

CABINET

13 March 2019

Present:-

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

Members attending in accordance with Standing Orders 8 and 25

Councillors A Dewhirst, R Peart, S Russell, M Squires, N Way and C Whitton

* 308

Minutes

RESOLVED that the minutes of the meeting held on 15 February 2019 be signed as a correct record.

* 309

Items Requiring Urgent Attention

There was no item raised as a matter of urgency.

* 310

Announcements

There was no announcement by the Chair at this meeting.

* 311

Petitions

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

* 312

Question(s) from Members of the Council

There was no question from a Member of the Council.

* 313

Budget Monitoring: Month 10

(Councillors Dewhirst, Way and Whitton attended in accordance with Standing Order 25(2) and spoke to this item).

The Cabinet considered the Report of the County Treasurer (CT/19/35) on the month 10 budget monitoring position, circulated prior to the meeting in accordance with regulation 7(4) of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012.

The Report outlined the financial forecast for the Authority at month 10 as a breakeven position for the year end, which was a reduction of £4.8 millions from month 8. This continued to assume that a request to carry forward £2.4 millions to next year's Dedicated Schools Grant (DSG) would be agreed by the Devon Education Forum. It also reflected the impact of the corporate savings initiatives, confirmation of additional funding to support high needs pressures and a refund received from the national Business Rates Retention Scheme Levy Account.

In relation to Adult Care and Health Services, the service was forecast to underspend by £636,000, compared to Month 8 which had been forecasting an underspend of £385,000. Work associated with the additional allocation of £3.6 millions to support winter pressures was underway.

Children's Services were showing a forecast overspend of £12 millions, which was an increase of £900,000 from month 8. £7.6 millions of the overspend was in Children's Social Care with pressures within residential placements and the disabled children short breaks service as well as legal disbursements. The DSG was also forecast to overspend by £3.7 millions.

Highways, Infrastructure Development and Waste was forecasting an underspend of £3.0 millions at month 10, a £600,000 increase from month 8. As part of the corporate savings initiatives adopted in November 2018 a review of the capital programme took place to determine if increased capital works could enable revenue savings, which resulted in a forecast underspend of £2 millions within highways.

Communities, Public Health, Environment and Prosperity (COPHEP) were forecasting an underspend of £1.2 millions, compared to £762,000 at month 8.

In Corporate Services, the position was an underspend of £156,000 compared to a breakeven position at month 8. Pressures within County Solicitor's and HR were being offset by forecast underspends within Digital Transformation and Business Support.

Non-service items were forecasting a £7.1 millions underspend, whereas at month 8 the position had been £2.8 millions. The change was due, in the main, to further additional investment income from higher interest rates, an increase in capitalisation and the release of some non-ringfenced grants.

The approved capital programme for the Council was £150.6 millions with a year-end forecast of £125.9 millions. Slippage had increased by £3.6 millions since month 8 and was now forecast at £24.7 millions. The main areas of net slippage were attributed to scheme variations and programme delays in Adult Care and Health (£2.5 millions) and Planning and Transportation (£13.9 millions) which reflected the complexity of the major schemes within the service areas.

To summarise, the Cabinet noted the good news that the projection at month 10 was for a breakeven position. The savings initiatives continued to deliver reductions in revenue expenditure. The position had also benefited from confirmation of a refund from the national Business Rates Retention Scheme Levy Account as well as being able to release some nonearmarked grants to support a breakeven forecast position.

Like many other Local Authorities, the Council continued to grapple with high levels of demand for Children Services. Residential Placements, although more stable than earlier in the year continued to be difficult to contain within the budget allocated and pressures against the High Needs Block of the DSG were increasing and continued to be cause for concern.

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

it was **MOVED** by Councillor Barker, **SECONDED** by Councillor Hart, and

RESOLVED that the Month 10 budget monitoring forecast position be noted.

* 314

Flood Risk Management Action Plan – Update on the current year’s programme and approval of schemes and proposed investment in 2019/20

(Councillors Dewhirst, Way and Whitton attended in accordance with Standing Order 25(2) and spoke to this item).

The Cabinet considered the Report of the Head of Planning, Transportation and Environment ([PTE/19/11](#)) on the achievements made in delivering the essential flood improvements set out in the previous Action Plan for 2018/19 and approval for the 2019/20 Action Plan, the Report being circulated prior to the meeting in accordance with regulation 7(4) of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012.

The Report highlighted how the Council’s Flood and Coastal Risk Management Team had collaborated with other Risk Management Authorities (RMAs) and outside organisations to deliver the essential flood improvements and statutory functions, in accordance with the principles set out in the Local Flood Risk Management Strategy for Devon. The Report also confirmed the scale of achievements and targets met and the level of external funding that had been successfully gained from Defra’s Flood Defence Grant in Aid, the ‘Local Levy’ and other partnership contributions.

In reporting the achievements, the Cabinet noted that almost £3 millions had been invested in 2018/19 with over £940k of national flood funding drawn down from Defra, £150k through the Regional Flood & Coastal Committee’s Local Levy and £222k from others (£100k from South West Water and £50k from South Hams District Council). 150 properties had benefitted from a reduced risk of flooding through completed schemes and a further 200 properties were due to benefit from schemes currently underway in Exeter, Sidmouth and Ivybridge. A detailed account of all schemes that received investment in 2018/19 could be found at: [Achievements in Flood Risk Management in 2018/19](#).

In addition to scheme delivery, there was ongoing work on statutory duties with approximately 470 new planning applications to be reviewed each year for suitable provision of surface water management in line with the Council’s Guidance for Sustainable Drainage. The Team also administered the Land Drainage Consent process, through which changes to ‘Ordinary Watercourses’ were considered. Cases relating to obstructions to Ordinary Watercourses were often time-consuming and could also be contentious.

In accordance with the Local Flood Risk Management Strategy for Devon and current Government priorities, the aim was to reduce the risk of flooding to properties across the County and make communities more resilient. The Flood Risk Management Action Plan for 2019/20, attached at Appendix I to the Report, continued the ongoing delivery of flood improvements and resilience measures for some of Devon’s high-risk communities and vulnerable householders. It highlighted the priority communities that would receive the required funding to deliver essential flood improvements.

Increased consideration was also being given to the use of Natural Flood Management (NFM) measures to promote flood improvements at a catchment scale and the Council continued to work in partnership to deliver such NFM measures, including the Northern Devon Biosphere Reserve through the ‘Culm Grassland Project’, the East Devon Catchment Partnership for the delivery of such measures in Ottery St Mary and with the Blackdown Hills Area of Outstanding Natural Beauty (AONB) on their ‘Woods 4 Water’ and ‘Connecting the Culm’ projects.

In the delivery of its flood risk functions, the Cabinet noted that any potential impacts on the environment were appropriately assessed and mitigated. A high-level Strategic Environmental Assessment (SEA) had been carried out as part of the Local Flood Management Strategy process; and would be repeated through the forthcoming review of this Strategy. Any schemes would also be subject to a specific environmental assessment and equality impact assessment.

The Cabinet noted that it was vital that the Authority continued to act and invest in the ongoing programme of flood investigations and scheme delivery to reduce the number of properties at risk, which could only be achieved by working in partnership and supporting other RMAs to deliver collaborative solutions to complex issues.

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

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

RESOLVED that the implementation of and associated financial allocations for the County Council's 2019/20 Flood Risk Management Action Plan be approved.

* **315** **Cullompton Town Centre Relief Road: Approval to preferred route and development/submission of planning application**

(Councillors Squires, Way and Whitton attended in accordance with Standing Order 25(2) and spoke to this item).

The Cabinet considered the Report of the Head of Planning, Transportation and Environment ([PTE/19/12](#)) on the approval to preferred route and development/submission of planning application in relation to Cullompton Eastern Relief Road, circulated prior to the meeting in accordance with regulation 7(4) of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012.

The Report summarised that Cullompton Town Centre Relief Road was a scheme to reduce traffic flow in Cullompton High Street and facilitate the future development of the Town. It had been a long-term aspiration to deliver the scheme, but progress had been thwarted for environmental and economic reasons. However, Mid Devon District Council had the opportunity of funding from the Ministry of Housing, Communities and Local Government and as a result, a consultation on options had been undertaken and the Report summarised the reasons for the preferred route and why the scheme should be taken forward to a planning application.

The Cullompton Town Centre Relief Road was included in the Council's Transport Infrastructure Plan – Delivering Growth to 2030 and was required to relieve congestion in Cullompton High Street, improve air quality and a catalyst to the future economic growth of the High Street and proposed development, including the first phase of the Culm Garden Village.

Work with Mid Devon District Council had resulted in three options being taken to public consultation in 2018. Option A was through the middle of the Cullompton Community Association (CCA) fields, Option B was along the railway side of the CCA fields and Option C which crossed the M5 and railway and connected to Honiton Road. A fourth option was discounted due to being considered unacceptable by the Environment Agency. A plan of all four options was included at Appendix A of the Report and the outcome of the consultation included in the Report.

Option B was the favoured option of the local community and was put forward as the preferred option. This route was agreed by Mid Devon's Cabinet on 31 January 2019.

The cost of developing the design and producing a planning application was likely to be £250,000 and would be funded by Mid Devon District Council. Mid Devon also had a Housing Infrastructure Fund bid (HIF) for the cost of the scheme currently being considered.

The Cabinet noted that the environment through which the road would be constructed was sensitive and used as recreational green space and some ecological surveys and flood modelling had been undertaken, although it was probable that further work would have to be carried out together with a detailed assessment of the impact of the scheme on the CCA fields. A full Environmental Impact Assessment (EIA) including flood risk would be carried out to support the planning application and used to identify appropriate mitigation and compensation.

The Head of Service's Report contained an Impact Assessment for the attention of Members at the meeting. It highlighted that the carriageway widening scheme was not expected to disadvantage any particular group of people with protected characteristics. The scheme would have a designated pedestrian / cycle part parallel to the road benefitting all non-motorised users. This should encourage physical activity, sustainable travel, improve air quality issues within the town centre and make the area safer and more pedestrian friendly.

The Head of Service further added that the scheme had been long planned, but also that it was a sensitive scheme that needed mitigation, flood plans, environmental impact assessments and also further consultation, so there was much still to do.

Councillor Squires spoke on behalf of the Local Member, supporting the additional recommendation (e) put forward by the Cabinet Member for Infrastructure Development and Waste.

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

it was **MOVED** by Councillor Davis, **SECONDED** by Councillor Hart, and

RESOLVED

- (a) that the preferred route for the relief road be approved;
- (b) that the development and submission of a planning application for the relief road be agreed;
- (c) that delegated authority be given to the Head of Planning, Transportation and Environment, in consultation with the Cabinet Member for Infrastructure, Development and Waste, to make minor amendments to this scheme;
- (d) that an increase to the Planning, Transportation and Environment 2019/20 capital programme of £250,000, funded by external contributions be approved; and
- (e) that a further consultation, as requested by Mid Devon District Council, be approved, which could include a review of connections to the existing road network.

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

* **316** **Proposed Long Lane widening and a new link road on Silverdown Office Park, near Exeter Airport, Broadclyst**

(Councillors Way and Whitton attended in accordance with Standing Order 25(2) and spoke to this item).

The Cabinet considered the Report of the Head of Planning, Transportation and Environment ([PTE/19/13](#)) seeking approval to proceed with the construction of widening on Long Lane and a new link road on Silverdown Office Park (near Exeter Airport, Broadclyst), the Report being circulated prior to the meeting in accordance with regulation 7(4) of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012.

The Report highlighted that in relation to the widening of Long Lane (near the Airport), the section extended from the Airport Terminal entrance, past the hangers and the FlyBe Academy/Hampton by the Hilton hotel through to Harrier Court in the East, a length of approximately 1.25 km. It was proposed to widen to a 6.5m width to provide sufficient access to develop the employment Enterprise Zone area known as Airpark. To facilitate the works, a diversion route would be required for traffic at the site which meant the construction of a section of road to connect Silverdown Office Park to the FlyBe Academy access road, known as the "Silverdown Link". Design and scheme works would be funded by the Enterprise Zone, supported by private contributions.

The scheme presented to Cabinet comprised four main sections:

- Long Lane: Airport Terminal entrance, to Car Park 1;
- Long Lane: Car Park 1 to Training Academy/Hotel;
- Long Lane: Training Academy/Hotel to Harrier Court; and
- Silverdown link.

The proposals for the four sections identified above were shown on drawing B23006BZ-01-017 included as an Appendix to the Report.

The scheme provided benefits to the area, ensuring that access could be maintained to key businesses and to facilitate growth at the Airpark site and the delivery of the France-AlderneyBritain (FAB) connector.

In order to ensure that the scheme had as wide support as possible, six meetings had been held with partners and stakeholders, as well as representatives of Airpark (e.g. Airport, Flybe, Airport Hotel, FAB project, Highways England and main landowners).

The scheme was estimated to cost £3 millions, to be constructed over two financial years 2019/20 & 2020/21. The Enterprise Zone Board had approval to borrow the funds (as part of a wider package of support within the Enterprise Zone) and additional approval was being sought from East Devon District Council's Cabinet (6 March 2019). There was currently no cost to the County Council to construct the scheme; however it would be expected to manage any cost overruns and recover these from East Devon District Council.

Construction would not commence until all funding and legal agreements were in place, including confirmation and sign up from landowners.

The Cabinet noted the financial risks to the Council (as well as East Devon District Council) should the scheme not proceed with the reduced ability to generate the anticipated business rates from the Airpark Development and also the other the risks identified which included the scheme programme and costs, the funding package, progression of the FAB project and landowner consent and the management of said risks.

The Head of Service's Report contained an Impact Assessment circulated with the agenda for the attention of Members at the meeting. The positive impacts were highlighted as improved access to the Airport area through an improved bus service that could circulate the business

park area, providing additional carriageway width to improve highway safety and improved crossing facilities of Long Lane in the vicinity of the Training Academy. Additional economic impacts included unlocking the development of land in the Airpark Enterprise Zone and supporting the delivery of the France-Alderney-Britain (FAB) Connector project.

The proposals had no adverse impact on a specific audience, regardless of age, race, gender, sexual orientation and religion / belief. The scheme would widen an existing road, whilst also creating a link road to facilitate travel by bus providing benefits to those travelling to the area.

There would be loss of trees and hedgerows as a result of the scheme, which were necessary, but it was proposed that hedgerows would be replanted to maintain the character of Long Lane. Ecology surveys had been undertaken and all mitigation would be discussed with ecologists.

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

it was **MOVED** by Councillor Davis, **SECONDED** by Councillor Gilbert, and

RESOLVED

(a) that the scheme shown on drawing number B23006BZ-01-017 be approved for construction at an estimated cost of £3 millions, subject to funding and legal agreements being in place;

(b) that the land for this scheme be acquired through negotiation; and

(c) that the Head of Planning, Transportation and Environment, in consultation with the Cabinet Member for Infrastructure, Development and Waste, be given delegated authority to make minor amendments to the scheme design.

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

* 317

Teign Estuary Trail - strategy update and approval to progress a planning application for the route

(Councillors Dewhirst, Peart, Russell, Way and Whitton attended in accordance with Standing Order 25(2) and spoke to this item).

The Cabinet considered the Report of the Head of Planning Transportation and Environment (PTE/19/14) on the Teign Estuary Trail Strategy update and approval to progress a planning application for the route, the Report being circulated prior to the meeting in accordance with regulation 7(4) of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012.

The Cabinet Member for Highways Management reported that the Teign Estuary Trail remained a long-term aspiration for the Council and completing the route would fill the current gap on the multi-use trail between the Passage House Inn (Newton Abbot) and Dawlish. At Dawlish, the route would connect to the Exe Estuary Trail, providing a high standard route to Exmouth via Exeter.

The Report outlined that the design work to secure the route, land and planning continued to be progressed in partnership with multiple local stakeholders. However, several challenges had been identified, especially within Teignmouth, which had slowed progress of the scheme so far. Therefore, an update to the Teign Estuary Trail Strategy had been considered to

enable progress for a planning application for the section between Passage House Inn and Teignmouth. Any extension to the existing Teign and Exe Estuary routes to connect Dawlish, Teignmouth and Newton Abbot would form a national showcase supporting local cycling and utility trips, providing economic and health benefits.

The planning application required the appointment of a number of experts and a range of environmental surveys to be undertaken. Teignbridge District Council had identified £200,000 from Community Infrastructure Levy that could contribute and approval for this had been given on 5 March 2019.

The route from the Passage House Inn to Bishopsteignton and Teignmouth would be approximately 5km in length. There would be a connection to Bishopsteignton which would assist local businesses, with additional trade. Beyond Bishopsteignton there were several constraints due to topography, proximity to the A381, railway and estuary etc, therefore a route on the northern side of the A381 had been identified.

Within Teignmouth, pedestrians would use existing footways. A segregated cycle route was not currently possible as it was constrained by the urban environment. It was proposed that the current Teign Estuary Trail Strategy did not include sections within the Teignmouth urban environment.

In relation to Teignmouth to Dawlish, a complete route between Teignmouth and Holcombe had been identified, beginning in Teignmouth town centre.

The Cabinet Member for Highways Management reported that opportunities with Network Rail would be explored on the section between Teignmouth and Dawlish, and for the strategy to focus on links to, though not within, the more urban areas due to significant constraints.

Approximately £374,000 of Investing in Devon (IID) funding remained allocated to the scheme, some of which would be used to match the Teignbridge District Council contribution towards the planning application, estimated at £400,000. The remaining IID funding was reserved for design work, progressing land acquisition and a contribution towards construction. The shortfall for route construction would need to be secured in order for the scheme to progress once planning approval had been obtained but would be confirmed as part of the scheme approval report to a future Cabinet meeting.

A full Environmental Impact Assessment could be required as part of the planning application, but archaeological surveys would also be needed. There were clear social and safety benefits to providing a new walking and cycling route along the Teign Estuary, enabling local people to access green infrastructure. However, it was recognised there might be some negative social impacts on individual land owners.

The Cabinet noted that an Impact Assessment would be carried out alongside the development of detailed scheme designs and options.

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

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

RESOLVED

(a) that the Teign Estuary Trail Strategy between Passage House Inn and Dawlish be agreed; and

(b) that approval be given to progress with land acquisition by agreement and a planning application for the Teign Estuary Trail section between Passage House Inn and Teignmouth.

* 318

Transport and Engineering Professional Services Contract: Approval of model for civil engineering design services and to proceed to tender

(Councillors Dewhirst and Whitton attended in accordance with Standing Order 25(2) and spoke to this item).

The Cabinet considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste ([HIW/19/24](#)) on the Transport and Engineering Professional Services Contract, asking for approval of the model for civil engineering design services and to proceed to tender. The Report was circulated prior to the meeting in accordance with regulation 7(4) of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012.

The Council had an internal engineering services delivery group (Engineering Design Group (EDG)) responsible for the design, project management, procurement, supervision and contract management associated with the delivery of infrastructure schemes. Since 2001, the EDG had a Transport & Engineering Consultancy Services (TECS) contract in place which allowed it to manage the fluctuating workload and provide specialist services which were not available in-house. The current contract with Jacobs Engineering commenced in 2010, initially for a 5 year period, with options to extend. The contract had been extended to the maximum and was currently due to expire on 31 March 2020.

This Report was a summary of the review process undertaken to establish the most appropriate future delivery model beyond 2020 and the detailed Report of the review was attached at Appendix 1.

The delivery model objectives needed to reflect the key operating principles of the EDG which were agility and flexibility to meet changing needs, delivering value for money in programme and project management, design and contract supervision, understanding, and helping deliver the Council's strategies and high customer satisfaction levels and managing the Council's exposure to the risks associated with changing staff resource requirements and funding changes.

Additional requirements were identified as providing a stable platform to enable the recruitment, retention, training and development of staff and to create an environment which effectively identified and managed project risks.

There were various delivery model options and the following were considered, full in-house service delivery, in-house team with single top-up consultant, in-house team with several top-up consultants, Local Authority Trading Company (LATC), Public-Public Joint Venture (JV), Public-Private Joint Venture (JV), fully externalised service with single external consultant or fully externalised service with several external consultants. More details of the reasoning behind the sift was found at section 6 of Appendix 1.

Following the initial sift analysis the models relating In-house team with top-up consultant(s) were taken forward for additional appraisal.

The Council's Corporate Infrastructure and Regulatory Services Scrutiny Committee had considered the Delivery Model review at their 29 January 2019 meeting and had endorsed the proposal to adopt an internal team with top up consultant as the preferred model for delivery of the transportation and civil engineering design services from 2020 onwards.

This option was felt to have the best alignment with the delivery model objectives and the majority of other local authorities favoured this model. The supplier market felt it would best serve the Council's needs and had played a key role in successfully delivering a significant infrastructure programme since its inception in 2001.

The Cabinet noted that as part of the Conditions of the Contract, specific clauses would be included based on those contained in the Achieving Equality in Commissioning and

Procurement document <http://www.devon.gov.uk/equalitycommissioning2015.pdf>. It was also intended to test the prospective consultants' policies on social and equality factors through the procurement.

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

it was **MOVED** by Councillor Hughes, **SECONDED** by Councillor Davis, and

RESOLVED

(a) that the selection of in-house with single top-up consultant, for the future delivery of Transport & Engineering Professional Services, be approved;

(b) that the Chief Officer for Highways, Infrastructure Development and Waste, in consultation with the Cabinet Member for Infrastructure Development and Waste and the Cabinet Member for Highways Management, be given delegated authority to invite prospective tenderers who are best qualified to bid following a formal selection process; and

(c) that it be noted that the prospective consultants' policies on environmental, social and equality factors connected to this service will be evaluated in the Selection Questionnaire and Invitation to Tender stages of the procurement process.

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Notice(s) of Motion

(a) Public Health (Councillor Connett)

Councillors Dewhirst, Way and Whitton attended in accordance with 25(2) and spoke to this item).

Devon County Council notes:

- *the vital role played by Public Health in helping Devon residents to lead healthier lives by, for example, avoiding diseases, unwanted pregnancies, support to stop smoking, and eating better; and*
- *with grave concern the announcement of a further £85m cut to the Public Health Budget, as one of 12 Ministerial statements published by the Government on the last day of the Parliamentary term before Christmas, only weeks after the Secretary of State for Health described prevention as his priority.*

This is on top of cuts to the Public Health budget announced since Summer 2015, now totalling just over £600 million.

This Council meeting further notes:

- *the comments of the Health Foundation, who described these cuts as a false economy and who have calculated that an additional £3bn a year is required to reverse the impact of government cuts to the Public Health grant to date and have called for this increased budget to be allocated according to need; and*
- *the warnings from the King's Fund that such cuts could put pressure on councils to cut non-statutory sexual health prevention services, which could lead to more sexually transmitted infections and unplanned pregnancies.*

This Council believes that our Public Health team perform vital work to help keep the residents of Devon healthy and to avoid more costly admissions to hospital and other interventions by our NHS and that this should be properly funded by central Government.

This Council meeting resolves to:

- *thank our Director of Public Health and her team for the great work they do across Devon despite continued financial challenges;*
- *condemn the Government's use of the time just before Christmas to make announcements such as this;*
- *call on the Leader of the Council and the Cabinet Member to consider carefully the required cuts to services will be implemented; and*
- *ask the Leader and Chief Executive to write to the Secretary of State for Health, calling on the Government to deliver increased investment in Public Health and to support a sustainable health and social care system by taking a "prevention first" approach.*

Members considered the Officer's factual briefing note on the matter (CSO/19/9) which referred to the impact of the Comprehensive Spending Review and reductions to the public health grant (the national impact being a reduction of 2.2% in 2016/17, 2.5% in 2017/18 and 2.6% in each of the two following years), the allocation to Devon which was equivalent to £34 per head of population, significantly less than the national average (£59 per head). The briefing note recognised the issues raised by the Motion were important and that the Council wholly endorsed the importance of prevention and early intervention and a need to invest in this approach.

The Cabinet considered the recommendations now before them and the actions proposed and already undertaken and any other relevant factors (e.g. financial, environmental, risk management and equality and legal considerations and Public Health impact):

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

RESOLVED that the Council:

(a) be asked to endorse the work of the Director of Public Health and the team in managing the Public Health Grant cuts and the challenges that this causes for improving the health of the population by thinking and working innovatively and creatively with wider partners to support improved outcomes;

(b) note that Budget announcements are known to arrive at this time of year and there will be transparency about the implications of that budget as part of the Council's budget setting process;

(c) note that the budget has been set for 2019/20 and no reductions are currently planned or required as the budget reductions have been managed over time and were reported as early as 2016 and that impact assessments will also continue to be undertaken; and

(d) be asked to write to the Secretary of State for Health and Social Care seeking increased investment in Public Health and assurance that the investment in prevention in the NHS will support primary prevention and early intervention as well as secondary and tertiary prevention.

(b) Saint Boniface - Patron Saint of Devon (Councillor Way)

(Councillor Way attended in accordance with Standing Order 8 and Councillor Whitton attended in accordance with 25(2) and spoke to this item).

There is increasing interest in Crediton-born Winfrith, who became Saint Boniface, being recognised as Patron Saint of Devon. The Boniface Link Association is a secular organisation campaigning for the adoption of Boniface as Patron Saint of Devon. With links to Fulda in Germany and Dokkum in Holland, this initiative has gained letters of support from many churches and prominent civic figures from across the county.

Devon's most famous native-born saint, Boniface was born in the Crediton area circa 680AD. He is highly regarded for his missionary work across a large part of Europe. A significant historical figure he is often referred to as the First European. He studied at the monastery at Exeter, then at the monastery at Nursling, near Southampton.

In 716 he set sail to convert the tribes in Frisia (now Friesland) in the Netherlands to Christianity. Subsequent work in Frisia and Hesse gave him a reputation as an outstanding missionary and administrator. In 722, Pope Gregory made him Bishop of all Germany East of the Rhine. Much of his later work laid the foundations of Charlemagne's Holy Roman Empire 50 years later. In 754 he was martyred at Dokkum and buried at Fulda in Hesse.

The national shrine to Boniface is at the Roman Catholic church at Crediton and the many references to him in Crediton's Parish church attract visitors to the town. A blue plaque can be seen at Tolleys, Crediton traditionally regarded as his birth place. An impressive statue of St Boniface is located at Newcombes Meadow.

Proud of Devon's heritage and recognising Boniface as a significant historic figure this Council supports the initiative to adopt Saint Boniface as Patron Saint of Devon.

Members considered the Officer's factual briefing note on the matter (CSO/19/9) which referred to the processes of canonization for both the Roman Catholic Church, Eastern Orthodox and Anglican Catholic Churches and the Church of England (which had no mechanism for canonising saints). It also highlighted the work of the Boniface Link Association and their view that celebrating St. Boniface as Devon's patron saint could celebrate its Saxon heritage, to encourage tourism and support the economy. The Briefing also outlined the support received from all the main churches and letters from the Bishop of Plymouth, Bishop of Exeter, Senior Pastor at Crediton Congregational Church, Crediton Methodist Church and Rector of the Orthodox Parish of the Holy Prophet Elias. It was also understood that the Bishop of Exeter would be making an announcement in the next few months about an initiative that honoured and commemorated St Boniface.

The Cabinet considered the recommendations now before them and the actions now proposed and already undertaken and any other relevant factors (e.g. public health, financial, environmental, risk management and equality and legal considerations and Public Health impact):

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

RESOLVED that the Council;

(a) note the work of the Boniface Link Association (Crediton) and also the mechanism by which Boniface is honoured in the national church calendar on 5th June;

(b) note the anticipated announcement by the Bishop of Exeter about an initiative that honours and commemorates St Boniface; and

(c) supports the work of the Boniface Link Association in working towards the adoption of St Boniface as the patron saint of Devon and in line with the letters of support received from the Bishop of Plymouth, Bishop of Exeter, Senior Pastor at Crediton Congregational Church, Crediton Methodist Church and Rector of the Orthodox Parish of the Holy Prophet Elias, also lends it support to the Notice of Motion.

* 320

Question(s) from Members of the Public

In accordance with the Council's Public Participation Rules, the relevant Cabinet Member responded to four questions from Members of the public on the Climate Emergency declaration and target dates for zero emissions, how existing policy might be changed, reviewed, monitored and evaluated to achieve zero emissions, communications from

Councillors to constituents in relation to measures to reduce emissions and confirmation that Councillors were doing all in their power to meet targets set and a zero net carbon emissions target by 2030.

The Cabinet Members also responded verbally to supplementary questions arising from two of the above questions, from those members of the public in attendance at the meeting.

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

* **321** **Minutes**

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

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

Standing Advisory Council on Religious Education – 5 February 2019

Farms Estate Interviewing Committee – 8 February 2019

Farms Estate Committee – 25 February 2019

* **322** **Delegated Action/Urgent Matters**

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

* **323** **Forward Plan**

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

NOTES:

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

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

The Meeting started at 10.30 am and finished at 11.47 am



QUESTIONS FROM MEMBERS OF THE PUBLIC Wednesday 13 March 2019

1. **QUESTION FROM MR BARRY COHEN (IN ATTENDANCE)** **Re: Climate Emergency and Target Date for Zero Emissions**

The Council declared a Climate Emergency at the full council meeting on 21st February. Given that no target date was set for Zero Emissions, how will the Council ensure that this declaration signals a deliverable and measurable change in policy?

REPLY BY COUNCILLOR CROAD

Changes in policy will need to occur at all levels of Government and within every organisation alongside behaviour change by communities and individuals to deliver a carbon-neutral Devon. The authority will facilitate a Devon-wide Carbon Plan; we'll look to establish a task group with other organisations to research the implications of Devon becoming carbon neutral and how this can be achieved in practice. An indication has already been given by Cabinet that Devon should aim to meet this internationally recognised target of carbon neutrality by 2050 at the latest; however, the task group will review this issue and define a more specific target date for the Plan that it develops. Arrangements for measuring and evaluating the effectiveness of the Plan will also be developed collaboratively by the task group.

2. **QUESTION FROM MR SCOTT (IN ATTENDANCE)** **Re: Policy Change as a result of a Climate Emergency**

What change in existing policy does the declaration of a Climate Emergency on 21 February signal, and how will that change be reviewed, monitored and evaluated, given that no target date was set for Zero Emissions?

REPLY BY COUNCILLOR CROAD

I would refer to the answer given to question 1, asked by Mr Barry Cohen.

3. **QUESTION FROM SUE IFOULD (NOT IN ATTENDANCE)** **Re: Communication to Constituents - Measures to Reduce Emissions**

The Council has declared a Climate Emergency. How do Councillors intend to communicate to their constituents that they are prioritising measures to reduce emissions to Zero so that constituents are aware that they are indeed treating this as an emergency?

REPLY BY COUNCILLOR CROAD

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The authority will facilitate a Devon-wide Carbon Plan to address the declared emergency; we'll look to establish a task group with other organisations to develop the Plan. If it is to succeed, the Plan will have to contain prioritised measures for a wide range of organisations. A communications strategy will be developed by the task group to keep interested parties up to date with progress on the Plan's development and to promote collective engagement in its implementation.

4. QUESTION FROM MS TISSANDIER (NOT IN ATTENDANCE)
Re: Environment Strategy and Zero Net Carbon Emissions

Having read the DCC Environment Strategy, I am pleased to learn of the efforts being made to reduce the county's carbon footprint. It was hugely encouraging that the Council voted on 21st February to declare a climate emergency - with a view to increasing the urgency of those efforts, as recommended by the recent IPCC report. With this in mind, would the Councillors confirm that they are doing all in their power to meet targets set, and would consider a zero net carbon emissions target by 2030 if the science supports this? (Many believe it does).

REPLY BY COUNCILLOR CROAD

DCC's existing target related to the reduction of the county's carbon footprint is set in its Climate Change Strategy. This commits DCC to supporting the UK in meeting its carbon budgets, which reflect a trajectory to meet an 80% reduction on 1990 levels by 2050, by prioritising carbon reduction from its own activities, areas of influence and by encouraging others to do the same. Carbon emissions from DCC's own activities are, currently, 36% below 2012/13 levels and are ahead of schedule to meet our target set within our Corporate Energy Policy of a 50% reduction by 2030; DCC has committed to reviewing and strengthening this internal target. County Councils' generic areas of influence on carbon reduction have been identified and prioritised by the UK's independent Committee on Climate Change: the action plan set out in DCC's Climate Change Strategy stated how we would address these opportunities.

In response to its declaration of a climate emergency, the authority will now facilitate a Devon-wide Carbon Plan that will be collectively designed, endorsed and implemented with other organisations. This will include the consideration of the target year that needs to be set for zero net carbon emissions.