

## CABINET

13 June 2018

Present:-

Councillors J Hart (Chair), S Barker, R Croad, A Davis, R Gilbert, S Hughes, A Leadbetter, J McInnes and B Parsons

Members attending in accordance with Standing Orders 8 and 25

Councillors Y Atkinson, E Brennan, A Connett, A Dewhirst, B Greenslade, R Hannaford, J Hodgson, A Saywell and M Shaw

\* **184** Minutes

**RESOLVED** that the minutes of the meeting held on 16 May 2018 be signed as a correct record.

\* **185** Items Requiring Urgent Attention

There was no item raised as a matter of urgency.

\* **186** Announcements

There was no announcement by the Chair at this meeting.

\* **187** Petitions

There was no petition received from a Member of the Public or the Council.

\* **188** Question(s) from Members of the Council

In accordance with the Cabinet Procedure Rules, the Leader and relevant Cabinet Member responded to two questions from Members of the Council on discharges from acute hospitals; and actions, taken or planned, to support the retention of the Royal Marines and their bases in Devon.

The Leader also responded orally to a supplementary question arising from the above.

*[NB: A copy of the questions and answers are appended to these minutes and are also available on the Council's Website at <http://www.devon.gov.uk/dcc/committee/minqifs.html> and any supplementary questions and answers may be observed through the webcast of this meeting – see Notes below]*

## KEY DECISIONS

\* **189** Future Direction of Highway Network Management

(Councillors Atkinson, Connett, Dewhirst, Greenslade, Hannaford and Shaw attended in accordance with Standing Order 25(2) and spoke to this item).

The Cabinet considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/18/35) which provided an overview of key traffic management operational issues requiring development and implementation across the County in the coming years to ensure the safe and expeditious movement of traffic on the highway network, which had been circulated prior to the meeting in accordance with regulation 7(4) of the Local

Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012.

The Report highlighted that the Devon Network Management Plan had been adopted by the County Council in November 2008, the purpose of which was to provide the strategic direction of the Council in discharging its Statutory Duty of the Traffic Management Act. The ethos of the Plan remained in ensuring the expeditious movement of traffic on the network, however, it was considered some key areas required revisiting to determine how the highway network was managed in the future.

The Report outlined four key proposals and well as other ongoing work streams which may require a change of policy position in the future, for example a refreshed Network Management Plan should a Roadworks Permit scheme be pursued, electric vehicle charging points, the impact of autonomous vehicles, national legislation on “pavement” parking and emerging technology.

The first proposal related to the Management of Roadworks. The Council currently worked to a noticing system where the Council was notified of planned works. An alternative approach was a highway permit scheme, whereby instead of giving notice of works, ‘approval to work’ was sought by works promoters from the highway authority to work on the highway and a ‘permit to work’ was issued, or not. Permits had an associated fee, set within maximums prescribed by the Department for Transport (DfT) and various conditions could be attached. DfT estimated that Authorities introducing such schemes tended to see a reduction in disruption of between 5-10% due to a greater control of works by the Highway Authority. The Report gave further background information on Roadworks Permit schemes at Appendix I.

The second proposal was in relation to persistent evaders of civil parking enforcement. The Council had been delivering Civil Parking Enforcement service in-house for four years and had evidence of a number of UK vehicles and foreign registered vehicles repeatedly found contravening parking restrictions and owners not engaging with the appeals process or paying their penalty charges and associated costs. The potential value of the outstanding debt being in the order of £400,000.

The proposal was to extend the Council’s enforcement activity to be able to remove or seize any vehicle, where the owner / keeper was identified as a persistent evader, where appropriate and in accordance with The Traffic Management Act 2004, The Road Traffic Regulation Act 1984 and the Secretary of State’s Statutory Guidance to Local Authorities on the Civil Enforcement of Parking Contraventions to tackle this antisocial behaviour. Fees associated were set nationally which Devon would adopt and follow. A procurement exercise would need to be undertaken to identify an approved contractor. The Report gave fuller details of the Policy at Appendix II.

The third proposal related to Speed Management and there was sound evidence based policy and procedure in place to review and, where applicable, act on speeding concerns, following and building on National Guidance from the DfT.

Whilst it was anticipated that DfT would be issuing revised guidance on 20mph restrictions shortly, it provided an opportunity to reflect on the Council’s wider approach which was approximately 12 years old.

Last, there was a growing interest in whether the authority should introduce bus lane and box junction moving traffic violation enforcement using camera technology. Whilst the Council had powers to enforce moving traffic violations in bus lanes through the Public Transport Act, there was no power to enforce box junction violations (that being a matter for the Police). Officers would engage with the Police to request greater attention be given to box junctions to help better manage traffic flow, in addition to pressing for powers to be devolved to local authorities to enforce such offences.

Parking in bus lanes could be dealt with through Civil Parking Enforcement powers where there was an associated Traffic Regulation Order in place to prohibit parking. If the Council wished to use its powers to introduce moving traffic enforcement, as opposed to parking, in bus lanes there should be a network management need to do so.

The Report concluded that none of the proposals were designed to generate income/profit but more designed to affect behavioural change.

The Chief Officer's Report also incorporated an Impact Assessment relating to the proposal on Persistent Evaders of Civil Parking Enforcement Policy, which had been circulated previously for the attention of Members at this meeting in order that as part of its determination of the next steps in the process the Cabinet might have full regard to the responsibilities placed upon it to exercise its Public Sector Equality Duty, under s149 of the Equality Act 2010.

The Assessment highlighted that any contractor undertaking this service must be aware of and act in accord with the Equality Act 2010 Public Sector Equality Duty and for example not remove vehicles displaying a valid disabled person parking badge or with diplomatic plates or was known to be used by a vulnerable adult or was a tool of a person's trade etc. Also, no vehicle would be removed without the approval of either the Chief Officer Highways Infrastructure Development & Waste or the County's designated Traffic Manager.

There were no unmanageable impacts that had been identified in terms of environmental or economic impacts.

The Cabinet heard that regular contract meetings would be held to monitor progress and discuss complaints or issues arising from the service being provided. It was anticipated that initially a 12 month trial would be procured, at which point it would be reviewed, with options to adjust how it was delivered, or whether the service should cease.

The matter having been debated and the options and/or alternatives and other relevant factors (e.g. financial, sustainability, carbon impact, risk management, equality and legal considerations and Public Health impact) set out in the Head of Service's Report and/or referred to above having been considered:

It was **MOVED** by Councillor Hughes, **SECONDED** by Councillor Hart, and

**RESOLVED**

- (a) that subject to a positive business case, a Roadworks Permit Scheme be consulted upon;
- (b) that the policy dealing with 'persistent evaders' of parking enforcement be approved;
- (c) that the County Council's speed management policy be reviewed; and
- (d) that the position on the enforcement of bus lanes and box junction infringements be noted.

*[NB: The Impact Assessment referred to above may be viewed alongside Minutes of this meeting and may also be available at: <http://new.devon.gov.uk/impact/>.*

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**Honiton Primary School Capital Build**

(Councillors Connett, Hannaford and Shaw attended in accordance with Standing Order 25(2) and spoke to this item).

The Cabinet considered the Report of the Head of Planning, Transportation and Environment (PTE/18/20) circulated prior to the meeting in accordance with regulation 7(4) of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 201 on the capital funding proposals for the growth of Honiton Community

Primary School to deliver a single-phase build to ensure the school could expand from a 420 place to a 630 place school to meet demographic and housing needs in the area.

The Education Infrastructure Plan (EIP), approved by Cabinet on 16 October 2016 (PTE/16/47), included a proposal to expand Honiton Primary school and the Planning, Transportation and Environment capital programme included an allocation of £1.2m (CT16/12) to support a first phase of a project to expand the School by a total of 210 places.

A new housing development had recently commenced in the Town, land west of Hayne Lane, Honiton which included a planning obligation to pay £2,840 per dwelling (index linked) towards enhancing primary education.

The Report outlined the original intention for a phased scheme due to uncertainties of the housing development and the potential risk of not securing the section 106 developer contributions.

The total cost of a single-phase project was estimated at £2.7m of which £1.2m was already approved. Due to the greater certainty of securing developer contributions of up to £852,000 (index linked), it was proposed to deliver the single-phase proposal, initially funded from £1.5m of unallocated basic need funding in the 2019-20 Planning, Transportation and Environment Basic Need Programme. The proposal would future proof primary provision in the Town for current and future housing growth and Cabinet was being asked to support the principle that retrospective developer contributions should be sought from future housing development in the area to recognise the forward funding of infrastructure.

The EIP had been through a consultative process including Headteacher and Governor Associations, the Schools Forum and Cabinet, detailed conversations with the Local Learning Community and local schools on the proposal and the local Member had been kept informed.

The proposal was included within the Education Infrastructure Plan 2016 - 2033 which included an Equality Impact Needs Assessment when approved by Cabinet in October 2016 available at: <https://new.devon.gov.uk/impact/the-education-infrastructure-plan-2016-2033-revised/> which highlighted statutory duty of the Local Authority to secure sufficient educational provision in its area, to act as champions for all parents and families and support the most vulnerable children.

The matter having been debated and the options and/or alternatives and other relevant factors (e.g. financial, sustainability, carbon impact, risk management, equality and legal considerations and Public Health impact) set out in the Head of Service's Report and/or referred to above having been considered:

It was **MOVED** by Councillor McInnes, **SECONDED** by Councillor Hart, and

**RESOLVED**

- (a) that the revised project to expand Honiton Primary school be approved; and
- (b) that the forward funding of additional primary places from the Basic Need capital allocation be noted and the principle of securing retrospective developer contributions be supported.

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**Environmental Policy - New Strategy and Action Plan for Plastics**

(Councillors Connett, Dewhirst, Greenslade, Hannaford, Hodgson and Shaw attended in accordance with Standing Order 25(2) and spoke to this item).

The Cabinet considered the Report of the Head of Planning, Transportation and Environment (PTE/18/21) circulated prior to the meeting in accordance with regulation 7(4) of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 on the proposed Plastics Strategy and Action Plan.

The Plastics Strategy contributed to delivering Devon County Council's over-arching [Environmental Policy](#), which provided a framework for managing and improving the Council's environmental performance. The Board also ensured that strategies and action plans were developed and implemented to deliver it.

The Report referred to an earlier Notice of Motion from Councillor Biederman calling for the Council to remove single-use plastic items from its premises which had RESOLVED that the Council provided leadership in avoiding single-use plastic items to achieve a 'Plastic Free Coastline', and further committed to addressing the issue further through the Authority's environmental performance agenda.

The Plastics Strategy and Action Plan, attached at appendix 1 to the Report was the Council's response to the issue of plastics accumulating in the environment. The Strategy majored on single-use food and beverage packaging and tableware due to the prominence of this type of waste in marine plastic litter. It had four strategic themes that considered how the Council could use its position and responsibility for service delivery to support collective action. The themes were:

- Getting our own house in order;
- Working with suppliers and contractors;
- Helping raise awareness across Devon; and
- Enabling Devon to take action.

The Review of the Council's Single-Use Plastic Consumption, attached at Appendix 2 was the first completed action of that Action Plan and provided a baseline of the Council's consumption of single-use food, beverage packaging, tableware and noted the disposal options available to staff. It then described what action would be taken, where economically and practically viable to:

- (1) remove all single-use plastic, food and beverage packaging and tableware by 2020; and
- (2) ensure appropriate recycling routes were available to capture plastic.

The Head of Service's Report also incorporated an Impact Assessment relating to the possible impacts of the proposal, which had been circulated previously for the attention of Members at this meeting in order that as part of its determination of the next steps in the process the Cabinet might have full regard to the responsibilities placed upon it to exercise its Public Sector Equality Duty, under s149 of the Equality Act 2010.

The assessment highlighted that the initiative would have no negative effects on equality considerations and had been designed with the objective of improving environmental outcomes. This would have a subsequent flow of benefits for the health and happiness of the whole population and help maintain the flow of natural resources into the local economy.

The Cabinet heard that Governance arrangements were in place through the Environmental Performance Board and Environmental Performance Management Group which monitored project implementation quarterly and produced an annual Environmental Performance Statement. The Cabinet Member for Community, Public Health, Transportation and Environmental Services also assured the Cabinet that the document would be flexible and regularly reviewed.

The matter having been debated and the options and/or alternatives and other relevant factors (e.g. financial, sustainability, carbon impact, risk management, equality and legal considerations and Public Health impact) set out in the Head of Service's Report and/or referred to above having been considered:

It was **MOVED** by Councillor Croad, **SECONDED** by Councillor Hart, and

**RESOLVED** that the Plastics Strategy and Action Plan be adopted.

[NB: The Impact Assessment referred to above may be viewed alongside Minutes of this meeting and may also be available at: <http://new.devon.gov.uk/impact/>].

#### MATTERS REFERRED

- \* 192 **Torrige Locality Committee (27 April 2018; Minute 14); The Role of the Local Enterprise Partnership (LEP) and Economic Development Opportunities in Torridge**

(Councillors Connell, Hannaford, Saywell and Shaw attended in accordance with Standing Order 25(2) and spoke to this item).

The Cabinet considered the reference from the Torridge Locality Committee, which at its meeting on 27 April 2018 (minute 14 refers), following consideration of a presentation and annual report of the Local Enterprise Partnership, RESOLVED '*that the Cabinet be asked to agree that the Chair (in conjunction with the Head of Economy, Enterprise and Skills and the Head of External Affairs) draft a letter to all Devon and Somerset MPs to promote a unified approach to achieve fairer capital funding resources for the Heart of the South West LEP to meet the needs of rural communities in the region*'.

It was **MOVED** by Councillor Gilbert **SECONDED** by Councillor Hart and

**RESOLVED** that a letter be drafted by the Head of Economy, Enterprise and Skills and the Head of External Affairs in consultation with the Cabinet Member for Economy and Skills and the Chair of the Torridge Locality Committee, to be sent to all Devon and Somerset MPs to promote a unified approach to achieve fairer capital funding resources for the Heart of the South West LEP to meet the needs of rural communities in the region.

- 193 **Notice(s) of Motion referred from Council (Minute 103 - 106 and 108 - 109 of 24 May 2018)**

##### **(a) Traffic on A35 at Wilmington**

Councillor Shaw attended in accordance with Standing Order 8 and Councillors Connell, Dewhurst and Hannaford attended in accordance with Standing Order 25(2) and spoke to this item).

*The County Council expresses its concern about the effects of heavy traffic on the A35 on the people of Wilmington, East Devon, and other communities along the route. The Council notes that Highways England commissioned a report which recommended remedial measures for Wilmington, including two pedestrian crossings, which was published in April 2015, but three years later no decisions have been made to introduce any of these measures. The Council urges Highways England to give greater priority to improvements in Wilmington as a matter of urgency.*

The Mover of the Notice of Motion (wording of Motion outlined above) had sought the Cabinet's support for the course of action originally suggested and raised further concerns over the proposals being still awaited from Highways England. Members considered the Officer's factual briefing note on the matter and their support for the recommendation now before the Cabinet, representations previously made and to actions now proposed or already undertaken and any other relevant factors (e.g. public health, financial, environmental, risk management and equality and legal considerations and Public Health impact):

It was **MOVED** by Councillor Hughes, **SECONDED** by Councillor Hart, and

**RESOLVED** that the County Council engages as a consultee with Highways England on their proposals for the A35 route corridor, and requests that the proposals are brought forward and implemented as soon as practicable.

**(b) Gender Pay Gap in Devon**

Councillor Atkinson attended in accordance with Standing Order 8 and Councillors Connell, Dewhurst, Hannaford and Shaw attended in accordance with Standing Order 25(2) and spoke to this item).

*This Council is concerned about the gender pay gap in Devon (details available from the ONS gender pay gap website.) and understands that it needs to carry out further research into what is causing it and what needs to be done to address it for instance is it as a result of the concentration of women in occupations with lower hourly pay and/or part-time work. the so-called “glass ceilings”, fundamental stereotyping in gender roles in our societies from birth that lead to gendered economic roles and outcomes.*

*In view of cross party concern not only about gender pay gap but ethnicity and disability pay gaps this Council should review the ECHR report and recommendations set out in ‘Fair opportunities for all – A strategy to reduce pay gaps in Britain’ and other recent and planned reports and develop an action plan for Devon*

*Further the Council recognises that addressing these pay gaps is a fundamental part of improving productivity and economic outcomes for all and will ensure that this issue and research is included in the work of the Heart of the South West Joint Committee.*

The Mover of the Notice of Motion (wording of Motion outlined above) had sought the Cabinet's support for the course of action originally proposed and raised further concerns over the importance of a regional approach to consider and tackle the issue. Members considered the relevant Officer's factual briefing note on the matter and their support for the recommendation now before the Cabinet, representations made by the Corporate Infrastructure and Regulatory Services Scrutiny Committee and to actions now proposed or already undertaken and any other relevant factors (e.g. public health, financial, environmental, risk management and equality and legal considerations and Public Health impact):

It was **MOVED** by Councillor Parsons, **SECONDED** by Councillor Hart, and

**RESOLVED** that the Council welcomes the Motion and is currently preparing an action plan for the Council to ensure improvements are made. The Council further notes the recommendations for the Public Sector in the ECHR report and will be mindful of these when preparing the Council's Action Plan. The Corporate Infrastructure and Regulatory Services Scrutiny Committee considered the issue on 12 June 2018 and resolved; '*that the Committee welcome the commitment of officers to undertake further research and analysis on the gender pay gap, in order to formulate an action plan, which will report back to the Committee in due course*'. The Council fully endorses this approach and, additionally, will ask the new Joint Scrutiny Committee with responsibility for scrutinising the LEP, when established, to consider this matter as part of its work programme.

**(c) Adult Social Care Sector - Workforce Issues**

Councillor Atkinson attended in accordance with Standing Order 8 and Councillors Connell, Dewhurst, Hannaford and Shaw attended in accordance with Standing Order 25(2) and spoke to this item).

*This Council supports the findings of the Public Accounts Committee whose report of 9th May concluded:*

*The adult social care sector is underfunded, with the care workforce suffering from low pay, low esteem and high turnover of staff. The care sector is in a precarious state but the Department of Health and Social Care (the Department) has not yet said how it intends to put in place a long-term, sustainable funding regime to meet the ever-increasing demand for care. The Department does not know whether the ways that local authority's commission care, and the prices they pay providers, are contributing to the problems within the care workforce. We are not convinced that the lack of regulation within the care sector workforce and the balance of regulation versus a market-based approach, is supporting the care sector to provide the best care possible. The UK's departure from the EU is causing uncertainty over how the workforce will be sustained, particularly in areas that are more reliant on non-UK workers. There is an urgent need to reverse the poor public image that care work must boost recruitment and retention across the care sector. We are also concerned that the move to supporting people with substantive and critical care needs only is contributing to growing levels of unmet need for people with moderate care needs. These moderate needs may well grow into substantial or critical needs if support is not given. The Department has committed to addressing all these issues through the health and care workforce strategy that it is currently consulting on, and the promised Green Paper on funding of care for older adults. But given the pressures on the sector, we are concerned that the Department sees the Green Paper as a cure all and underestimates the scale of the challenge. The Department must ensure that its delivery partner, Skills for Care, is properly supported and funded to implement the workforce strategy.*

*And resolves to write to all Devon M.P's to support cross party working to solve the crisis in social care health and care workforce and funding*

The Mover of the Notice of Motion (wording of Motion outlined above) had sought the Cabinet's support for the course of action originally proposed and mentioned the importance of the Carer role including raising the profile of the profession. Members considered the relevant Officer's factual briefing note on the matter and their support for the recommendation now before the Cabinet, representations previously made and to actions now proposed or already undertaken and any other relevant factors (e.g. public health, financial, environmental, risk management and equality and legal considerations and Public Health impact):

It was **MOVED** by Councillor Leadbetter, **SECONDED** by Councillor Hart, and

**RESOLVED** that the Cabinet Member with responsibility for Adult Social Care and Health Services raises issue of cross party working in his regular sessions with individual Devon MPs.

**(d) Grammar Schools and Additional Funding**

Councillor Greenslade attended in accordance with Standing Order 8 and Councillors Connett, Dewhirst, Hannaford and Shaw attended in accordance with Standing Order 25(2) and spoke to this item).

*County Council expresses its concern at the Government's announcement of an extra £50 million to allow existing Grammar Schools to extend their premises and take on more pupils while Devon Schools remain significantly underfunded compared to the national average.*

*Accordingly, the County Council writes to all Devon MP's asking them to oppose this proposal in favour of providing more funding to Devon Schools.*

The Mover of the Notice of Motion (wording of Motion outlined above) had sought the Cabinet's support for the course of action originally proposed and raised further concerns over the current position of funding for Devon's schools. Members considered the relevant Officer's factual briefing note on the matter and their support for the recommendation now before the Cabinet, representations previously made and to actions now proposed or already undertaken and any other relevant factors (e.g. public health, financial, environmental, risk management and equality and legal considerations and Public Health impact):

It was **MOVED** by Councillor McInnes, **SECONDED** by Councillor Hart, and

**RESOLVED** that Council be advised that Devon only has one Grammar School and the measurable effect of this announcement on the school population of Devon is negligible. Therefore, Cabinet recommends no further action on the Notice of Motion.

**(e) Customs Union and Sarah Wollaston MP Campaign**

Councillors Connett, Hannaford and Shaw attended in accordance with Standing Order 25(2) and spoke to this item).

*County Council supports the UK remaining in the Customs Union and welcomes and congratulates Sarah Wollaston MP on the strength and clarity of her campaigning in support of the UK remaining in the Customs Union.*

*Therefore, County Council recommends all Devon MP's support Dr Wollaston position.*

Councillor Connett spoke on behalf of the mover of the Notice of Motion (wording of Motion outlined above). Members considered the relevant Officer's factual briefing note on the matter and their support for the recommendation now before the Cabinet, representations previously made and to actions now proposed or already undertaken and any other relevant factors (e.g. public health, financial, environmental, risk management and equality and legal considerations and Public Health impact):

It was **MOVED** by Councillor Gilbert, **SECONDED** by Councillor Hart, and

**RESOLVED** that Council be advised that now would not be an appropriate time to take a Brexit position on the opinions of any of our MP's, therefore Cabinet recommends no further action on the Notice of Motion.

**(f) Stagecoach Southwest and Increased Fares**

Councillor Brennan attended in accordance with Standing Order 8 and Councillors Hannaford, Connett and Shaw attended in accordance with Standing Order 25(2) and spoke to this item).

*'This Council condemns the decision by Stagecoach Southwest to remove the £1 child add-on fares, replacing them with child single or dayrider tickets.*

*In Exeter, this decision has resulted in a 200% increase in fares for children aged 5-15 who are travelling with an adult. Before 29th April 2018, a parent and child could travel together all day for £4.90, but this has now increased to £7 (£4 for an adult dayrider plus £3 for a child dayrider) – a total increase of £2.10, or 43%. Similarly, an adult travelling with two children could previously travel all day for £5.90, but this now requires a group dayrider of £8 – again, an increase of £2.10. Similar significant increases have also taken place across Devon.*

*This action by Stagecoach hits the poorest families hardest, including single parent families and those unable to afford a car. As the majority of single parents are women, and most adults travelling alone with children are likely to be women, the action disproportionately impacts women more than men.*

*This action also undermines Stagecoach's supposed commitment to working with Devon County Council to reduce traffic congestion and improve air quality, pushing higher numbers of families into cars for city journeys as it may be cheaper, and therefore also increasing Devon's contribution to climate change. Furthermore, Devon County Council's work to increase the take up of sustainable methods of transport to school, and to increase safety around schools by reducing vehicle numbers, is also largely undermined and threatened by this move.*

*Additionally, there is a negative economic impact towards businesses in central areas, as more people choose to take their cars to out-of-town shopping areas, further depleting our high streets and lessening the viability of independent businesses.*

*This change took place without informing or consulting with councillors or passengers. A petition has been handed to Stagecoach Southwest regarding the increase in Exeter. It contains over 1700 signatures from concerned families and other residents, and calls upon Stagecoach Southwest to consider their social and environmental responsibilities, to reverse this decision, and to retain the £1 child add-on tickets'.*

*In accordance with what thousands of concerned families are telling us, this Council resolves to put pressure on Stagecoach Southwest to reverse their recent decision, and to bring back the £1 child add-on fares with immediate effect.'*

The Mover of the Notice of Motion (wording of Motion outlined above) had sought the Cabinet's support for the course of action originally proposed and raised further concerns over the increase of the fares and the impact on families, also mentioning that a meeting with Stagecoach was taking place on 14 June 2018. Members considered the relevant Officer's factual briefing note on the matter and their support for the recommendation now before the Cabinet, representations previously made and to actions now proposed or already undertaken and any other relevant factors (e.g. public health, financial, environmental, risk management and equality and legal considerations and Public Health impact):

It was **MOVED** by Councillor Hughes, **SECONDED** by Councillor Hart, and

**RESOLVED** that Council be advised Cabinet recognises the pressure Stagecoach is under in running commercial services, however, it is concerned regarding the change in provision for child fares within Exeter and will continue to work with Stagecoach to achieve the best possible service for all passengers.

\* **194** Question(s) from Members of the Public

There was no question from a Member of the public.

\* **195** Minutes

It was **MOVED** by Councillor Hart, **SECONDED** by Councillor McInnes, and

**RESOLVED** that the Minutes of the following and any recommendations to Cabinet therein be approved:

Farms Estate – 15 May 2018

\* **196** Delegated Action/Urgent Matters

The Registers of Decisions taken by Members and property transactions approved by NPS under the urgency provisions or delegated powers were available for inspection at the meeting in line with the Council's Constitution and Regulation 13 of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012; a summary of decisions taken since the last meeting had been published with the Agenda for this meeting. Decisions taken by Officers under any express authorisation of the Cabinet or other Committee or under any general authorisation within the Council's Scheme of Delegation set out in Part 3 of the Council's Constitution may be viewed at <https://new.devon.gov.uk/democracy/officer-decisions/>

\* **197** Forward Plan

In accordance with the Council's Constitution, the Cabinet reviewed the Forward Plan and determined those items of business to be defined as key and framework decisions and included in the Plan from the date of this meeting onwards reflecting the requirements of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 (at <http://democracy.devon.gov.uk/mglListPlans.aspx?RPlId=133&RD=0>)

**NOTES:**

1. These Minutes should be read in association with any Reports or documents referred to therein, for a complete record.
2. Notice of the decisions taken by the Cabinet will be sent by email to all Members of the Council within 2 working days of their being made and will, in the case of key decisions, come into force 5 working days after that date unless 'called-in' or referred back in line with the provisions of the Council's Constitution.
3. The Minutes of the Cabinet are published on the County Council's website.
4. A recording of the webcast of this meeting will also be available to view for up to 12 months from the date of the meeting, at <http://www.devoncc.public-i.tv/core/portal/home>

**\*DENOTES DELEGATED MATTER WITH POWER TO ACT**

The Meeting started at 10.30 am and finished at 12.29 pm





**QUESTIONS FROM MEMBERS OF THE COUNCIL**  
**Wednesday 13<sup>th</sup> June 2018**

**1. QUESTION FROM COUNCILLOR SHAW**  
**Re: Discharges from Acute Hospitals**

How many patients have been discharged from acute hospitals into nursing and care homes, each month from January 2015 to date?

**REPLY BY COUNCILLOR LEADBETTER**

Our Management Information system cannot isolate discharges from acute hospital settings only for DCC financially supported residents. The information below is from any hospital setting (acute or community) to either a permanent placement (Table A) or a temporary placement (Table B)

Table A. Permanent Residential Schedule

Year	Number of Clients per month												Grand Total
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
2015	10	23	21	33	25	25	15	9	18	15	18	1	213
2016	28	21	16	9	15	9	14	18	21	11	16	18	196
2017	15	16	17	19	21	22	21	23	21	22	21	13	231
2018	14	18	13	8									53

Table B – Temporary Placement Schedule

Year	Number of Short Term Clients per month												Grand Total
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
2015	10	12	12	13	8	13	8	18	8	3	2		107
2016	19	12	7	15	10	12	3	10	9	7	5	1	110
2017	9	6	6	11	12	10	6	7	11	5	2	4	89
2018	12	8	4	1									25

# Minute Item 188

## 2. QUESTION FROM COUNCILLOR GREENSLADE Re: Retention of Royal Marines and Bases

At the most recent County Council the thrust of my motion “Sunset for the Marines” was supported.

Can the Leader please say what actions have been, or are planned, to be taken to deliver upon the objective of supporting the retention of the Royal Marines and their bases in the County of Devon?

### REPLY BY COUNCILLOR HART

The Council is looking to agree an approach with Plymouth City Council on how best to make a joint representation to Government.