

Phil Norrey  
Chief Executive

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To: The Chairman and Members of  
the Cabinet

County Hall  
Topsham Road  
Exeter  
Devon  
EX2 4QD

(See below)

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Your ref :  
Our ref :

Date : 3 October 2017  
Please ask for : Karen Strahan, 01392 382264

Email: karen.strahan@devon.gov.uk  
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## **CABINET**

Wednesday, 11th October, 2017

A meeting of the Cabinet is to be held on the above date at 10.30 am in the Committee Suite - County Hall to consider the following matters.

P NORREY  
Chief Executive

## **AGENDA**

### **PART I - OPEN COMMITTEE**

1 Apologies for Absence

2 Minutes

Minutes of the meeting held on 13 September 2017(previously circulated).

3 Items Requiring Urgent Attention

Items which in the opinion of the Chairman should be considered at the meeting as matters of urgency.

4 Chairman's Announcements

5 Petitions

6 Question(s) from Members of the Council

### **FRAMEWORK DECISION**

Nil

## **KEY DECISIONS**

7 Gateway to Northern Devon - Strategy for North Devon Link Road (A361/A39) (Pages 1 - 40)

Report of the Head of Planning, Transportation and Environment (PTE/17/56), on the Strategy for North Devon Link Road (A361/A39), attached.

An impact assessment is also attached.

*Electoral Divisions(s): Barnstaple North; Barnstaple South; Bideford East; Bideford West & Hartland; Braunton Rural; Chulmleigh & Landkey; Combe Martin Rural; Fremington Rural; Ilfracombe; Northam; South Molton; Torrington Rural*

8 Children's Services: Provision of 0-19 Public Health Nursing Service and Services for Children with Additional Needs (Pages 41 - 48)

Joint Report of the Chief Officer for Children's Services and the Chief Officer for Communities, Public Health, Environment and Prosperity on approval for the provision of the 0-19 Public Health Nursing, Portage, ROVICs and Residential Short Breaks services from April 2019 onwards and for the re-commissioning of OT and CAMHS from April 2019.

An impact assessment will follow and will be published [here](#) in due course.

*Electoral Divisions(s): All Divisions*

## **MATTERS REFERRED**

9 Reference from Teignbridge HATOC - St Marychurch Road, Newton Abbot (Pages 49 - 54)

The Cabinet had, at its last meeting, considered Report of the Acting Chief Officer for Highways, Infrastructure Development and Waste (HIW/17/63), and the recommendation of the Teignbridge HATOC on 13 July 2017 (Minute 40) resolved that '(d) that the Cabinet be asked to approve, as a departure from policy, the extension of the 30mph restriction to a position south east of the junction with Twickenham Road, a distance of approximately 425 metres'.

The Cabinet had, at that meeting, **RESOLVED** that the item be deferred pending a site visit to the area.

The Acting Chief Officer for Highways, Infrastructure Development and Waste to report.

*Electoral Divisions(s): Newton Abbot South*

## **STANDING ITEMS**

10 Devon Safeguarding Children's Board Annual Report (Pages 55 - 98)

The Annual Report of the Devon. Safeguarding Childrens Board, charting progress within Devon of national expectations and safeguarding activity, is attached.

Chairman of the Devon Safeguarding Childrens Board, will attend to present the Annual Report and respond to any questions.

*[NB: The Safeguarding Board Annual Report will also be available, in due course, at: <http://www.devonsafeguardingchildren.org/>].*

*Electoral Divisions(s): All Divisions*

11 Question(s) from Members of the Public

*Electoral Divisions(s): All Divisions*

12 Minutes (Pages 99 - 102)

Minutes of the bodies shown below are circulated herewith for information or endorsement as indicated therein:

a) Farms Estate Committee – 18 September 2017

[NB: Minutes of County Council Committees are published on the Council's Website at:

<http://democracy.devon.gov.uk/ieDocHome.aspx?bcr=1>

Minutes of the Devon Strategic Partnership are published at : <http://www.devonsp.org.uk/meetings.html> .

Minutes of the Local Admissions Forum are published at:

[http://www.devon.gov.uk/index/learningschools/schools/admissions/admissions\\_forum.htm](http://www.devon.gov.uk/index/learningschools/schools/admissions/admissions_forum.htm) . Minutes of the

Devon Education (Schools) Forum are published at: <http://www.devon.gov.uk/schoolsforum.htm>

Minutes of the Children Trust Board are published at:

<http://www.devonchildrenstrust.org.uk/resources/statutoryboard/meetings.html>

Minutes of the South West Waste Partnership are published at: <http://www.plymouth.gov.uk/modgov>

Minutes of the Devon & Cornwall Police & Crime Panel at:

<http://www.plymouth.gov.uk/dccpmeetingsandminutes.html>]

*Electoral Divisions(s): All Divisions*

13 Delegated Action/Urgent Matters (Pages 103 - 104)

The Registers of Decisions taken by Members under the urgency provisions or delegated powers will be 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 such decisions taken since the last meeting is attached.

*Electoral Divisions(s): All Divisions*

14 Forward Plan

In accordance with the Council's Constitution, the Cabinet is requested to review the list of forthcoming business (previously circulated) and to determine which items are to be defined as key and/or framework decisions and included in the Plan from the date of this meeting.

[NB: The Forward Plan is available on the Council's website at:

<http://democracy.devon.gov.uk/mgListPlans.aspx?RPId=133&RD=0&bcr=1> ]

*Electoral Divisions(s): All Divisions*

**PART II - ITEMS WHICH MAY BE TAKEN IN THE ABSENCE OF THE PRESS AND PUBLIC**

Nil

Notice of all items listed above have been included in the Council's Forward Plan for the required period, unless otherwise indicated. The Forward Plan is published on the County Council's website at <http://www.devon.gov.uk/cma.htm>

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. The Minutes of this meeting will be published on the Council's website, as indicated below, as soon as possible.

Members are reminded that Part II Reports contain confidential information and should therefore be treated accordingly. They should not be disclosed or passed on to any other person(s).

Members are also reminded of the need to dispose of such reports carefully and are therefore invited to return them to the Democratic Services Officer at the conclusion of the meeting for disposal.

**Membership**

Councillors J Hart, S Barker, J Clatworthy, R Croad, A Davis, S Hughes, A Leadbetter, J McInnes and B Parsons

**Cabinet Member Remits**

Councillors Hart (Policy & Corporate), Barker (Economy & Skills), Clatworthy (Resources & Asset Management), Croad (Community, Public Health, Transportation & Environmental Services), Davis (Infrastructure Development & Waste), S Hughes (Highway Management), Leadbetter (Adult Social Care & Health Services), McInnes (Children's Services & Schools) and Parsons (Organisational Development & Digital Transformation)

**Declaration of Interests**

Members are reminded that they must declare any interest they may have in any item to be considered at this meeting, prior to any discussion taking place on that item.

**Access to Information**

Any person wishing to inspect the Council's / Cabinet Forward Plan or any Reports or Background Papers relating to any item on this agenda should contact Karen Strahan, 01392 382264. The Forward Plan and the Agenda and Minutes of the Committee are published on the Council's Website and can also be accessed via the Modern.Gov app, available from the usual stores.

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**Questions to the Cabinet / Public Participation**

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Any member of the public resident in the administrative area of the county of Devon may also ask the Leader a question upon a matter which, in every case, relates to the functions of the Council. Questions must be delivered to the Office of the Chief Executive Directorate by 12 noon on the fourth working day before the date of the meeting. For further information please contact Karen Strahan on 01392 382264 or look at our website at: <http://new.devon.gov.uk/democracy/guide/public-participation-at-committee-meetings/>

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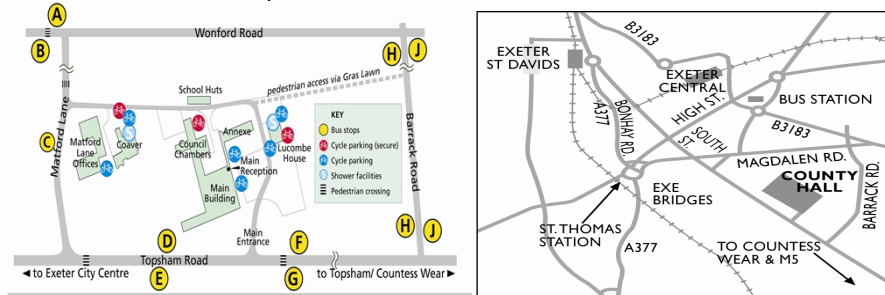
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**NB**   Denotes bus stops

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### **First Aid**

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PTE/17/56

Cabinet  
11 October 2017

## **Gateway to Northern Devon – Strategy for North Devon Link Road (A361/A39) (further development from Cabinet Report 12<sup>th</sup> October 2016)**

Report of the Head of Planning, Transportation and Environment

*Please note that the following recommendations are subject to consideration and determination by the Cabinet (and confirmation under the provisions of the Council's Constitution) before taking effect.*

### **Recommendation: That Cabinet**

- (a) notes the conclusions from the North Devon Link Road 2017 public consultation;
- (b) agrees a strategy for the improvement of the North Devon Link Road between South Molton and Bideford;
- (c) agrees that an Outline Business Case be submitted to the Department for Transport for “The Scheme” which will form the first phase of the strategy;
- (d) agrees the Head of Planning, Transportation and Environment, in consultation with the Cabinet Member for Infrastructure, Development and Waste and relevant the local member(s), be given delegated powers to make minor amendments to the proposed works shown in Appendices II and III; and
- (e) notes the Head of Planning, Transportation and Environment’s intended application of the National Planning Policy Framework document in relation to determining planning applications that impact on the North Devon Link Road at paragraph 3.2.8 and 6.15.

### **1. Summary**

- 1.1.1 This report follows the Cabinet report dated October 2016 regarding the A361/A39 North Devon Link Road (NDLR) project. Since then there has been further design, a public consultation in June/July 2017 and analysis of the consultation comments and suggestions. As a result, a long term strategy for the road has evolved. From this strategy, “The Scheme” has been derived, which will form the first phase of improvement works and will be included in an Outline Business Case (OBC) for submission to the Department for Transport (DfT) as a “Local Majors Bid”. The drawings attached to this report will also be on display at the Cabinet meeting.

### **2. Introduction/Background**

- 2.1.1 The NDLR runs between Bideford and the M5 at Junction 27. It forms the principal road connection between northern Devon and both the M5 and the strategic rail network at Tiverton Parkway.
- 2.1.2 Between Tiverton and the M5, the road is dual carriageway. From Tiverton to Bideford, the road is a single carriageway with limited overtaking and a variety of at-grade junctions. In 2015 the government announced an opportunity to bid to the “Local Majors Fund” to improve the NDLR. In addition, they provided £1.5 million of funding to develop the bid to Outline Business Case.

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2.1.3 The process of securing DfT funding for construction requires a three stage approach:

- i. Following the Cabinet report in October 2016 a **Strategic Outline Business Case** (SOBC) was submitted to the DfT. This identified the section between South Molton and Bideford as the priority for improvement. The SOBC identified the improvements to be a combination of junction improvements and widening of the single carriageway to provide more overtaking opportunities at an estimated cost in the order of £250 million. The SOBC was accepted by the DfT in early 2017 and the project was approved to move to the next stage.
- ii. The **Outline Business Case** (OBC) must be submitted to the DfT by the end of 2017. If approved, this is a significant step in entering a programme for both the County Council and the DfT to progress the scheme through design and construction.  
The process for the DfT to accept the bid is competitive. The criteria for success will depend on value for money, meeting government policies, affordability, local contribution and deliverability. The Local Majors Fund was launched in 2015 with a £450 million fund. DCC is aware that there are about 15 schemes likely to be submitted and competing for the remaining £300 million (two schemes were each given funding of £75 million at the launch of the fund). Assuming most of the bids are in the order of £50 million to £100 million and that significant proportions of these sums will have to be funded from the £300 million, it is clear the competition is going to be substantial.
- iii. If the DfT approve the OBC, the scheme will move through planning, land acquisition and works tender to the production of the **Full Business Case**. DfT approval of this will enable commencement of construction.

2.2 The NDLR proposals for improvement are based upon achieving the following objectives:

- Reduce journey times for commercial and non-commercial journey purposes:
  - Between Barnstaple and Bideford: significant congestion occurs at the key junctions on the corridor particularly at peak times; and
  - Between M5 and Barnstaple: to improve connectivity and perception of uncertain reliability between northern Devon and the wider transport network, including key access points to the national transport network (mainline stations at Tiverton Parkway, and Junction 27 of the M5), particularly in peak season.
- Improve highway safety through reducing the rate of fatal and serious accidents on the NDLR. Accidents occur at various locations on the links and junctions.
- Improve network resilience through reducing the effects of accidents and incidents on the NDLR. The nature of the road at two lanes means even small scale works or incidents result in a road closure.
- These objectives are to be achieved whilst minimising adverse social and environmental impacts and, where possible, achieving net benefit.

2.3 The June - July 2017 consultation proposals outlined improvements for the majority of the section between South Molton and Bideford at a cost of approximately £250 million. As noted above, NDLR improvements would be competing with at least 15 other projects for the unallocated Local Majors funding. Consequently these improvements are extremely unlikely to be affordable. In addition, there would need to be a meaningful local contribution which would be unaffordable to the Councils



(including North Devon and Torridge). Therefore, there is a need to phase the improvements based on maximising the likelihood of a successful submission.

## 3. Proposal

### 3.1 Public Consultation Report

3.1.1 The proposals presented at the June – July 2017 public consultation, including the summary leaflet, are available on the Councils' website <https://new.devon.gov.uk/ndlr/project-progress/consultation> and are summarised below.

3.1.2 The public consultation proposals included junction improvements and widening of sections of the NDLR. The horizontal and vertical alignments generally followed the existing alignments with widening mostly on one side of the road to achieve the required extra width.

3.1.3 The total distance between Borner's Bridge and Heywood Road Roundabout is 30km. Over this length, sections of road widening were proposed for the 23kms between Westleigh Junction and Filleigh cutting.

3.1.4 The proposed carriageway improvements comprised:

- Between Westleigh and Brynsworthy and between Portmore and Filleigh Cutting: a combination of two lanes in one direction and one lane in the other, alternating every kilometre or so, to allow for overtaking (known as wide single carriageway standard WS2+1). In some places, the possibility of widening the road is physically constrained by cuttings and large stone retaining structures. As such, between Portmore Roundabout and Filleigh Cutting the widening is split into three sections: Between Portmore and Landkey Cutting, between Landkey Cutting and Swimbridge Cutting and between Swimbridge Cutting and Filleigh Cutting; and
- Between Brynsworthy and Portmore Roundabout: two lanes in each direction with a central double white line (known as urban four lane single carriageway standard 2+2).

3.1.5 Improvements to eight junctions were proposed that would facilitate a combination of improved access to future development, safety and congestion. A key outcome would be the removal of all uncontrolled right turn movements across the NDLR and further segregation of pedestrians and cyclists.

3.1.6 It is considered the consultation process was a success in gaining a reasonable range of views from a good selection of stakeholders and consultees, including statutory bodies, local government, organisations, businesses and the general public. 93% of the responses were from northern Devon which suggests that the advertising that was undertaken was successful and that the responses are representative of the area with which the consultation aimed to engage.

3.1.7 There were a few adverse comments on the way the consultation was promoted and that insufficient detail was provided.

3.1.8 The 563 questionnaire responses received was fewer than the number of responses received during the Public Consultation held in 2016 (which received over 1,325 responses). However, the number is comparable to those for other recent projects in Devon.

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- 3.1.9 Overall there is a high level of agreement that there is a need to improve the NDLR. 83% of the respondents agree that there is a need to improve the NDLR between South Molton and Bideford. However there is a level of concern that the proposed improvements do not go far enough to address the inherent problems of the single carriageway and the dependence of the local economy on the NDLR.
- 3.1.10 There is a greater level of agreement to improve the section from Barnstaple to South Molton (64%) than the other sections of the NDLR (58%).
- 3.1.11 The main adverse comment from key stakeholders was from Historic England (HE). They raised concerns regarding the proposed new junction at West Buckland; they believe it is likely to result in significant harm to a number of designed vistas at this grade I Listed landscape.
- 3.1.12 There were a number of comments from residents; particularly from those just south of Portmore Roundabout (Fairacre Avenue), who live close to the existing road and were concerned about the enlarged footprint created by the improvements.
- 3.1.13 In addition, residents in close proximity to Bishop's Tawton Roundabout (Oatlands Avenue) were concerned about the impact of an enlarged junction. There was also concern that this would have an adverse effect on pedestrians crossing the junction.
- 3.1.14 The proposed improvements to the West Buckland Junction were welcomed by some but it is recognised that there is a need to work closely with the land owner in order to minimise the impact on the Castle Hill Estate.
- 3.1.15 Respondents also raised concerns about the proposed new roundabout at Brynsworthy. These particularly relate to a reluctance to support more junctions on the link road, and an opposition to the facilitation of a new link between the NDLR and the B3233 at Fremington (the 'Tews Lane Link'), which formed the initial rationale for including the roundabout in the consultation proposals.
- 3.1.16 As a result of the consultation, DCC learnt that the Tews Lane Link does not have universal local support. Consequently, the rationale for the new roundabout no longer exists. It is therefore to be removed from the strategy for the NDLR.
- 3.1.17 Some of the responses expressed concerns regarding the proposals including:
- Impact on Public Rights of Way (PROW);
  - Noise and air quality;
  - Landscape, visual impact and ecology;
  - Devaluation of property; and
  - Safety of WS2+1 and Urban 2+2 standards.
- 3.1.18 A number of suggestions for modifications or alternatives were considered. The suggestions that have, in principle, been accepted for inclusion in the strategy for NDLR include: improved provision for pedestrians at Borner's Bridge Junction, Bishop's Tawton and Heywood Road Roundabouts; realignment of the proposed bridge at West Buckland Junction westward; widening to the south between Portmore and Bishop's Tawton Roundabouts and to the north between Bishop's Tawton and Lake Roundabouts (both in part only); and provision of traffic signal control at Buckleigh Road Junction.

3.1.19 A summary of representations received to the consultation are include in the Public Consultation Report. Paper copies are available for inspection at the Cabinet Meeting.

3.1.20 It is recommended that Cabinet notes the results of the North Devon Link Road public consultation.

## 3.2 **Strategy for the North Devon Link Road**

### South Molton to Bideford

3.2.1 The results of the consultation and assessment of suggestions for modifications or alternatives have been used to identify a strategy for the improvement of the NDLR. The strategy is illustrated in Appendix I and comprises junction and link improvements as follows:

3.2.2 Improvements to eight junctions:

- Borner's Bridge – replace staggered 'T' junctions with a roundabout and improvements to the footway under the A361;
- Hacche Lane – right turns to be banned; the new roundabout at Borner's Bridge and existing roundabout at Aller Cross would accommodate diverted traffic;
- West Buckland – replace staggered 'T' junctions with a new over bridge to provide a grade separated junction. Right turns would be banned but provided for by the bridge;
- Landkey – replace 'T' junction with a new large roundabout;
- Bishop's Tawton – provide a larger, higher capacity roundabout and facilities for pedestrians crossing the road;
- Westleigh – provide an additional lane to improve capacity;
- Heywood Road – provide a larger, higher capacity roundabout and improvements for pedestrians and cyclists crossing the road;
- Buckleigh Road – replace 'T' junction with a signalised junction.

3.2.3 Improvements to links:

- Sections of additional overtaking lanes (WS2+1) between Filleigh Cutting and Portmore Roundabout (with breaks in the widening at Landkey Cutting and Swimbridge Cutting) and between Roundswell roundabout and Westleigh junction; and,
- Given that the traffic flows are much higher around Barnstaple, the proposal includes an urban four-lane road (Urban 2+2 with separation by double white line) on this section between Portmore roundabout and Roundswell roundabout. This would be two lanes in each direction (including widening the river and rail bridge) without a central reserve but with a speed limit of (probably) 40mph. This proposal would offer a step change in capacity.

3.2.4 In terms of measures to improve road safety, there would be no uncontrolled right turns for over 35km between Bish Mill junction, east of South Molton, and Buckleigh Road Junction near Bideford. In addition, it is recommended the scheme includes the installation of Average Speed Cameras on the widened sections as evidence suggests this has a marked improvement in road safety on roads of this standard. Finally, measures would be developed to segregate pedestrian movements from the NDLR carriageway.

3.2.5 It is recommended that this strategy be accepted for the improvement of the North Devon Link Road between South Molton and Bideford.

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## M5 Junction 27 to South Molton

3.2.6 Initial work has been undertaken to consider options for improving the section of the NDLR between M5 Junction 27 and Tiverton. This suggests that there are potential schemes to increase the capacity of Bolham junction and improve access to Tiverton Parkway. Further work needs to be carried out on these preliminary schemes including discussion with statutory bodies and public consultation.

3.2.7 An initial review of junctions on the NDLR between Tiverton and South Molton is underway to identify potential junction improvements to help vehicles access side roads. This will be subject to a public consultation in the future as the plans progress.

## National Planning Policy Framework

3.2.8 When considering development proposals that impact on the NDLR, paragraph 32 of National Planning Policy Framework will be interpreted as follows:

- Any future development between South Molton and Bideford will provide segregated pedestrian facilities and no uncontrolled right turns on the NDLR; and
- Due to the concerns about the safety impact of existing junctions between Bolham and South Molton there will be a presumption against any development proposals that have a significant adverse impact on the North Devon Link Road and in particular the impact on uncontrolled right turns.

## 3.3 **The Scheme to be included in the Outline Business Case to improve the NDLR**

3.3.1 To be successful the Outline Business Case needs to:

- Have a clear and robust case for action e.g. congestion, economic growth and housing;
- Achieve best value. The best chance of success is 'keep the ask small', have a local contribution of around 20% and maximise the Benefit to Cost ratio (BCR); and
- Have a high level of certainty in its deliverability; e.g. land should be available, evidence of link to future development, strong public support, low risk in design, ability to manage stakeholders' capacity in the supply chain.

3.3.2 Of the three sections comprising the improvement strategy, the section between South Molton and Barnstaple best meets the criteria above. It had the greatest support in the 2017 consultation and the least level of concern from local residents. It currently has very few overtaking opportunities but provides a gateway to Barnstaple, Bideford and a large proportion of northern Devon. In contrast, the section around Barnstaple has raised concern from local residents and there are risks in terms of construction of new bridges over the River Taw and the railway. The section between Barnstaple and Bideford already has a reasonable number of overtaking opportunities.

3.3.3 It is recommended that the widening and provision of improved overtaking opportunities, as shown in Appendix II, on the South Molton to Barnstaple section is a priority for investment to meet the scheme objectives. This will form a key element of the "The Scheme" to be submitted to the DfT in the Outline Business Case (OBC).

3.3.4 Full details of how this recommendation is explained are contained in the Scheme Selection Report, which is available on the Councils' website: <https://new.devon.gov.uk/ndlr/>

3.3.5 The nature of the improvements proposed for the scheme would mean that the improved section of road between South Molton and Barnstaple will have a very different 'look' in comparison with the existing road. Whereas only 10% of the road currently has overtaking, approximately 70% will have overtaking once the scheme is complete. The overall road surface will be widened from 9.3m wide to 13.5m wide with a metre gap between opposing flows. The road will continue to have a 60mph speed limit. It is recommended that speeds be controlled by way of average speed cameras as there is evidence to show this improves road safety on roads of this standard. The additional width will assist in providing greater resilience by allowing one lane to be closed and two lane operation to continue in the event of an incident. The reconstruction works will be linked to the road maintenance strategy providing a substantial period where the road will be maintenance free. The google screen shot below shows a recent example of such a road on the A40 in south Wales.



3.3.6 The scheme also comprises junction improvements which will address many of the local congestion issues in the urban areas. They also provide good value for money, are generally low risk, improve road safety and assist in the delivery of housing and employment. The proposed improvement layouts are shown in Appendix III and summarised below.

Junction	Scheme	Land availability	Development	Safety	Pedestrians & cyclists	Risk Mitigation
Borner's Bridge	Replace staggered junction with new (4-arm) roundabout	Requires land but principle of land agreed	New employment & residential development	Removes uncontrolled right turns and crossing traffic in central area	Potential improvements to existing underbridge pedestrian route	Low risk although environmentally sensitive pedestrian route
Hacche Lane	Ban right turns	Not applicable	Not applicable	Removes right turns	No significant pedestrian/cyclist flow	Low risk (some local concern)
West Buckland	New bridge and grade separation	Requires land	Not applicable	Removes uncontrolled right turns and crossing traffic	Improved facilities for pedestrians, cyclists and equestrians	Land availability, and possible objection from HE. Mitigation is reduce WS2+1 length by 2km

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Junction	Scheme	Land availability	Development	Safety	Pedestrians & cyclists	Risk Mitigation
Landkey	New roundabout	Requires land but principle of land agreed	Westacott 1,500 homes	Removes uncontrolled right turns	No significant pedestrian/cyclist flow	If land is not available then a temporary arrangement would be traffic signals
Bishop's Tawton	Enlarged existing roundabout	Land required. Concern from local residents	Provides capacity for Local Plan but not directly	Potential for new segregated pedestrian/cycle bridge subject to planning and land		High risk. Planning and local residents. Look at lower cost and minimise changes to existing layout
Westleigh	Additional lane at approach to the traffic signals	All within highway boundary	East of the Water development & capacity for Local Plan	Current junction has good safety record	No significant pedestrian/cyclist flow	Low risk
Heywood Road	Improve & enlarging of existing roundabout	All within highway boundary	Large development in Local Plan	Current junction has good safety record	Possible signalised crossing	Low risk
Buckleigh Road	New signal controlled junction	All within highway boundary	Large development in Local Plan	Removes uncontrolled right turns	No significant pedestrian/cyclist flow	Low risk

### 3.4 Summary of how the proposed scheme fits the DfT Criteria

Key Criteria	Policy/Proposition/Requirement	Sub-division	Outcome
Extent of compliance with DfT policy for investment in transport infrastructure (new emphasis as explained in Transport Investment Strategy July 2017)	<i>Create a more reliable, less congested, and better connected transport network that works for the users who rely on it.</i>	Effective stewardship to improve and maintain safety and improve reliability.	Widened road improves overtaking opportunities, reduces platooning of traffic, improves network resilience and will enable a long maintenance holiday.
		Congestion creates delays and incidents have a much greater impact meaning lower reliability.	Junction improvements will greatly reduce congestion during peak periods.
		Connectivity, defined as the ease with which places and people are linked together, is fundamental of a positive economic contribution.	The perception of the road as a reliable, safe link between Northern Devon and the rest of the UK will change significantly. There will be almost continuous overtaking opportunities. Journey times will improve slightly.
	<i>Build a stronger, more balanced economy by enhancing productivity and responding to local growth priorities.</i>	Analysis of overall impact on productivity.	Businesses recognise improvements to the NDLR are required to be a catalyst to further growth.
		Analysis of overall impact on local priorities for growth.	GVA could increase by up to 2-3% over 60 years generating addition new jobs for the area.
	<i>Enhance our global competitiveness by making Britain a more attractive place to trade and invest.</i>	N/A	The recognition of a long term strategy for the NDLR will provide greater confidence to developers to invest in northern Devon. The scheme has an economic rate of return (BCR) of 2.
	<i>Support the creation of new housing.</i>	N/A	Provides improved access to a number of key development sites and overall additional capacity to accommodate the Local Plan.

## **4. Programme**

- 4.1 The next step in the programme is to submit the Outline Business Case by December 2017. This is a critical step in the Local Majors Programme as all the schemes in the UK have to be submitted by then. The DfT will then undertake their assessment process.
- 4.2 The unique selling point of the proposals for the NDLR scheme is that they can be delivered within the timescale set out by the DfT. Many competing schemes will need to acquire land by compulsory purchase, have objections from actions groups and have complex planning issues. Therefore, some elements of the scheme that present these challenges have not been included.
- 4.3 In order to make the most of the scheme's deliverability it is essential that the scheme development progresses towards the planning stage in tandem with the submission of the OBC and the DfT assessment process. It is quite likely that the complexity of the DfT decision methodology will mean a decision will not be forthcoming until summer 2018. During this period, preparation for the planning application will be progressed, which will require surveys and design work. This work is at risk if the scheme does not progress.
- 4.4 Assuming the Outline Business Case is approved, a planning application for the main scheme between Portmore and Borner's Bridge will be submitted in late 2018. On submission of the planning application design for the construction tender documents would commence. During this period land acquisition will take place. In parallel with work on the main scheme, detailed design would be carried out on the most deliverable aspects of the scheme i.e. the junctions not in the main scheme. This would be funded from the capital programme on the assumption that a scheme will take place, funded by the Local Majors programme or an alternative future funding pot such as the emerging "Major Road Network" fund.
- 4.5 The tender documents would comprise two packages: the main scheme and the junctions. The tender process would begin early in 2019 and run through to early 2020 ready for the submission of the Full Business Case. This would allow construction to start on the main scheme in late 2020. During construction, there would be significant traffic management as all the construction is on the existing carriageway. This would be very disruptive in terms of traffic management but once completed it would be followed by a maintenance holiday. Construction work on the junctions could start in mid-2020.

## **5. Consultations/Representations/Technical Data**

- 5.1 Three consultations have been held. An initial consultation took place in 2014; a further consultation on strategic options took place in summer 2016; and a consultation on more detailed proposals took place during June and July 2017.
- 5.2 Consultations with key stakeholders on the more detailed proposals commenced in late 2016. This included meeting with individuals, seeking comment on the Environmental Scoping Report and a Value Management workshop held on 7 April 2017. A number of other environmental stakeholders were also engaged through additional early meetings. During the June/July 2017 public consultation, efforts were made to contact and meet with all known and directly affected land/property owners.

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- 5.3 Public Exhibitions were held in South Molton, Barnstaple and Bideford and all local parishes were notified by email at the start of the consultation. The consultation began with exhibitions at Green Lanes shopping centre, Barnstaple, which enabled a wide audience to be targeted. An unmanned exhibition was also held at Taw View, Barnstaple for a week at the end of the consultation period. The exhibition dates, times and locations were as follows:

Date	Location	Time
Friday 16 <sup>th</sup> June, 2017	Green Lanes, Barnstaple	9am – 5pm
Saturday 17 <sup>th</sup> June, 2017	Green Lanes, Barnstaple	9am – 5pm
Tuesday 20 <sup>th</sup> June, 2017	Town Hall, Bideford	12pm – 8pm
Friday 23 <sup>rd</sup> June, 2017	Amory Centre, South Molton	12pm – 8pm
w/c 24 <sup>th</sup> July, 2017	Taw View, Barnstaple	Unmanned

- 5.4 The public consultation material included a comprehensive leaflet and exhibition boards charting the evolution of the scheme option as well as scheme plans and information regarding next steps.
- 5.5 As part of the consultation process, an extensive library of reports was made available on the scheme website. These reports included the Technical Appraisal Report, the Value Management Workshop Report and traffic and economics reports, as well as illustrative design plans for the scheme. A draft Environmental Assessment Report was made available to Key Stakeholders to assist them with their comments.
- 5.6 Approximately 600 responses were received. A summary of the responses is included in section 3. A complete analysis of these responses is detailed in the Public Consultation Report. The questionnaire responses also provided the project team with a number of suggested alternatives, modifications, concerns, mitigation measures and enhancement opportunities.
- 5.7 Discussion has taken place with Local Members of both the County and District Councils. In addition briefings have taken place with the MP's.

## 6. Financial Considerations

- 6.1 The process of submitting a bid for scheme funding from the Local Majors Fund is complicated. It has some significant risks and has to meet certain criteria to be successful.
- 6.2 One criterion is that the scheme has to cost over £75 million to be eligible for a Local Majors Scheme bid. A second criterion is that DfT will give significant weight to a bid that maximises the local contribution. The DfT has informally indicated that 20% of the scheme cost is a reasonable target.
- 6.3 Regarding the first criterion, the estimated total cost of the scheme including land, mitigation works, main contract works, preparation, service diversions, supervision and aftercare is approximately £88 million. The estimates include allowances for inflation, risk and uncertainty; they are estimated in accordance with the latest DfT (July 2017) guidance; and have been verified against data from other schemes.
- 6.4 Regarding the second criterion, the local contribution could be met from a variety of sources. The following possible sources have been identified:



## Section 106 and Other Contributions

- 6.5 The scheme is linked to a number of development sites in the emerging North Devon and Torridge Local Plans which are in the process of applying for planning permission. These sites will have a reasonably long gestation process, so although discussions are taking place, most do not have signed agreements for funding essential infrastructure (section 106 agreements – “S106”). Of those that have been signed, many have not started construction. It is also recognised that there may be ongoing site specific viability issues and it is quite possible that developers may wish to renegotiate the S106 requirements at a later date. The Local Planning Authority (LPA) controls the process, although the County Council can make representations.
- 6.6 The total sums available as match from Section 106 agreements are still being negotiated. There are £5 million of agreements under negotiation. It would be a significant risk for the authority if the £5 million was to be included as match funding without some form of underwriting by the LPA. There are further sites allocated in the emerging Local Plans for which little or no S106 negotiations have begun but which could eventually contribute towards the scheme depending on their timing.
- 6.7 At the time of writing, neither Torridge nor North Devon Council have confirmed that they will adopt the Community Infrastructure Levy (CIL) which may have given more flexibility to secure developer contributions across the districts as in other areas such as Exeter, Teignbridge and East Devon. Both councils have consulted on draft CIL charging schedules but are now awaiting government decisions on potential revisions to the CIL regulations which are now expected to be delayed. The majority of large sites across the area have either signed S106 agreements or are in the process of doing so. It is unlikely therefore that any significant sums would be available to the scheme from any future adoption of CIL in the two district areas.
- 6.8 In summary, although there is a reasonable prospect that there are future opportunities for developer contributions, the County Council cannot at this stage commit these funds to the NDLR financial package as part of the bid to the DfT. This is too large a risk for the authority without some form of underwriting from another body, logically the two LPAs. The LPAs have so far declined to underwrite future agreements.

## Local Enterprise Partnership

- 6.9 Contact has been made with the Local Enterprise Partnership (LEP) as the NDLR Scheme is the only Large Local Majors Scheme in the Heart of the South West area. The LEP is fully supportive of the scheme from a strategic and policy perspective. The scheme is not specifically identified in its current Strategic Economic Plan given that this was written in 2013 before the scheme was identified. Northern Devon's connectivity challenges are likely to be recognised in the LEP's Productivity Plan, jointly owned by LEP and Joint Committee currently being established, which is currently under development. Investment priorities such as the NDLR scheme will be identified in the parallel action plan that will be developed once the overarching Plan has been finalised.
- 6.10 The LEP does not currently have discretionary funding to allocate to new schemes. The funding it secures is achieved through Growth Deals and other bidding mechanisms for specific schemes. The LEP was advised by central government not to include the NDLR in the previous Growth Deal bidding rounds given that there was

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the separate Large Local Majors Fund (top sliced from the overall national Growth Deal / National Productivity Investment Fund allocation) for this purpose.

- 6.11 The LEP has already indicated to DfT its support for the North Devon Link Road scheme in the context of the 2016 invitation for Large Local Majors Funding in which the LEP Board approved and submitted a “holding” bid for funding from DfT of up to £150 million towards the NDLR. Since then, there has been no opportunity for the LEP to secure capital to contribute towards the project. There are as yet no bidding opportunities for LEPs for schemes being constructed beyond 2021.
- 6.12 In summary, the DfT do expect a local contribution but there is no requirement for this to come from the LEP.

## County Council's Capital Programme

- 6.13 The financial position has been assessed with the County Treasurer and her team and due to the long time scale of the funding requirement (from FY2017/18 to FY2024/25+), it is considered there is scope for a £10 million contribution towards the scheme from the County Council's Capital programme including the £1million already approved. This could however constrain any other large requests for funding over the medium term.
- 6.14 The suggested way forward is to guarantee a £10 million contribution from the Council's capital programme but aim to get a significant sum back from developers by way of S106 agreements. This could amount to £5 million but the risk of not getting a refund would have to be deemed an acceptable risk. There are distinct benefits of doing it this way as the message from DfT is if they are assisting in providing infrastructures that is a catalyst for development then they would expect the developers to make a reasonable contribution.

## National Planning Policy Framework

- 6.15 In considering development proposals that will impact on the NDLR, Devon County Council as Highway Authority will request that the LPA require appropriate contribution towards the cost of improving the NDLR. This is accordance with National Planning Policy Framework paragraph 203 & 204.

## Summary of Local Contributions

- 6.16 The bid will explain that the DfT will be asked to pay 89% of the estimated scheme cost, with a corresponding local contribution of 11% coming from Devon County Council.

	Contribution	Percentage
Department for Transport	£78m	89%
Developer Funding Contributions*	£5m	
Devon County Council	£5m	
Total	£88m	

\*This figure is guaranteed by DCC and would be a capital contribution should the developer funding not materialise, every effort will be made to make this figure increase should other developments take place along the scheme.

- 6.17 It has been identified that the DfT have suggested that the target for a Local Contribution should be in the order of 20%. This needs to be considered alongside

the competitive aspect of securing funding. However, the County Council have limited capital funds available and there are other competing demands. It is not known what other local authorities are willing to offer as a local contribution but it is likely they are in a similar situation to Devon. A 20% contribution is reasonable for small schemes but for large schemes it is unaffordable. It is therefore considered that a guaranteed contribution of £10 million which includes the prospect of approximately £5 million from development contribution is a reasonable offer.

- 6.18 Based on historic evidence, it is likely that the DfT will want to spend their money early. The advantage of this approach is that DCC will not have to spend the Local Contribution until late in the programme, potentially 2023/2024.
- 6.19 To date, the Council has received £1.5 million from the DfT to cover the majority of the scheme development cost. This has been received as revenue and not part of the capital scheme estimate. The £1.5 million grant is conditional on the Council submitting a bid in December.

## **7. Environmental Impact Considerations**

- 7.1 A number of detailed environmental surveys and assessments have been carried out.
- 7.2 As the scheme is predominantly within the corridor of the existing road the larger adverse environmental (and traffic management) impact will be during construction and at the year of opening. In the long term, the environmental effects will be neutral to slight adverse in the majority of cases.
- 7.3 Eight visual receptors including residential, workplace and transport routes are likely to experience Moderate Adverse significant effects at and beyond the design year (year 15). However, it is anticipated that the impact will be reduced following further design and mitigation refinement at the next stage of the project.
- 7.4 At the Bishop's Tawton roundabout, the proposals to enlarge the junction require the removal of some high quality landscaping trees. A crossing for non-motorised users will also be provided. The type and location of the crossing will be identified at the next stage so that it doesn't significantly impact on visual receptors (such as adjacent residential properties) and compromise the integration of the improved junction into the existing the landscape.
- 7.5 The highest environmental impacts will be on Castle Hill Registered Park and Garden during construction and operation due to the proposed overbridge at the West Buckland junction. At this stage the effect is likely to be Moderate Adverse significant in the long-term providing that embankments are integrated in the existing landscape, that mature trees and screening around the junction are maintained and that offsite mitigation planting and advance planting are guaranteed. Adequate ecological mitigation will also be required to mitigate the loss of woodland and habitat connectivity.
- 7.6 Grade two listed buildings in East and West Buckland will be affected during the constructional phase and the effect is predicted to be Moderate Adverse.
- 7.7 Although, Large Adverse effects to the landscape are predicted during construction between Swimbridge Cutting and Filleigh Cutting and at Borner's Bridge Junction, these effects will be reduced to Moderate Adverse in the long term (Year 15).

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- 7.8 There will be Moderate Beneficial effects on the safe movement of pedestrians/cyclists/equestrians and other non-motorised users at:
- Heywood Road roundabout
  - Bishop's Tawton Roundabout
  - West Buckland overbridge
  - Borner's Bridge roundabout.

## 8. Equality Considerations

- 8.1 In progressing this particular scheme, an Impact Assessment following DCC procedures has been prepared which has been circulated separately to Cabinet Members and also is available alongside this Report on the Council's website at: <https://new.devon.gov.uk/ndlr/project-documents> which Members will need to consider for the purposes of this item/meeting. This provides a summary of how impacts and issues relating to equality, environment and the economy have been appropriately and adequately addressed through the development of the scheme proposals. However, far more detail is provided on the majority of these issues through the formal documentation produced for the scheme.

## 9. Legal Considerations

- 9.1 The lawful implications/consequences of the proposals/recommendations/proposed course of action have been considered and taken into account in the preparation of this report/formulation of the recommendations set out above. In essence this is a relatively straight forward scheme that the Council have considerable experience in delivering.

## 10. Risk Management Considerations

- 10.1 This policy/proposal has been assessed and all necessary safeguards or actions have been taken/included to safeguard the Council's position.
- 10.2 The scheme is subject to the normal engineering and assessment risks.
- 10.3 Key risks identified include:

Risk	Mitigation
Applications for blight to properties that could be affected.	Very few properties are close to the scheme. The scheme will not increase traffic flows. The scheme will include acoustic fencing to reduce noise effects where necessary.
Insufficient level of support and/or increased resistance to scheme proposals from key Stakeholders such as Historic England at West Buckland junction.	Environmental mitigation measures have been identified. In the case of West Buckland the scheme can be terminated early if the objections are substantiated.
Land requirements are frustrated for scheme delivery or construction.	Land requirements are minimal. Options are available to overcome the need to acquire land if absolutely necessary.
Should funding be granted, there is a delay or difficulties in taking the scheme forward.	It is intended to make gradual progress with the scheme delivery over the next year prior to the DfT making a decision to ensure early delivery.
Cost escalates due to engineering difficulties.	Cost estimates include allowances for risk, uncertainty and inflation. In addition the scheme can be scaled down to the target cost if necessary.

10.4 The corporate and community risk registers will be updated as appropriate.

## **11. Public Health Impact**

11.1 No properties within the modelled area currently experience pollutant concentrations exceeding the UK objectives and neither will they with the scheme. In addition, the change in concentration as a result of the scheme is imperceptible (does not exceed 1% of the objective) at all modelled locations. As such, the effect of the scheme on local air quality at all receptors is not significant.

11.2 No severance of existing Public Rights of Way was identified. However, Public Rights of Way (PROW) has been considered at a number of locations where paths cross the carriageway and where there are potential improvements.

11.3 The scheme will be subject to a Stage 1 Road Safety Audit, which will be undertaken prior to the submission of the Planning Application. There will be further Stage 2 and Stage 3 Safety Audits.

11.4 The scheme aims to reduce the number and severity of road accidents.

## **12. Options/Alternatives**

12.1 There is an option to not bid to the Local Majors Fund. This has been rejected as it would mean refunding the DfT the £1.5 million already received.

12.2 The option of bidding for the full strategy between Bideford and South Molton has been rejected as it is very unlikely to receive funding due to the size of the bid, the lack of a reasonable local contribution and the practical difficulties of delivering such a large scheme.

12.3 The size of the scheme could be reduced but this would not accord with the minimum size of scheme as identified by the DfT therefore this has been rejected.

12.4 Other areas of the improvement strategy could be substituted for the current scheme. This has been rejected as they would not fulfil the objectives of the scheme and would represent poor value for money.

## **13. Reason for Recommendation/Conclusion**

13.1 The scheme that has been selected will provide a major upgrade to the North Devon Link Road. Of the three sections comprising the improvement strategy, the section between South Molton and Barnstaple best meets the criteria above. It had the greatest support in the 2017 consultation and the least level of concern from local residents. It currently has very few overtaking opportunities but provides a gateway to Barnstaple, Bideford and a large proportion of northern Devon.

13.2 In addition to this, the scheme comprises junction improvements which will address many of the local congestion issues in the urban areas. They also provide good value for money, are generally low risk, improve road safety and assist in the delivery of housing and employment.

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13.3 The Scheme meets the overall objectives as shown below:

Strategic Aims and Objectives	
Strategic Aims	Intervention
Enhance the economic prosperity and competitiveness of northern Devon.	Demonstrates a long term strategy for improving the NDLR. If successful, the scheme will result in a major improvement in the section of road between South Molton and Barnstaple.
Support housing and employment development.	As series of junction improvements are identified that link to key development sites and unlock these sites for future development.
Objectives	Intervention
1. Reduce journey times for commercial and non-commercial journeys: <ul style="list-style-type: none"> <li>Barnstaple and Bideford significant congestion at the key junctions at peak times</li> <li>M5 and Barnstaple to improve journey times and perception.</li> </ul>	<p>Junction improvements will reduce congestion.</p> <p>Overtaking lanes will improve journey times/reliability and perception.</p>
2. Improve highway safety	Improved junctions removing all the right turns will reduce accidents. The widened route will have speed monitoring measures which a known to reduce accidents.
3. Improve network resilience	Wider carriageway will improve resilience
4. Minimise adverse social and environmental impact	The planned mitigation measures, and where necessary compensation measures, will be developed to meet this objective

13.4 The Scheme has a reasonable Benefit to Cost Ratio (BCR) of 2.0, it would increase the GVA of Northern Devon by about 2-3 % and create a number of new jobs. Although the construction would be very disruptive in terms of traffic management once completed it would be followed by a maintenance holiday.

13.5 The cost of the scheme is £88million which includes allowances for inflation, risk and uncertainty. In addition there are opportunities to scale the scheme if costs increase. The proposal includes a Local Contribution of £10million which is considered to reasonably meet the DfT's requirements.

Dave Black  
Head of Planning, Transportation and Environment

**Electoral Divisions: South Molton, Chulmleigh and Landkey, Barnstaple North, Barnstaple South, Fremington Rural, Bideford East, Bideford West and Hartland, Northam, Torrington Rural, Ilfracombe, Braunton Rural, Combe Martin Rural.**

Cabinet Member for Infrastructure, Development and Waste: Councillor Andrea Davis

*Chief Officer for Communities, Public Health, Environment and Prosperity, Dr Virginia Pearson*

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## Appendices

### Appendix I:

- Strategy Drawing

### Appendix II:

- Selected Scheme 1 of 2
- Selected Scheme 2 of 2

### Appendix III:

- Junction Plan 1 of 2
- Junction Plan 2 of 2

## Local Government Act 1972: List of Background Papers

Contact for enquiries: David Black

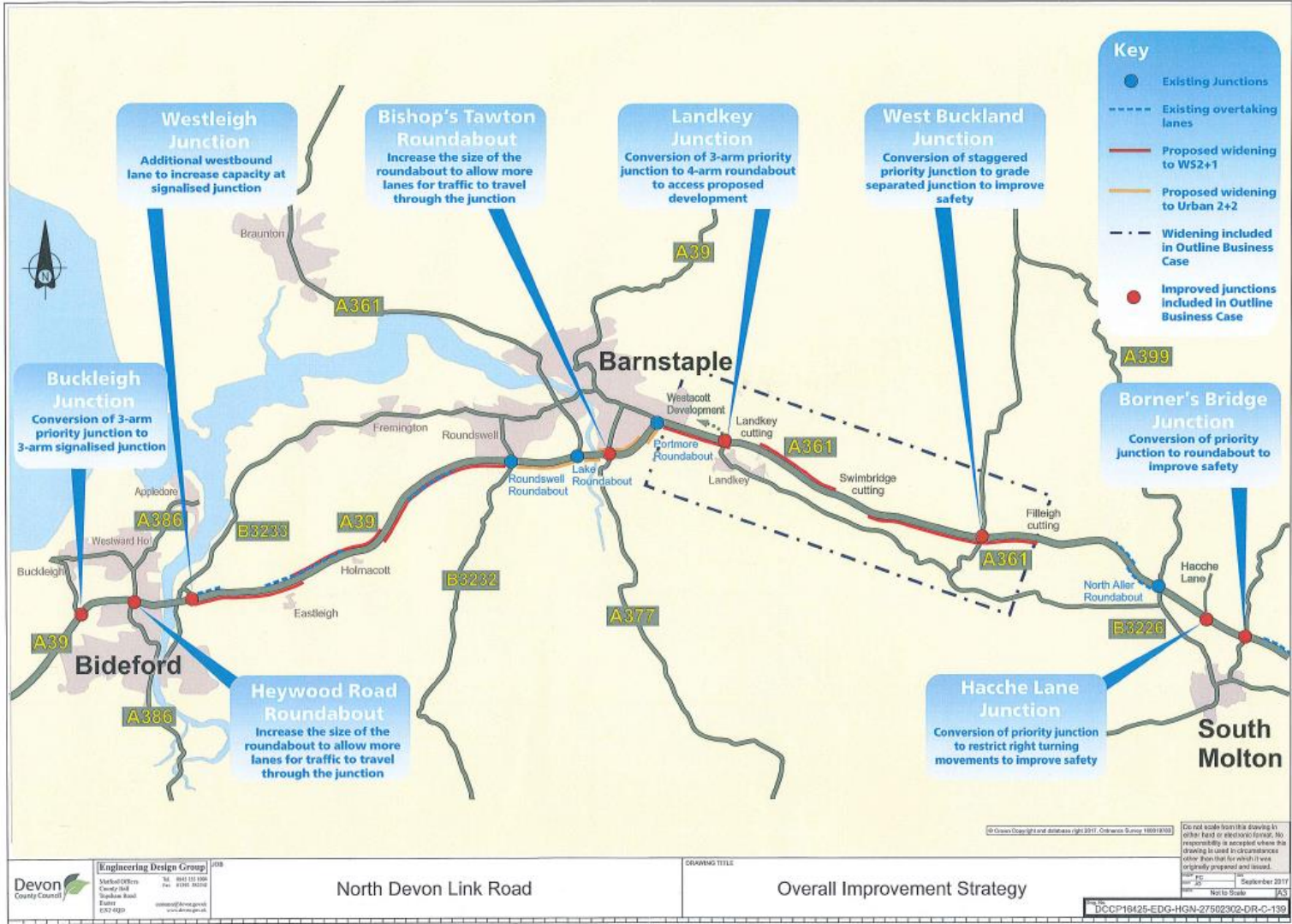
Room No: County Hall, Topsham Road, Exeter, EX2 4QD

Tel No: (01392) 383000

Background Paper	Date	File Reference
1. NDLR Strategic Outline Business Case	October 2016	<a href="https://new.devon.gov.uk/ndlr/project-documents">https://new.devon.gov.uk/ndlr/project-documents</a>
2. NDLR Value Management Workshop report	June 2017	<a href="https://new.devon.gov.uk/ndlr/project-documents">https://new.devon.gov.uk/ndlr/project-documents</a>
3. NDLR Technical Appraisal Report	June 2017	<a href="https://new.devon.gov.uk/ndlr/project-documents">https://new.devon.gov.uk/ndlr/project-documents</a>
4. NDLR Public Consultation Report	September 2017	<a href="https://new.devon.gov.uk/ndlr/project-documents">https://new.devon.gov.uk/ndlr/project-documents</a>
5. NDLR Scheme Selection Report	September 2017	<a href="https://new.devon.gov.uk/ndlr/project-documents">https://new.devon.gov.uk/ndlr/project-documents</a>
6. NDLR Environmental Assessment Report	September 2017	<a href="https://new.devon.gov.uk/ndlr/project-documents">https://new.devon.gov.uk/ndlr/project-documents</a>
7. NDLR Impact Assessment v7	September 2017	<a href="https://new.devon.gov.uk/ndlr/project-documents">https://new.devon.gov.uk/ndlr/project-documents</a>

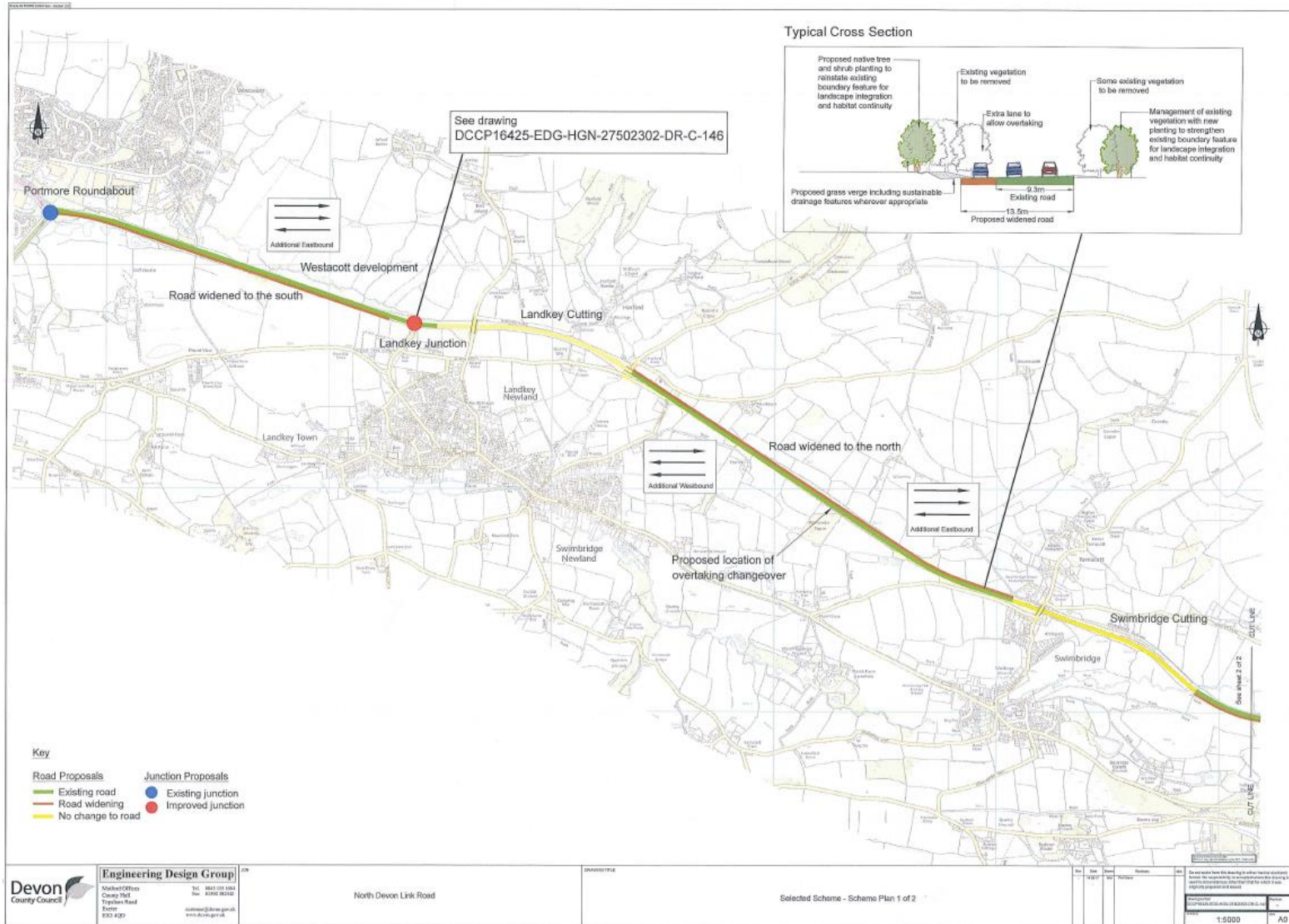
db240917cab Gateway to Northern Devon - Strategy for North Devon Link Road A361 A39  
hk 10 021017

Appendix I: - Strategy Drawing

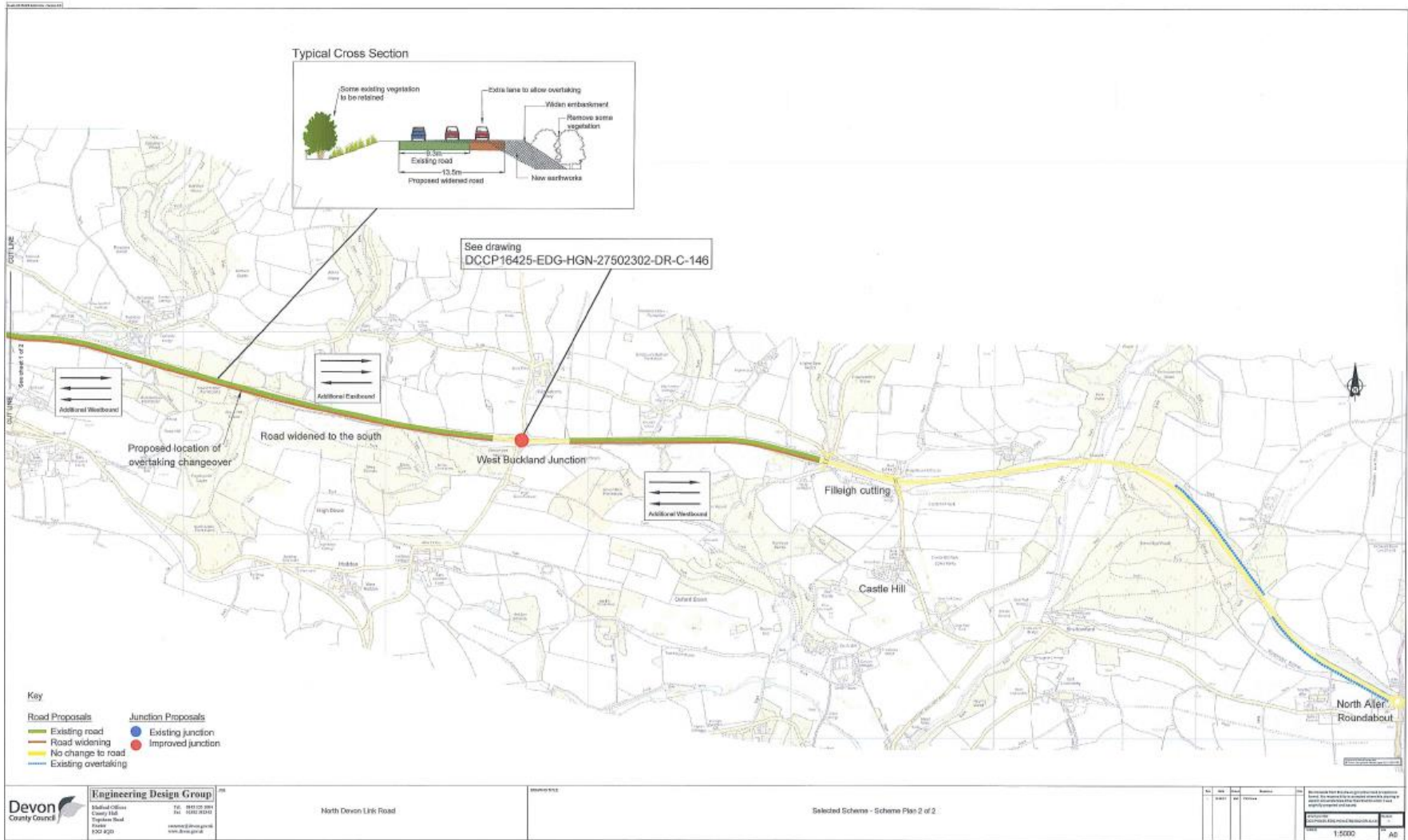




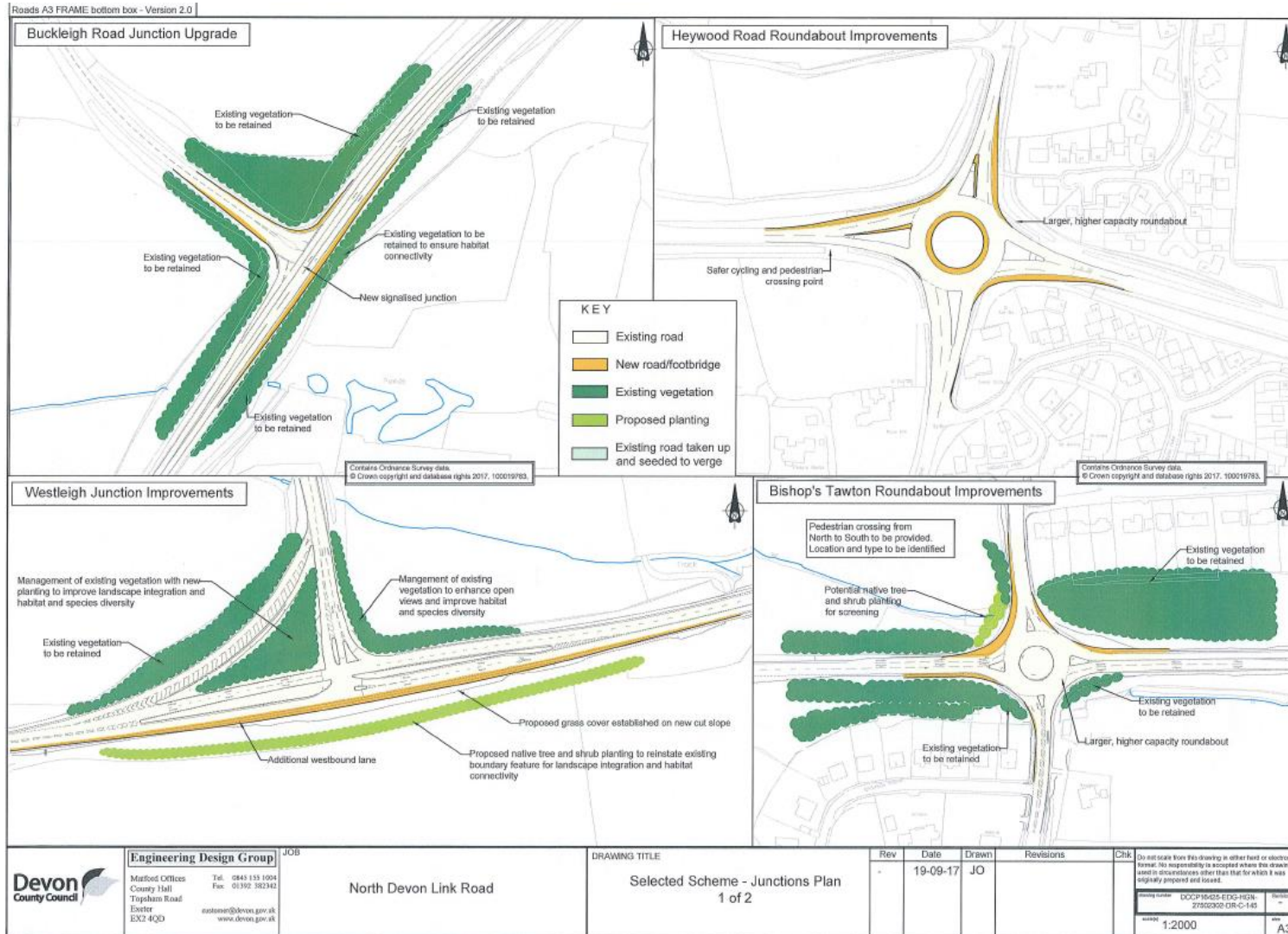
Appendix II: Selected Scheme 1 of 2



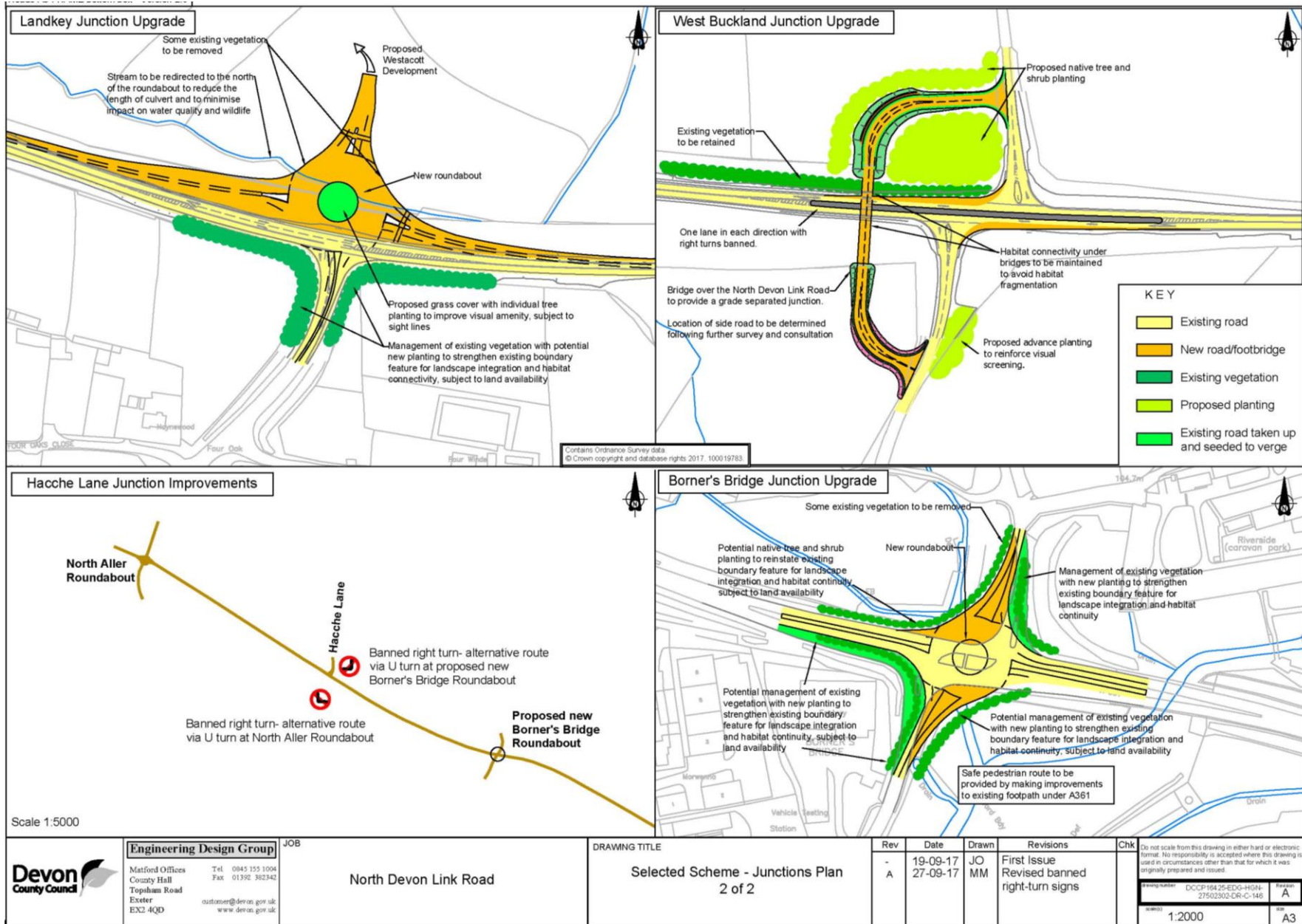
Appendix II: Selected Scheme 2 of 2



Appendix III: Junction Plan 1 of 2



Appendix III: Junction Plan 2 of 2



<b>Assessment of:</b>	North Devon Link Road Proposals for Improvement
<b>Service:</b>	Planning, Transportation & Environment

<b>Head of Service:</b>	Dave Black
<b>Date of sign off by Head Of Service/version:</b>	26/09/17 Version 8 (Post Consultation)
<b>Assessment carried out by (incl. job title):</b>	Rachel Walker – Assistant Project Manager

**Section 1 - Background**

<p><b>Description:</b></p> <p>Page 23</p>	<p>Devon County Council is developing a scheme to improve the section of the North Devon Link Road (NDLR) between Borner’s Bridge Junction on the A361 north of South Molton and Buckleigh Road junction on the A39 north of Bideford.</p> <p>The proposed NDLR Strategy includes junction improvements and widening of sections of the A361 between Borner’s Bridge Junction at South Molton and Heywood Road Roundabout at Bideford. The horizontal and vertical alignments generally follow the existing alignments with widening mostly on one side of the existing road to achieve the required extra width.</p> <p>The total length of the scheme, from Buckleigh Road Roundabout to Borner's Bridge, is 32km. Over this length, sections of road widening are proposed for 23kms between Westleigh Junction and Filleigh Cutting (just east of West Buckland Junction).</p> <p>Carriageway improvements would comprise a combination of two lanes in one direction and one lane in the other, alternating every few kilometres to allow for overtaking (known as wide single carriageway standard WS 2+1) and two lanes in each direction with a central double white line (known as urban four lane single carriageway standard 2+2).</p> <p>Improvements would be to eight junctions that are known to experience safety issues and congestion during peak periods. As a result of the scheme all uncontrolled right turn movements across the NDLR would be removed.</p>
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	<p>The scheme is currently being progressed to a preferred option stage so that an application can be made to the Department for Transport (DfT) to fund the scheme.</p>
<p>Reason for change/review and options appraisal:</p>	<p><u>Reason for change/review:</u></p> <p>The NDLR is the key strategic link connecting northern Devon to the rest of the country via the M5. Locally, there has been a long term concern that the strategic transport connections to the northern Devon area are unsuitable for a developing economy. This has resulted in considerable pressure from the public, businesses and politicians for improvements to the road network. The northern Devon area has one of the lowest levels of economic performance in the country and there has been concern that poor connectivity is a key limitation to unlocking growth.</p> <p>The NDLR is predominantly single carriageway with limited opportunities for overtaking, has junctions with safety issues and limited scope to facilitate economic development.</p> <p>These issues lead to problems such as:</p> <ul style="list-style-type: none"> <li>• Significant congestion at the key junctions, particularly at peak times;</li> <li>• Fluctuating journey times and perception that there is a lack of reliability between northern Devon and the wider transport network, especially the national network key access points at Junction 27 of the M5 and Tiverton Parkway railway station, particularly in the peak season.</li> <li>• Higher than average accident severity rate for collisions that occur on the NDLR when compared to other A roads in Devon; and</li> <li>• Poor network resilience, meaning even small scale works or incidents result in a road closure.</li> </ul> <p>Improvements to the NDLR would facilitate Devon County Council's Strategic aims , which are to:</p> <ul style="list-style-type: none"> <li>• enhance the economic prosperity and competitiveness of northern Devon, both nationally and in line with other areas of Devon; and</li> <li>• support housing and employment development opportunities in northern Devon</li> </ul> <p><u>Options appraisal:</u></p> <p>An initial set of objectives for the NDLR scheme were defined in the Options Assessment Report dated October 2016. These objectives were refined at a Value Management workshop attended by key stakeholders. The agreed current objectives for the scheme are:</p> <ul style="list-style-type: none"> <li>• Reduce journey times for commercial and non-commercial journey purposes: - <ul style="list-style-type: none"> <li>○ Between Barnstaple and Bideford: significant congestion occurs at the key junctions on the corridor particularly at peak times; and</li> </ul> </li> </ul>

- Between M5 and Barnstaple: to improve connectivity and perception of uncertain reliability between northern Devon and the wider transport network, including key access points to the national transport network (mainline stations at Tiverton Parkway, and Junction 27 of the M5), particularly in peak season.
- Improve highway safety through reducing the rate of fatal and serious accidents on the NDLR. Accidents occur at various locations due to overtaking and junctions.
- Improve network resilience through reducing the effects of accidents and incidents on the NDLR. The nature of the road at 7.3 meters wide means even small scale works or incidents result in a road closure.

These objectives are to be achieved whilst minimising adverse social and environmental impacts and, where possible, achieving net benefits.

Following a public consultation in July 2016, the need for a scheme was agreed (with 95% of respondents agreeing the need for improvement to the road), and it was concluded that improvements to links and junctions between Bideford and South Molton should be presented as the preferred scheme option in the Strategic Outline Business Case submitted to the Department for Transport in late 2016. The process of deciding the preferred option is detailed further in the SOBC, which available on the scheme website: <https://new.devon.gov.uk/ndlr/project-documents>

Following the submission of the SOBC, further work was undertaken to develop the scheme option. Further details of the process used to develop the scheme option for assessment is provided in Chapter 4 of the Technical Appraisal Report available on the scheme website: <https://new.devon.gov.uk/ndlr/project-documents>

A public consultation on the scheme option was held between the 9<sup>th</sup> June, 2017 and the 28<sup>th</sup> July, 2017.

Following the consultation further work was undertaken to identify a strategy for the improvement of the NDLR including:

- Assessment of the suggested alternative proposals that emerged from the public consultation to define the updated scheme proposals; and
- Distillation of the salient issues from a framework of many factors including costs, benefits and impacts on people and the environment in order to select The Scheme to be recommended for inclusion in the OBC.

Further details of the process used to identify a strategy for the improvement and select The Scheme is provided in the Public Consultation Report and Scheme Selection Report available on the scheme website:

<https://new.devon.gov.uk/ndlr/project-documents>

## Section 2 - Key impacts and recommendations

<p>Social/equality impacts:</p>	<p>Details of the social/equality impacts are provided in Chapters 6 and 7 of the Technical Appraisal Report and the Environmental Assessment Report available on the scheme website: <a href="https://new.devon.gov.uk/ndlr/project-documents">https://new.devon.gov.uk/ndlr/project-documents</a></p> <p><u>In summary:</u></p> <p><b>Property, Land and Businesses:</b> Where possible the scheme would be constructed within the highway boundary. Where land is required, there would be some impact on agricultural land due to land take, severance, increased management time resulting from altered field layouts and reduction in income from basic payment scheme. Properties may be affected where the widening is on that side of the road due to increased visibility and potential increase in noise. Properties may be devalued. Beneficial effects would result from the proposed improvements for businesses from improved access and improved journey times for business activities.</p> <p><b>Pedestrians/cyclists/equestrians and other travellers:</b> The scheme could affect a number of footpaths that cross the A361/A39.. These would require consideration during the next design stage. Beneficial effects would result from the improved provision for pedestrians at Borner's Bridge Junction, Bishop's Tawton and Heywood Road Roundabouts.</p> <p><b>Safety:</b> Increasing safe overtaking opportunities and removing right turns would reduce accidents.</p> <p><b>Driver stress:</b> Improved alignment, improved overtaking opportunities, better separation and reduced accidents would reduce driver stress</p>
<p>Environmental impacts:</p>	<p>A comprehensive assessment of the anticipated environmental effects of the scheme is provided through an Environmental Assessment Report. The report is available on the scheme website: <a href="https://new.devon.gov.uk/ndlr/project-documents">https://new.devon.gov.uk/ndlr/project-documents</a>.</p> <p><u>In summary:</u></p> <p>As the scheme is predominantly within the corridor of the existing road the largest adverse environmental impact will be during construction and at the year of opening. In the long term, the environmental effects will be neutral to slight adverse in the majority of cases.</p> <p><b>Air quality:</b> The overall influence of the scheme on vehicle emissions in the area is slight and highly unlikely to lead to significant changes in local air quality.</p> <p><b>Cultural heritage:</b> The highest environmental impacts will be on Castle Hill Registered Park and Garden during construction and operation due to the proposed overbridge at the West Buckland junction. At this stage the effect is likely to be Moderate Adverse significant in the long-term. However, the level of impact will be reduced providing the overbridge is located to the West of the existing junction and the embankment is integrated into the existing landscape and screened appropriately by guaranteed offsite mitigation planting and advance planting.</p> <p><b>Landscape:</b> 8 visual receptors including residential, workplace and transport routes are likely to experience Moderate Adverse significant effects at and beyond the design year. A crossing for non-motorised users will also be provided. The type and location of the crossing will be identified at the next stage so that it doesn't significantly impact on visual receptors (such as adjacent residential properties) and compromise the integration of the improved junction into the existing the landscape.</p>



	<p><b>Nature Conservation:</b> Effects during construction are predicted on the Taw-Torridge Estuary Marine Conservation Zone, Bishop's Tawton County Wildlife Site and on Rumsam Marshes Unconfirmed Wildlife Site. Adequate ecological mitigation will be required at West Buckland Junction to mitigate the loss of woodland.</p> <p><b>Noise:</b> Varying impacts between Negligible and Minor increases in noise impact levels. There are no properties currently predicted to show Moderate or Major impacts at this stage.</p> <p><b>Water Quality:</b> Potential impacts from the proposed scheme are generally considered Negligible. There is potential for minor, temporary impacts, during construction. During the operational phase, it is considered that the proposed scheme would result in betterment to the existing attenuation and treatment of highway runoff as well as reduce accidental spillage related pollution risk.</p> <p><b>Flood risk:</b> During the operational phase, due to the embedded design measures, including the improvements delivered by the highway drainage scheme, it is anticipated that there would be no significant effects.</p> <p><b>Groundwater:</b> No significant impacts on abstractions are predicted.</p> <p><b>Geology and Soils:</b> When adopting standard mitigation measures the environmental effects with regard to geodiversity and contaminated land are considered neutral with the exception of the construction of cuttings, embankments and bridge footings in areas of significant superficial deposits, which present a risk of instability and / or consolidation.</p> <p>A range of mitigation principles and strategies will be used to reduce negative effects on the environment and to compensate for any unavoidable impacts. All impacts will be assessed further through the Environmental Impact Assessment process.</p>
Economic impacts:	<p>Details of the economic impacts are provided in Chapter 8 of the Technical Appraisal Report available on the scheme website: <a href="https://new.devon.gov.uk/ndlr/project-documents">https://new.devon.gov.uk/ndlr/project-documents</a></p>
Other impacts (partner agencies, services, DCC policies, possible 'unintended consequences'):	<p>Key Organisations, particularly statutory bodies such as the Environment Agency, Natural England, Historic England, North Devon Council, Mid Devon Council and Torridge District Council, whose interests will be affected by the scheme, have been engaged as key stakeholders throughout the design process and have formally, responded to the public consultation. Details of their response is provided in the Public Consultation Report available on the scheme website: <a href="https://new.devon.gov.uk/ndlr/project-documents">https://new.devon.gov.uk/ndlr/project-documents</a></p> <p>During construction there will, unavoidably, be some short term delays to road users of the NDLR which may have knock-on consequences for nearby parts of the county road network. However, this potential impact is considered to be outweighed by the benefits offered by the scheme.</p> <p>Traveller safety and the risks associated with traffic management will be assessed throughout the scheme development.</p>
How will impacts and actions	<p>Reduced journey times as a result of increased speed will be monitored through traffic monitoring data.</p>

be monitored?	<p>Accidents will continue to be recorded and monitored.</p> <p>Relevant impacts during the construction period, such as dust emissions, noise impacts and potential impacts on water quality will be monitored by the appointed contractor, and overseen by regulatory agencies, with remedial measures deployed as necessary.</p> <p>A programme of post construction monitoring and mitigation will form part of the detailed scheme proposals and will be a requirement of the formal planning process.</p>
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### Section 3 - Profile and views of stakeholders and people directly affected

<p>People affected:</p>	<p>The scheme will affect everyone travelling along the NDLR between Bideford and South Molton and all users of the side roads adjoining the NDLR. As a key strategic route, it is relevant to road users at a national, regional and local scale. 85% of respondents to the 2017 public consultation agreed there was a need to improve the NDLR between South Molton and Bideford.</p> <p>It will also affect local residents directly affected by land acquisition and those indirectly affected by visual impact and noise, change in vehicle movements, etc.</p> <p>Information was gathered from the directly and indirectly affected landowners during the public consultation phase. Their views are summarised as follows:</p> <ul style="list-style-type: none"> <li>• Residents living at Oatlands Avenue, between Portmore and Bishop’s Tawton Roundabouts, Holmacott and Swimbridge are concerned that widening closer to their properties would: <ul style="list-style-type: none"> <li>○ Increase noise pollution</li> <li>○ Increase air pollution</li> <li>○ Increase visibility of the NDLR</li> <li>○ Devalue property</li> </ul> <p>They are also concerned about blight.</p> </li> <li>• There are concerns that the proposed West Buckland Junction would impact the historic landscape of the Castle Hill Estate.</li> </ul>
<p>Diversity profile and needs assessment of affected people:</p>	<p>Given the nature of the scheme, it would have no impact on the diversity profile of affected people. Consideration has been given to non-motorised users, rather than focussing on vehicles alone.</p> <p>The adequacy of the current proposals was tested through public consultation, the results of which influenced the selection of The Scheme and is also likely to result in changes to the detailed design of the scheme.</p>
<p>Other stakeholders:</p>	<p>Members of the public and organisations were given the opportunity to express their views on the scheme via an online consultation and at public exhibitions. The results of the public consultation are provided in the Public Consultation Report available on the scheme website: <a href="https://new.devon.gov.uk/ndlr/project-documents">https://new.devon.gov.uk/ndlr/project-documents</a></p> <p>A Communications Plan has been produced which identifies Key Stakeholders, other stakeholders and consultees including local councils, specialist interest groups, businesses and organisations. Key Stakeholders include the Environment Agency, Natural England, Historic England, North Devon Council, Mid Devon Council and Torridge District Council. Consultation with Key Stakeholders has been undertaken throughout the scheme development process,</p>

	<p>including:</p> <ul style="list-style-type: none"> <li>• Meeting with individuals;</li> <li>• Seeking comment on the Environmental Scoping Report;</li> <li>• Attendance at a VM workshop; and</li> <li>• Providing formal responses during the public consultation.</li> </ul> <p>Neither the Environment Agency nor Natural England have any objections to the proposed improvements, however Historic England has serious concerns regarding the proposed new junction at West Buckland, as it is likely to result in significant harm to a number of designed vistas at the grade I Listed landscape of Castle Hill Estate.</p> <p>Both Torridge District Council and North Devon Councils support the proposals, whilst Mid Devon District Council are disappointed that the proposals no longer include the Mid Devon District.</p>
Consultation process:	<p>Online and exhibition events were chosen to enable the widest practical public demographic to be consulted, especially considering the geographic spread of potential road users. Four exhibitions and a week-long unmanned exhibition were held. Alternative formats of documents and assistance for those who needed this was available at exhibitions or on request through the Customer Service Centre channels.</p> <p>In addition to the above public consultation, letters were sent to the owners / occupiers of land directly affected by the scheme proposals. A number of Key Stakeholders (especially relevant statutory bodies) were also engaged at earlier stages in the process, including attendance at a 'Value Management' workshop.</p> <p>More information on how the public consultation was carried out, and results of the public consultation are provided in the Public Consultation Report available on the scheme website: <a href="https://new.devon.gov.uk/ndlr/project-documents">https://new.devon.gov.uk/ndlr/project-documents</a> The key concerns expressed by Stakeholders and consultees were:</p> <ul style="list-style-type: none"> <li>• Safety of the proposed wide single carriageway standard 2+1;</li> <li>• Safety of the proposed urban 2+2 carriageway standard;</li> <li>• Environmental impacts including, noise, visual, air quality and ecology;</li> <li>• Impacts of increased noise levels in particular the impact of the widening between Portmore and Lake Roundabouts and near Holmacott;</li> <li>• Effects on designed vistas at the grade I Listed landscape of Castel Hill Estate;</li> <li>• South Molton to Tiverton not being considered;</li> <li>• Dual carriageway not being considered; and</li> <li>• Alternative junction arrangements.</li> </ul> <p>In response to the information gathered from the public consultation, further work was undertaken to identify a strategy for</p>

	<p>the improvement of the NDLR including:</p> <ul style="list-style-type: none"> <li>• Assessment of the suggested alternative proposals that emerged from the public consultation to define the updated scheme proposals for each of the three sections;</li> <li>• Distillation of the salient issues from a framework of many factors including costs, benefits and impacts on people and the environment in order to select The Scheme to be recommended for inclusion in the OBC.</li> </ul> <p>Further details of the process used to develop the preferred Scheme is provided in the Public Consultation Report and Scheme Selection Report available on the scheme website: <a href="https://new.devon.gov.uk/ndlr/project-documents">https://new.devon.gov.uk/ndlr/project-documents</a></p>
Research and information used:	<p>The scheme takes into account the government design standards Design Manual for Roads and Bridges (DMRB) <a href="http://www.standardsforhighways.co.uk/ha/standards/dmr/index.htm">http://www.standardsforhighways.co.uk/ha/standards/dmr/index.htm</a> and DfT 'Transport Analysis Guidance (TAG)'</p> <p>A Strategic Outline Business Case was submitted to the DfT in October 2016. In response to the SOBC the DfT responded with a letter to confirm the decision of Ministers to provide the remainder of the funding contribution from the DfT totalling £1.5m for development work on the NDLR up to and including the production of an Outline Business Case</p> <p>National guidance and procedures have been followed to carefully define and assess a wide range of environmental risks, which guided the scheme development and assessment and included the identification of avoidance, mitigation, compensation and enhancement measures and any monitoring requirements.</p>

## Background Analysis

This section describes how relevant questions and issues have been explored during the options appraisal.

### Section 4a - Social Impacts

#### Giving Due Regard to Equality and Human Rights

The local authority must consider how people will be affected by the service, policy or practice. In so doing we must give due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation
- Advance equality of opportunity and
- Foster good relations.

Where relevant, we must take into account the protected characteristics of age, disability, gender, gender reassignment, pregnancy and maternity, marriage and civil partnership, sexual orientation, race, and religion and belief.

This means considering how people with different needs get the different services they require and are not disadvantaged, and facilities are available to them on an equal basis in order to meet their needs; advancing equality of opportunity by recognising the disadvantages to which protected groups are subject and considering how they can be overcome.

We also need to ensure that human rights are protected. In particular, that people have:

- A reasonable level of choice in where and how they live their life and interact with others (this is an aspect of the human right to 'private and family life').
- An appropriate level of care which results in dignity and respect (the protection to a private and family life, protection from torture and the freedom of thought, belief and religion within the Human Rights Act and elimination of discrimination and the promotion of good relations under the Equality Act 2010).
- A right to life (ensuring that nothing we do results in unlawful or unnecessary/avoidable death).

The Equality Act 2010 and other relevant legislation does not prevent the Council from taking difficult decisions which result in service reductions or closures for example, it does however require the Council to ensure that such decisions are:

- Informed and properly considered with a rigorous, conscious approach and open mind, taking due regard of the effects on the protected characteristics and the general duty to eliminate discrimination, advance equality and foster good relations.
- Proportionate (negative impacts are proportionate to the aims of the policy decision)
- Fair

- Necessary
- Reasonable, and
- Those affected have been adequately consulted.

<b>Characteristics</b>	<b>Describe any actual or potential negative consequences (e.g. disadvantage or community tensions) for the groups listed.  (Consider how to mitigate against these).</b>	<b>Describe any actual or potential neutral or positive outcomes for the groups listed.  (Consider how to advance equality/reduce inequalities as far as possible).</b>
<p>All residents (in general):</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 33</p>	<p>The scheme would have adverse impacts on travellers during the construction phase, in particular due to the increase in construction vehicles and diversion routes. To an extent these can be managed to avoid conflict with high traffic flow.</p> <p>Some land owners may see a reduction in their land value due to the increased size and proximity of the road. Of the 563 respondents to the 2017 public consultation, 24% believed that they owned land that could be affected by the scheme. Land owners were also engaged with at public consultation exhibitions and through ongoing correspondence. In a number of instances, comments from land owners have informed updates to the scheme design.</p> <p>Crossing the live carriageway will become more difficult under the proposals due to an increase in road width.</p>	<p>An online consultation and public exhibitions were chosen to allow the full public demographic to be consulted.</p> <p>All travellers will benefit from improved journey times, perceived reliability, reduced accident severity and Wider Economic Impacts as a result of improved connectivity. Improved alignment, better separation and reduced accidents would reduce driver stress.</p> <p>A strategic aim of the scheme is to improve the economy of northern Devon. The benefits of a more prosperous economy will be felt by all groups.</p> <p>The proposed improvements to some of the junctions would be beneficial to the safe movement of all users.</p>
<p>Age (from young to old):</p>	<p>Younger and older age groups who are less likely to drive a car could be more impacted by the severance caused by the increased size of the road.</p>	<p>55% of the public consultation respondents were over 55 which indicates a good level of engagement with this group.</p>

		Younger and older age groups who are less likely to drive a car will feel a lesser benefit from the scheme, though they may feel some benefit from improved NMU facilities for local trips.
Disability (incl. sensory, mobility, mental health, learning disability, ill health) and carers of disabled people:	<p>Disabled people who are less likely to drive a car could face increased severance from road widening.</p> <p>Consultation responses highlighted concerns of parents caring for disabled children in houses near to the proposed scheme, who felt that their children's wellbeing may be disproportionately compromised by an increase in local traffic (due to increases in noise and a reduction in air quality).</p> <p>Air quality and noise assessments have been undertaken and show that the effect of the scheme, once built, will be neutral in the case of air quality and negligible to minor in the case of noise.</p>	<p>5% of consultation respondents considered themselves to have a disability. In addition, a number of respondents (who will not be captured in the above 5%) raised concerns on behalf of others with a disability (for example children).</p> <p>Disabled people who are less likely to drive a car will feel a lesser benefit from the scheme, though they may feel some benefit from improved NMU facilities for local trips.</p>
Culture/ethnicity: nationality, skin colour, religion and belief:	Neutral	Neutral
Sex, gender and gender identity (including Transgender & pregnancy/maternity):	Neutral	Neutral
Sexual orientation:	Neutral	Neutral
Other socio-economic	Northern Devon has a higher than average level of	Due to proposed NMU facilities that remove the need to



factors such as families, carers, single people/couples, low income, vulnerability, education, reading/writing skills, 'digital exclusion' and rural isolation.	low-income residents who may be less likely to drive.  Consultation materials were presented using language that was non-technical, with diagrams used to demonstrate more complex technical information, to improve the accessibility of the material to all education levels.	cross the live carriageway, the impact on low income residents less likely to own a car is considered neutral.  The strategic aim of enhancing the local economy in northern Devon could result in a reduction of unemployed and low-income residents as well paid job opportunities become more available. The 'trickle down' effect of an improved economy could also have a positive impact on other socio-economic factors.
Human rights considerations:	Neutral	Neutral

#### Section 4b - Environmental impacts

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An impact assessment should give due regard to the following activities in order to ensure we meet a range of environmental legal duties.

The policy or practice does not require the identification of environmental impacts using this Impact Assessment process because it is subject to (please select from the table below and proceed to the 4c, otherwise complete the environmental analysis table):

	Devon County Council's Environmental Review Process for permitted development highway schemes.
	Planning Permission under the Town and Country Planning Act (1990).
	Strategic Environmental Assessment under European Directive 2001/42/EC "on the assessment of the effects of certain plans and programmes on the environment".

	<b>Describe any actual or potential negative consequences. (Consider how to mitigate against these).</b>	<b>Describe any actual or potential neutral or positive outcomes. (Consider how to improve as far as possible).</b>
Reduce waste, and send less waste to landfill:	The design development would look to refine the alignment design to reduce the volume of surplus earthworks without generating earthwork features that detract from the landscape characteristics.	
Conserve and enhance biodiversity (the variety of living species):	Further investigation into adequate ecological mitigation will be required to mitigate the loss of woodland and habitat connectivity.	The preferred scheme will incorporate a range of measures intended to enhance environmental interests. These positive outcomes are intended to offset any unavoidable adverse impacts which cannot be mitigated/compensated through the scheme itself.
Safeguard the distinctive characteristics, features and special qualities of Devon's landscape:	Removal of screening vegetation and introduction of an overbridge at West Buckland would have an overall moderate adverse impact on the surrounding landscape. This will be mitigated against as far as possible through design and planting.	In some instances the new screening provided would reduce the visual impact of the road more than the current situation..
Conserve and enhance the quality and character of our built environment and public spaces:	Neutral	Neutral
Conserve and enhance Devon's cultural and historic heritage:	The impact on Castle Hill Estate is expected to be Moderate Adverse significant in the long-term providing that embankments are integrated in the existing landscape, that mature trees and screening around the junction are maintained and that offsite mitigation planting and advance	

	<p>planting are guaranteed.</p> <p>The trustees of the estate and Historic England have been consulted with throughout the design process, one outcome of which was a change in alignment of the overbridge.</p>	
Minimise greenhouse gas emissions:	The flow of traffic is not predicted to increase as a result of the scheme. The average speed of vehicles is predicted to increase slightly.	Reduction in braking/accelerating and resulting from improved flow of traffic along the route. Average speed camera's reduce speeding.
Minimise pollution (including air, land, water, light and noise):	<p>Noise impact from scheme shown to be negligible to minor.</p> <p>There will be minor, temporary impacts on water quality during construction (considered negligible).</p> <p>Introduction of new roundabouts, which must be lit, will increase light pollution. There are no properties adjacent to the sites where new lighting is proposed and the impact of this is considered negligible.</p>	<p>The proposed scheme would result in betterment to the existing attenuation and treatment of highway runoff as well as reduce accidental spillage related pollution risk.</p> <p>Air quality modelling has been undertaken and shows the impact of the scheme to be neutral.</p>
Contribute to reducing water consumption:	Increased water consumption from activities during construction.	Reduction in water consumption during maintenance holiday.
Ensure resilience to the future effects of climate change (warmer, wetter winters; drier, hotter summers; more intense storms; and rising sea level):	Neutral	Neutral
Other (please state below):		An Environmental Impact Assessment Report, which details the environmental impacts and mitigation

		measures considered for the scheme, is available on the scheme website: <a href="https://new.devon.gov.uk/ndlr/project-documents">https://new.devon.gov.uk/ndlr/project-documents</a>
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### Section 4c - Economic impacts

	<b>Describe any actual or potential negative consequences. (Consider how to mitigate against these).</b>	<b>Describe any actual or potential neutral or positive outcomes. (Consider how to improve as far as possible).</b>
Impact on knowledge and skills:	No specific impact identified at this stage	The scheme would enhance the economic prosperity and competitiveness of northern Devon, both nationally and in line with other areas of Devon and support housing and employment development opportunities in northern Devon by: <ul style="list-style-type: none"> <li>Increasing overtaking opportunities from 10% to 50%, reducing journey times, reducing the potential for accidents and increasing resilience.</li> <li>Increasing capacity, reducing congestion and reducing the potential for accidents.</li> <li>Opening up key areas for development and accelerate growth in the Local Plan.</li> </ul>
Impact on employment levels:	No specific impact identified at this stage	
Impact on local business:	There is the possibility that improving transport connections between northern Devon and the rest of the UK could make commuting to areas outside of northern Devon more attractive to residents in the local area.	

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### Section 4d -Combined Impacts

Linkages or conflicts between social, environmental and economic impacts:	Please refer to the Technical Appraisal Report and the Environmental Assessment Report available on the scheme website: <a href="https://new.devon.gov.uk/ndlr/project-documents">https://new.devon.gov.uk/ndlr/project-documents</a> .
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### Section 5 - 'Social Value' of planned commissioned/procured services:

How will the economic, social and environmental well-being of the relevant	The primary objectives of the scheme will all have positive effects on the
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area be improved through what is being proposed? And how, in conducting the process of procurement, might that improvement be secured?

economic, social and environmental well-being of the area.

In preparing the specific scheme designs, the standard County Council procurement rules will be followed.



CS/17/32  
Cabinet  
11<sup>th</sup> October 2017

## **CHILDREN'S SERVICES: PROVISION OF 0-19 PUBLIC HEALTH NURSING SERVICE AND SERVICES FOR CHILDREN WITH ADDITIONAL NEEDS**

Report of the Chief Officer for Communities, Public Health, Environment and Prosperity and the Chief Officer for Children's Services

Please note that the following recommendations are subject to consideration and determination by the Cabinet (and confirmation under the provisions of the Council's Constitution) before taking effect.

Recommendations: That Cabinet:

- (a) Approves the undertaking of option appraisals for the provision of the 0-19 Public Health Nursing, Portage and ROVICs services from April 2019 onwards.
- (b) Approves the undertaking of work for the consideration of Devon County Council becoming the Lead Commissioner for the Residential Short Breaks service and, if the Council becomes the Lead Commissioner, for the undertaking of an options appraisal for the provision of the Residential Short Breaks from April 2019 onwards.
- (c) Delegates future decision making powers regarding Portage, ROVICs and Residential Short Breaks to the Chief Officer for Children's Services.
- (d) Approves the joint commissioning of Occupational Therapy (**OT**) and child and adolescent mental health services (**CAMHS**) as part of the Community Health and Care Services with NEW Devon CCG acting as lead commissioner for a new contract to start from April 2019.

### **1. Introduction**

- 1.1. Ensuring that Devon's children and young people have the best start in life, and grow into healthy adults, is one of Devon County Council's top strategic priorities and a priority for the partnership of the Wider Devon Sustainability and Transformation Plan (STP). It is also fundamental to reducing inequalities in health, which is a statutory duty of local authorities and of the NHS.
- 1.2. Devon County Council is currently one of five partners in a commissioning partnership for the provision of Integrated Children's Services (ICS) provided by Virgin Care Ltd. The current five-year contract comes to an end on 31st March 2018. Cabinet, on 8th March 2017, considered a range of options (below) relating to the position of Public Health Nursing, informed by the outcome of a consultation with stakeholders and the public.
  - Option 1: a 12-month interim contract (with partners) to allow for a full procurement with a contract start date of 1st April 2019.
  - Option 2: an independent procurement of 0-19 Public Health Nursing services.
  - Option 3: to bring the service "in-house".
- 1.3. The Cabinet selected Option 1 and made the following decision:  
*'that approval be given to the course of action at Option 1 set out above namely entering into a 12-month interim contract (with partners) to allow for a full procurement for a longer term contract with a contract start date of 1st April 2019'.*
- 1.4. In relation to the procurement of Integrated Children's Social Care services Cabinet decided on 8<sup>th</sup> March 2017 that:

# Agenda Item 8

- 1.4.1 the Local Authority (the County Council) continues to commission jointly with the Clinical Commissioning Groups (CCG's), Children and Adolescent Mental Health Services (CAMHS) and community health and care services for children with additional needs: with delivery of services monitored through the commissioning governance arrangements of the Children, Young People and Families Alliance, jointly funded through a pooled budget for the period of one year 2018/19 via a Section 75;
  - 1.4.2 as lead commissioner, NEW Devon CCG award a one year contract for 2018/19 to Virgin Care Ltd;
  - 1.4.3 the Local Authority (the County Council) work jointly with CCG's throughout the next year to determine a strategy to shape service delivery with a view to tenders for services being invited during 2018 for a longer term contract(s) from 2019 onwards
- 1.5 A decision is now required from Cabinet for the provision of the 0-19 Public Health Nursing, Portage, ROVICs and Residential Short Breaks services from April 2019 onwards and for the re-commissioning of OT and CAMHS from April 2019.

## **2. Background**

- 2.1 The scope of the Public Health Nursing service comprises services to children, young people and families:
  - a. 0-5 Health Visiting Services
  - b. 5-19 School Nursing Services
  - c. The National Childhood Measurement Programme
- 2.2. The overall purpose of the Public Health Nursing service is to contribute to the improvement in the health and wellbeing that support all children and young people, to keep children and families safe, and reduce health related risks across the life-course. This is achieved through delivery of mandated (legally-required) universal public health assessments and undertaking public health interventions designed to offer prevention that supports families to adopt healthy lifestyles and identify and address difficulties and issues as early as possible. The service therefore has a significant role to play in early help.
- 2.3. Public Health Nurses work with other agencies to provide additional support to children, young people and families at the earliest opportunity where longer-term intervention is needed. Resources are focused on the most deprived geographical communities and communities of need within Devon to improve their health outcomes while offering a universal service to all children who are residents of Devon, plus those who attend Devon schools and academies. Current service provision and health outcomes for children compare well in Devon to other areas, despite recent national concern about trends in the health and wellbeing of children.
- 2.4. The Government's intention in transferring the responsibility for Public Health Nursing services to the local authority as part of the public health transition arrangements was to ensure that local authorities were able to better align their social and health care responsibilities for children, young people and families.
- 2.5 Portage is funded via Dedicated Schools Grant. The service is a home visiting service for children with complex health, development and learning needs. The relationship between this service and Public Health Nursing (PHN) is critical to successful early intervention. It is therefore proposed that the future delivery of this service is included in the options appraisal and consultation undertaken for PHN.



- 2.6 Rehabilitation Officers for Visually Impaired Children (ROVICs) is solely funded by the Local Authority. It is a support service for children with visual impairment and who are deaf blind. The service forms part of the delivery of the statutory duties of the council to deliver the Care and Support for Deaf Blind children. It has become clear over the course of the last year that there is more to do to join key parts of the education and care systems to meet wider sensory needs of children and to strengthen the impact of this service on wider outcomes. It is therefore proposed that a distinct options process be undertaken for this service to enable any future delivery model to fully address all sensory needs.
- 2.7 Residential Short Breaks form part of a range of services available in the community for disabled children. We have to ensure continuity of care for children for whom residential short breaks is a key part of their Education, Health and Care Plan. Lead commissioning responsibility currently sits with NEW Devon CCG for these services, whereas for all other short breaks services, lead commissioning is with the Local Authority. It is proposed that the LA takes lead commissioner responsibility for the future commissioning of the Residential Short breaks with joint funding from the CCG. If the proposal regarding lead commissioner is accepted it is then proposed that options for the delivery of these services be reviewed to respond to reducing demand and the need for more community based services.
- 2.8 The OT service is achieving good outcomes for children with a fully integrated care and health service as is CAMHS. In order to build on the increased emphasis on early intervention and strong partnership culture which is emerging it is recommended that the Council and CCG continue to jointly contract for these services.

### **3. Best Start in Life**

- 3.1 Formative years can have a significant impact on a young person and adult's later health and wellbeing, and this relates directly to other important health, social care, and wellbeing outcomes such as; physical health e.g. smoking, healthy weight, oral health, mental health and health inequalities, detection and prevention of child safeguarding risks, and reducing the risk of children going in to statutory care proceedings. These can have a life-long negative impact on individuals, their families, and others, and are the cause of significant costs to the NHS and local authority social care, education and other functions.
- 3.2 The Joint Health and Wellbeing Strategy, emphasise the need for children to have the best start in life. This is further supported by the work of the Wider Devon Sustainability and Transformation Plan for Children where Best Start in Life is a priority but also coupled with a need to prevent adverse childhood experiences. Both the Joint Strategic Needs Assessment and the data pack for the STP support these priorities. These will inform our emerging Children and Young Peoples Plan.
- 3.3 Achieving the Best Start in Life for children spans the delivery of a wide range of services. It is vital that the system of services, including Public Health Nursing works effectively with a common purpose to ensure outcomes are improved. This is the first opportunity since the responsibility for the provision of Public Health Nursing transferred from the NHS to local authority to re-design the system.
- 3.4 The continuation of a Public Health Nursing workforce which has the specialist skills and expertise to deliver a high quality service remains a key priority. Parents and children highly value their support which is often available to families at very difficult times. Protecting and enhancing their specialist skills and experience to ensure a workforce which has both the capability and capacity to respond to the needs of children and families in Devon is critical.

# Agenda Item 8

## **4. Services for Children with Additional Needs**

- 4.1 The Cabinet decision on 8 March 2017 was for the Local Authority to work jointly with the CCG's to determine a strategy to shape service delivery. This strategy has developed greater clarity on the services to be included in the Community Health and Care Services re-procurement. Therefore there is a need to consider how Portage, ROVICs and Residential Short Breaks are delivered which has led to the proposals to carry out options appraisals.
- 4.2 Portage is closely aligned to Public Health Nursing and it is therefore proposed that part of the Public Health Nursing options appraisal will consider the integration of the two services.
- 4.3 ROVICs compliments a number of other services which are provided to children with sensory needs. It is proposed that an options appraisal be undertaken to consider the formation of an integrated sensory service which jointly caters for all an individual's sensory needs.
- 4.4 The Lead Commissioner for the Residential Short Breaks service is currently NEW Devon CCG. It is proposed that consideration be given to Devon County Council becoming the Lead Commissioner and, if that proposal is approved, an options appraisal be undertaken to consider the future delivery of the Residential Short Breaks service.

## **5 Financial considerations**

- 5.1 The Public Health Nursing service is commissioned by Public Health Devon within the context of a diminishing local authority Public Health Grant. The historic contract value per annum for the Public Health Nursing element is £11.8million.
- 5.2 As with other public health services commissioned by Public Health Devon, spend on the Public Health Nursing service needs to reduce from 2018-19 to enable the reductions in the Public Health Grant to be managed and still comply with Public Health England's funding conditions. Working with the current provider, Virgin Care Limited, we have already put in place mitigations during the lifetime of the contract, and there are efficiencies to be realised from the recent digitisation of Public Health Nursing records and the benefits of "total mobile" working. As a result of this the contract value for the Public Health Nursing element for 2018/19 is £10million.
- 5.3 Public Health Devon has a budget of £10million per annum for 0-19 Public Health Nursing service from April 2019 and beyond. All delivery options would have to be delivered within this budgeted amount.
- 5.4 The delivery of the OT, CAMHS, Portage, ROVICs and Residential Short Breaks services would have to be delivered within the existing budget of £4.2m. This budget includes £750k Dedicated Schools Grant for the Portage Service.

## **6. Additional considerations**

- 6.1 The Clinical Commissioning Group led a recent public engagement exercise on the provision of Children's Community Health and Care Services. The key message from this consultation was the need to ensure that locally there is an integrated system of advice, support, care and treatment for children and families. Much of the feedback reiterated previous engagement outcomes with the priorities being a single point of contact, continuity of care, timely access and joined up children's services for community, health and care.

- 6.2 The Clinical Commissioning Group is to commence (18th October 2017) the re-procurement of Children's Community Health and Care Services for delivery from April 2019 onwards. If Cabinet decide to undertake an options appraisal on future service delivery models, this would result in a removal of the 0-19 Public Health Nursing, Portage, ROVICs and Residential Short Breaks services from the Clinical Commissioning Group led re-procurement of Children's Community Health and Care Services.

## **7. Legal considerations**

- 7.1 The service forms part of the Director of Public Health's responsibilities made under section 6C of the NHS 2006 Act, inserted by section 18 of the 2012 Act.
- 7.2 The requirements of the Children and Families Act 2014 have been considered and taken into account in the formulation of the recommendations set out in report. These services make a significant contribution to the Local Offer for children with SEND. The Local Authority and the Partnership in compliance with the Code of Practice must ensure sufficient delivery of short breaks and community health and care services. Through Education, Health and Care Plans children are able to access these coordinated, integrated and personalised services.
- 7.3 Legal advice will be sought when considering all options within the detailed options appraisal.

## **8. Environmental impact considerations**

- 8.1 While healthy lifestyle behaviours can contribute to environmental goals, no direct environmental impacts are expected from any of the options under consideration.

## **9. Equality considerations**

- 9.1 Where relevant to the decision, the Equality Act 2010 Public Sector Equality Duty requires decision makers to give due regard to the need to:
- eliminate discrimination, harassment, victimisation and any other prohibited conduct;
  - advance equality by encouraging participation, removing disadvantage, taking account of disabilities and meeting people's needs; and
  - Foster good relations between people by tackling prejudice and promoting understanding.
- 9.2 In considering equality impacts we need to take into account age, disability, race/ethnicity (including Gypsies and Travellers), gender and gender identity, religion and belief, sexual orientation, pregnant women/ new and breastfeeding mothers, marriage/civil partnership status, in coming to a decision, a decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socioeconomic disadvantage.
- 9.3 Equality Impact Assessments have been completed. Members will need to consider the Impact Assessment for the purposes of this item.
- 9.4 No unmanageable consequences for current and future service users have been identified as a result of the commissioning options under consideration. Regardless of the commissioning and procurement arrangements, the protected characteristics will be considered across all elements of the service to ensure that the service reduces harm in those in greatest need.

# Agenda Item 8

- 9.5 The guidance for service delivery is set by the National Institute of Clinical Excellence (NICE) and Public Health England (PHE). Equality Analysis has been carried out by the Department for Health on the 'Healthy Child Programme' through regulation:

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/493625/Service\\_specification\\_CG4\\_FINAL\\_19Jan2016.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/493625/Service_specification_CG4_FINAL_19Jan2016.pdf)

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/410685/Equalities\\_analysis.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/410685/Equalities_analysis.pdf)

## 10. Risk assessment considerations

- 10.1 A risk assessment was undertaken for consideration for the options considered by Cabinet in March 2017. A risk assessment will be undertaken as part of the options appraisal if Cabinet agree with the recommendations.

## 11. Public Health Impact

- 11.1 The Joint Health and Wellbeing Strategy is a relevant document, drawing together priorities from the Joint Strategic Needs Assessment. This report, and related documents, emphasise the need for children to have the best start in life.
- 11.2 The prime purpose of the Public Health Grant is to ensure the delivery of the mandated elements of the grant as described in the statutory instrument, and the expectation of local authorities to deliver year-on-year improvements in the health of all children and young people through the delivery of an effective 0-19 Public Health Nursing service.

## 12. Recommendations: That Cabinet:

- 12.1 Approves the undertaking of an options appraisal for the provision of the 0-19 Public Health Nursing, Portage and ROVICs services from April 2019 onwards.
- 12.2 Approves the undertaking of work for the consideration of Devon County Council becoming the Lead Commissioner for the Residential Short Breaks service and, if the Council becomes the Lead Commissioner, for the undertaking of an options appraisal for the provision of the Residential Short Breaks from April 2019 onwards.
- 12.3 Delegates future decision making powers regarding Portage, ROVICs and Residential Short Breaks to the Chief Officer for Childrens Services.
- 12.4 Approves the joint commissioning of Occupational Therapy (**OT**) and child and adolescent mental health services (**CAMHS**) as part of the Community Health and Care Services with NEW Devon CCG acting as lead commissioner for a new contract to start from April 2019.

## 13. Timeline

- 13.1 The following is an indicative timeline to undertake the actions relating to 0 -19 Public Health Nursing proposed in 12.1 above.

October 2017	<ul style="list-style-type: none"><li>• Draft service delivery options developed</li><li>• Public consultation documents developed</li></ul>
November 2017	<ul style="list-style-type: none"><li>• 6 week public consultation commences on service delivery options</li></ul>
December 2017	<ul style="list-style-type: none"><li>• Public Consultation ends</li></ul>
January 2018	<ul style="list-style-type: none"><li>• Options appraisal completed</li><li>• Cabinet decision on future service delivery model</li></ul>
February 2018	<ul style="list-style-type: none"><li>• Commencement of project delivery to secure agreed service delivery model for April 2019</li></ul>

**Dr Virginia Pearson CHIEF OFFICER FOR COMMUNITIES, PUBLIC HEALTH, ENVIRONMENT AND PROSPERITY DEVON COUNTY COUNCIL**

**Jo Olsson CHIEF OFFICER FOR CHILDREN'S SERVICES**

Electoral Divisions: All

Cabinet Member for Communities, Public Health, Environment, and Prosperity:  
Councillor Roger Croad

Chief Officer for Communities, Public Health, Environment, and Prosperity: Dr Virginia Pearson

Cabinet Member for Children's Services and Schools: Councillor James McInnes

Chief Officer for Children's Services: Jo Olsson

LOCAL GOVERNMENT ACT 1972: LIST OF BACKGROUND PAPERS

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HIW/17/63

Teignbridge Highways and Traffic Orders Committee  
13 July 2017

## **Request for extension of 30mph speed limit on St Marychurch Road, and alteration of the Aller Brake Road junction, Newton Abbot**

Report of the Acting Chief Officer for Highways, Infrastructure Development and Waste

***Please note that the following recommendations are subject to consideration and determination by the Committee before taking effect.***

**Recommendation: It is recommended that:**

- (a) the County Council's policies on speed limits be noted;**
- (b) the historic data on collisions on St Marychurch Road be noted, and the situation be kept under review in future years; and**
- (c) the data on the number of vehicles contravening the turning bans at the Aller Brake Road be noted and a request made for further enforcement.**

### **1. Background/Introduction**

The local Member has asked this Committee to consider extending the 30mph speed limit on St Marychurch Road from its current extent, just to the south east of the junction with Newtake Rise, to a position south east of the junction with Twickenham Road, a distance of approximately 425 metres.

St Marychurch Road has historically been used as an alternative route by drivers trying to avoid congestion on the old A380 through Kingskerswell. The opening of the South Devon Highway (SDH) in December 2015, and the alteration of a number of junctions in the area, has meant that the main route between Newton Abbot and Torbay has much reduced congestion levels and traffic flow along this alternative route has reduced by 30%.

At the meeting of this Committee on 3 November 2016 it was agreed that any decision on St Marychurch Road and the Aller Brake junction would be deferred until one year's collision data is available following the opening of the SDH. This data is now available.

### **2. Main Text/Proposal**

Devon County Council's agreed speed limit policy is based on Department for Transport guidance on setting local speed limits. The speed limit of 40mph in the area under consideration is consistent with the approved speed limit policy.

A 30mph speed limit is appropriate on a section of road in a community where at least 20 properties front a road at a density of at least 3 properties every 100 metres. Gateways to communities are usually the best location for a lower speed limit to start as drivers then associate the lower speed limit with the visible development fronting the road and adjust their speed accordingly. Where the 30mph criteria is not met, higher speed limits such as 40mph and 50mph can be considered on strategic urban roads and more rural roads if there is a significant history of speed related injury collisions.

Introducing speed limits where there is little or no development visible to the driver will usually lead to the speed limit being disregarded, which in turn could place an unrealistic

# Agenda Item 9

demand for enforcement on the Police. Introduction of inappropriately low speed limits can also introduce a false expectation of low vehicle speeds to pedestrians and other vulnerable road users, who may then take less care when crossing the road.

Analysis of collision data from the junction with Newtake Rise to the junction with Twickenham Road shows that there were 7 collisions, all resulting in slight injury, in the five years 2011 to 2015. Of these only one, where a driver failed to negotiate a bend, could be considered to be speed related. There have been no recorded collisions in 2016 (i.e. since the opening of the SDH). This is well below the threshold at which any action would normally be considered.

Modifications to speed limits can be considered when changes to the road environment indicate that a different limit is appropriate; this could be as a result of development fronting the road or the introduction of traffic calming. The legal process of changing the speed limit involves a formal consultation. The views of the Police, as the enforcing authority, are important as part of the consultation.

In the particular case of the section of St Marychurch Road with its junction at Twickenham Road and the new Aller Brook Road junction, the changes to the road layout do not change the assessment against agreed Speed Limit Policy, taking account of collision data, that a lower speed limit is not appropriate. However, as with all schemes that change the layout of the highway, the performance of the new layout will be reviewed periodically so that any necessary actions can be identified.

## **Junction with Aller Brake Road**

Prior to the construction of the South Devon Highway, road users were able to turn towards Newton Abbot at the bottom of Aller Brake Road.

This manoeuvre was removed by the new scheme, due to the inability to turn across the dual carriageway. Following consultation with the community the ability to turn towards Newton Abbot was reinstated via a new restricted junction at the top of Aller Brake Road.

This junction has been designed to allow road users to turn right into Aller Brake Road and left out, on to St Marychurch Road towards Newton Abbot. The movements at the junction were restricted to limit the use of Aller Brake Road as a cut through, which would have resulted in additional vehicles using this residential street. In addition, an all movements junction would have required the removal of a mature oak tree at the top of Aller Brake Road. The geometry and layout of the junction has been restricted as much as possible to reduce the ability of vehicles to turn right onto St Marychurch Road or left into Aller Brake Road whilst maintaining an adequate swept path for buses and large vehicles, such as refuse lorries.

A video survey of the junction was taken on the 22, 23, 24 and 25 February 2017 to determine the number of vehicles that are contravening the turning bans. The results are summarised in appendix 2. Peak times were examined over the four days and an average of just under two vehicles each hour were found to be contravening the right turn out of Aller Brake Road and just under one vehicle each hour contravening the left turn in to Aller Brake Road each hour. It would appear that a small number of vehicles are regular offenders, and police enforcement may therefore be the most suitable solution.

It is proposed that the illegal manoeuvres and collision records at the junction will continue to be monitored. The data will be discussed with the Police, who are responsible for the enforcement of illegal manoeuvres.



## **3. Options/Alternatives**

The use of gateway or nameplate signing has been considered, but the nature of this section of road, tree lined with no verges, means that this option is not practical.

## **4. Consultations/Representations/Technical Data**

No consultation has been undertaken. If the speed limit was to be altered a Traffic Regulation Order will be needed, and this would be advertised for public comment.

## **5. Financial Considerations**

The process to extend the Traffic Regulation Order for a speed limit is a formal procedure, which includes advertisement and consultation. If significant objections are received the matter may need to be considered once again by this Committee. The process can cost at least £3,000, which does not include the additional cost of any signing and lighting which may be required.

Alteration of the Aller Brake Road junction would have a significant cost, and there is currently no budget available.

## **6. Environmental Impact Considerations**

There are not considered to be any environmental impact considerations in regards to this scheme.

## **7. Equality Considerations**

There are not considered to be any equality issues in regards to this scheme.

## **8. Legal Considerations**

When making a Traffic Regulation Order it is the County Council responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 that states that it is the duty of a local authority, so far as practicable, secures the expeditious, convenient and safe movement of traffic and provision of parking facilities.

## **9. Risk Management Considerations**

There is a risk that if a 30mph speed limit is introduced, and is not adhered to, there may be a false expectation of lower vehicle speeds for users of this road, including for any pedestrians who may seek to cross the road.

Alteration of the Aller Brake Road junction to allow vehicles to turn left into, and to turn right out of, Aller Brake Road would be lead to more traffic in this residential area.

## **10. Public Health Impact**

There are not considered to be any public health impacts in regards to this scheme.

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## 11. Summary/Conclusions/Reasons for Recommendations

Given the low number of collisions where speed is a factor, and that no collisions have occurred since the opening of the SDH, it is considered appropriate that the speed limit remains at 40mph on this section of road in line with the County Council's policies.

Given the low number of illegal manoeuvres at the Aller Brake Road junction, and that it appears to be a small number of regular offenders, it is recommended that the police be consulted on options for enforcement.

Meg Booth  
Acting Chief Officer for Highways, Infrastructure Development and Waste

### **Electoral Divisions: Newton Abbot South, Ipplepen & The Kerswells**

Local Government Act 1972: List of Background Papers

Contact for enquiries: John Fewings

Room No: Ryefields, Avery Hill, Rydon Road, Kingsteignton, TQ12 3QG

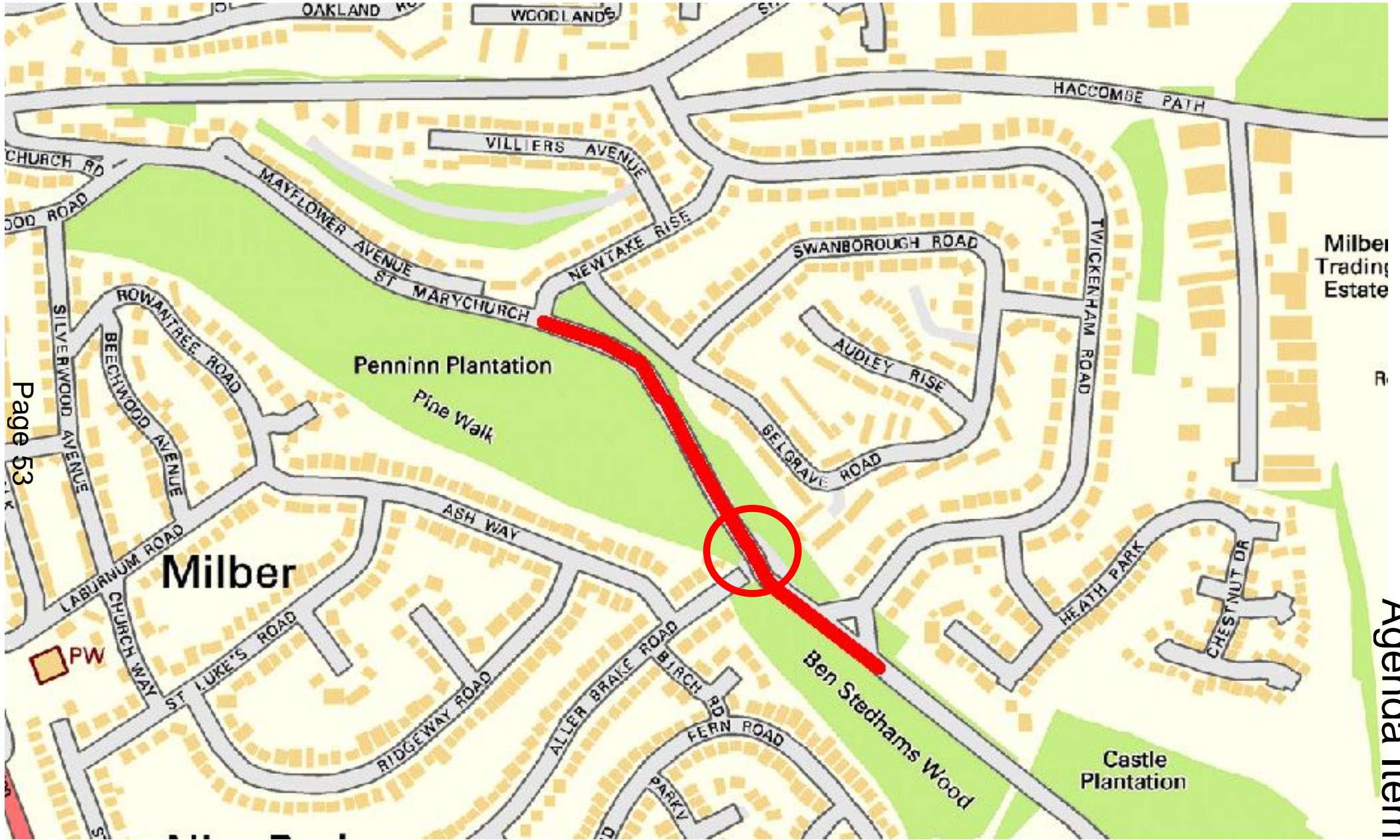
Tel No: 01392 380193

Background Paper	Date	File Ref.
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None

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sc/cr/30mph St Marychurch road alteration Aller Brake road junction Newton Abbot  
03 050717

Appendix 1: Plan of St Marychurch and Aller Brake Roads



# Agenda Item 9

Appendix II  
To HIW/17/63

## Contravention of Turning Movements at St Marychurch Road and Aller Brake Road junction

<b>Date</b>	<b>Time</b>	<b><i>Right turn out of Aller Brake Road</i></b>	<b><i>Left turn into Aller Brake Road</i></b>
22/02/17 (Wednesday)	AM (07:30 - 09:30)	4	4
	PM (15:30 - 17:30)	5	4
	Total	9	8
23/02/17 (Thursday)	AM (07:30 - 09:30)	6	0
	PM (15:30 - 17:30)	3	1
	Total	9	1
24/02/17 (Friday)	AM (07:30 - 09:30)	5	1
	PM (15:30 - 17:30)	4	2
	Total	9	3
25/02/17 (Saturday)	AM (07:30 - 09:30)	3	1
	PM (15:30 - 17:30)	1	1
	Total	4	2
Overall Total		31	14

CS1731  
Cabinet  
11 October 2017

## PRESENTATION OF DEVON SAFEGUARDING CHILDREN BOARD (DSCB) ANNUAL REPORT

### Report of the Chief Officer for Childrens Services

*Please note that the following recommendations are subject to consideration and determination by the Cabinet (and confirmation under the provisions of the Council's Constitution) before taking effect.*

**Recommendation:** That the Cabinet receive the report noting the progress made in safeguarding children in the County and plans to further develop that work.

~~~~~

#### 1. Background/Introduction

It is a statutory requirement for each Local Safeguarding Children Board to prepare an annual report. The annual report (appendix 1) has to set out the work of the Board and offer an analysis of that work across the partnership. Further, it is a statutory requirement that the Annual report is formally presented to Members.

#### 2. Main Text/Proposal

**During 2016-2017 the Devon Safeguarding Childrens Board (DSCB) has:**

- Published the Domestic and Sexual Violence and Abuse Strategy, and worked with the DSVVA Alliance and Safer Devon Partnership to oversee implementation of the strategy and delivery plan
- Published the Neglect Strategy and established a neglect working group to oversee the implementation of the strategy and delivery plan
- Established a group focusing on child sexual abuse (CSE)
- Continued to focus on work around CSE and missing, including developing a Seldom Heard group to develop CSE awareness amongst disabled children and the LGBT+ community
- Changed the way DSCB is structured and governed to improve decision making and accountability
- Introduced and delivered inter-agency walkabouts to add value to our quality assurance work
- Delivered a very successful conference to 200 practitioners with Professor Marian Brandon as keynote speaker, with a focus on adolescents and risk
- Responded to and evidenced progress in relation to the Ofsted recommendations following the inspection in July 2015
- Worked with partners to develop a new model of partnership working in light of the Wood Review
- Undertaken multi agency audits on harmful sexual behaviour, domestic abuse where MARAC is a feature, adolescence and neglect and youth offending

# Agenda Item 10

- Developed a series of 'Best Practice Masterclasses' across the County
- Improved engagement and attendance at DSCB multi-agency training
- Overseen and promoted a new approach to Child Protection conferencing
- Quality assured safeguarding arrangements for Unaccompanied Asylum Seekers placed in emergency accommodation in Devon following the closure of the Calais Camp
- Self-assessed ourselves as having made good progress in all areas save for inclusion of young people and early help both of which are being progressed within our new partnership structure

The DSCB developed a challenge log in October 2016. **26** challenges were formally recorded during October 2016-March 2017. The challenges include:

- challenge to partners with regards to their level of involvement in the work of the Board, such as attendance at meetings and involvement in audits
- partner data being made available to the DSCB executive and sub groups for scrutiny
- assurance from the Devon Football Association regarding its response to the recent disclosure of child sexual abuse within football
- accreditation and safeguarding arrangements in language schools in Devon
- the number of children in custody in Devon
- staff training in acute trusts

The Board had been judged 'inadequate' by Ofsted, and there was a recognition that change was needed, so we redeveloped the Board with a new Executive and some added sub groups.

During 2016-17, the Chair of the Board sought to engage with and understand the broad safeguarding system across the County. The Chair has met regularly with the Council's Chief Executive, Chief Officer for Children's Services, Lead Member and other key managers including senior colleagues in health and Police, colleagues in with both secondary and primary heads associations, colleagues in the independent reviewing unit. The Chair has also visited all the social work offices, a special school, the Atkinson Secure Unit, a MACSE meeting, all the sub groups of the Board and a number of the Best Practice Masterclasses.

More latterly Devon and its partners has moved to become an 'early adopter' of the core findings from the [Wood Review](#) (which critically examined the role of LSCBs, Serious Case Reviews and the Child Death Overview functions. The review made a number of recommendations including the need to 'replace the existing arrangements for LSCBs with a new, more effective statutory framework that sets out the strategic multi-agency arrangements for child protection').

Devon saw an opportunity to try and develop an innovative way of partnership working, which would lead to a more effective service delivery to children and their families. Over the last year a new unified model has been developed that seeks to change the partnership culture and separates out more clearly commissioning and challenge functions under the leadership of 3 key partners; namely the Local Authority, Health and Police.

A key component of the new model is the integration of the statutory LSCB functions into the new partnership arrangements ensuring that its statutory responsibilities continue to be fulfilled and an independent scrutiny function is not only retained but

enhanced and made more effective. The new arrangements will be in place from 1<sup>st</sup> July 2017.

We now need to:

- Formalise the new partnership arrangements with the Children, Young People and Families Alliance
- Develop and Deliver the new Quality Assurance Framework for the Partnership including formalising links with the four Localities; develop the new data set; engage practitioners and users in quality assurance work and collectively develop the role of the independent chair within these new arrangements.
- Ensure all existing LSCB duties continue to be met across the Partnership
- Respond to emerging Government legislation issued in the light of the Children and Social Work Act 2017.

### **Financial Considerations**

The DSCB is funded via a series of contributions from the partners. The budget for the Board is set out in the annual report.

### **Equality Considerations**

By definition, the work of the DSCB is focused on the most vulnerable children in the County, those who require the input of a variety of agencies, ordinarily led by Children's Social Care, to ensure their safety.

### **Legal Considerations**

There are no specific legal considerations in this report.

### **Risk Management Considerations**

This policy/proposal has been assessed and all necessary safeguards or actions have been taken/ included to safeguard the Council's position. No risks have been identified.

### **Electoral Divisions: All**

Cabinet Member for Children Services and Schools: Councillor James McInnes

Chief Officer for Childrens Services: Jo Olsson

### **LOCAL GOVERNMENT ACT 1972: LIST OF BACKGROUND PAPERS**

#### ***Contact for Enquiries:***

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Room: 136







**Devon Safeguarding Children Board**  
now... **Devon Children and Families Partnership**

# **Annual Report 2016-2017**



# DSCB Annual Report 2016-2017

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## **Introduction by the Independent Chair**

I am pleased to introduce the 2016/2017 Devon Safeguarding Children Board (DSCB) Annual Report. It is the first full year since I joined the Board and I am grateful for the varied and significant contributions from all the partners and the committed and sterling efforts of all in the Business Support Team.

It has been an eventful year. The Board had been judged 'inadequate' by Ofsted and there was a recognition that change was needed so we redeveloped the Board with a new Executive and some added sub-groups. More importantly, we reduced the length of the meetings and the amount of paperwork tabled to ensure there was more room for debate and challenge. We sought to maintain a relentless focus on safeguarding and challenge and to minimise other business that can clog up LSCBs. I think we can claim some success in this area but there remains more to do.

During 2016-2017, I have sought to engage with and understand the broad safeguarding system across the County. I have met regularly with the Council's Chief Executive, DCS, Lead Member and other key managers; I have met with senior colleagues in Health and Police; I have engaged with both secondary and primary heads associations; I have met with the independent Reviewing Unit; visited all the social work offices, a special school, the Atkinson Secure Unit and a MACSE meeting; I have attended all the sub groups and a number of the Best Practice Masterclasses.

More latterly we have moved to become an 'early adopter' of the core findings from the [Wood Review](#), which critically examined the role of LSCBs, Serious Case Reviews and the Child Death Overview functions. The review made a number of recommendations including the need to 'replace the existing arrangements for LSCBs with a new, more effective statutory framework that sets out the strategic multi-agency arrangements for child protection, safeguarding and wellbeing'.

Devon saw an opportunity to try and develop an innovative way of partnership working which would lead to a more effective service delivery to children and their families. Over the last year a new unified model has been developed that seeks to change the partnership culture and separates out more clearly commissioning and challenge functions under the leadership of 3 key partners namely the Local Authority, Health (CCGs) and Police. A key component of the new model is the integration of the statutory LSCB functions into the new Devon Children and Families Partnership arrangements ensuring that its statutory responsibilities continue to be fulfilled and an independent scrutiny function is not only retained but enhanced and made more effective. The new arrangements will be in place from 1<sup>st</sup> July 2017.

## Executive Summary

### During 2016-2017 the DSCB has:

- ✓ Published Domestic and Sexual Violence and Abuse Strategy and worked with the DSVA alliance and Safer Devon Partnership to oversee implementation of the strategy and delivery plan
- ✓ Published Neglect Strategy and established a neglect working group to oversee the implementation of the strategy and delivery plan
- ✓ Established a group focusing on child sexual abuse
- ✓ Continued to focus on work around CSE and missing and developed a Seldom Heard group to develop CSE awareness amongst disabled children and the LGBT+ community
- ✓ Changed the way DSCB is structured and governed to improve decision making and accountability
- ✓ Introduced and delivered inter-agency walkabouts to add value to our quality assurance work
- ✓ Delivered a very successful Conference to 200 practitioners with Professor Marian Brandon as keynote speaker and with a focus on adolescents and risk
- ✓ Responded to and evidenced progress in relation to the Ofsted recommendations following the inspection in July 2015
- ✓ Worked with partners to develop a new model of partnership working in light of the Wood Review
- ✓ Undertaken multi agency audits on harmful sexual behaviour, domestic abuse where MARAC is a feature, adolescence and neglect and youth offending
- ✓ Developed a series of 'Best Practice Masterclasses' across the County
- ✓ Improved engagement and attendance at DSCB multi-agency training
- ✓ Overseen and promoted a new approach to Child Protection conferencing
- ✓ Quality assured safeguarding arrangements for unaccompanied asylum Seekers placed in emergency accommodation Devon following the closure of the Calais Camp
- ✓ Self-assessed ourselves as having made good progress in all areas, but with more work needed in terms of inclusion of young people and early help both of which are being progressed within our new partnership structure

The DSCB developed a challenge log in October 2016. **26** challenges were formally recorded during October 2016-March 2017. The challenges include:

- ✓ Challenge to partners with regards to their level of involvement in the work of the Board such as attendance at meetings and involvement in audits
- ✓ Partner data being made available to the DSCB executive and sub groups for scrutiny
- ✓ Assurance from the Devon Football Association regarding its response to the recent disclosure of child sexual abuse within football
- ✓ Accreditation and safeguarding arrangements in language schools in Devon

- ✓ The number of children in custody in Devon  
Staff training in Acute Trusts.

**We now need to:**

- Formalise the new Devon Children and Families Partnership arrangements
- Develop and deliver the new Quality Assurance Framework for the Partnership including formalising links with the four Localities; develop the new data set; engage practitioners and users in quality assurance work and collectively develop the role of the Independent Chair within these new arrangements.
- Ensure all existing LSCB duties continue to be met across the Partnership
- Respond to emerging Government legislation issued in the light of the Children and Social Work Act 2017.

## The Devon Context

- Devon is the third largest county in England with a mix of rural and urban areas and a high proportion of coastal and market towns.
- It is a two tier council with eight district councils.
- There are two Clinical Commissioning Groups (CCGs) and a number of health providers in the County and crossing into neighbouring authorities boundaries.
- The police service covers Devon, Cornwall, Plymouth, Torbay and the Isles of Scilly.
- There are over **400** schools organised within increasingly complex academy partnerships and school improvement work is commissioned out by Devon County Council to Babcock LDP. Approximately **141,554** children and young people under the age of 18 years live in Devon. This represents **19%** of the total population. **38,145** are aged 0-4yrs.
- **13.6%** children are defined as living in poverty, compared with **16.2%** in the South West and **20.6%** nationally.
- The most deprived areas are located in the urban centres, most notably Exeter, Ilfracombe, and Barnstaple. However, in Devon, there is a noticeable north-south division with much of East Devon, Teignbridge and South Hams being less deprived than North Devon, Torridge and West Devon.
- There is also considerable variation between different areas in Devon in relation to those Not in Education, Employment and Training (NEETs), rates of teenage conception, and hospital admissions for self-harm.
- There are no significant variations by ethnic group in Devon.
- The infant mortality and child mortality rate are comparable with the England average.
- There are over **7000** births per annum in Devon.
- At least **5,000** children are disabled and up to **30,000** have a limiting long term health problem or disability.
- Rates of admission for self-harm are above the national average as are levels of mental health difficulties in looked after children.
- Children and young people from minority ethnic groups account for **4%** of all children living in the area, compared with **22%** in the country as a whole.
- The largest minority ethnic groups of children and young people in the area are Mixed and Asian or Asian British and there are **3,300** (3.5%) primary and secondary school pupils for whom English is an additional language.



## CHILDREN AND YOUNG PEOPLE

The following section focusses on the circumstances of different groups of children and young people and sets out how the Board has progressed against its 2016-17 priorities.

### Children who suffer Child Sexual Exploitation (CSE) and those who are Missing

During the year we have delivered the following:

- Introduction of **CSE risk assessment tool**.
- Introduction of DSCB **CSE multi-agency training at group 3 and group 4**.
- Introduction of University of Kent **Serious Games** Looking out for Lottie.
- The DSCB contracted Barnardo's to deliver a CSE session to staff from the night time economy including door staff and taxi drivers. **30** Sessions were run for a total of **339** staff.
- DSCB and Devon County Council commissioned Alter Ego's production of '**In the net**' which was hosted by secondary schools across Devon for over **52** performances and reached approximately **5960** children across **145** different primaries. Both productions have evaluated impact and evidenced increased awareness.
- **Police PEEL** report highlighted that police had **made improvements** in its response to, and management of child sexual exploitation, rolled out training across the force; introduced CSE champions and level of awareness of CSE was high.
- The **CSE sub group** has produced a **disruption toolkit** that provides guidance to staff about the different types of legal orders that can be used to tackle CSE.
- Development of the **CSE scorecard**. There have been problems in obtaining some data from partners and this has been escalated by the chair of the sub group and the independent chair.
- **MACSE** (Missing and CSE) groups continue to meet across Devon and offers a planning and collation function in relation to young people involved with or at risk of CSE.
- **Seldom Heard task and finish group established**. Their work has included:
  - X-PLORE survey undertaken to understand how to engage with LGBT+ children in CSE risks. The information was used to redesign information provided to LGBT+.
  - Presentations undertaken at numerous specialist schools teaching children with disabilities. Each educational establishment visited was provided with further information and contact details to enable a regular engagement about CSE risks.

- Easy Read leaflet created to highlight CSE risks in an accessible way. **1000** leaflets were distributed to primary schools, GPs and local policing teams.
- A Facebook marketing campaign was undertaken to raise awareness of CSE. **231,910** people had viewed the advert by week ending 02.12.16.
- During the period August 2016-March 2017 there were **1566** missing reports. The REACH team undertake all Return Home Interviews (RHI) for children and young people who are not open to Children Social Work. The number of RHI referred between August 2016 and March 2017 was **421**. Of these, REACH completed **323** Return Home Interviews, **69** were refused and **27** were screened out.
- RHIs should be undertaken within 72 hours of the child or young person being found. The REACH team completed **250** within timescales.
- A dip sample audit of **20** Return Home Interviews (RHI) was undertaken in October 2016. The views of children, young people and carers who had a RHI were sought. Feedback from parents and young people highlighted the value of the process:

*"It was really helpful....She has had lots of workers but she felt free to talk to the REACH worker and built a great rapport. Her going missing reduced and her risk taking behaviour reduced.....She helped her to turn a light bulb on about unhealthy relationships. She wouldn't listen to me even though I was saying the same things as the REACH worker. "*

#### **For 2017-18:**

- We have commissioned a review of CSE work across the Peninsula from the National Working Group and will respond to their feedback with a view to streamlining work across the four local authority areas.
- There is an increased recognition that criminal exploitation and [county lines](#) (dangerous drug networks) is an emerging threat in Devon and the new partnership arrangements will take account of this.

#### **Children who Experience or are at risk of Sexual Abuse**

Following the publication of [CN11](#) in January 2016, findings from management reviews, previous SCRs and case audits and in light of the Children's Commissioners' report on Child Sexual Abuse, we constructed the **Child Sexual Abuse Task and Finish Group**.

The work of the CSA sub group has included:

- The development of a Communication plan.
- The establishment of a number of key performance indicators (KPIs) to monitor impact of the communications plan and inform next steps in terms of targeted awareness raising.

- A review of DSCB CSA training Group 3 and 4.
- A staff survey on CSA which sought to benchmark staff levels of awareness and confidence in recognising signs and symptoms of CSA.
- The development of a tool kit including one minute guides and use of the [Brook tool](#).

Whilst findings from the staff survey indicated that majority of the workforce in Devon feel confident about recognising the signs, symptoms and behaviours of child sexual abuse, analysis of the KPIs is not evidencing much impact at this stage and the number of children subject to a child protection plan for child sexual abuse remains low.

In October/November 2016 the DSCB undertook a thematic MACA on [Harmful Sexual Behaviour](#). A previous audit of children involved with the Youth Offending Service has highlighted work with children displaying harmful sexual behaviour as a gap. 9 cases were identified. There were some examples of good practice:

- Schools being very inclusive, managing the risk, sharing information.
- Good management oversight by Youth Offending Teams.
- Use of a therapeutic placement as opposed to custody.
- The voice of the child being heard and recorded.
- Evidence of good assessments being completed and embedded in practice.

The following learning was identified:

- The AIM2 assessment tool and Good Lives Model needs to be extended across the multi-agencies.
- Children with learning difficulties need to be more visible.
- Clear pathways for engaging with services at different levels of need/risk, particularly those who have sexually harmed other children but are not in the criminal justice system.

This work has been included in the child sexual abuse working group's action plan and will continue into 2017-2018.

### [Children who are Neglected](#)

In Devon, the number of children subject of a child protection plan with a category of neglect is significantly higher than the national average. The Devon Safeguarding Children Board published its [Neglect Strategy](#) for the period of 2017-2020 in March 2017. The strategy sets out how the partnership will work to prevent, identify and respond to neglect. The priorities set out are:

1. Prevention
2. Intervention
3. Children at the Centre
4. Working Together

The DSCB undertook a thematic multi-agency table top audit on [adolescence and neglect](#) in February 2017. **6** cases were identified. The audit highlighted:

- A lack of understanding of neglect across the agencies and amongst parents, children and young people.
- The audits highlighted concern that neglect is being used as a 'catch all' category.
- Chronologies not being used to support an understanding of patterns of concern and history of safeguarding issues and incidents not being viewed as part of cumulative pattern of harm.
- Failure to recognise disguised compliance, which is leading to revolving door referrals.
- Lack of professional curiosity around the involvement of men/partners in the family.

**For 2017-18:** A working group was established in March 2017 to oversee the implementation of the neglect strategy. Findings from the thematic audit on adolescence and neglect have been incorporated into the delivery plan. A practitioner toolkit is being developed to support the strategy. New neglect training has been commissioned by the DSCB to support professionals in their understanding, identification, assessment and interventions in childhood neglect and includes formal one day multi-agency training and the introduction of Rosie II.

### **Children Affected by Domestic Abuse**

The development of a domestic abuse strategy was led by Public Health on behalf of the DSCB and alongside the Domestic and Sexual Violence and Abuse Alliance. The [Strategy](#) was published in October 2016. The DSVA strategy and delivery plan sits under the Safer Devon Partnership but the chair of the DSVA expert group provides regular briefings to the DSCB regarding progress of the delivery plan.

In the 12 months to March 2017 the number of police reported domestic abuse incidents where a child is present has continued to reduce from **3906** in 2016 to **3112** in 2017. The number of children subject to a plan with a subcategory of domestic abuse was **89**, 20.1% of the total number of children on plans.

**74.43%** of schools have a lead for Domestic & Sexual Violence & Abuse (DSVA). However, a significant number of schools have stated their intention to increase training for their Designated Safeguarding Leads onto DSVA training. Domestic Abuse training is commissioned in partnership with the Devon Safeguarding Adults Board and the figures for engagement in this training can be found in Appendix 4.

There has been a successful funding bid from the Department of Communities and Local Government (DCLG) for specialist services which includes:

- Development of additional Places of Safety across Devon.
- Safe Haven pilot scheme.

- Support for the North Devon Refuge.
- A specialised Housing IDVA to be in place.
- Training for housing professionals.
- Support for the [Tender Healthy Relationships Programme](#) (3 year pilot in Devon across 16 schools).

### **MARACs (Multi Agency Risk Assessment Conference)**

Following Serious Case Review [CN08](#) a recommendation was made that MARACs need to ensure that are also considering the risk to children. In 2016-2017, **972** cases were considered at MARACs (up from **849** in 2015-2016). **1208** children were in those households (up from **972** in 2015-16). This is a significant increase.

A thematic MACA on [children in families where MARAC was a feature](#) was undertaken in April/May 2016. The audit evidenced that children are now routinely discussed at MARAC meetings as recommended in [CN08](#) regarding the need for front line officers to speak to/hear the experience of young people when attending an incident of domestic abuse.

Domestic abuse continues to be a priority area for Devon. The new partnership will work alongside the Safer Devon Partnership and the DSVa Alliance to ensure the Strategy and Delivery plan is firmly embedded.

### **Supervision**

Supervision is one of the tools to support and manage front line staff and the Board has begun to develop a focus on it. The following work has contributed to this priority area:

- The Learning and Improvement sub group have led the work stream around quality assuring supervision.
- The Health group have set up a working group to share information and explore options to manage the particular challenges of supervision in the variety of healthcare settings and how this can be linked to the DSCB supervision principles and concerns raised in serious case reviews.
- New safeguarding supervision training was commissioned for 2016. Feedback has been very positive.
- Following attendance at the safeguarding training course, the police have reviewed how they undertake supervision and developed a pilot safeguarding supervision project launched in North Devon Public Protection Unit and are now looking to roll this out across Devon.
- There is emerging evidence of improved supervision in case audits and how this is improving outcomes for children but it is patchy and needs to be more consistent.

## OTHER AREAS OF FOCUS FOR DSCB

This section sets out some areas of work that the DSCB has either responsibility for and/or has focussed on throughout the year.

### Emotional Well-Being and CAMHS

The Devon Safeguarding Children Board has continued to monitor the support for young people with mental ill health or self-harming behaviour as a result of the Serious Case Review CN09 that was published in 2015.

Reflecting the national picture Devon has experienced an increase in both the volume and complexity of demand for emotional and mental health services.

There are new services that have been developed and commissioned including:

- **Early Help for Mental Health** – delivering evidence based learning, training & supervision to over 200 schools to date and face to face and on line counselling for young people.
- **Place of Safety in Plymbridge Unit** - ensuring no young people are left overnight in a police cell on a section 136 detention order.
- **Out of Hours Crisis Response Service** – ensuring that CAMHS can now respond to Mental Health Act assessments 24/7, undertaken by Consultant child psychiatrists on call.
- **Assertive Outreach Service** – reducing tier 4 inpatient admissions and length of treatment, enabling more young people to be supported at home. Admissions have dropped from 32 to 9 and length of stay reduced by 35%

Over the last 12 months waiting times for assessment and treatment for young people referred to CAMHS have reduced this is in spite of an increase in referrals. On 31.12.2016 **95.73%** of all referrals accepted were assessed and commenced treatment within 18 weeks. This represented an improvement in over 18 week waits over the same period in 2015, down over 80% from 31.12.2015.

### Children who are Privately Fostered

Private Fostering arrangements in Devon are scrutinised by the Devon Safeguarding Children Board on an annual basis. In the year ending March 2017 the number of private fostering notifications increased with from **156** in the previous year to **176** during 2016-2017. The majority of notifications in the year 2016/2017 were children from overseas, with the majority being from Europe or Asia. Most host families who were recruited by the language schools and agencies are white British.

The Private fostering team is assessed as good and during the service review a private fostering case was tracked by one of the reviewers and judged as 'outstanding'. Following a referral to the LADO regarding a member of staff at a

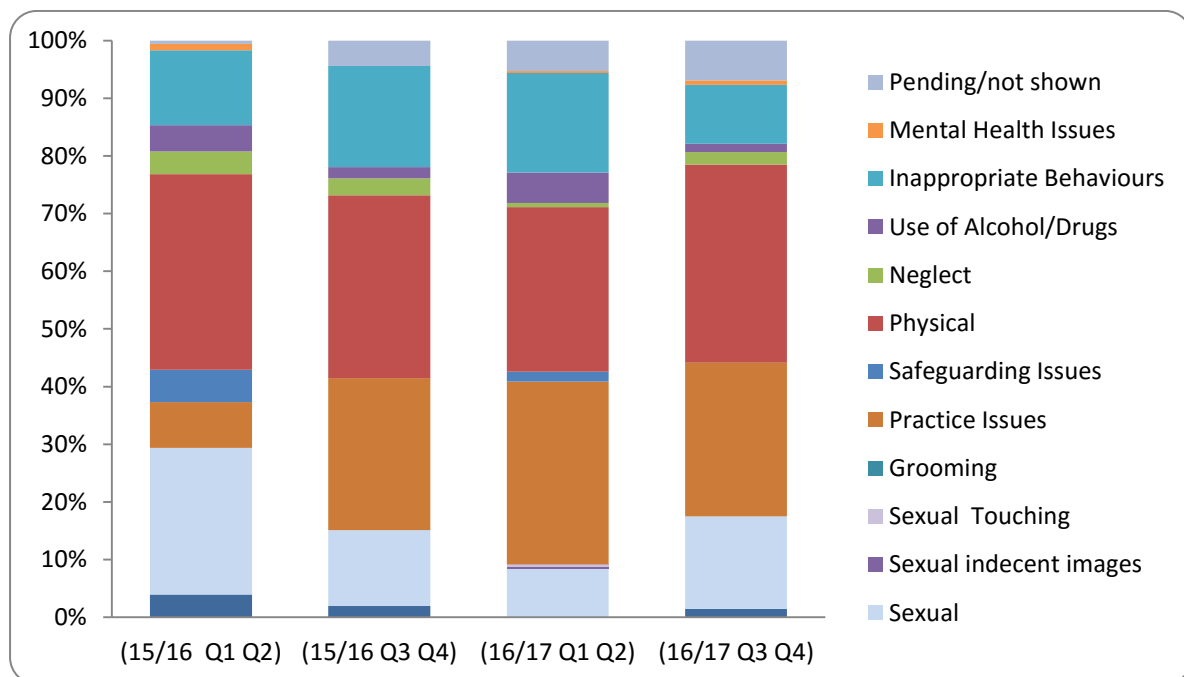
language school in Devon, the DSCB Learning and Improvement sub group undertook a number of walkabouts of Language schools in Devon to quality assure their safeguarding arrangements. This will be reported on in next year’s annual report but initial findings are mixed and have highlighted a need to promote safeguarding training and improve links with the partnership.

### Allegations against Adults working with Children

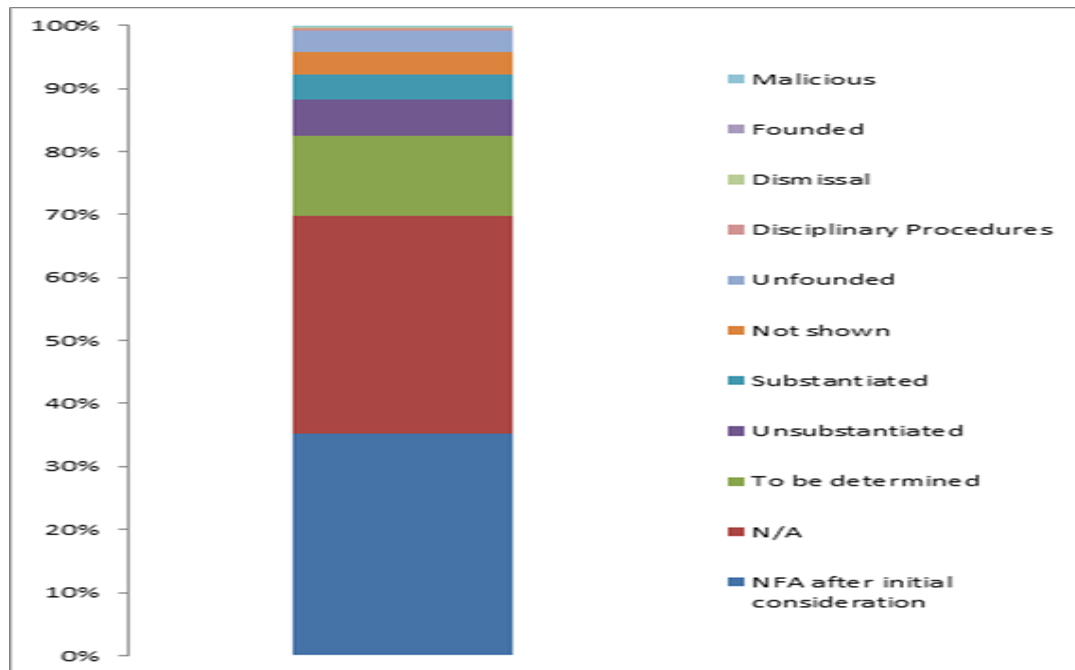
The Local Authority Designated Officer (LADO) reports on a bi-annual basis to the Devon Safeguarding Children Board Executive. During 2016-2017, the LADO service has continued to experience an increase in referrals. **596** were received in 2016-2017 an increase of **126** from 2015-2016. This increase in referral rates over time is reflective of regional and national trends.

The nature or type of concerns considered by the LADO continues to vary widely. The trend over the last two reporting periods has seen a continuation in reporting concerns of a physical nature and practice issues.

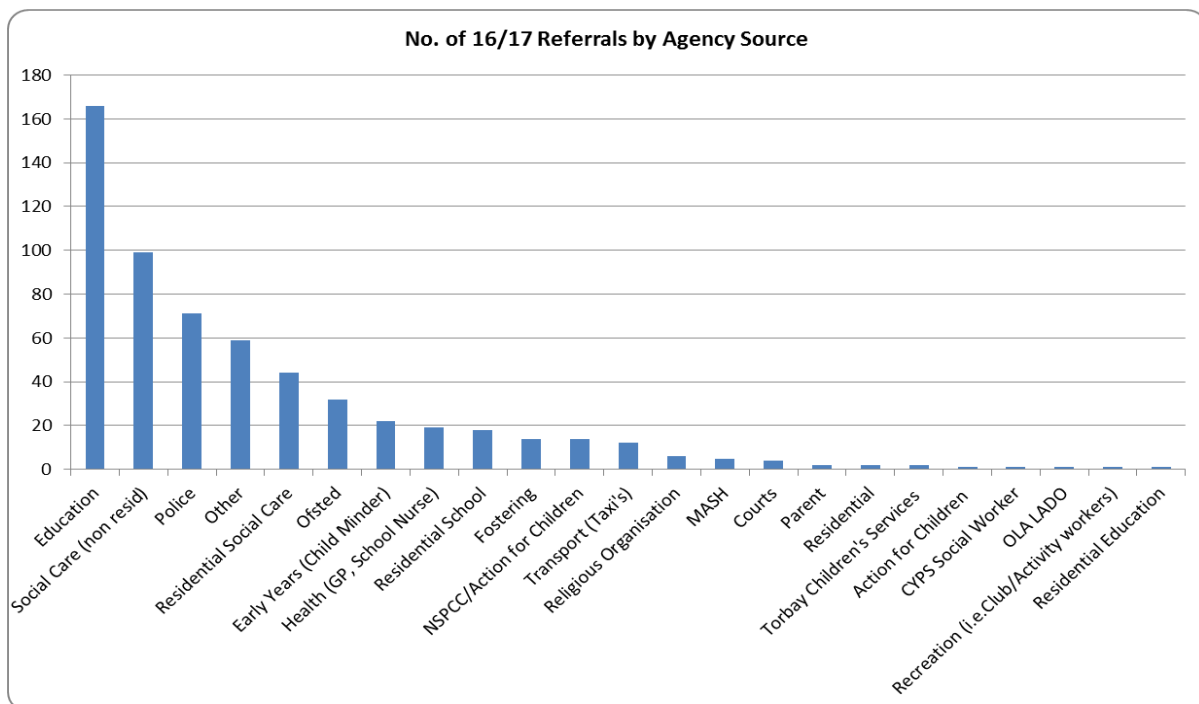
**Figure 1: % allegation by type**



**Figure 2: % breakdown of referral outcomes**



**Figure 3: No of 16/17 referrals by agency**





## Youth Offending in Devon

The level of offending by children and young people in Devon remains low. During the 12 months from April 2016 to March 2017:

- A total of **447** offences were committed by children and young people. This is a reduction from the previous year, when **538** offences were committed: a drop of 17%. These figures are better than the national figures, which show a decrease of just over 8% in the number of offences.
- First Time Entrants (FTE): Devon continues to perform well in this area, with a current rate of FTE measured at **277** young people per 100,000 of the 10 to 17 population which is lower than national and regional rates and are the lowest ever recorded by Devon YOS.
- Reoffending: Devon's latest reoffending rate is **30.5%** which is better than the rate for the South West (32.8%), for the YOT comparison group (33.1%) and the national rate (33.7%).
- Custody: Devon continues to see a reduction in the custody rate for young offenders, the latest figure being **0.02** per 1000 of the 10 to 17 population. This is considerably better than the South West rate (0.12), the YOT comparison group (0.16) and the national figure (0.36). During the last 12 months only **1** young person has received a custodial sentence.

In April 2016, a multi-agency table top audit was undertaken that looked at **6** cases of teenagers open to the Devon Youth Offending Service. The Audit identified some excellent practice by the Youth Offending Service and mirrored the research from the national picture which shows that those children who come into contact with the criminal justice system in the main come from the most disadvantaged families and communities, whose lives are frequently characterised by social and economic deprivation, neglect and abuse.

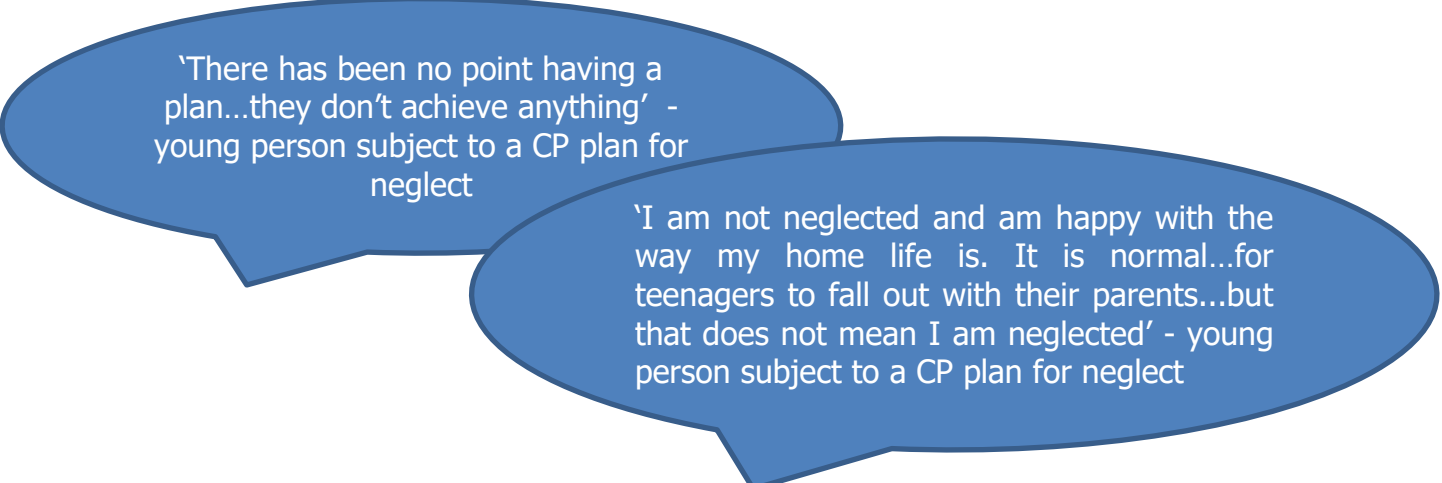
## Participation of children and young people in improving safeguarding arrangements

A member of the Children in Care Council and [SUSU \(Stand up Speak up\)](#) attended the DSCB Executive in May 2016 to propose some thoughts about how the DSCB can involve children and young people in the work of the Board. They reminded the Executive that:

*'participation is a process and not an event... it is everyone's responsibility'*

The views and experience of children and young people is central to the DSCB audit activity and is sought for all DSCB audits. Findings from audits and the view and experience of children and young people and families are threaded through all our training.

The views of young people sought as part of the neglect and adolescence, harmful sexual behaviour and youth offending audits has highlighted how the current child protection system is failing adolescents.



'There has been no point having a plan...they don't achieve anything' - young person subject to a CP plan for neglect

'I am not neglected and am happy with the way my home life is. It is normal...for teenagers to fall out with their parents...but that does not mean I am neglected' - young person subject to a CP plan for neglect

This view was also shared at our yearly conference, which focused on Adolescence Risk and Protection. The conference was co-chaired by a care experienced young person and the Independent Chair and young people who are involved in the Child In Care Council helped to co-facilitate the workshops.

As a result of the feedback from children and young people, a multi-agency working group has been set up to look at how we can work with teenagers and risk more effectively. This is being led by the Independent Chair and will inform the work stream for 2017-2018.

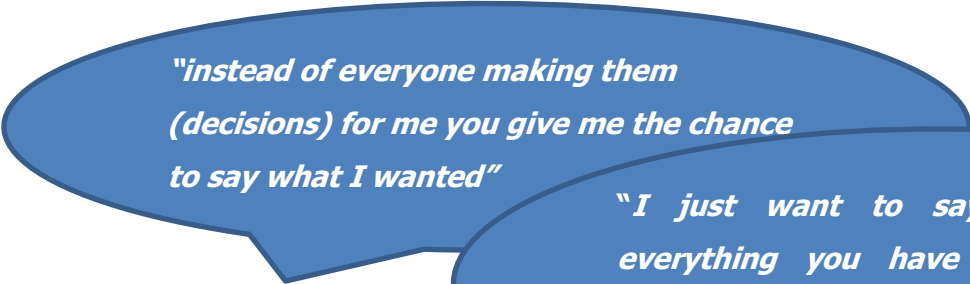
The [neglect strategy](#) has been developed in consultation with children and young people in Devon about their understanding of neglect. Two groups of young people were consulted: one group of disabled children; another were a group of young people who were at risk of exclusion from school. The young people whose views about neglect were sought struggled to fully understand the term. However, once a breakdown of what constitutes neglect was shared with them, they were able to discuss the likely impact. This response represents a reminder that the term neglect is complex and multi-faceted and it is therefore important that the term is broken down for all of us to understand.

Devon CAMHS has an embedded approach to participation with a dedicated participation lead and with young people participation champions in all teams, engaging young people in all aspects of service planning, delivery and monitoring including the recruitment and selection for all staff at all grades. Devon young people have consistently represented the county at collaborative and national events. A recent undertaking by young people entitled 'our perfect CAMHS journey' has been represented regionally and nationally. Devon is also a member of the national participation group called 'Gift'.

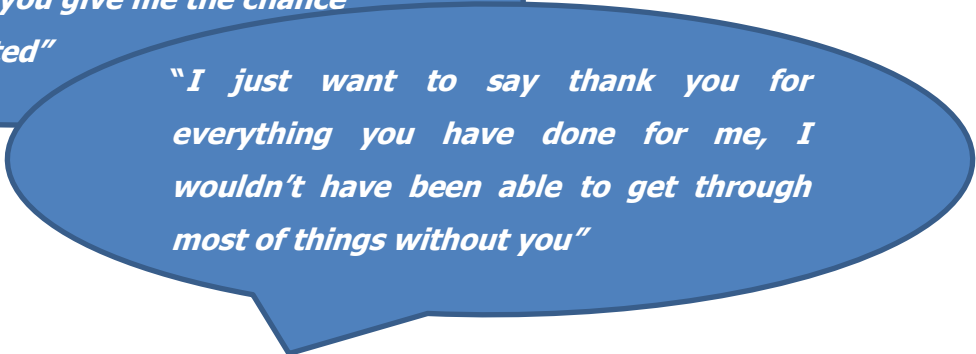
The Children's Social Care Independent Reviewing Unit (IRU) is committed to ensuring that children and young people in care have their voice heard and are as fully engaged in their care as possible. An evaluation of the child in care review process carried out by Devon's Children in Care Council identified a number of areas of work for the IRU:

1. Children and young people should know who their IRO is. The review found that not all children were aware of who their IRO was or knew why their IRO was working with them.
2. Not all children received a pre-review visit.
3. Children and young people should have the opportunity to chair or co-chair their reviews.
4. Children and young people should be enabled to know their rights as looked after children.
5. All IRO's should practice in accordance with their professional standards and responsibilities.

The Independent Reviewing Unit has improved on their pre-review visits to children and young people, but this still needs further improvement. 89% of children are participating in their reviews and more children are chairing or co-chairing their reviews. Over 70% are being consulted on who attends and where and when their reviews take place. The Children's Participation team has developed a 'know your rights' leaflet, which all Independent Reviewing Officers (IRO's) have been given and are required to provide at the initial child in care review. Work to look at how care experienced young people can support the evaluation of foster care placements provided for children in Devon is also progressing. IRO's encourage direct feedback from children and young people and below are examples of feedback received by IRO's:



*"instead of everyone making them (decisions) for me you give me the chance to say what I wanted"*



*"I just want to say thank you for everything you have done for me, I wouldn't have been able to get through most of things without you"*

## Secure Unit

Devon has one secure unit within its jurisdiction. The home is a **10** bed secure welfare provision for 10 to 17 year olds.

During the period 2015-2016:

- There were **27** young people accommodated, **17** were female and **10** male.
- The home was evaluated as 'Good' by Ofsted after an inspection in September 2016. This was confirmed at an interim inspection in February 2017 in which the outcome was sustained effectiveness.
- The Independent Chair has undertaken a DSCB Walkabout within the home during this reporting cycle meeting with staff and young people.
- A new admission suite is being built which was a recommendation from a previous inspection.
- There were **54** safeguarding issues which is an increase on last year but includes **27** disclosures of an incident prior to coming into the home reflecting that children and young people are feeling safe to disclose and listened to.
- There were **62** Restrictive Physical Interventions (restraints) which was a 28.74% decrease on the previous year.
- There were **34** single separations, a reduction of 47.69% on last year.

## **HOW OUR PARTNERS ARE PERFORMING**

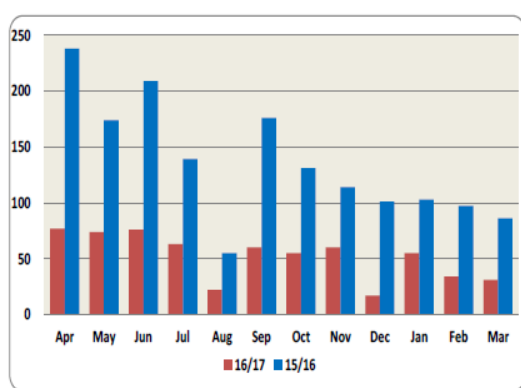
### **Children Social Work**

There has been no formal inspection into the services provided by the Council. Evidence from a variety of sources including the Chair’s independent visits to the offices indicate a steadily improving picture with noticeably improved morale and culture, reduced caseloads, increased staff stability and improvements shown through both the Council’s data set and quality assurance work. The local authority completed its own self-assessment and found:

- Improvement across all areas.
- Leadership and governance was judged as good as a result of the drive to secure permanent leadership within Children Services and reduce caseloads for social workers.
- The absence of a robust Quality Assurance Framework (QAF) means that the local authority has more to do to be considered good in all areas – particularly children social work.

However, the Council faces some key challenges and whilst they are not challenges than can be resolved ‘in-house’ they are ones where the Council has a crucial lead role with partners in addressing. The Early Help offer remains under-developed and the journey for children in and out of social care remains one with too many variations and insufficient focus on earlier intervention. Table 4 clearly shows a declining number of children subject to early help assessments. It should be noted that a new IT recoding system for Early Help ‘Right For Children’ has been commissioned and went live in April 2017.

**Table 4: Number of Devon Assessment Frameworks (DAFs) 2016-2017**

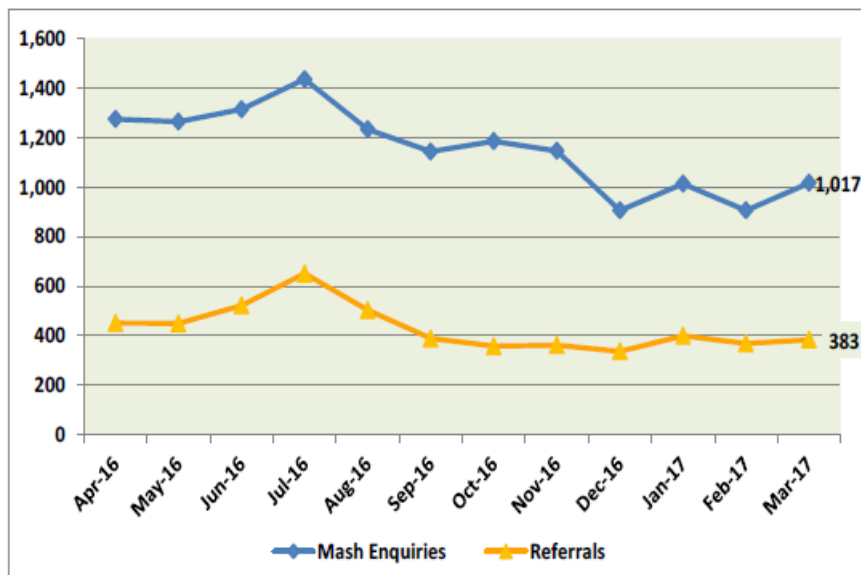


| DAFs  | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar |
|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 14/15 | 53  | 108 | 96  | 112 | 15  | 125 | 148 | 186 | 130 | 186 | 176 | 269 |
| 15/16 | 238 | 174 | 209 | 139 | 55  | 176 | 131 | 114 | 101 | 103 | 97  | 86  |
| 16/17 | 77  | 74  | 76  | 63  | 22  | 60  | 55  | 60  | 17  | 55  | 34  | 31  |

What is also evident from table 5 below is that whilst the overall contact rate into the county-wide MASH is falling, the % conversion to social care referrals remains

reasonably constant. This would imply there remains work to do to both ensure thresholds are well understood across the partnership and that there is consistent decision-making on the front door.

**Table 5: Number of MASH enquiries and referrals to Children Social Work 2016-2017**



|                  | Apr-16 | May-16 | Jun-16 | Jul-16 | Aug-16 | Sep-16 | Oct-16 | Nov-16 | Dec-16 | Jan-17 | Feb-17 | Mar-17 | YTD Av. |
|------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|---------|
| Mash Enquiries   | 1,275  | 1,265  | 1,315  | 1,436  | 1,234  | 1,144  | 1,186  | 1,147  | 906    | 1,014  | 906    | 1,017  | 1,154   |
| Referrals        | 451    | 449    | 522    | 651    | 503    | 388    | 357    | 361    | 336    | 399    | 368    | 383    | 431     |
| % CYPs Referrals | 35.4%  | 35.5%  | 39.7%  | 45.3%  | 40.8%  | 33.9%  | 30.1%  | 31.5%  | 37.1%  | 39.3%  | 40.6%  | 37.7%  | 37.3%   |

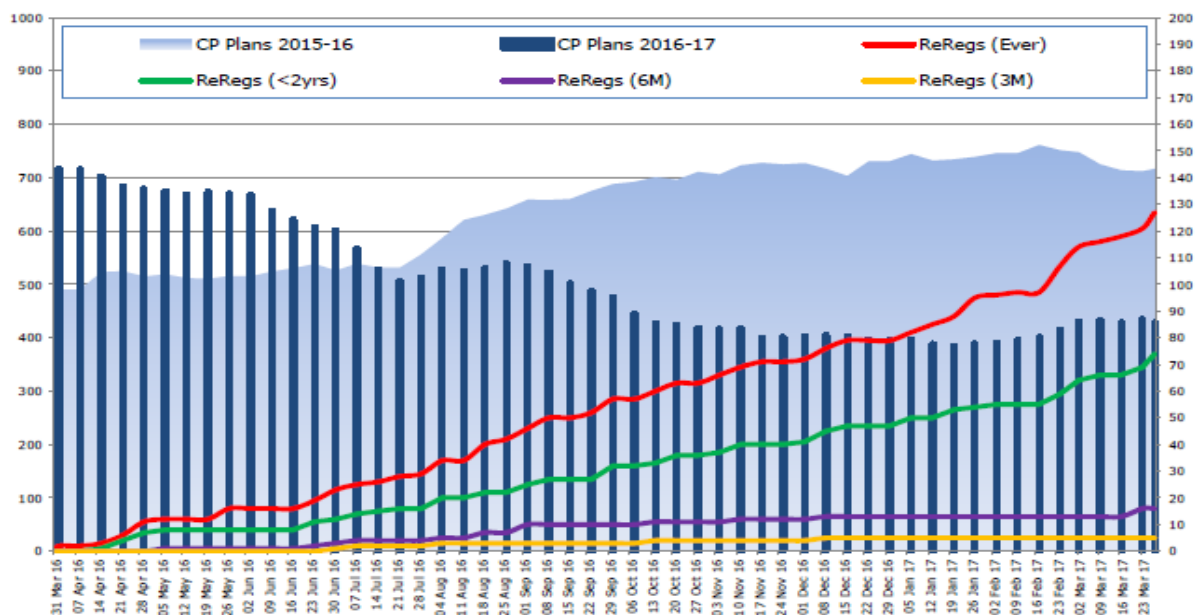
## Children in Need

A focus on thresholds, through the work of the MASH and in the Children Social Work service has resulted in numbers of families receiving a statutory social work intervention gradually reducing. The average rate/10,000 of children in need was **278.8** in 2016-2017 compared to **314** in 2015-2016. However, the recently completed service review indicated there is much to do to raise the quality of provision to children in need.

## Children subject of Child Protection Plans

The number of children subject to a child protection plan continued to fall throughout 2016-2017 but remains within the range of statistical neighbours. Attention will now be needed to ensure that the new 'strengthening families' conferencing system is generating the improved outcomes for children and families as planned in the implementation.

**Figure 6: No of children on a Child Protection Plan**



### Children in Care

In Devon over the last 12 months the number of children in care has fluctuated from **712** in March 2016 up to up to **718** as at 31.07.2016 and then steadily declining to **683** by 31.03.2017.

Over the past year:

- The number of placement moves for children in care in Devon has reduced to **11.9%**. It is still higher than the national average of 11% and higher than statistical neighbours 9.5%. It is an improving picture and an indication that the work being undertaken to improve placement stability is having an impact.
- Last year’s report raised concern about access to CAMHS for children in care. In January 2017 the offer of a prioritised service to children in care by CAMHS was launched.
- Last year’s annual report highlighted concern about the quality and timeliness of health assessments. Timeliness of health assessments has improved and is being monitored by the Corporate Parenting Board.

The local authority has sought to improve the experience and progress of care leavers and the improvements made have been evidenced though the LILAC review assessment undertaken in November 2016 when the council was awarded 6 out of the 7 standards and the local authorities self-assessment.

Improvements have included:

- Increasing the number of staying put placements.
- Developing a homeless protocol with district councils.

- Developing a guarantor scheme.
- Improving how the LA 'keeps in touch' with care leavers.

The Council recently commissioned an externally provided Service Review and findings from that will be driving improvements over the coming 12 months.

## **Education**

**92.56% (86,335)** of Devon pupils are attending schools that have been judged as 'Good' or 'Outstanding' (this is better than the national 86.7% and regional 89.6% figures).

**91% (17,819)** of disadvantaged children in Devon are attending 'Good' or 'Outstanding' schools.

**87.8% (2,489)** of pupils with statements of special educational needs or education, health and care plans are also attending 'Good' or 'Outstanding Schools'.

All the published Ofsted reports for the maintained schools and academies inspected during 2016-2017 show that schools have been judged to have effective safeguarding arrangements in place.

## **157/175 Audit of Safeguarding Arrangements in Schools**

The 157/175 audit is an audit of safeguarding arrangements in schools and is undertaken by Babcock LDP who are commissioned to oversee safeguarding arrangements in schools. A **100%** return for 2017 was achieved. The quality of responses received varied significantly and one of the biggest issue this year was the number of schools that did not answer every question. This will be addressed before next year's audit is sent out to ensure schools have to provide an answer.

Summary of Key Responses (percentages for last year in brackets):

- **99.72%** (100%) of schools have a Senior Designated Officer for Child Protection (SDO). 8.35% currently require Level 3 Refresher training.
- **99.45%** (100%) of schools have a deputy Senior Designated Officer. 17.69% require level 3 Refresher training.
- **95.5%** (100%) have a designated Governor. 6.43% of schools did not confirm that the Governor has received safeguarding training.
- **99.72%** (99.8%) report that volunteers and visitors are aware of the key safeguarding personnel
- **97.23%** (97.5%) have a Child Protection policy which is annually reviewed.
- **98.34%** (100%) have a designated teacher for Children in Care



### Focus of current and future work includes:

- Reviewing the model Safeguarding Policy to include updated information on Child Sexual Exploitation (CSE), Female Genital Mutilation (FGM) and other key safeguarding issues featured in Keeping Children Safe in Education (KCSiE) 2016.
- Increasing the level of scrutiny of schools' Single Central Records (SCRs) through spot checks.
- Offering safeguarding training for school administrators, including covering maintenance of the Single Case Record and complying with Children Missing Education requirements.
- Together with Devon County Council Health & Safety Service, updating the advice and guidance for schools in connection with site safety and security.
- Continuing to support schools to contribute to the work of the partnership and new strategies to address neglect and domestic and sexual violence and abuse.
- Producing a series of 'One Minute Guides' on a range of safeguarding issues.

### Police

Devon and Cornwall Police was judged as 'requiring improvement' in the [PEEL report on police effectiveness 2016](#) published in March 2017. This marks a deterioration on 2015-16 performance.

The force was however judged 'good' in terms of how effective it is at protecting those who are vulnerable from harm and supporting victims and judged as 'requiring improvement' on its effectiveness at preventing crime; tackling anti-social behaviour and keeping people safe, as well as investigating crime and reducing re-offending.

### Health

Virgin Care Limited is a commissioned service in Devon who provide integrated children services in Devon which includes public health nursing and Child and Adolescent Mental Health Services (CAMHS). The service was inspected by the CQC in January 2017 and the report was published in June 2017 and provided an overall rating of 'good' meaning services are safe and effective. Inspectors noted that they had observed some outstanding practice within multi-disciplinary working, which was embedded within the service and providing positive outcomes for children and young people.

## Challenge

The DSCB developed a challenge log in October 2016. **26** challenges were formally recorded during October 2016-March 2017. The challenges include:

- Challenge to partners with regards to their level of involvement in the work of the Board such as attendance at meetings and involvement in audits.
- Partner data being made available to the DSCB executive and sub groups for scrutiny.
- Assurance from the Devon Football Association regarding its response to the recent disclosure of child sexual abuse within football.
- Accreditation and safeguarding arrangements in language schools in Devon.
- The number of children in custody in Devon.
- Staff training in Acute Trusts.

## Assessing how partners are fulfilling the statutory safeguarding obligations (section 11)

In order to assess how partners are fulfilling their statutory obligations to safeguard and promote the wellbeing of children – also known as their section 11 obligations – the DSCB agreed a new approach to section 11 audits in 2016/2017 and has put in place the necessary preparations for a baseline section 11 audit of all partners to be carried during 2017/2018. This baseline audit will be an integral part of the partnerships new quality assurance framework and be used to hold partners to account and to drive improvements for children.

## **LEARNING AND IMPROVEMENT**

### **Serious Case Reviews**

During 2016-17 the DSCB published **2** Serious Case Reviews - CN13 Amy and CN14 Joe.

CN13 refers to Amy who was four weeks old when she presented to hospital with a serious injury. Learning from this review has highlighted how unexplained bruising in non-mobile infants is highly indicative of child abuse. Following the publication of the Serious Case Review assurance has been sought from the Acute Trust that lessons have been learned and that there is an increased awareness of 'sentinel injuries'. The trust along with the DSCB has re-drafted the guidance around bruising to non-mobile babies and published a simplified poster/flow chart that has been disseminated across health.

CN14 tells the story of Joe who was five months old when he presented to a minor injury unit with a painful leg, which was subsequently shown to be a fracture. Further investigation revealed three other limb fractures with no explanation provided. The learning from this review highlighted the importance of ensuring that incidents are not seen in isolation and information about the wider family is not ignored.

All Serious Case Reviews are published on the DSCB website and supported by an implementation plan, which is overseen by the Serious Case Review sub group.

Lessons learned are disseminated via:

- The DSCB newsletter.
- The DSCB website.
- DSCB training [magazine](#).
- Campaigns.
- Multi-agency training e.g. one of the vignettes used within the group 3 value and ethics exercise relates to bruising to non-mobile babies.
- Best Practice Seminars.
- Bespoke sessions have also been delivered to the voluntary sector and to newly qualified social workers (ASYEs).

During the last 12 months the Serious Case Review sub group has scrutinised:

- **7** new referrals.
- **2** of the cases did not meet the criteria for a SCR but the group and Independent Chair agreed that a management review be undertaken.
- **2** cases required no further action.
- **2** were referred for single agency reviews, the findings of which will be reported back to the SCR sub group in June 2017.
- **1** of the cases did meet the threshold for a Serious Case Review

**Management review** – the 2 cases discussed concerned injuries to non-mobile babies. The group wanted to explore some of the core issues about how bruising in non-mobile babies is assessed and responded to in Devon and why we do not appear to be learning from our mistakes. The group has proposed a management review be undertaken jointly with colleagues from Torbay LSCB who had also identified two very similar cases which will be independently facilitated by the Designated Doctor from Cornwall. This is being planned for October 2017.

### **Multi-Agency Case Audits**

Audits undertaken over the last year have highlighted pockets of good practice which has included examples of good multi-agency working; good use of supervision and the voice and experience of the child however this good practice is not being consistently applied across the county.

Feedback from practitioners and their managers regarding case conversations remains positive with practitioners and managers valuing the opportunity for reflection, understanding roles and responsibilities of other agencies, identifying good practice and gaps.

The following is a summary of the audit activity during 2016-2017:

- **MACA on Children in families where MARAC has been a feature**

**8** cases audited.

Learning was disseminated via 3 Best Practice Masterclasses.

- **Spot audit** on a case where concerns had been identified regarding how concerns re. Child Sexual Exploitation (CSE) were being addressed.

**Impact:** Assurance sought by Children Social Work that these issues were being addressed.

- **Multi-agency Table Top Audit on Teenagers open to the Youth Offending Service**

**6** cases audited.

Harmful Sexual Behaviour identified as a gap.

- **MACA on Understanding Harmful Sexual Behaviour**

**9** cases audited.

Learning was disseminated via 3 Best Practice Masterclass.

- **Audit of Safeguarding arrangements at Beam House**

Emergency accommodation was provided for unaccompanied asylum seeking children.

Visited residential home and met with staff and young people.

**Impact:** assurance that arrangements for unaccompanied asylum seeking children are appropriate.

- **Audit of Return Home Interviews following a missing episode**  
**20** cases audited
- **[Multi agency Table Top Audit on Teenage Neglect](#)**  
**6** cases audited


### Walkabouts

The DSCB introduced agency walkabouts in May 2016 so as to contribute to the Section 11 process by providing information that can be triangulated alongside other information such as performance data and file audits.

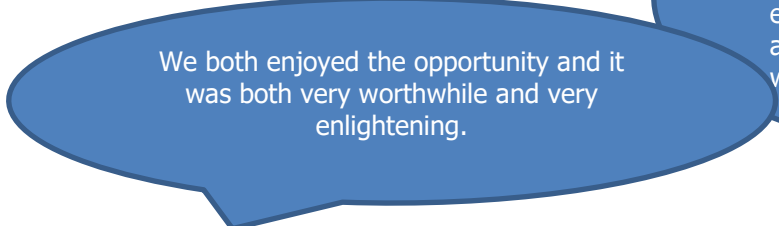
Over the last 12 months 14 agency walkabouts have been undertaken to:

- Sexual Assault Referral Centre (SARC)
- Maternity units within acute trusts
- HMP Prison Exeter
- Y-SMART
- Dorset, Devon and Cornwall Community Rehabilitation Company
- National Probation Service
- Special Educational Needs School
- Police Public Protection Units across Devon
- MASH
- A children centre
- SWAST
- Devon and Somerset Fire and Rescue

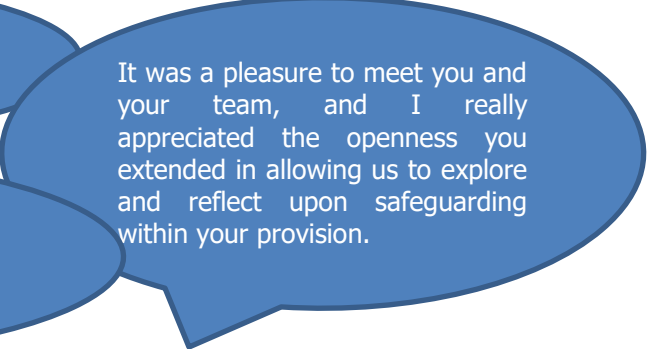
Some of the walkabouts have been targeted as a result of issues raised in audits and/or serious case reviews. The proformas and findings from the walkabout are quality assured by the Learning and Improvement sub group.



It was a good experience...a good role for a lay member...



We both enjoyed the opportunity and it was both very worthwhile and very enlightening.



It was a pleasure to meet you and your team, and I really appreciated the openness you extended in allowing us to explore and reflect upon safeguarding within your provision.

## Child Death Overview Panel

42 child deaths sadly occurred in Devon in 2016/2017. The peninsular CDOP annual report for 2016/2017 highlights the following themes for consideration:

- **Disparities in provision of paediatric palliative care nursing and medical support**

There is currently no robust 'out of hours' provision for paediatric palliative care. There is a specialist palliative care community nursing team which is available in some areas; however they are not supported by specialist medical input to palliative care. Often, when a child reaches the palliative care phase of their illness support is maintained by relying on the professionalism of nursing and medical staff. There is a need for a co-ordinated palliative care pathway for children.

- **Failure to recognise severity of illness**

This year CDOP reviewed 4 cases where there had been a failure to recognise the severity of the child's illness by a professional or parent. During the review of these cases, CDOP saw evidence of thorough investigation of these cases by the local hospital trusts and of clarification of protocols, care pathways and additional training for staff where relevant. CDOP also noted evidence of work being undertaken to change algorithms used to triage calls and a pilot to assess the effectiveness of these changes.

- **Water safety and transient tourist population**

CDOP reviewed cases this year where for various reasons a lack of supervision at the time of the incident was a contributory factor. These cases highlight the need to raise awareness in parents concerning a child's capabilities as appropriate to their developmental age. Water safety was also a factor for some deaths and CDOP recorded actions to highlight awareness of our transient tourist population and water safety in the South West. Unsafe use of /or failure to use safety equipment was a contributory factor.

## Training

The [DSCB training strategy and plan 2016-17](#) identified 3 key priorities for 2016-2017:

- Flexible and child centred training.
- Each organisation accountable for its own strategy.
- Training linked to performance management, appraisal and supervision.

The training standing group oversees the strategy and plan. The group is made up of representatives of the key agencies, along with the private, voluntary and

independent sector. The DSCB delivers an annual programme of multi-agency training and learning events which includes:

- Safeguarding training group 1, 2 and 3.
- Child Sexual Exploitation group 3 and 4.
- Child Sexual Abuse group 3 and 4.
- Domestic Abuse part 1, 2 and 3.
- Analysing and Managing Risk – Group 4.
- Safeguarding Supervision – Group 6.

In addition, during 2016 - 2017 the DSCB has delivered the following:

- WRAP (Workshop to Raise Awareness of Prevent) training.
- Joint Group 2/Alerter (DSCB/DSAB) training to District Councils.
- Attachment Workshops – delivered by Professor David Shemmings of Kent University.
- Training to ASYEs.
- Best Practice Masterclasses on Domestic Abuse and Harmful Sexual Behaviour.
- New child protection pathway – strengths based approach.
- University of Kent Serious Games packages: Looking out for Lottie (CSE), Zak (radicalisation) and Rosie 2 (neglect).

**2490** delegates attended DSCB courses and learning events.

**118** courses and learning events held.

**193** delegates attended the annual conference on Adolescence – Risk and Protection.

## Evaluations

'I really liked the format of the day. I have been on many refresher child safeguarding courses over the years and it has been very repetitive. This course had a fresh quality because it provided more activities that provided experiential learning. Helpful to have the 2 actors as co-facilitators' - Practitioner Group 3 Core

Use of actors was helpful in making case studies more real and interactive' - Practitioner Group 3 Core

The training was really helpful especially the reflective nature and the group based discussions/learning' - Practitioner Group 3 CSE

'The training session was really good, one of the best training courses I have ever been on....I have already been able to use the training to inform my practice' - Practitioner Part 3 Challenging Domestic Abuse

Generally, evaluations are positive with most people acknowledging an improvement in their knowledge and skills and learning which they are able to transfer to their workplace. There is also an appreciation of the value of the multi-agency training and the chance to train alongside colleagues from other agencies.

During 2016/2017 the DSCB has delivered more training opportunities to partners but with a much more focussed programme and greater attention on ensuring courses and workshops are fully attended. New developments include the Group 2 e-learning, the magazine and the Kent University serious games. Along with the Best Practice Masterclasses these have provided a much wider range of learning opportunities. During 2017/2018, focused work will include the impact of this activity in an attempt to measure the impact of the learning and development that has taken place.

## Communications

The DSCB website is a hub of information, contact details, helplines, news, and training events for the three key audiences; workers and volunteers, children and young people and parents and carers as well as Board members.

Google Analytics provides statistical data with regards to traffic to the website and what people are looking at. Figures for 2016/2017 remain positive with a continued rise in new users. In 2016-2017 there were **332,175** page views and **123,943** unique views.

Last year the Board published four newsletters each sent to **1800** people covering a variety of topics ranging from DSCB spotlight findings from audits, local and national Serious Case Reviews, training and promotion of the neglect and Domestic Abuse and Sexual Violence Strategy.

The social media audience on Twitter - @DevonLSCB has continued to rise and we now have over **950** followers.



## **GOVERNANCE AND ACCOUNTABILITY**

### **Board membership attendance**

The Devon Safeguarding Children Board membership and attendance at meetings for 2016 – 2017 can be found at Appendix 1.

Changes to the Board structure (see Appendix 2) in April 2016 has resulted in an improvement in attendance and representation at the Devon Safeguarding Children Board from most agencies with membership occurring at the right level of seniority and remaining stable, taking into account individual officers changing roles/jobs.

Attendance from the statutory agencies is 100% at all but policy and procedures sub group. This has been followed up and new representatives have been identified by those agencies where attendance had fallen.

Education are represented at the Executive Board by the Head of Education and Learning who also chairs the Education sub group. Attendance at the Education sub group is above 75% for all members. From July 2016 the sub group has included the involvement of independent schools, which was identified in last year's annual report as a gap.

The DSCB currently has one lay member. Over the last 12 months, they have met with the Independent Chair and have undertaken a walkabout on behalf of the DSCB.

### **DSCB Financial Arrangements**

The 2016/2017 budget has been managed well and the below table outlines the contributions to the budgets of partners. The new Partnership arrangements that come into effect 1<sup>st</sup> July 2017 may need revised support arrangements. It has therefore been agreed that a base-budgeting exercise will be conducted during 2017/2018 with a view to agree the financial arrangements for the 2018/19 and future budgets.

**Figure 7: Contribution to the management and support and training budgets for 2016-2017**

| CASH CONTRIBUTIONS               | Management    |                   | Training      |                   | TOTAL             |
|----------------------------------|---------------|-------------------|---------------|-------------------|-------------------|
|                                  | %             | £                 | %             | £                 | £                 |
| DCC - Social Care                | 81.91%        | 196,025.92        | 18.09%        | 43,301.66         | <b>239,327.58</b> |
| DCC - Early Years                | 0.00%         | 0.00              | 100.00%       | 20,644.40         | <b>20,644.40</b>  |
| Police & Crime Commissioner      | 65.80%        | 25,019.13         | 34.20%        | 13,003.87         | <b>38,023.00</b>  |
| National Probation Service       | 48.07%        | 1,257.13          | 51.93%        | 1,358.27          | <b>2,615.40</b>   |
| Community Rehabilitation Company | 48.07%        | 1,257.12          | 51.93%        | 1,358.27          | <b>2,615.40</b>   |
| NEW Devon CCG                    | 52.09%        | 34,205.93         | 47.91%        | 31,461.24         | <b>65,667.17</b>  |
| South Devon & Torbay CCG         | 52.09%        | 4,664.68          | 47.91%        | 4,289.98          | <b>8,954.66</b>   |
| <b>NHS Acute Trusts:</b>         |               |                   |               |                   |                   |
| R D & E Foundation Trust         | 47.88%        | 5,941.23          | 52.12%        | 6,466.62          | <b>12,407.85</b>  |
| North Devon Healthcare Trust     | 47.88%        | 3,557.88          | 52.12%        | 3,872.69          | <b>7,430.57</b>   |
| South Devon Healthcare Trust     | 47.88%        | 3,072.02          | 52.12%        | 3,343.50          | <b>6,415.52</b>   |
| Devon Partnership Trust          | 47.82%        | 6,286.13          | 52.18%        | 6,860.03          | <b>13,146.16</b>  |
| Careers South West               | 48.07%        | 2,514.25          | 51.93%        | 2,716.54          | <b>5,230.79</b>   |
| <b>Total</b>                     | <b>67.18%</b> | <b>283,801.43</b> | <b>32.82%</b> | <b>138,677.07</b> | <b>422,478.49</b> |

## CONCLUSION

As outlined in this report 2016/2017 has been a busy and productive year. Important improvements have been made to partnership working in Devon. Notable achievements include;

- A better understanding and improved approach to Child Sexual Exploitation (CSE) and Child Sexual Abuse (CSA).
- Clearly articulated strategies for Neglect and Domestic and Sexual Violence and Abuse which allows the partnership to improve practice.
- Stronger mechanisms in place for holding partners to account and recognition of the cultural shift needed to improve partnership working.
- A new and improved approach to multi-agency learning with a focus on triangulation of information and on completing the learning cycle.

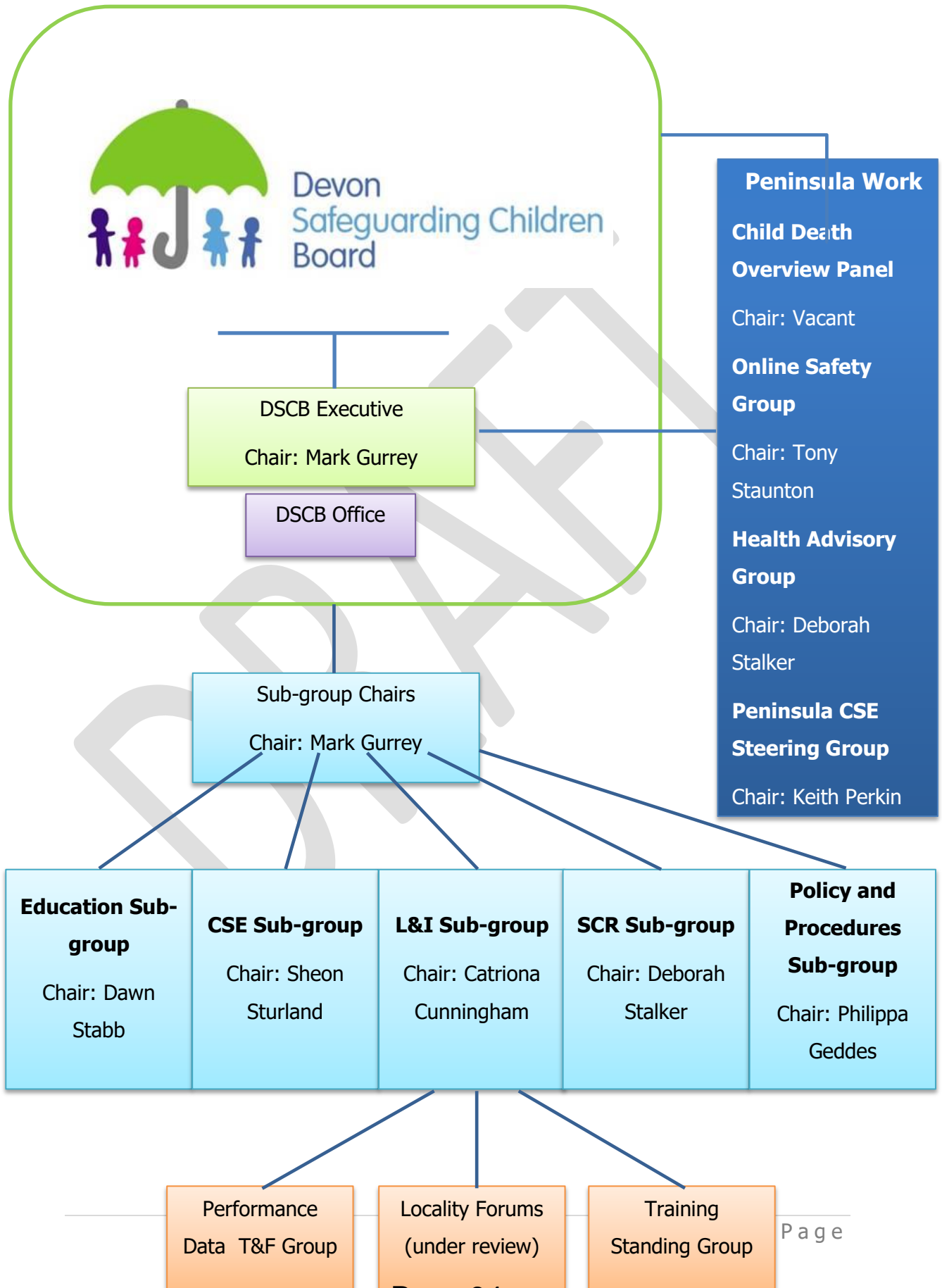
Looking ahead to 2017/2018 the partnership will in particular prioritise issues identified in this report where sufficient progress has not yet been achieved. This includes strengthening Early Help in Devon, promoting engagement of children, young people and their families in service develop and delivery and developing a new multi-agency approach to teenagers. The development and bedding in of a new Quality Assurance Framework will also be a key area of work for the partnership.

This will happen in the context of new partnership arrangements coming into effect. The new Devon Children and Families Partnership, which will incorporate the statutory LSCB functions, will be an opportunity for Devon to develop an innovative way of partnership working which will lead to more effective multi-agency arrangements for child protection, safeguarding and wellbeing.

## Appendix 1: Board Attendance

| Attendance Statistics from April 16 to Mar 2017                                                                                                                                                                                                                                                                                                                  |       |      |      |      |      |                       |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|------|------|------|------|-----------------------|
| Attendance is calculated by finding out how many meetings and agency has been invited to and how many of those they have attended. In this way, an agency representative who has attended two of four meetings can still have 100% attendance if they have only been invited to two of four meetings. This report is for meetings between April 2015-March 2016. |       |      |      |      |      |                       |
| Agency                                                                                                                                                                                                                                                                                                                                                           | Eexec | CSA  | L&I  | CSE  | SCR  | Policy and Procedures |
| Babcock LDP                                                                                                                                                                                                                                                                                                                                                      |       | 100% |      | 100% | 100% |                       |
| CAFCASS                                                                                                                                                                                                                                                                                                                                                          |       |      |      |      |      |                       |
| Careers SW                                                                                                                                                                                                                                                                                                                                                       |       |      |      |      |      |                       |
| Community Rehabilitation Company (CRC)                                                                                                                                                                                                                                                                                                                           | 67%   |      |      |      |      |                       |
| DAPH - Primary Schools                                                                                                                                                                                                                                                                                                                                           |       |      |      |      |      | 0%                    |
| DASH - Secondary Schools                                                                                                                                                                                                                                                                                                                                         |       |      |      |      |      |                       |
| DCC Education and Learning                                                                                                                                                                                                                                                                                                                                       | 86%   |      |      | 50%  |      |                       |
| DCC Member                                                                                                                                                                                                                                                                                                                                                       |       |      |      |      |      |                       |
| DCC Social Care                                                                                                                                                                                                                                                                                                                                                  | 100%  | 100% |      | 100% | 80%  | 75%                   |
| DCC YOS                                                                                                                                                                                                                                                                                                                                                          |       |      |      | 57%  |      |                       |
| DCC Youth Service                                                                                                                                                                                                                                                                                                                                                |       |      |      | 100% |      |                       |
| Devon and Cornwall Police                                                                                                                                                                                                                                                                                                                                        | 100%  | 100% | 100% | 100% | 80%  | 25%                   |
| Devon Fire Service                                                                                                                                                                                                                                                                                                                                               |       |      |      |      |      |                       |
| Devon Partnership Trust                                                                                                                                                                                                                                                                                                                                          | 86%   | 100% | 83%  | 0%   | 100% | 0%                    |
| District Councils                                                                                                                                                                                                                                                                                                                                                |       |      |      |      |      |                       |
| DSCB Business Unit                                                                                                                                                                                                                                                                                                                                               | 100%  |      | 100% |      |      |                       |
| Further Education                                                                                                                                                                                                                                                                                                                                                |       |      |      |      |      |                       |
| Independent                                                                                                                                                                                                                                                                                                                                                      |       |      |      |      |      |                       |
| Lag Member                                                                                                                                                                                                                                                                                                                                                       |       |      |      |      |      |                       |
| National Probation Service                                                                                                                                                                                                                                                                                                                                       | 67%   |      |      |      | 80%  |                       |
| NDADA                                                                                                                                                                                                                                                                                                                                                            |       |      |      |      |      |                       |
| NEW Devon CCG                                                                                                                                                                                                                                                                                                                                                    | 100%  | 100% | 100% | 100% | 100% | 75%                   |
| NHS England                                                                                                                                                                                                                                                                                                                                                      |       |      |      |      |      |                       |
| Northern Devon NHS HCT                                                                                                                                                                                                                                                                                                                                           | 86%   |      |      |      |      |                       |
| NSPCC                                                                                                                                                                                                                                                                                                                                                            |       |      |      |      |      |                       |
| Office of the Police and Crime Commissioner                                                                                                                                                                                                                                                                                                                      |       |      |      |      |      |                       |
| Public Health                                                                                                                                                                                                                                                                                                                                                    | 100%  |      |      | 71%  |      |                       |
| RD&E - Acute Trusts                                                                                                                                                                                                                                                                                                                                              | 57%   |      | 67%  |      |      |                       |
| RISE                                                                                                                                                                                                                                                                                                                                                             |       |      | 67%  |      |      | 75%                   |
| SHAD - Special Schools                                                                                                                                                                                                                                                                                                                                           |       |      |      |      |      |                       |
| South Devon and Torbay CCG                                                                                                                                                                                                                                                                                                                                       | 71%   |      | 0%   |      | 80%  |                       |
| SWAST                                                                                                                                                                                                                                                                                                                                                            |       |      |      |      |      |                       |
| Splitz - Devon Domestic Abuse Support Service                                                                                                                                                                                                                                                                                                                    |       |      |      |      |      |                       |
| Virgin Care                                                                                                                                                                                                                                                                                                                                                      | 100%  | 100% | 92%  | 86%  |      | 0%                    |
| VOYC                                                                                                                                                                                                                                                                                                                                                             |       |      | 36%  |      |      |                       |
| Y-Smart                                                                                                                                                                                                                                                                                                                                                          |       |      | 55%  | 38%  |      |                       |

## Appendix 2: DSCB Structure



## Appendix 3: Training data

**Table one Attendance figures 2020/17**

| Course Title                                                  | Total number of attendees | Average number of attendees per course | No of Courses/Events run | No of Courses cancelled |
|---------------------------------------------------------------|---------------------------|----------------------------------------|--------------------------|-------------------------|
| Group 3 Core – Introduction to Safeguarding and CP            | 800                       | 28 (30)                                | 28                       | 0                       |
| Group 3 Child Sexual Abuse                                    | 113                       | 18 (24)                                | 6                        | 0                       |
| Group 3 Child Sexual Exploitation                             | 114                       | 22 (24)                                | 5                        | 0                       |
| Group 4 Child Sexual Abuse                                    | 42                        | 21 (24)                                | 2                        | 0                       |
| Group 4 Child Sexual Exploitation                             | 43                        | 21 (24)                                | 2                        | 1                       |
| Group 4 – Assessing, Analysing and Managing Risk              | 42                        | 14 (24)                                | 3                        | 0                       |
| Group 6 – Safeguarding Supervision for Managers               | 206                       | 18 (24)                                | 11                       | 0                       |
| Domestic Abuse Part 1 – Understanding Domestic Abuse          | 230                       | 16 (24)                                | 14                       | 0                       |
| Domestic Abuse Part 2 – Responding to Domestic Abuse          | 104                       | 20 (24)                                | 5                        | 0                       |
| Domestic Abuse Part 3 – Challenging Domestic Abuse            | 44                        | 22 (24)                                | 2                        | 1                       |
| Workshop to Raise Awareness of Prevent (WRAP)                 | 110                       |                                        | 16                       | 0                       |
| Best Practice Masterclass – Domestic Abuse                    | 225                       | 75                                     | 4                        | 0                       |
| Best Practice Masterclass – Harmful Sexual Behaviour          | 149                       | 49                                     | 3                        | 0                       |
| An Introduction to Attachment and Relationship based Practice | 50                        | 25 (25)                                | 2                        | 0                       |
| Introducing a Strengths based approach to CP                  | 474                       | 36                                     | 13                       | 0                       |
| LADO training                                                 | <b>25</b>                 |                                        | 1                        | 0                       |
| DSCB Annual Conference – Adolescents Risk and Protection      | 193                       | (200)                                  | 1                        | 0                       |
|                                                               | 2490                      |                                        | 118                      | 2                       |

Figures in brackets indicates maximum number of places per course

**Table Two Attendance figures by agency 2016-2017**

| Course                                      | Police | NPS | CRC | DPT   | Virgin Care | CCG New Devon | RD & E NHS Foundation Trust |
|---------------------------------------------|--------|-----|-----|-------|-------------|---------------|-----------------------------|
| Group 3 Core – Intro to Safeguarding and CP | 68     | 0   | 0   | 149   | 118         | 12            | 21                          |
| Group 3 CSA                                 | 2      | 2   | 0   | 7     | 21          | 0             | 10                          |
| Group 3 CSE                                 | 2      | 0   | 0   | 0     | 34          | 0             | 2                           |
| Group 4 CSA                                 | 6      | 2   | 0   | 1     | 4           | 0             | 1                           |
| Group 4 CSE                                 | 6      | 1   | 0   | 2     | 5           | 2             | 0                           |
| Group 4 Assess, Analysing & Managing Risk   | 6      | 1   | 0   | 0     | 3           | 0             | 1                           |
| Safeguarding Supervision for Managers       | 19     | 0   | 0   | 5     | 35          | 0             | 9                           |
| DA – Part 1 Understanding DA                | 10     | 0   | 0   | 5     | 51          | 0             | 3                           |
| DA – Part 2 Responding to DA                | 3      | 0   | 0   | 2     | 12          | 0             | 0                           |
| DA – Part 3 Challenging DA                  | 1      | 0   | 0   | 1     | 10          | 0             | 0                           |
| WRAP                                        | -      | -   | -   | -     | 5           | -             | -                           |
| Best Practice – DA                          | 6      | 0   | 1   | 20    | 14          | 3             | 7                           |
| Best Practice – HSB                         | 7      | 0   | 0   | 1     | 28          | 2             | 0                           |
| Intro to Attachment etc                     | 0      | 0   | 0   | 0     | 28          | 0             | 0                           |
| Intro to Strengths based etc*               | 3      | 0   | 0   | 2     | 162         | 4             | 4                           |
| LADO training                               | 0      | 0   | 0   | 0     | 0           | 0             | 1                           |
| DSCB Annual Conference                      | 9      | 1   | 1   | 3     | 25          | 12            | 4                           |
| Total                                       | 148    | 7   | 2   | 198   | 555         | 35            | 63                          |
| (2015/16 total)                             | (47)   | (0) | (0) | (181) | (331)       | (3)           | (17)                        |

| Course                                       | CCG South Devon & Torbay and Found Trust | Children's Social Care | Early Years | Education | Northern Devon NHS Trust | D & S fire and rescue | Others |
|----------------------------------------------|------------------------------------------|------------------------|-------------|-----------|--------------------------|-----------------------|--------|
| Group 3 Core – Intro to Safeguarding and CP  | 2                                        | 107                    | 150         | 13        | 19                       | 0                     | 141    |
| Group 3 Child SA                             | 1                                        | 54                     | 11          | 1         | 2                        | 0                     | 2      |
| Group 3 CSE                                  | 0                                        | 47                     | 9           | 10        | 2                        | 0                     | 8      |
| Group 4 CSA                                  | 0                                        | 21                     | 3           | 1         | 0                        | 0                     | 3      |
| Group 4 CSE                                  | 0                                        | 20                     | 4           | 1         | 1                        | 0                     | 1      |
| Group 4 Assessing, Analysing & Managing Risk | 0                                        | 22                     | 3           | 1         | 0                        | 1                     | 4      |
| Safeguarding Supervision for Managers        | 0                                        | 56                     | 28          | 8         | 7                        | 0                     | 39     |
| DA – Part 1 Understanding DA                 | 0                                        | 60                     | 47          | 28        | 5                        | 1                     | 20     |
| DA – Part 2 Responding to DA                 | 0                                        | 29                     | 39          | 7         | 3                        | 0                     | 9      |
| DA – Part 3 Challenging DA                   | 0                                        | 15                     | 7           | 2         | 2                        | 0                     | 6      |
| WRAP                                         | 0                                        | 7                      | 89          | 0         | 0                        | 0                     | 9      |
| Best Practice – DA                           | 1                                        | 52                     | 61          | 26        | 0                        | 0                     | 34     |
| Best Practice – HSB                          | 0                                        | 63                     | 12          | 14        | 0                        | 0                     | 22     |
| Intro to Attachment etc                      | 0                                        | 1                      | 8           | 2         | 0                        | 0                     | 2      |
| Intro to Strengths based etc*                | 1                                        | 231                    | 50          | 2         | 2                        | 0                     | 23     |
| LADO training                                | 0                                        | 11                     | 5           | 4         | 0                        | 0                     | 3      |
| DSCB Annual Conference                       | 6                                        | 76                     | 2           | 20        | 10                       | 0                     | 24     |
| Total                                        | 11                                       | 872                    | 528         | 140       | 53                       | 2                     | 350    |
| (2015/16 total)                              | (4)                                      | (320)                  | (260)       | (19)      | (0)                      | (0)                   | (133)  |

- Registers from Strengths based workshops have not yet all been returned.

## Appendix 4: Glossary of Terms

|                |                                              |
|----------------|----------------------------------------------|
| <b>CDOP</b>    | Child Death Overview Panel                   |
| <b>CIC</b>     | Child In Care                                |
| <b>CP</b>      | Child Protection                             |
| <b>CSE</b>     | Child Sexual Exploitation                    |
| <b>DAS</b>     | Depression & Anxiety Service                 |
| <b>DAF</b>     | Devon Assessment Framework                   |
| <b>DAG</b>     | Devon Association of Governors               |
| <b>DAPH</b>    | Devon Association of Primary Heads           |
| <b>DASH</b>    | Devon Association of Secondary Heads         |
| <b>DCC</b>     | Devon County Council                         |
| <b>DDAS</b>    | Devon Domestic Abuse Services                |
| <b>DPT</b>     | Devon Partnership Trust                      |
| <b>DSAB</b>    | Devon Safeguarding Adult Board               |
| <b>DSCB</b>    | Devon Safeguarding Children Board            |
| <b>DV</b>      | Domestic Violence                            |
| <b>DSVA</b>    | Domestic and Sexual Violence and Abuse       |
| <b>EDT</b>     | Emergency Duty Team                          |
| <b>EH</b>      | Early Help                                   |
| <b>FGC</b>     | Family Group Conference                      |
| <b>FGM</b>     | Female Genital Mutilation                    |
| <b>FII</b>     | Fabricated & Induced Illness                 |
| <b>HBV</b>     | Honour Based Violence                        |
| <b>ICPC</b>    | Initial Child Protection Conference          |
| <b>L&amp;I</b> | Learning & Improvement (a Sub-Group of DSCB) |
| <b>LAC</b>     | Looked After Child                           |

|                     |                                                      |
|---------------------|------------------------------------------------------|
| <b>LF</b>           | Locality Forum                                       |
| <b>LGBT+</b>        | Lesbian, Gay, Bisexual, Transgender                  |
| <b>LSCB</b>         | Local Safeguarding Children Board                    |
| <b>MACA</b>         | Multi Agency Case Audit                              |
| <b>MACSE</b>        | Missing And Child Sexual Exploitation                |
| <b>MAPPA</b>        | Multi Agency Public Protection Arrangements          |
| <b>MARAC</b>        | Multi Agency Risk Assessment Conference              |
| <b>MASH</b>         | Multi Agency Safeguarding Hub                        |
| <b>MIT</b>          | Management Information Team                          |
| <b>MOMO</b>         | Mind Of My Own (an advocacy service)                 |
| <b>MR</b>           | Management Review                                    |
| <b>ND HCT</b>       | North Devon Health Care Trust                        |
| <b>PC</b>           | Primary Care                                         |
| <b>PH</b>           | Public Health                                        |
| <b>PHSE</b>         | Personal, Social and Health Education                |
| <b>RD&amp;E HCT</b> | Royal Devon & Exeter Health Care Trust               |
| <b>REACH</b>        | Reducing Exploitation and Absence from Care or Home  |
| <b>RISE</b>         | Recovery and Integration Service                     |
| <b>SCR</b>          | Serious Case Review                                  |
| <b>SD&amp;T HCT</b> | South Devon & Torbay Health Care Trust               |
| <b>SHAD</b>         | Special Heads Association Devon                      |
| <b>SHEU</b>         | Schools Health Education Unit                        |
| <b>VCL</b>          | Virgin Care Limited                                  |
| <b>VOYC</b>         | Voluntary Organisation for Young People and Children |
| <b>YISP</b>         | Youth Inclusion and Support Panel                    |
| <b>YOT</b>          | Youth Offending Team                                 |



## FARMS ESTATE COMMITTEE

18 September 2017

Present:-

County Councillors:

Councillors C Chugg (Chairman), J Brook, T Inch, C Whitton and J Yabsley

Co-opted Members:

C Latham (Tenants' Representative)

\* **8**      **Minutes**

**RESOLVED** that the minutes of the meeting held on 22 June 2017 be signed as a correct record.

\* **9**      **Items Requiring Urgent Attention**

There was no matter raised as a matter of urgency.

\* **10**     **Revenue Monitoring (Month 5) 2017/18**

The Committee received the Report of the County Treasurer (CT/17/78) on the County Farms Estate Month 5 Revenue Monitoring Statement for 2017/18, noting the target surplus of £382,000 and detailing income and expenditure to date.

Members noted the importance of early planning for the maintenance programme especially as most works were weather dependent and the Chairman requested that any concerns on the maintenance programme be raised at the next meeting.

\* **11**     **Capital Monitoring (Month 5) 2017/18**

The Committee received the Report of the County Treasurer (CT/17/77) on the County Farms Estate Month 5 Capital Monitoring Statement for 2017/18, noting that the approved capital programme for 2017/18 included schemes totalling £600,000 and with scheme slippage of £1,483,554 resulted in a capital programme for 2017/18 of £2,083,554.

It was reported that surveys had been completed on the Estate's 28 farmhouses and it was anticipated that all works would be carried out within year as forecast.

\* **12**     **The County Farms Estate - Review and Update of Standard Form of Farm Business Tenancy Agreements**

The Committee considered the Report of the Head of Digital Transformation and Business Support (BSS/17/07) on the proposed updates to the standard form of Farm Business Tenancy.

It was **MOVED** by Councillor Brook, **SECONDED** by Councillor Yabsley and

**RESOLVED** that the proposed updates to the standard form of Farm Business Tenancy Agreements be adopted with immediate effect save for where heads of terms had already been agreed with existing tenants for tenancy renewals that had not yet commenced.

# Agenda Item 12

2

FARMS ESTATE COMMITTEE  
18/09/17

## \* 13 **Management and Restructuring**

The Committee considered the Report of the Head of Digital Transformation and Business Support (BSS/17/08) on County Farms Estate Management and Restructuring issues.

It was **MOVED** by Councillor Brook, **SECONDED** by Councillor Yabsley and

### **RESOLVED**

#### **(a) Ten Oaks Farm, Roborough**

- (i) that the acceptance of the tenant's surrender of Ten Oaks Farm, Roborough, effective at 25 March 2019, be endorsed;
- (ii) that the reletting of the farmhouse, buildings and 92.90 acres or thereabouts of land at Ten Oaks Farm, Roborough as an equipped residential starter dairy farm on the open market to new entrants and on a Farm Business Tenancy commencing 25 March 2019 and expiring 25 March 2026, subject to terms being agreed, be approved;

#### **(b) North Ground Farm, Milton Abbot**

- (i) that the acceptance of the tenant's early surrender of North Ground Farm, Milton Abbot, effective at 25 March 2018, be endorsed;
- (ii) that the reletting of the farmhouse, buildings and 113.38 acres or thereabouts of land at North Ground Farm, Milton Abbot as an equipped residential starter mixed holding on the open market to new entrants and on a Farm Business Tenancy commencing 25 March 2018 and expiring 25 March 2025, subject to terms being agreed, be approved;

#### **(c) Whitson Farm, Bickleigh**

that the current tenant, Mr JL, continue to be offered first refusal of further consecutive 12 month Farm Business Tenancies of the 36.26 acres or thereabouts of land at Whitson Farm, Bickleigh commencing 25 March 2017, subject to terms being agreed each year, and until such times as the potential development value of the land can be realised;

#### **(d) Thorne Farm, Ottery St Mary**

that the current tenant, Mr CP, continue to be offered first refusal of further consecutive 12 month Farm Business Tenancies of the 25.41 acres or thereabouts of land at Thorne Farm, Ottery St Mary commencing 25 March 2017, subject to terms being agreed each year and until such times as the potential development value of the land can be realised;

#### **(e) Land at Port Road, Dawlish**

that a notice to quit be served bringing the current annual periodic tenancy to an end at 25 March 2019 and that the current tenant, Mr KP, be offered first refusal of a further 3 year Farm Business Tenancy of the 1.13 acres or thereabouts of land at Duckaller Farm, Dawlish commencing 25 March 2019, subject to terms being agreed;

#### **(f) Land at Glebe Farm, West Putford**

that the 27.85 hectares (68.88 acres) or thereabouts of bare land at Glebe Farm, West Putford be advertised to let in internal competition between the tenants of Merrifield Farm, Holsworthy; North Hele Farm, Buckland Brewer and Lower Alminstone Farm, Woolsery on a 5 year Farm Business Tenancy commencing 25 March 2019, subject to terms being agreed;

**(g) Part Glebe Farm, Rattery**

that the Parish Council's expression of interest in acquiring or leasing part Glebe Farm, Rattery, more particularly known as part OS 2854 and Part OS 2244 be noted and that should the Local Planning Authority be minded to look favourably on a small scale residential development on another part of the holding then consideration be given to transferring this land to the Parish Council for recreational and amenity use as part of a much enhanced Public Open Space provision directly associated with any proposed residential development.

\* **14 Exclusion of the Press and Public**

**RESOLVED** that the press and public be excluded from the meeting for the following items of business under Section 100(A)(4) of the Local Government Act 1972 on the grounds that they involve the likely disclosure of exempt information as defined in Paragraphs 1, 2 and 3 of Schedule 12A of the Act, namely information relating to, and which was likely to reveal the identity of, tenants and information relating to the financial or business affairs of tenants and the County Council and, in accordance with Section 36 of the Freedom of Information Act 2000, by virtue of the fact that the public interest in maintaining the exemption outweighed the public interest in disclosing the information.

\* **15 Holdings and Tenancies etc.**

*(An item taken under Section 100A(4) of the Local Government Act 1972 during which the press and public were excluded, no representations having been received to such consideration under Regulation 5(5) of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012.)*

(a) The Committee considered the Report of the Head of Business Strategy and Support (BSS/17/09) on the monitoring of tenants on an initial Farm Business Tenancy.

It was **MOVED** by Councillor Brook, **SECONDED** by Councillor Yabsley and

**RESOLVED** that the tenants of Coppa Dolla Farm, Denbury and New Gulliford Farm, Dawlish be notified of the current and satisfactory level of competency attained to date.

(b) The Committee considered the Report of the Head of Business Strategy and Support (BSS/17/10) on request for Landlord's consent to proposed tenant's improvements.

It was **MOVED** by Councillor Brook, **SECONDED** by Councillor Yabsley and

**RESOLVED** that Landlord's consent be granted for a 60'x30' and 14' to eaves galvanised steel portal framed general purpose building at Thorndon Farm, Broadwoodwidge, subject to the improvements being written down in value to £100 on a straight line basis over a life expectancy of 25 years.

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

The Meeting started at 2.15 pm and finished at 3.36 pm

1. The Minutes of this Committee are published on the County Council's Website.  
2. These Minutes should be read in association with any Reports or documents referred to therein, for a complete record.  
3. Members of the Council have been granted a dispensation to allow them to speak and vote in any debate as a consequence of being a representative of the County Council on any County Council wholly owned, controlled or joint local authority company or Joint Venture Partnership unless the matter under consideration relates to any personal remuneration or involvement therein.

# Agenda Item 12

| <b>SCHEDULE OF CABINET MEMBER DECISIONS TAKEN SINCE PREVIOUS MEETING</b>                                    |                                                                                                        |                       |
|-------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|-----------------------|
| <b>Cabinet Remit/Officer</b>                                                                                | <b>Matter for Decision</b>                                                                             | <b>Effective Date</b> |
| Resources & Asset Management                                                                                | Approvals to variations in the approved capital programme 2017/18 and other property matters (Fin 546) | 20 September 2017     |
|                                                                                                             |                                                                                                        |                       |
| Community, Public Health Transportation & Environment                                                       |                                                                                                        |                       |
| Infrastructure, Development and Waste                                                                       |                                                                                                        |                       |
| Community, Public Health, Transportation & Environmental Services and Infrastructure, Development and Waste |                                                                                                        |                       |
| Economy & Skills                                                                                            |                                                                                                        |                       |
| Highway Management                                                                                          |                                                                                                        |                       |

The Registers of Decisions will be available for inspection at meetings of the Cabinet or, at any other time, in the Democratic Services & Scrutiny Secretariat, during normal office hours. Contact details shown above.

In line with the Openness of Local Government Bodies Regulations 2014, details of 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/>

