

CABINET

10 April 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 Order 25

Councillors H Ackland, J Brazil, P Colthorpe, A Connett, B Greenslade, R Hannaford, J Hodgson and R Hosking

* **324** **Minutes**

RESOLVED that the minutes of the meeting held on 13 March 2019 be signed as a correct record.

* **325** **Items Requiring Urgent Attention**

There was no item raised as a matter of urgency.

* **326** **Announcements**

There was no announcement by the Chair at this meeting.

* **327** **Petitions**

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

* **328** **Question(s) from Members of the Council**

In accordance with the Cabinet Procedure Rules, the relevant Cabinet Members responded to two questions from a Member of the Council on flood alleviation measures for Barnstaple, in particular for the Pilton Park area and school spending per pupil in England and Devon between 2009/10 to 2017/18.

The Cabinet Members also responded orally to supplementary questions arising from the above.

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

KEY DECISIONS

* **329** **County Road Highway Maintenance Capital Budget: Progress on 2018/19 Schemes and Proposals for the 2019/20 Programmes**

(Councillors Connett, Hannaford and Greenslade 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/19/38) seeking approval of the County Road Highway Maintenance Capital Budget, including progress on 2018/19 schemes and proposals for the

2019/20 programmes, 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.

This Report dealt with capital funding of planned, programmed or structural maintenance, to restore or replace highway components which were dilapidated, due to traffic loading, weather impacts or aging of assets. The investment was to arrest or slow down deterioration and add value to the highway asset.

It further presented information on the progress of highway capital maintenance programmes and schemes delivered in 2018/19 with Section 3 detailing the proposals for capital funding of highway maintenance schemes in 2019/20. It highlighted the latest network condition information and key performance indicator data which measured performance against the levels of service agreed in Devon's Highway Infrastructure Asset Management Plan (HIAMP), adopted by the Council in November 2016.

The 2019/20 funding awarded to Devon from Government included in the Report, was approved by the Council on 21 February 2019. The Report sought approval to allocate the funding across the programmes and schemes, as listed in appendices III and IV. The allocations also included an element of the estimated funding carried forward from 2018/19.

Devon's Local Transport Plan (LTP) Needs Formula Settlement 2019/20 was £34.042 million. Other capital funding previously awarded or anticipated was in relation to the Incentive Fund Self-assessment return where Devon had entered its third successive year as a band 3 Authority (the highest rating) attracting an additional £7.09 million funding for the current year. Also, the Pothole Action Fund at £2.273 million, an £800K balance of £2.5 million DfT grant for coastal protection works to A379, Slapton Line. As part of the Outturn report, Cabinet approval would be sought to carry forward from 2018/19, approximately £15.754 million (under-programming as a consequence of the additional £18.754 million DfT Local Highway Maintenance Fund awarded in October 2018).

The Report also outlined Trends in Road Condition 'A' Road Assessment Vehicle (SCANNER) which was used to collect data on road surface condition. The data provided information on condition and trends for 'A' roads, 'B' roads, 'C' roads and Unclassified roads. Figures 1, 2, 3 and 4 to the Report provided a summary of road condition indicator data in a graphical form using the national indicator bands to reflect road condition. The Cabinet noted that the A and B network were in reasonably good condition.

In relation to 2019/2020, the Capital Highway Maintenance Programmes allocation was proposed as £54.503 million, with £46.503 million on Highway Structural Maintenance. However, since the report was published, the Pothole Action Fund award was confirmed as £2.273 million (an additional £353,000), therefore the total was now £54.856 million. The Report included the proposed breakdown in relation to Principal Roads (A class roads), Skid Resistance Treatment (SCRIM), Non Principal Roads, Pothole Action Fund (PAF), footways, drainage, Road Restraint Systems, road weather stations and then bridges and also storm damage.

The Cabinet noted that the programme for 2019/20 optimised the use of the available funding and followed the approved HIAMP to reduce whole life maintenance costs. Any reduction would compromise Devon's ability to the agreed levels of service and reduce the resilience of the network. It also highlighted that Government provided insufficient capital funding to meet all network maintenance needs, but the programme was designed to make best use of the available financial resources.

The Report also reflected on the results of the 2018 National Highways and Transport (NHT) Public Satisfaction Survey, analysis of which showed the condition of the highway network and speed and quality of repairs were important to the public. The complete survey could be seen at [NHT Survey](#).

A copy of an updated overview of the Budget 2019/20 Equality Impact Assessment for all service areas had been circulated separately and was available to all Members of the Council at: <https://www.devon.gov.uk/impact/budget-2019-2020/>

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

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

RESOLVED

(a) that progress on 2018/19 capital funded highway maintenance schemes detailed in Appendices I and II to the Report be noted;

(b) that the capital funded highway maintenance programmes for 2019/20, as set out in Appendices III and IV, be approved; noting the pothole action fund line has increased to £2.273 million; and

(c) that the detailed allocation of the available budget be determined by the Chief Officer for Highways, Infrastructure Development and Waste, in consultation with the Cabinet Member for Highway Management, on the basis of the Highways Infrastructure Asset Management Plan, and within the limits of the approved budget.

[NB: The Impact Assessment referred to above may be viewed at: <http://new.devon.gov.uk/impact/>].

* 330

County Road Highway Maintenance Revenue Budget and On-street Parking Account 2019/20

(Councillors Connett, Hannaford and Greenslade 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/19/39) seeking approval of the County Road Highway Maintenance Revenue Budget and On Street Parking Account 2019/2020, 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.

It recommended the allocation of revenue highway maintenance funding for 2019/20 by maintenance function as well as a programme of work identified in accordance with the provisions of Traffic Management Act 2004, to be funded from the On-street Parking Account.

The revised Code of Practice, 'Well Managed Highway Infrastructure' came into force in October 2018 which moved highway authorities towards a more risk-based approach to maintenance. This approach was used in Devon on highway safety inspections and defects assessed on the level of risk based upon the likelihood to cause harm and the impact should harm occur.

Devon had a duty to maintain a road network of 8,025 miles (12,915 km) and the Report highlighted the three types of maintenance works undertaken. This was reactive repairs such as pot-hole filling, flooding issues, replacing road signs and markings, clearing overhanging vegetation or precautionary salting and snow clearance. Second was routine or cyclic maintenance such as gully emptying, grass cutting, cleaning and clearing of drainage pipes, ducts and channels and then, third, planned, programmed or structural maintenance such as resurfacing, reconstruction and surface treatments etc.

The Council revenue budget for 2019/20 the highway maintenance base budget had been set at £23,115,000 (£20,815,000 in the Highways service budget and £2,300,000 funded from the On-street Parking account) and was made up as follows.

- Highway Maintenance £7,417,204
- Bridges and Structures £483,719
- Safety Reaction £6,058,970
- Winter Maintenance, Emergencies & Depots £3,462,567
- PROW £591,851
- Street Lighting £4,104,000
- TMC Fixed Overhead Charge £996,689

Detailed allocations by work function were given at Appendix I to the Report, based on Devon's asset management principles and experience of maintaining the network.

The Cabinet noted that the Strategy used a framework to manage the highway network as described in the Highway Infrastructure Asset Management Policy (HIAMP). With a total asset (under CIPFA guidance) valued at £12.26 billion (Gross Replacement Cost), the highway network was the County's most valuable public asset. The approach was aligned to three clear business plan objectives to drive efficient delivery of the service, mobilise community support and manage demand for highway services.

They further noted Devon's transformation approach to 'doing what matters', how the service could make fundamental changes to provide better outcomes at a lower cost. Partnership working was important and community, voluntary and private enterprises encouraged and supported to innovate and run services traditionally delivered by the Council.

In respect of the On-Street Parking Account, expenditure of the income was restricted by the Road Traffic Regulation Act 1984. The costs of operating the service was first and any remaining surplus used in accordance with the eligibility criteria set out in S55 of the Act.

The 2019/20 Highways Maintenance budget included £2.3m for highways cyclic maintenance and lining works, funded from the account. Full details of the proposed On-street Parking Account non-operating expenditure for 2019/20, totalling £5.473M, was shown in Appendix II. The projected closing balances of the On-Street Parking reserve were shown on page 108 of the 2019/20 Budget Book with the estimated balance of the account expected to reduce from £2.999M at 31 March 2019 to £1.583M by 31 March 2020 and £0.489M by 31 March 2021.

In relation to Traffic Management Plans, there continued to be a high demand for the review and implementation of parking restrictions. The current level of demand meant the 2019/20 programme was filled with existing commitments, many approved at local HATOC meetings. New requests would be prioritised on the basis of traffic management need, sustainability, and community support for inclusion in the 2020/21 programme.

The Report also reflected on the results of the 2018 National Highways and Transport (NHT) Public Satisfaction Survey, analysis of which showed the condition of the highway network and speed and quality of repairs were important to the public. The complete survey could be seen at [NHT Survey](#).

A copy of an updated overview of the Budget 2019/20 Equality Impact Assessment for all service areas had been circulated separately and was available to all Members of the Council at: <https://www.devon.gov.uk/impact/budget-2019-2020/>

The Cabinet finally noted that the service ensured the availability and preservation of a safe and functional highway network which supported the economy of the County. A key strategic element was to slow the rate at which 'assets' deteriorated, notwithstanding that insufficient budgets, would impinge on the standards of maintenance.

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

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

RESOLVED

(a) that the budget allocations for highway maintenance for 2019/20 detailed in Appendix 1, be approved;

(b) that authority to amend the allocations between different work types to maintain the budget within the total allocation and to maximise the impact of the maintenance programme be delegated to the Chief Officer for Highways, Infrastructure Development and Waste in consultation with the Cabinet Member for Highway Management; and

(c) that the programme funded from the On-street Parking Account for 2019/20, as set out in Appendix II of the Report, be approved.

[NB: The Impact Assessment referred to above may be viewed at: <http://new.devon.gov.uk/impact/>.]

331 Transport Capital Programme 2019/20: Proposed Allocation

(Councillors Connett, Hannaford and Greenslade 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/19/17) seeking approval to the proposed allocation of the Transport Capital Programme 2019/2020, 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 Integrated Transport Block (ITB) settlement from Government was set at around £3.6 million, a significant reduction from the levels in 2009/2010 of just over £10 million. As part of the Outturn Report, Cabinet approval would be sought to carry forward from 2018/19, an estimated £0.558 million, which if approved, would mean funding of £4.159m for 2019/20.

The Council continued to demonstrate a strong track record of working with partners to secure significant levels of external funding and listed the achievements since 2014, for example, the Growth Deal (GD) (agreements for over £22 million) which had funded projects such as A379 Bridge Road, A361 Portmore junction, A39 Roundswell bridge crossing schemes and A38 Deep Lane junction, to name but a few.

The Housing Infrastructure Fund (HIF) which the Council had been successful with its Forward Fund bid for £55 million of grant funding, to deliver key infrastructure that would support major development to the South West of Exeter.

The National Productivity Investment Funded (NPIF) 2019/20 was a two-year NPIF funded capital programme to deliver highway infrastructure improvements at Sherford and to the East of Exeter growth area and £5.0 million was secured towards an £8.0 million project to deliver the main street link road connecting Sherford new community with the A38 at the Deep Lane junction. Also, to the East of Exeter NPIF grant funding of £4.6 million towards a bid totalling £7.2 million for the Exeter Eastern Growth Package.

The Report also outlined successes from the Growth & Housing Fund (GHF), including the Tithebarn Link Road to the east of Exeter being completed and opened, the Safer Roads Fund where a bid totalling £4m was successful leading to safety improvements on the A3121

(South Hams) and A3123 (North Devon), both schemes now part of the 2019/20 and 2020/21 capital programmes.

The Major Road Network (MRN) Fund was a new programme that would see substantial new investment available for road enhancement schemes from 2020/21 on local authority roads classified under the Major Road Network. Under the Large Local Majors Fund (LLM) programme the Council was progressing proposals for the first phase of the A361/A39 North Devon Link Road improvements.

The Report also outlined the activities of the South West Peninsula Shadow Sub-National Transport Body (Peninsula Transport SSTB) and for the Council MRN network would include business case submissions for the A379 corridor (Exeter) bridge renewal works, A382 corridor Newton Abbot and A39/A361 Barnstable Roundswell to Bishops Tawton scheme. For the next tranche of the LLM, a proposed submission for major improvements to the M5 Junction 28 at Cullompton.

Cabinet noted that the focus of the 2019/20 programme was primarily to support economic growth alongside Local Plans, in Appendix I of the Report.

Under the Countywide and Major programme, work was continuing in 2019/20 to support the major highway projects and transport infrastructure schemes across the County, for example A361/A39 North Devon Link Road (outline business case approval, planning permission), A382 Widening Southern Phase 1 scheme (procurement and construction approvals), construction of the NPIF Sherford Main street in 2019/20 and scheme approvals and advanced preparation works for a new Devon Metro new railway station at Marsh Barton.

The Countywide and Majors programme incorporated support for improving public transport and community transport provision across Devon including new and improved bus waiting facilities, help for smaller bus operators and real time information systems. The programme further supported the development of strategic cycle routes, for example the Valley Multi Use Trail between Moretonhampstead and Bovey Tracey and proposals for the Teign Estuary Multi Use Trail.

A key focus for 2019/20 was enabling development growth to the east and to the south west of Exeter with schemes such as Mosshayne Cranbrook, Science Park and Skypark, including improvements to the A30 Moor Lane Roundabout, East of Exeter strategic cycle routes, Park and Change site at the Science Park and expansion of the electric bicycle hire network.

In relation to Market and Coastal Towns and Rural Devon, there was a programme of new or improved pedestrian crossing facilities at identified areas, planning application for the Barnstaple A361 Larkbear to Seven Brethren Cycle bridge and supporting new and improved cycle parking facilities in the market towns, rural communities and for schools and employers.

2019/20 was also the final year of a three-year £1.5m Access Fund, a revenue funded programme aimed at promoting and encouraging further growth in the levels of walking and cycling across the County, for example the Newton Abbot East-West Cycle route.

The package of schemes for 2019/20 in the Report totalled £30.445 million, including significant funding of £26.741 million from external sources including grants and developer contributions.

The Cabinet noted that an Environmental Impact Assessment was carried out for the overall strategy contained in the Devon and Torbay Local Transport plan 2011-2026 and the environmental impacts of individual schemes would be detailed in Cabinet or Highways and Traffic Orders Committee (HATOC) Reports where relevant.

An Impact Assessment was completed for the Transport Capital Programme in 2014 and detailed individual Impact Assessments would be carried out on larger schemes where

required. The programme had been assessed and all necessary safeguards or actions taken to safeguard the Council's position in terms of risk management.

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

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

RESOLVED

(a) that budgets be allocated to the Local Transport Plan (LTP) schemes, as set out in Appendix I, and other major transport schemes and funding sources be noted;

(b) that approval be given to enhance the 2019/20 capital programme by £ 0.556 million from developer contributions and £0.52 million external grants; and

(c) that amendments to the Integrated Block allocations are delegated to the Head of Planning, Transportation and Environment in consultation with the Cabinet Member for Infrastructure, Development and Waste and the Cabinet Member for Highway Management.

[NB: The Impact Assessment referred to above may be available at: <http://new.devon.gov.uk/impact/>].

* 332

E4 Cycle Route (Phase 2) - Cycle and Pedestrian improvements on Pinhoe Road and Exhibition Way, Exeter: Approval to Construct

(Councillor Ackland 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/19/18) on the E4 Cycle Route (Phase 2) - Cycle and Pedestrian improvements on Pinhoe Road and Exhibition Way, Exeter in accordance with regulation 7(4) of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012.

The principle of a strategic cycle network for Exeter was endorsed by Cabinet on 8 June 2016 which agreed that work should continue with the development of the Network, giving priority to E4 cycle route (see Appendix 1) between Monkerton and the City Centre. The Report sought approval to construct an improved pedestrian and cycle route on Pinhoe Road and Exhibition Way, which in combination with other Cabinet-approved cycle schemes would complete approximately 2 miles of the E4 route between Redhayes bridge and Beacon Lane.

The County had a strong record of delivering pedestrian and cycle infrastructure and current routes were particularly well used and continued to increase. Appendix 1 to the Report gave an overview of Exeter's strategic cycle routes.

The E4 route between Redhayes Bridge (Monkerton) and the City Centre and the University's Streatham Campus had been in four phases. Phase 1 had been completed in July 2018 (Cumberland Way and Pinhoe Road). Cabinet approval had been given for Phase 3 in January 2019 (pedestrian and cycle bridge across Summer Lane), with construction scheduled for autumn 2019. Planning permission for Phase 2a (path widening improvements along Exhibition Fields) had been granted and works were currently underway.

This Report related to Phase 2, a 530-metre section from the junction with Pilton Lane on Pinhoe Road up to the railway bridge on the northern end of Exhibition Way, completion of which would enable cyclists to have 2 miles of high-quality cycle route between Redhayes Bridge and the entrance to Betty's Mead playing fields on Beacon Lane. An overview of the

design for the cycle and pedestrian route on Pinhoe Road and Exhibition Way was shown in Appendices 2A, 2B and 2C of the Report.

The Report further explained the proposals at Pinhoe Road (Appendix 2A), the Southern End of Exhibition Way (Appendix 2B) and the Northern end of Exhibition Way (Appendix 2C).

In terms of consultation, the Cabinet noted this began in early 2015 and involved discussions with Local Members, Exeter City Council, cycling groups, Cabinet and the wider public. Through this process, the routes were agreed and prioritised and the approval to undertake design had been granted by Cabinet in 2016. Proposals had been presented to the Exeter HATOC. The outcomes of the public consultation have been published on the following website: www.devon.gov.uk/e4/

The overall construction cost of the proposal was estimated at £1,544,338, forming part of the National Productivity Investment Fund (NPIF) Government Grant package. The scheme would increase the attractiveness of cycling, walking and provide facilities for a range of other users. It would further allow better access to the parks in the area and reduce the growth of car use, carbon emissions and limit reduction of air quality.

The Head of Service's Report contained an Impact Assessment circulated for the attention of Members at this meeting. This highlighted that the proposals met equality requirements in numerous ways, including improved routes for cyclists and other non-motorised users, easier access for those with prams and wheelchairs, enable disadvantaged groups to gain access to training and employment opportunities, enable people of all ages to be active and help people better connect with their communities as well as contributing to physical and mental health. No unimaginable impacts were highlighted and throughout construction, residents, local businesses and emergency services would be kept fully informed and the removal of two trees would be mitigated by replanting trees and vegetation in the area. Ecological surveys had been undertaken for areas where trees were to be removed and vegetation clearance was required. No other protected species would be affected by the works.

Cabinet finally noted that the proposals offered all user groups better quality facilities, segregated from traffic and provided linkages and progression of the route was key to seamlessly joining together other approved sections of the strategic cycle route.

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 construction of an improved pedestrian/cycle route on Pinhoe Road and Exhibition Way, as outlined in Appendices 2A, 2B and 2C, at an estimated cost of £1,544,338, be approved;

(b) that any Traffic Regulation Orders required be advertised and, if no objections are received, be made and sealed;

(c) that the Head of Planning, Transportation and Environment be given delegated powers, in consultation with the Cabinet Member for Highway Management and relevant local Members, to make minor amendments to the scheme details; and

(d) that the 2019/20 Planning, Transportation and Environment capital programme be increased by £70,000, funded by developer contributions.

[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/>].

* 333

Edge of Care

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

The Cabinet considered the Report of the Chief Officer for Children's Services (CS/19/12) on the development of an Edge of Care service, 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 noted that within Devon, significant numbers of young people were entering care as adolescents. This was due to various issues such as adolescent neglect, acute family stress and risk taking. Any such dysregulated behaviour often led to escalation into high cost residential placements with little evidence of improved outcomes.

The Report outlined the numbers of children affected as well as the effect on the placements budget which was currently a £5m in-year pressure. The Council had analysed a cohort of late entrants to care to identify common characteristics of trauma and disrupted attachments.

The proposed model for Edge of Care Services for adolescents brought together a range of disciplines to work intensively and flexibly (including weekends and late evenings) to provide timely and creative support to meet the complex needs of young people and their families and to prevent care being needed. For example, appropriate interventions to address parenting capacity, substance misuse programmes, pattern changing programmes and family therapy interventions or even Child and Adolescent Mental Health Services. Adolescents would also be supported by Youth Workers. The model also contained dedicated education expertise to support a young person to re-engage in education.

An outcomes framework was under development to monitor the impact on specific outcomes (outlined in the Report) and a specific learning and development programme implemented to skill-up the workforce in specific evidence-based interventions.

The Model also aligned to existing locality working, including specialist multi-disciplinary capacity based on a 'whole life' approach, adding specific expertise to case decision making. The Service would work with 240 families for on average 3-6 months.

The operating model was expected to generate savings and avoidance of costs in the future by preventing young people from entering care or rapidly escalating to higher cost placements once in care. Costs had escalated in recent years. Only two years ago, there were 38 Looked After Children in residential placements at a cost of £6.2 millions. As at January 2019, the forecast was 54 at a cost of £11.3 millions.

Initial scoping indicated an estimated budget requirement for 2019/20 of £2.1 millions, rising to an ongoing annual requirement of £2.5 millions from 2020/21. The model indicated a net saving, after costs, of £3.3 millions by 2023/24 could be delivered.

The Report also outlined the staffing model, comprising four locality-based teams, a Virtual School team and a Central Leadership team (49 full time equivalent staff). Appendix 2 set out the investment requirement and the effect of estimated savings.

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 Officer's Report and/or referred to above having been considered:

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

RESOLVED

(a) that the development of an Edge of Care service to facilitate the successful management of higher levels of need, risk and complexity in the community without recourse to care be approved, noting that care will be reserved for those young people for whom it is the only appropriate option; and

(b) that just under £4.6 millions be invested, from the Business Rates Pilot fund, for this 'invest to save' strategy.

MATTERS REFERRED

*** 334 Call in of Cabinet Member Decision for Highways Management - Highways Fees and Charges.**

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

The Cabinet noted that in accordance with the Scrutiny Procedure Rules, the requisite number of Members (Councillors Connett, Dewhurst, G Hook, Brazil and Way) had invoked the call-in procedure in relation to the decision of the Cabinet Member for Highways Management relating to Fees and Charges for Highways.

This was on the grounds of concern about the steep rises proposed, justification for them, any policy that outlined this and how raised funds would be used.

This Call-in was considered at the Corporate Infrastructure and Regulatory Services Scrutiny Committee on 26 March 2019 (Minute *117 refers).

The Chief Officer for Highways, Infrastructure Development and Waste and the Cabinet Member for Highway Management at the Scrutiny Committee had set out the reasons for the increase and responded to the queries raised at the meeting highlighting that the policy for increasing parking charges was in the Local Transport Plan, that short stay parking charges had not been reviewed since their launch, the aims of minimising traffic congestion and easing air quality issues and how revenue was invested.

The Corporate Infrastructure and Regulatory Services Scrutiny Committee subsequently *RESOLVED that the Cabinet Member decision to approve the detailed schedule of fees and charges for Highways and On-Street Parking tariffs be confirmed, subject to the Cabinet Member giving further consideration to the specific areas of concern raised by Local Members at the meeting; and that the Committee give further consideration to establishing a Scrutiny Task Group to look at parking fee policy in time for any future parking fee changes.*

Cabinet noted that it was required to reconsider the matter in the light of the Scrutiny Committee's views and may either amend or adopt the original decision, which would be implemented with immediate effect.

The Cabinet Member for Highways Management highlighted that tariff increases were applied to assist in managing parking stock effectively, to minimise congestion and assist in ensuring the right parking opportunities were available to support town centres. He also highlighted that the disparity between on and off-street parking was deliberate to encourage parking in longer stay car parks, reducing the recirculation of traffic and minimising traffic congestion.

He further offered to review the position at Ilfracombe B and Courtney Street/Park in Newton Abbot and supported the proposal for a Scrutiny Task Group to look at parking fee policy in the future.

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

RESOLVED

(a) that the Corporate Infrastructure and Regulatory Services Scrutiny Committee be thanked for their comments relating to the fees and charges for highways and on-street parking tariffs;

(b) that the decision of the Cabinet Member for Highway Management (approval of the detailed schedule of fees and charges for highways and on-street parking tariffs) be confirmed, with the exception of Ilfracombe B and Courtney Street / Park in Newton Abbot where the Cabinet Member will review the charges in consultation with the Local Member with confirmation of the final fees being determined by the Chief Officer for Highways, Infrastructure Development and Waste in consultation with the Cabinet Member for Highway Management; and

(c) that the Cabinet welcomes the suggestion of a Scrutiny Task Group considering parking fee policies, when changes to parking fees are proposed.

* 335

Corporate Infrastructure and Regulatory Services Scrutiny Committee - Highways Winter Service Task Group Report

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

The Cabinet noted that at its meeting on 26th March 2019, the Corporate Infrastructure and Regulatory Services Scrutiny Committee considered the Report of the Highways Winter Service Task Group Report (Minute *119 refers) and the recommendations contained therein.

The Corporate Infrastructure and Regulatory Services Scrutiny Committee had expressed its thanks to everyone involved in the production of such a comprehensive report and subsequently **RESOLVED** that the Task Group Report be commended to the Cabinet.

The Cabinet Member for Highway Management thanked the Task Group Members, officers and stakeholders who had engaged with the Task Group and the excellent work undertaken, outlining his support for the recommendations in principle, but that some of the resource implications would need to be evaluated.

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

RESOLVED

(a) that the Corporate Infrastructure and Regulatory Services Scrutiny Committee be thanked for its Task Group Report and the recommendations be, in principle, endorsed; and

(b) that the relevant Cabinet Member and Chief Officer for Highways, Infrastructure Development and Waste be asked to take forward the Report and progress / co-ordinate the recommendations contained therein, subject to available resources, engaging other partners and contractors as necessary.

* **336** **Children's Scrutiny Committee - Matter of Urgency: School funding issues - Kingsbridge Community College**

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

The Cabinet noted that at its meeting on 18th March 2019, the Children's Scrutiny Committee had considered an item taken under Section 100B(4) of the Local Government Act 1972, at the request of Councillor Brazil due to concerns raised by Kingsbridge Community College regarding a letter sent relating to reducing school budgets, rising class sizes and restricted curricular and the need to support children's emotional health and wellbeing, without adequate resources.

Kingsbridge Community College had written to the Secretary of State for Education to request a meeting with representative headteachers, but such a meeting had been declined.

The Children's Scrutiny Committee subsequently **RESOLVED** that *Cabinet be asked to write to the Secretary of State for Education requesting that he meet with Headteachers not only in Devon, but across the whole country, concerning the current school funding crisis and the impact it was having on schools, children and families.*

The Cabinet Members for Children's Services and Schools also updated the meeting on the national activities in terms of lobbying, discussions with civil servants, the work of the f40 group and MO's briefings in the House of Commons.

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

RESOLVED that the Children's Scrutiny Committee be thanked for their support in relation to the schools funding crisis and that the Cabinet Member for Children's Services and Schools write to the Secretary of State for Education asking that he meet with Headteachers not only in Devon, but across the whole country, concerning the current school funding crisis and the impact it is having on schools, children and families.

* **337** **Question(s) from Members of the Public**

In accordance with the Council's Public Participation Rules, the relevant Cabinet Members responded to two questions from Members of the public on the Exeter Transport Strategy and Climate Change, and targets for energy from renewable sources by 2030.

The members of the public were not present at the meeting, but the responses would be circulated and appended to the minutes.

[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>]

STANDING ITEMS

* **338** **Minutes**

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

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, including Minute 41 of the Devon Audit Partnership (11 March 2019) regarding the extended Membership of the Partnership.

Devon Audit Partnership – 11 March 2019
Devon Education Forum – 20 March 2019

* **339** **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/>

* **340** **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?RPId=133&RD=0>)

NOTES:

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

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

The Meeting started at 10.30 am and finished at 12.25 pm

	Section 251 Outturn for Schools	Pupils	Per pupil funding	Adjusted to 18-19 RPI
2009/10	£ 460,027,059	92,789	£ 4,957.78	£ 6,556.45
2017/18	£ 303,764,751	53,218	£ 5,707.93	£ 5,899.88
Real Terms Growth				-10.01%

RPI	Apr-09	211.5
	Apr-17	270.6
	Apr-18	279.7



QUESTIONS FROM MEMBERS OF THE COUNCIL
Wednesday, 10 April 2019

1. QUESTION FROM COUNCILLOR GREENSLADE
Re: Flood Alleviation – Pilton Park

Can the Cabinet Member update me on progress or otherwise with flood alleviation measures for Barnstaple in particular for the Pilton Park area?

REPLY BY COUNCILLOR CROAD

Potential flood alleviation measures for the Pilton Park area are being led by the Environment Agency (EA), as the primary source of flood risk is the tidal influence on the main river. An advanced notification has been made by the EA to place Barnstaple onto the pipeline of future projects following Defra's current 6-year programme, beyond 2020/21. The format of any subsequent programme is yet to be confirmed by Defra and, while resources are focussing on the priorities within the current programme, no further progress has been made.

The current standard of protection is already up to the 1 in 100 year probability of occurrence. However, to enable further development of zoned employment land, this needs to be enhanced to include for climate change increases. Early estimates have indicated at least £10m of local investment would be required to support any national funding opportunities. North Devon Council, as the Local Planning Authority, needs to develop a strategy for collecting partnership contributions from potential developers that will benefit from the flood improvements and, thereby, help 'unlock' the developable area.

2. QUESTION FROM COUNCILLOR GREENSLADE
Re: School Spending Per Pupil in England

According to recent press reports by the Institute for Fiscal Studies total school spending per pupil in England has fallen by 8 per cent in real terms between 2009/10 to 2017/18.

Can the Cabinet Member provide me with the equivalent figure for Devon School Children for the same period?

REPLY BY COUNCILLOR MCINNES

It is unclear what assumptions have been applied in calculating the 8% reduction referred to from the information available. The reduction for Devon between 2009/10 and 2017/18, applying RPI to published Section 251 Schools out-turn spend, sees a real terms reduction of 10.01%. See table overleaf.



QUESTIONS FROM MEMBERS OF THE PUBLIC Wednesday 10 April 2019

1. **QUESTION FROM MR SPURWAY (NOT IN ATTENDANCE)** **Re: Exeter Transport Strategy and Climate Change**

In view of the fact that the consultation document on the Exeter Transport Strategy did not mention climate change once, can Devon County Council ensure that;

(a) the Exeter Transport Strategy does refer to the Climate Emergency as a defining driver of policy;

(b) more radical policies are included in the strategy as a result; and

(c) there is a target within the strategy that requires transport to become carbon neutral by 2030 to reflect the importance of transport within the overall Devon-wide Carbon Plan.

REPLY BY COUNCILLOR DAVIS

The representations made by Mr Spurway are noted and will be considered by officers, alongside other representations received, on the Exeter Transport Strategy consultation prior to the Strategy coming before Cabinet later this year.

2. **QUESTION FROM MR WHITEHOUSE (NOT IN ATTENDANCE)** **Re: Renewable Energy Targets**

Council policy is to supply 30% of its energy from renewable sources by 2030. At present, the Council provides 0.3% from renewable resources (Environmental Performance Statement 2017/18).

Please advise how you intend to make up this shortfall.

Given that you have since declared a Climate Emergency, could you consider a more ambitious target?

REPLY BY COUNCILLOR CROAD

The target is already ambitious as we've committed to sourcing 30% of our total energy requirement (electricity plus heat and transport) from renewable sources. This is more ambitious than the European Union's current target of 27% by the same date.

Our 2017 Renewable Energy Action Plan (Available at <https://www.devon.gov.uk/environment/environmental-policy>) provides a framework of approaches to using our assets to generate renewable energy.

