economy and community wellbeing.

10.0 Implications for consideration – Climate change

10.1 The report and recommendations have undergone a climate change impact assessment. The assessment results reflect the key benefits of improvement of infrastructure, extension of green infrastructure, securing additional external funding, and promotion of active travel, whilst recognising that the proposals for the refurbishment of tennis courts and renewal of play parks may have potential for a small increase in the total volume of waste.

10.2 The results of the assessment are summarised below:



11.0 Implications for consideration – Equality and diversity

11.1 The report and recommendations have undergone a preliminary Equality impact assessment. This indicates that a full EIA is not required.

12.0 Implications for consideration – Risk management

12.1 The potential risks of awarding alternative levels of CIL funding are shown below.

Description of the Risk	Impact	Likelihood	Mitigating Action	Impact	Likelihood
CIL funding withheld on all submitted bids	L	M	Recommendations are within scope of CIL Regulations and would support planned growth	L	L
CIL funding awarded for all submitted bids	M	M	Recommendations identify those bids which are insufficiently linked to planned growth; Funding all submitted bids would risk undermining ability of CIL fund to support longer term infrastructure priorities.	L	L

Decision information

Key decision number	1104
Wards affected	ALL

Document information

Report author	
Rick Long – Infrastructure Planning Officer, Economic Growth	
Appendices to the report	
Appendix 1	Community Infrastructure Levy: Infrastructure List 2022
Appendix 2	Summary of CIL bids received - 2021; Assessments and recommendations
Appendix 3	Equality Impact Assessment
Appendix 4	Climate Change Impact Assessment

Appendix 1:
Community Infrastructure Levy: Infrastructure List 2022
 (From Infrastructure Funding Statement - for Financial Year 2020/21)

INFRASTRUCTURE LIST
Infrastructure Type or Project
Strategic Green Infrastructure
<ul style="list-style-type: none"> • Public Open Space and/or play provision and/or improvements* • Sports and Playing Pitches* • Restoration of Chesterfield Canal • Access improvement to Green Wedges and Strategic Gaps • Biodiversity and habitat enhancement including tree planting*
Transport Infrastructure
<ul style="list-style-type: none"> • Improvements to A61 Chesterfield Inner Relief Road Junctions* • Chesterfield Staveley Regeneration Route • Hollis Lane Link Road • Implementation of Chesterfield Strategic Cycling Network* • Measures to improve walking, cycling and public transport provision within*: <ul style="list-style-type: none"> i. The A61 Corridor ii. The A619 Chatsworth Road iii. The A619 corridor through Brimington and Staveley iv. Access to Chesterfield Railway Station v. The proposed Strategic Cycle Network
Other Infrastructure
<ul style="list-style-type: none"> • Strategic Flood Defences and alleviation measures*
Education Provision
<ul style="list-style-type: none"> • Provision of additional pupil capacity in existing schools and contributions to a new school or schools to address shortfalls in capacity arising from new housing growth

*Excluding Site Specific measures arising as a result of specific development proposals, subject to statutory tests set out under Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended), which stipulates the following:

A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is –

- a) necessary to make the development acceptable in planning terms*
- b) directly related to the development; and*
- c) fairly and reasonably related in scale and kind to the development.*

**Appendix 2: Summary of CIL bids received - 2021;
Assessments and recommendations**

Applicant	Project	Value of bid (£)	Assessment of bid and Recommendation
CBC Leisure	Refurbishment of tennis courts: Tapton Park and King George V Playing Fields, Staveley	CIL bid: £71,760 (includes £11,960 VAT, potentially refundable). Total cost £220,800 Match funding identified	Projects would meet need and support planned development with delivery accelerated through matched funding Recommendation: Approve funding

<p>CBC Leisure</p>	<p>Renewal of play parks; Tapton Park, Ring- wood Park, Highfield Park, Stand Road Park</p>	<p>CIL bid: £61,600 Total cost: £220,000 Match funding identified</p> <p>Tapton Park Toddler & Junior Play Space Total: £60,000 CIL: £16,800</p> <p>Highfield Park Junior Play Space Total: £50,000 CIL: £14,000</p> <p>Stand Road Junior Play Space Total: £60,000 CIL: £16,800</p> <p>Ringwood Park Junior Play Space Total: £50,000 CIL: £14,000</p>	<p>Projects would meet need and support planned development, with delivery accelerated through matched funding</p> <p>Recommendation: Approve funding</p>
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<p>Chesterfield Canal Trust Ltd.</p>	<p>Design of Doe Lea Aqueduct; new 37m span aqueduct over River Doe Lea, complete remaining ground investigations, surveys & detailed design of aqueduct & its setting</p>	<p>£91,000 (Funding also sought as part of Staveley TIP bid)</p> <p>Aqueduct works not currently included in initial construction phase to be funded by Towns Fund - a CIL award for design would maximise opportunity for constructing aqueduct alongside Towns Fund works.</p> <p>(CCT has identified this as highest priority bid)</p>	<p>Restoration of Chesterfield Canal is a long-established infrastructure priority in local plan and IDP. CIL funding for this element would form part of wider funding package to enable continuity of project delivery.</p> <p>Recommendation: Approve funding</p>
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<p>Chesterfield Canal Trust Ltd</p>	<p>Construction of towpaths</p>	<p>(£143,290 in two packages: Bellhouse Lane to Norbriggs Cutting £83,860 Norbriggs Cutting to Hague Lane £59,430).</p> <p>Included in Towns Fund scope but within current funding gap.</p> <p>The towpath works packages could be funded together or separately to suit available funds</p>	<p>Restoration of Chesterfield Canal is a long-established infrastructure priority in local plan and IDP. CIL funding for this element would form part of wider funding package to enable continuity of project delivery.</p> <p>However, there is a need to manage release of CIL funding to ensure that longer term priorities can be met. Applicant has prioritised each element of the funding bid. Delaying release of funding for lower priority projects would support prudent management of available CIL reserves.</p> <p>Recommendation: Withhold funding in 2021 round and invite an application in 2022 round</p>
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DCC (Public Transp ort)	Exten- sion of Bus Real Time Informat ion (RTI) system to key bus stops along Chats- worth Rd corridor and Walton Estate	£75,000 No match funding identified.	Proposal is a re-submission of 2020 bid. Unclear how proposed locations have been prioritised and additional information required to demonstrate how proposal would support planned growth and development Recommendation: Withhold funding in 2021 round and invite an application in 2022 round which is more clearly related to supporting planned new development and regeneration priorities.
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<p>DCC (Count ryside)</p>	<p>Resurfacing of Chesterfield Canal towpath - Brimington Road and Station Road section</p>	<p>£38,000 Additional funding identified Total cost: £88,000</p>	<p>Proposal will support modal shift towards walking and cycling along Staveley & Rother corridor linked to Strategic Cycle Network.</p> <p>Project will better connect planned development in and around Staveley & Brimington to north and Waterside and town centre to south to green wedges, strategic gaps and the wider countryside. CIL funding would enable upgrade to take place in the next financial year</p> <p>Recommendation: Approve funding for the identified section identified</p>
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<p>Barrow Hill Community Trust</p>	<p>Rebuilding of Barrow Hill Memorial Hall to form a multi-purpose community hub.</p>	<p>£50,000</p> <p>Match funding applied for to meet total cost of £2,510,000</p> <p>(Applicant has indicated intention to submit further bids in future rounds, including for £50,000 during 2022/23 as a contribution towards a planned jobs, skills & enterprise zone)</p>	<p>Whilst project would provide a valuable facility for local community, uncertainty about status of proposal as qualifying strategic infrastructure necessary to support planned growth; Project is more suitable for CIL neighbourhood funding and would be eligible to apply to Staveley CIL Neighbourhood Fund, due to be launched by Staveley Town Council in 2022</p> <p>Recommendation: Withhold funding in 2021 round. Eligibility for future funding dependent on status as strategic infrastructure and ability to demonstrate need for project to support future planned growth in line with delivery timescales. Advise applicant to explore funding opportunities offered by Staveley CIL Neighbourhood Fund</p>
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Chesterfield Borough Council Equality Impact Assessment - Full Assessment Form

<i>Title of the policy, project, service, function or strategy:</i>		
<i>Service Area:</i>	Economic Growth	
<i>Section:</i>	Strategic Planning & Key Sites	
<i>Lead Officer:</i>	Rick Long	
<i>Date of assessment:</i>	05/22	
<i>Is the policy, project, service, function or strategy:</i>		
<i>Existing</i>	<input type="checkbox"/> <input checked="" type="checkbox"/> Funding awards within existing policy	
<i>Changed</i>	<input type="checkbox"/>	
<i>New / Proposed</i>	<input type="checkbox"/>	

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Section 1 – Clear aims and objectives

1. What is the aim of the policy, project, service, function or strategy?
To seek Cabinet approval for funding awards for the strategic element of CIL expenditure from bids received in 2021. The recommendations for CIL expenditure will help to provide necessary infrastructure to support planned growth and sustainable development, helping to support the local economy and community wellbeing.
2. Who is intended to benefit from the policy and how?
Beneficiaries of recommended CIL funding will be users of planned infrastructure – i.e. upgraded tennis courts, refurbished play parks, upgraded cycleways, and the extended Chesterfield Canal.
3. What outcomes do you want to achieve?
Funding awards will support expansion and improvement of infrastructure. Specifically, cabinet will be recommended to approve CIL

funding for:

- Chesterfield Borough Council (Leisure) - Renewal of play parks; Tapton Park, Ringwood Park, Highfield Park, Stand Road Park;
- Chesterfield Borough Council (Leisure) - Refurbishment of tennis courts: Tapton Park and King George V Playing Fields, Staveley;
- Chesterfield Canal Trust Ltd. - Design of Doe Lea Aqueduct- 37m span aqueduct over River Doe Lea;
- Derbyshire County Council (Countryside) - Resurfacing of Chesterfield Canal towpath - Brimington Road and Station Road section;

Section 2 – What is the impact?

4. Summary of anticipated impacts. *Please tick at least one option per protected characteristic. Think about barriers people may experience in accessing services, how the policy is likely to affect the promotion of equality, knowledge of customer experiences to date. You may need to think about sub-groups within categories eg. older people, younger people, people with hearing impairment etc.*

	Potentially positive impact	Potentially negative impact	No disproportionate impact
Age	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Disability and long term conditions	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Gender and gender reassignment	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Marriage and civil partnership	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Pregnant women and people on parental leave	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sexual orientation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Ethnicity	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Religion and belief	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Section 3 – Recommendations and monitoring

If you have answered that the policy, project, service, function or strategy could potentially have a negative impact on any of the above characteristics then a full EIA will be required.

5. Should a full EIA be completed for this policy, project, service, function or strategy?

Yes No

Please explain the reasons for this decision:

Section 6 – Knowledge management and publication

Please note the draft EIA should be reviewed by the appropriate Service Manager and the Policy Service **before** WBR, Lead Member, Cabinet, Council reports are produced.

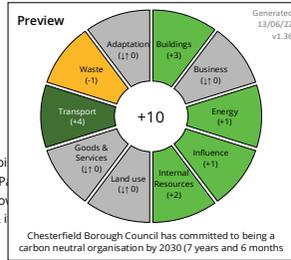
Reviewed by Head of Service/Service Manager	Name:	
	Date:	DD/MM/YY
Reviewed by Policy Service	Name:	
	Date:	DD/MM/YY
Final version of the EIA sent to Policy Service	<input type="checkbox"/>	
Decision information sent to Policy Service	<input type="checkbox"/>	

Climate Change Impact Assessment Tool (v1.36)

Developed by Chesterfield Borough Council 2021

Report Name	Community Infrastructure Levy (CIL) – CIL Expenditure 2021
Report date	19/05/22
Report author	Rick Long
Project Notes	Report assesses funding bids and seeks cabinet approval for funding awards for the strategic element of CIL expenditure from the bids received in 2021
Export filename	Community Infrastructure Levy (CIL) – CIL Expenditure 2021_CCIA 19.05.2022.png

Recommendation to fund the following projects: Refurbish Playing Fields, Staveley; Renewal of play parks; Tapton Park; Design of Doe Lea Aqueduct; new 37m span aqueduct over investigations, surveys & detailed design of aqueduct & Briming-ton Road and Station Road section



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Category	Impact	Notes / justification for score / existing work (see guidance sheet or attached notes for more information)	Score (-5 to +5)
Buildings	Building construction		-
Buildings	Building use		-
Buildings	Green / blue infrastructure	Design of Doe Lea Aqueduct; new 37m span aqueduct over River Doe Lea, and resurfacing of Chester-field Canal towpath will contribute to improvement and extension of green and blue infrastructure across the borough.	+3
Buildings			
Business	Developing green businesses		-
Business	Marketable skills & training		-
Business	Sustainability in business		-
Business			
Energy	Local renewable generation capacity		-
Energy	Reducing energy demand	Resurfacing of Chesterfield Canal towpath will support modal shift to active travel	+1
Energy	Switching away from fossil fuels		-
Energy			
Influence	Communication & engagement		-
Influence	Wider influence		-
Influence	Working with communities		-
Influence	Working with partners	Refurbishment of tennis courts working with LTA as partners and joint funding	+1
Influence			
Internal Resources	Material / infrastructure requirement		-
Internal Resources	Staff time requirement		-
Internal Resources	Staff travel requirement		-
Internal Resources	External funding	Refurbishment of tennis courts includes LTA joint funding; Resurfacing of Chesterfield Canal towpath includes joint	+2
Internal Resources			
Land use	Carbon storage		-
Land use	Improving biodiversity adaptation		-
Land use	Natural flood management		-
Land use			
Goods & Services	Food & Drink		-
Goods & Services	Products		-
Goods & Services	Single-use plastic		-
Goods & Services	Services		-
Goods & Services			-
Transport	Decarbonising vehicles		-
Transport	Improving infrastructure		+3
Transport	Supporting people to use active travel	Resurfacing of Chesterfield Canal towpath will support modal shift to active travel	+1
Transport			
Waste	End of life disposal / recycling		-
Waste	Waste volume	Refurbishment of tennis courts and renewal of play parks may have potential for a small increase in the total volume of waste	-1
Waste			
Adaptation	Drought vulnerability		-
Adaptation	Flooding vulnerability		-
Adaptation	Heatwave vulnerability		-
Adaptation			
Other	Other 1		
Other	Other 2		
Other	Other 3		
Other	Other 4		

Cheat Sheet

1. We are looking at the effects of **this** decision (not our past performance, or actions that represent future decisions)
2. We are looking at the **whole impact** of the decision (regardless of geographical location or organisational boundary)
3. We are only looking at the **climate impact** - other environmental impacts, and social, economic, wellbeing measures are recorded elsewhere.
4. We need to stay **accessible**. Click on the "copy alt-text" button above and then paste the result into the alt text box for your infographic in word. Click here for a guide [Click here to go to tutorial on adding alt text](#)
5. Your report must include some explanation as well as the infographic. **If the decision will have consequences past 2030 you must say so in your report.**
6. While there are no other specific rules for writing the summary, some of the things you may want to discuss include:
 - What are the biggest costs and benefits of this activity in terms of the climate?
 - Are there things that we will have to include in future iterations of this action – do you have a recommendation?
 - Are there measures already included in your plan to minimise the costs and maximise benefits with respect to climate change?
 - Are there other costs and benefits which are outside the scope of the CCIA? For example, does the project have high value in terms of economic or social benefit which outweighs the climate cost? Is this a valuable climate action which has a cost elsewhere?
 - What are your ambitions for this activity – what is technically feasible and what do you think we should be aiming for?
 - If we were to carry out the activity in the best possible way for the climate, what would that look like?
 - What method(s) if any are available to monitor our climate performance on this activity? This might include internal data (electricity bills, mileage claims etc.) or an external verification process. Is this feasible? If not, why not?
 - What are the constraints which stop you doing more? Time, money, expertise, political support, partner buy in, something else?

If you get stuck, contact your friendly local climate change officer

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For publication

Housing Revenue Account (HRA) – Draft Outturn 2021/22

Meeting:	Cabinet
Date:	21 June 22
Cabinet portfolio:	Cabinet Member for Housing
Directorate:	Finance

1.0 Purpose of report

- 1.1 To report on the HRA Revenue Outturn for 2021/22 and to provide explanations for significant variations from the revised estimates reported to Council in February 2022.
- 1.2 To report on the HRA Capital Outturn for 2021/22.

2.0 Recommendations

- 2.1 That the report be noted.
- 2.2 That the revenue carry forward request (paragraph 4.7) and the capital carry forward requests (paragraph 4.9), in respect of schemes which were not finalised during 2021/22, be approved.

3.0 Reasons for recommendations

- 3.1 This report forms a key part of the formal revenue and capital monitoring arrangements against the original 2021/22 HRA revenue and capital budget estimates. The information in this report will be incorporated into the published Statement of Accounts for 2021/22.

4.0 Report Details

Revenue Outturn

- 4.1 The Housing Revenue Account (HRA) is a statutory account which records expenditure and income relating to council dwellings and the provision of services to tenants.
- 4.2 For the financial year 2021/22 the HRA reported a reduction in the HRA balance of **£6.888m**. This represents a movement of **£7.234m** compared to the forecast reduction in the balance of **£14.122m** reported at quarter 3 – period 9. This is primarily due to the reduction in direct revenue support for capital of **£9.068m**. Table 1 provides a summary of the revenue budget, and the full details are set out in **Appendix 1**.

Table 1: HRA Summary Outturn			
Movements	Original Budget	Revised Budget/ Q3 forecast	Actual
	£'000	£'000	£'000
HRA Services surplus for the year	(4,368)	(4,900)	(523)
Direct Revenue Financing (DRF)	5,740	14,579	5,510
Other movements/ appropriations	4,508	4,443	1,901
Decrease in HRA balance	5,880	14,122	6,888
Change on previous column	-	8,242	(7,234)

- 4.3 HRA Services surplus for the year (**£523k**) – refers to the net position of revenue income (e.g., rents) less revenue expenditure (e.g., management costs and housing repairs expenditure). The reduced surplus is due to;
- Housing property services – the pandemic has had a detrimental impact on repairs and maintenance and capital programme activity. A backlog of work has arisen from lockdown periods and the underlying requirement to socially distance. This has resulted in a reallocation of fixed costs to revenue and capital budgets in proportion to the work undertaken. This, together with an increase in material costs and supply chain issues, has led to a variance of £1.438m.
 - Depreciation - increase of **£2.876m** due to a rise in the value of Council dwellings. No additional transfer to the major repairs reserve has been required and this has partially offset the increase in depreciation.

- 4.4 Direct revenue funding relates to revenue balances (i.e., tenants rents) used to fund capital expenditure. The Council's 2021/22 capital programme was significantly delayed due to Covid-19 and therefore less revenue contributions were required to finance the programme.
- 4.5 Other appropriations relate to the provision for debt repayment and transfers to the major repairs reserve (MRR) to fund capital expenditure. Due to the increased cost of depreciation, no voluntary transfer to the major repairs reserve was required in 2021/22.
- 4.6 The significant variances from the quarter 3 forecast/ revised budget to the outturn are summarised in the following table:

Table 2: Significant Variances Q3 forecast/ Revised to Outturn 2021/22	
Description	Overspend/ (Underspend) £'000
Decreased rental income	423
Overall decrease in other income	23
Underspend on Housing Supervision & Management expenses	(235)
Overspend on Rents, Rates, Taxes & Other Charges	145
Overspend on Repairs & Maintenance of Council dwellings	1,438
Reduction in DRF due to underspend on Capital Programme	(9,068)
Reduced Bad Debts Provision	(200)
Decreased Interest Costs	(95)
Net of Depreciation & transfer to MRR	331
Net of all other variances	4
Overall Reduction in budget requirement	(7,234)

- 4.7 A carry forward of budget (**£7.9k**) is requested and relates to the interface and associated professional costs for the upgrade of the Northgate System. The £7.9k represents the underspending on a £109k budget and will enable the works to be concluded in 2022/23.

Capital Outturn

- 4.8 Appendix 2 provides a summary of expenditure on capital schemes in 2021/22. Schemes are funded by right to buy receipt, other capital receipts and Direct Revenue Financing. Total expenditure was **£21.711m**

against the budget of **£32.476m**, an underspend of **£10.765m** (33% of budget).

- 4.9 The pandemic has had a detrimental impact on the delivery of the 2021/22 capital programme and several schemes were delayed as a consequence. Budgets have been reprofiled to accommodate accelerated programmes and increased costs in line with contractual terms and construction projects. Approval is sought to carry forward **£10.765m** from 2021/22 into 2022/23 to enable the schemes to be completed. These schemes include the new build work at the Middlecroft Cluster, Westwood Avenue and Mastin Moor sites, the sheltered refurbishment schemes at Lowgates, the block refurbishment schemes and the Property Acquisition programme.
- 4.10 Capital Receipts - The movement on useable capital receipts in 2021/22 is summarised in Table 3. The receipts received during the year (**£5.842m**) were generated from 104 right to buy sales.

Table 3: Movement in Useable Capital Receipts	
	Total £'000
Balance b/fwd. 1 st April 2021	2,317
Add: receipts in the year	5,842
Less: Housing receipts "Pooled"	(925)
Less: Applied to finance HRA Capital Expenditure	(4,066)
Balance c/fwd. 31st March 2022	3,168 *

** The balance of £3.168m relates to retained "one-for-one" receipts. There is a requirement to spend these receipts in a timely manner to avoid repayment to the Government.*

HRA Balances and 40-year Business Plan

- 4.11 The effect of the reduced deficit on the HRA balance is outlined in Table 4.

Table 4 : HRA Balance		
	Forecast Q3/ Revised Estimate £'000	Outturn 2021/22 £'000
Balance at 1 st April 2021	(20,460)	(20,460)

Decrease in balance 2021/22	14,122	6,888
Balance at 31st March 2022	(6,338)	(13,572)

4.12 The higher actual balance at 31st March (**£13.572m**) compared to the estimated balance at quarter 3 (**£6.338k**) is primarily due to a reduction in direct revenue support for capital (**£9.068m**) partially offset by the increased cost of property repairs (**£1.438m**).

4.13 The 40-year HRA business plan incorporates the slippage on the HRA capital programme. The HRA balance is in line with expectations and can be maintained at or above the minimum set by Council of **£3.4m** over the period of the business plan. A refreshed business plan will be reported to Cabinet as part of the budget process for 2023/24.

5 Alternative options

5.1 There are no alternative options to consider.

6 Implications for consideration – Council Plan

6.1 Effective management of the resources available to the HRA enables the Council to deliver its objectives of providing quality housing and improving housing conditions across the borough.

7 Implications for consideration – Financial and value for money

7.1 The report in its entirety deals with financial and value for money implications.

8 Implications for consideration – Legal

8.1 The Accounts & Audit Regulations 2015 require the authority to produce an annual Statement of Accounts prepared in accordance with proper accounting practices. The Housing Revenue Account outturn forms part of that Statement.

9 Implications for consideration – Human resources

9.1 There are no human resource implications to consider in this report.

10 Implications for consideration – Risk management

- 10.1 In preparing the year end accounts, some elements are based on assumptions regarding risks and uncertainties. Any assumptions made take account of historical experience, current trends and other relevant factors.
- 10.2 The year-end accounts are subject to an audit process carried out by independent external auditors, including those elements relating to the Housing Revenue Account.

11 Implications for consideration – community wellbeing

- 11.1 The efficient, effective and economic management of council housing and the delivery of responsive repairs and planned and programmed works ensures good quality affordable homes are available in the Borough. The focus of the capital programme is to ensure homes are warm, dry, and well maintained which has a positive impact on individual and community health and well-being. The programme also includes delivery of adaptations to ensure people can remain living in their own homes promoting community cohesion.

12 Implications for consideration – Economy and skills

- 12.1 There are no economy and skills implications to consider in this report.

13 Implications for consideration – Climate Change

- 13.1 The operational delivery of responsive repairs will continue to include the ongoing review of components to minimise climate change impacts and ensure energy efficiency standards are improved.
- 13.2 The investment proposed in the capital programme will make a significant contribution towards ensuring the Council's housing stock is improved to increase its Standard Assessment Procedure (SAP) ratings and ensure all homes are efficient and provide affordable warmth for our tenants. In delivering programmes of work, for example the block refurbishment programmes, specific consideration is given to energy efficiency and the components used in window replacements and heating replacement systems.

14 Implications for consideration – Equality and diversity

14.2 Individual equality and diversity impact assessments are not required for the closure of accounts process. These are included as part of the decision-making processes for specific spending options.

Decision information

Key decision number	1100
Wards affected	All

Document information

Report author	Contact number/email
Rachael Ayre	01246 936275 Rachael.Ayre@chesterfield.gov.uk
Appendices to the report	
Annendix1	Housing Revenue Account Summary
Appendix 2	HRA Capital Expenditure 2021/22

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HOUSING REVENUE ACCOUNT 2021/22
STATUTORY HRA OPERATING ACCOUNT
SUMMARY

2020/21 Actual £		2021/22 Original £	2021/22 Revised £	2021/22 Actual £
	INCOME			
(35,390,687)	Rent of Dwellings	(36,106,910)	(36,104,300)	(35,680,821)
(380,195)	Charges for Services & Facilities	(450,930)	(414,420)	(435,888)
(829,625)	Non-Dwelling Rents	(913,280)	(859,380)	(815,232)
(649,347)	Contributions towards Expenditure	(545,490)	(543,640)	(542,978)
(37,249,854)	Total Income	(38,016,610)	(37,921,740)	(37,474,919)
	EXPENDITURE			
6,473,749	Supervision and Management -General	7,208,200	7,029,770	6,418,146
2,405,666	Supervision and Management -Special	2,090,980	2,127,840	2,504,150
267,934	Rent, rates, taxes and other charges	222,440	246,440	391,118
9,603,824	Repairs and Maintenance	8,581,970	9,113,490	10,551,983
9,261,938	Depreciation, Impairment & Revaluation of Fixed Asset	9,193,300	9,258,600	12,134,880
37,006	Debt Management Expenses	46,770	48,760	50,756
316,603	Increase in Bad Debts Provision	1,724,150	354,990	155,027
28,366,720	Total Expenditure	29,067,810	28,179,890	32,206,060
(8,883,134)	NET COST OF SERVICES per Authority income & Expenditure Account	(8,948,800)	(9,741,850)	(5,268,859)
43,200	HRA share of Corporate & Democratic Core	49,940	210,510	211,310
(8,839,934)	NET COST OF HRA SERVICES	(8,898,860)	(9,531,340)	(5,057,549)
4,620,689	HRA share of interest payable, premiums & discounts	4,538,880	4,631,700	4,536,649
0	Interest and Investment Income	(8,450)	0	(2,386)
(4,219,245)	(SURPLUS)/DEFICIT IN YEAR on HRA Income & Expenditure	(4,368,430)	(4,899,640)	(523,286)
	STATEMENT of MOVEMENT on the HRA BALANCE			
	Increase/(decrease) in HRA balance comprising:			
(4,219,245)	Surplus or deficit on HRA Income & Expenditure Account	(4,368,430)	(4,899,640)	(523,286)
4,150,860	Capital Expenditure funded from HRA	5,740,550	14,579,030	5,510,587
74,710	Transfer to/(from) Reserves	0	0	3,987
1,926,040	Provision for Debt Repayment	1,897,150	1,897,150	1,897,150
2,340,752	Transfer to/(from) Major Repairs Reserve	2,611,000	2,545,000	0
4,273,117	(Increase)/decrease in HRA balance for the Year	5,880,270	14,121,540	6,888,438
(24,733,539)	HRA Balance Bfwd 1st April	(9,285,629)	(20,460,422)	(20,460,422)
(20,460,422)	HRA Balance Cfwd at 31st March	(3,405,359)	(6,338,882)	(13,571,984)

PROPOSED INVESTMENT PLAN:	Revised Budget 2021/22	Capital Out turn 2021/22	Under/Over	Original Budget 2022/23 Agreed Cabinet February 2022	Carry Over Request	Revised Budget 2022/23
Future Major Repairs;						
Kitchens	1,193,179	509,033	-684,146	750,000		750,000
Bathrooms + WC fits	700,000	203,114	-496,886	500,000	-200,000	300,000
Central Heating	691,296	90,487	-600,809	550,000		550,000
Rewiring , smoke detector and CO detector	407,332	90,019	-317,313	500,000		500,000
Electrical testing	200,000	0	-200,000	300,000		300,000
Blocks Refurbishment scheme	4,546,363	2,289,343	-2,257,020	2,000,000	3,183,756	5,183,756
Blocks Cyclical Programme	500,000	2,640	-497,360	800,000		800,000
Specialist Lift Replacements	58,140	0	-58,140	0		0
Communal Lighting Replacement to blocks	2,200,000	2,141,240	-58,760	500,000	700,000	1,200,000
Internal Soil Stacks	0	0	0	100,000		100,000
Stairlift Replacement	10,000	0	-10,000	0		0
Door Entry Cameras / systems	15,000	9,289	-5,711	0		0
Tenant oncosts	50,000	11,978	-38,022	50,000		50,000
Sheltered Refurbishment - LOWGATES	1,837,706	3,032,178	1,194,472	2,520,000	930,000	3,450,000
Property Improvements	0	1,692,329	1,692,329	0	3,500,000	3,500,000
Roof Renewals inc loft insulation, S&F's, hanging tiles and	1,498,322	1,540,319	41,997	750,000		750,000
DPC/Damp Works and Pointing General	637,523	245,024	-392,499	500,000		500,000
Fences + gates, footpaths + drives inc. new off street park	772,543	481,958	-290,585	750,000		750,000
Windows and Doors	1,400,000	211,333	-1,188,667	1,400,000	-1,000,000	400,000
Future Major Works Total	16,717,404	12,550,285	-4,167,119	11,970,000	7,113,756	19,083,756
Contingent Major Repairs;		0				0
Asbestos Removal Works	200,000	154	-199,846	200,000		200,000
Asbestos Management / R&D Surveys	100,000	86,074	-13,926	500,000		500,000
Fire Risk Works/Bin Stores	2,489,182	2,219,009	-270,173	1,500,000		1,500,000
Fire Risk Assessments	50,000	39,753	-10,248	50,000		50,000
Compliance	100,000	7,475	-92,525	100,000		100,000
Contingent Major Repairs Total	2,939,182	2,352,464	-586,718	2,350,000	0	2,350,000
Environmental Works + Related Assets;		0				
Footpath Proactive Maintenance	121,454	4,253	-117,201	100,000		100,000
Structural Works	200,000	71,306	-128,694	200,000		200,000
Holme Hall Estate Improvements				100,000		100,000
Environmental + Related Assets Total	321,454	75,559	-245,895	400,000	0	400,000
Exceptional Extensive;		0				
Render programme / Hard to treat properties	300,000	259,566	-40,434	250,000		250,000
Exceptional Extensive Total	300,000	259,566	-40,434	250,000	0	250,000
Adaptations;		0				
Disabled Adaptations	770,843	971,472	200,629	750,000		750,000
Disabled Adaptations Total	770,843	971,472	200,629	750,000	0	750,000
Improvements;		0				
Neighbourhood Action Plan-Barrow Hill Imps	2,429,918	2,664,480	234,562	500,000		500,000
Common Room Refurbishment	50,000	0	-50,000	50,000		50,000
Improvements Total	2,479,918	2,664,480	184,562	550,000	0	550,000
New Build;		0				
New Build - site to be identified				1,000,000	-1,000,000	0
New Build construction - Brockwell Court	1,219,455	1,125,015	-94,440	0		0
New Build construction - Markham Court	160,000	1,659	-158,341	60,000	160,000	220,000
New Build construction - Middlecroft cluster	1,564,916	218,442	-1,346,474	0	1,832,617	1,832,617
New Build construction - Aston Court				680,000	120,000	800,000
New Build construction - Westwood Avenue	2,210,000	0	-2,210,000	0	2,210,000	2,210,000
New Build construction - Mastin Moor (Miller, Edale + Lan	1,250,000	0	-1,250,000	3,000,000	-750,000	2,250,000
New Build feasibility (fees)	50,000	68,006	18,006	50,000	0	50,000
Manor Drive	0	1,125	1,125	0		0
Heaton Court		100,509	100,509	0		0
New Build Total	6,454,371	1,514,755	-4,939,616	4,790,000	2,572,617	7,362,617
Miscellaneous spend;		0				
Property Acquisitions	2,048,355	1,214,095	-834,260	1,791,645	708,355	2,500,000
Stock condition survey	185,915	23,434	-162,481	20,000	180,000	200,000
Northgate Upgrade	258,750	76,000	-182,750	60,000	190,000	250,000
Signs to Blocks		7,975	7,975	0		0
soffitt /fascia		154	154	0		0
Sky+ Conversion		1,225	1,225	0		0
Miscellaneous Spend Total	2,493,020	1,322,883	-1,170,137	1,871,645	1,078,355	2,950,000
TOTAL	32,476,192	21,711,464	-10,764,728	22,931,645	10,764,728	33,696,373

By virtue of paragraph(s) 1 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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