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To: The Chair and Members
of the Cabinet

County Hall
Topsham Road
Exeter
Devon
EX2 4QD

Date: 3 November 2020

Contact: Karen Strahan, 01392 382264

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CABINET

Wednesday, 11th November, 2020

A virtual meeting of the Cabinet is to be held on the above date at 11.15 am to consider the following matters. To view and watch the meeting, copy and paste this link into the browser - https://teams.microsoft.com/l/meetup-join/19%3ameeting_MzY0MDk3OTYtOTM2Yy00NDdlLWFmYWQtdmRjMDI4N2Zk%40thread.v2/0?context=%7b%22Tid%22%3a%228da13783-cb68-443f-bb4b-997f77fd5bfb%22%2c%22Oid%22%3a%22b0735e0e-6faa-4f6a-91bb-917fd50284ca%22%2c%22IsBroadcastMeeting%22%3a%22true%22%7d .

Phil Norrey
Chief Executive

A G E N D A

PART I - OPEN COMMITTEE

1 Apologies for Absence

2 Minutes

Minutes of the meeting held on 14 October 2020 (previously circulated).

3 Items Requiring Urgent Attention

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

- 4 Announcements
- 5 Petitions
- 6 Question(s) from Members of the Council

FRAMEWORK DECISION

NIL

KEY DECISIONS

- 7 Budget Monitoring - Month 6 (Pages 1 - 4)

Report of the County Treasurer (CT/20/84) reporting on the budget monitoring position at month 6, attached.

Electoral Divisions(s): All Divisions

- 8 Resource & Waste Management Strategy for Devon and Torbay (Pages 5 - 24)

Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/20/37) seeking approval of the Resource & Waste Management Strategy for Devon and Torbay, attached.

An Impact Assessment is also attached for the attention of Members at this meeting.

The draft Strategy is available from the [agenda page for this meeting](#) as an additional document, and can also be found as Appendix I to report HIW/20/34 at <https://democracy.devon.gov.uk/documents/s32889/HIW-20-34.pdf>.

Electoral Divisions(s): All Divisions

- 9 Household Waste Recycling Centres Improvement Strategy (Pages 25 - 46)

Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/20/38) on the Household Waste Recycling Centres Improvement Strategy, attached.

An Impact Assessment is also attached for the attention of Members at this meeting.

Electoral Divisions(s): All Divisions

10 Exeter Transport Strategy 2020-2030 (Pages 47 - 72)

Report of the Head of Planning, Transportation and Environment (PTE/20/36) seeking approval of the Exeter Transport Strategy, attached.

Cabinet is also asked to note that the Corporate Infrastructure and Regulatory Services Scrutiny Committee at its meeting on 24 June 2020, had considered the Notes of the Standing Overview Group on the draft Exeter Transport Strategy (the Standing Overview Group met on 18 June 2020 ([Minute *182 refers](#))).

The Group had broadly supported the recommendations of the Strategy, but added a number of additional comments for presentation to Cabinet and RESOLVED that the Standing Overview Group's recommendations be commended to the Cabinet.

Paragraph 6 of the Report outlines the recommendations and confirms that the points raised have been incorporated into an updated strategy and a 5-year action plan contained in Appendix II.

Electoral Divisions(s): All in Exeter

11 Childcare Sufficiency Assessment Report (Pages 73 - 114)

Report of the Head of Education and Learning (CS/20/17), presenting the Annual Childcare Sufficiency Report, attached.

Electoral Divisions(s): All Divisions

MATTERS REFERRED

12 Notice(s) of Motion (Pages 115 - 126)

The following Notices of Motion submitted to the County have been referred to the Cabinet in accordance with Standing Order 8(2) for consideration, to refer it to another Committee or make a recommendation back to the Council:

Electoral Divisions(s): All Divisions

- a Food Justice (Councillor Aves)
- b Devon Economy and Recovery (Councillor Atkinson)
- c Great South West Initiative (Councillor Atkinson)
- d The Protection of UK Jobs and Businesses (Councillor Hannaford)

13 Exeter Highways and Traffic Orders Committee - Residents Parking Working Group: Recommendations

In considering the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/20/33) on a Residents Parking Policy Working Group examining Exeter's residents' parking strategy, policy and design (Minute *162 refers), the Exeter Highways and Traffic Orders Committee had at its meeting on 13 October 2020 RESOLVED that the recommendations of the Working Group as detailed in the Appendix II of the Report be commended to the Cabinet to be considered as County Policy.

Recommendation

(a) that the Exeter Highways and Traffic Orders Committee be thanked for undertaking a review of the management of residents' parking in Exeter; and

(b) that the Chief Officer for Highways, Infrastructure Development and Waste be asked to work up a County policy on Residents' Parking for presentation to a future Cabinet meeting.

Electoral Divisions(s): All in Exeter

STANDING ITEMS

14 Question(s) from Members of the Public

15 Minutes

Minutes of the bodies shown below are circulated herewith for information or endorsement as indicated therein (i.e. any unstarred minutes):

- (a) Devon Authorities Strategic Waste Committee - 15 October 2020 (Pages 127 - 130)

[NB: Minutes of [County Council Committees](#) are published on the Council's Website:

Minutes of the [Devon Education \(Schools\) Forum](#):

Minutes of the [South West Waste Partnership](#)

Minutes of the [Devon & Cornwall Police & Crime Panel](#)

16 Delegated Action/Urgent Matters

The Register of Decisions taken by Members under the urgency provisions or delegated powers is available on the website in line with the Council's Constitution and Regulation 13 of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012. The decisions taken and associated information can be found [here](#).

17 Forward Plan (Pages 131 - 142)

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

The [Forward Plan is available on the Council's website](#).

Electoral Divisions(s): All Divisions

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

NIL

Members are reminded that Part II Reports contain exempt information and should therefore be treated accordingly. They should not be disclosed or passed on to any other person(s). They need to be disposed of carefully and should be returned to the Democratic Services Officer at the conclusion of the meeting for disposal.

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BUDGET MONITORING 2020/21 Report of the County Treasurer

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

Recommendation:

- a) That the month 6 budget monitoring forecast position is noted**
- b) That the Covid Local Authority Support Grant update is noted**

1. Introduction

- 1.1. This report outlines the financial position and forecast for the Authority at month 6 (to the end of September) of the financial year.
- 1.2. At month 6 it is estimated that budgets will overspend by £2.7 millions, a reduction of £1.8 millions from month 4 forecast of £4.5 millions. If this overspending materialises then it can be accommodated by not making the full 2020/21 planned contribution to reserves which would leave the Council in a break-even position.
- 1.3. The Dedicated Schools Grant funding shortfall, relating to Special Educational Needs and Disabilities (SEND), is forecast to be £27.8 millions. In line with Department of Education guidance this overspending will not be dealt with this financial year but carried to future years.
- 1.4. Central government has put in place a number of grant funding streams to help support Local Authorities with Covid 19. The most recent of these is confirmation of a fourth tranche of the Local Authority Support Grant. Totalling £919 millions nationally the County Council has received just under £2.1 millions considerably less than was anticipated. This is explained in section 8.3 of the report. In total the Council has received £43.5 millions, the current forecast is in line with the funding received.

2. Revenue Expenditure Adult Care and Health Services

- 2.1. Adult Care and Health services are forecast to overspend by £2.3 millions, a reduction of £600,000 from month 4. This position includes £18,000 of management actions still considered deliverable.
- 2.2. As a consequence of the pandemic, it is estimated that £4.7 millions of the budgeted savings are no longer deliverable within this financial year and this pressure is instead supported by Covid-19 funding.
- 2.3. Adult Care Operations is forecasting to overspend by £964,000, a reduction of £592,000 since month 4. This overspend is primarily the result of pressures being experienced within Learning Disabilities and Autism. Client numbers for these areas are 134 higher than the budgeted level of 3,393.

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2.4. Mental Health is forecasting an overspend of £1.4 millions. Pressures are being experienced from higher client numbers within community-based settings.

3. Revenue Expenditure Children's Services

3.1. Children's services are forecasting an overspending of £3.1 millions. However, this figure does not include the projected funding shortfall of £27.8 millions on Special Education Needs and Disabilities (SEND).

3.2. Children's Social Care is forecast to overspend by just under £1.2 millions, a reduction of £61,000 from month 4. The forecast includes budgeted savings of £614,000 which are no longer considered deliverable as a result of the pandemic and the majority of this pressure is instead supported by Covid-19 funding. £557,000 planned savings have been achieved.

3.3. The forecast also includes £1.3 millions relating to the estimated cost of the Councils response following the outcome of the Ofsted inspection. This was agreed by Cabinet in May 2020. A pressure of £900,000 is being reported that is mainly associated with staffing and agency costs. An underspend of £1 million is also forecast within Public Health Nursing which is the result of staff, accommodation and transport costs being lower than budgeted.

3.4. The non-Dedicated Schools Grant (DSG) element of Education and Learning is forecasting an overspend of just under £2 millions, an increase of £723,000 from month 4. This is the result of pressures within school transport, rising costs associated with contract changes and additional SEND personalised transport routes linked to continued growth in numbers with a stepped increase in September as children have returned to school. It is also becoming increasingly difficult to secure service provision locally, and Covid-19 is impacting on the level of in year efficiencies the service is expecting to be able to achieve.

3.5. Within the DSG High Needs Block, SEND is forecasting a funding shortfall of £27.8 millions. The High Needs block continues to be under significant pressure, the number of students with Education and Health Care Plans continues to grow along with the complexity of need of pupils.

3.6. The Council, in line with government guidance for 2020/21, is holding the SEND funding shortfall on the balance sheet as a negative reserve. Finance has been made aware that Government is likely to issue a statutory override notice that will take effect from the end of November. It will instruct councils to hold DSG deficits as an unusable reserve until April 2023. This means that the deficit would no longer be taken into account when the Councils financial sustainability is assessed.

3.7. In 2019/20 the DSG reported an outturn deficit of £19.7 millions which was carried forward as a deficit reserve as per government guidance. When combined with the current year forecast the deficit is expected to be £47.7 millions by the end of 2020/21. The service is currently developing a recovery plan for the overall DSG deficit for discussion with the Devon Education Forum in November.

4. Revenue Expenditure Highways, Infrastructure Development and Waste

4.1. Highways, Infrastructure Development and Waste is forecasting a breakeven position, a reduction of £500,000 from month 4.

- 4.2. Highways maintenance, Network Management, Street Lighting and Infrastructure Development are forecasting an overspend of £750,000. During the Covid-19 lockdown phase it proved difficult to undertake planned capital works. In agreement with service managers the providers focus moved to responding to safety defects. This has meant a considerable reduction in the backlog of works but resulted in an increase in costs. The provider has now returned to a more business as usual working pattern, a rebalancing of costs between capital and revenue is expected to develop.
- 4.3. Waste management is forecasting an underspend of £750,000. The impact on waste tonnages of the covid-19 lockdown has been mixed. Household recycling and food waste volumes have increased, while garden waste tonnages have been significantly lower, partly the result of household recycling centres being closed.

5. Revenue Expenditure Other Services

- 5.1. Communities, Public Health, Environment and Prosperity (COPHEP) are forecasting a underspend of just under £1.7 millions. Transport co-ordination is forecasting an underspend of £987,000 associated with the concessionary travel scheme and vacancies, delays have also been experienced this year as a result of the pandemic which have affected grant schemes and the connecting Devon and Somerset broadband project Corporate Services are forecasting an overspend of £446,000 a reduction of £579,000 from month 4.
- 5.2. Non- service items, which includes capital financing charges, are forecast to underspend by £1.4 millions mainly due to additional grants from government and interest on balances.

6. Capital Expenditure

- 6.1. The approved capital programme is £186.1 millions. This figure incorporates amounts brought forward from 2019/20 of £27.4 millions, and in year additions of £44.3 millions. Of this increase £33.6 millions is externally funded
- 6.2. The year-end forecast is £162.0 millions, producing forecast slippage of £24.1 millions.
- 6.3. The main areas of slippage can be attributed to variations and programme delays in Highways, Planning and Transportation (£17.0 millions net slippage) which reflects the complexity of the major schemes within these areas.
- 6.4. Historic trends suggest further slippage is likely, which is mainly due to fluctuations and variations of major projects. Wherever possible slippage is offset by the accelerated delivery of other approved schemes within the capital programme, subject to affordability.

7. Debt Over 3 Months Old

- 7.1. Corporate debt stood at £7.9 millions, being 4.6% of the annual value of invoices, against the annual target of 1.9%. The balance of debt owed will continue to be pursued with the use of legal action where appropriate to do so.

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8. Covid-19

- 8.1. In response to the COVID-19 outbreak, the government has been making a series of ongoing policy announcements, initially at Budget 2020. This has meant local authorities have had to respond quickly to new announcements and understand their financial implications.
- 8.2. Central government has put in place a number of grant funding streams to help support Local Authorities. For the County Council the most significant is its share of the four main tranches known as the Local Authority Covid Support Grant, this now totals £43.5million.
- 8.3. The significant reduction in Tranche 4 funding is the result of the Ministry of Housing, Communities and Local Government (MHCLG) applying the COVID needs formula to the total of all four tranches of funding released to date effectively retrospectively changing the allocations issued. Tranche four is therefore the differences between what the formula suggests the County Council should have received, and what was received in the first three tranches. This retrospective amendment to the funding impacts County Councils significantly and does not recognise the pressures experienced by all Adult Health and Social Care provision in responding to the pandemic.
- 8.4. The Local Authority Covid Support Grant is forecast to breakeven. There is a degree of estimation associated with the values of the various interventions in place and the total commitment has the potential to increase as circumstances evolve. If further pressures materialise and additional funding is not forthcoming from Central Government there will be a need to meet the overspend from reserves.

9. Conclusion

- 9.1. The level of uncertainty and pressures being faced by the public sector this year are unprecedented.
- 9.2. The projected forecast of breakeven is welcomed but there remain significant far reaching risks associated with the impact of the pandemic, which could be financially destabilising. Confirmation of the fourth tranche of the Local Authority Support Grant, from which the County Council received just under £2.1 millions, is extremely disappointing.

Mary Davis, County Treasurer

Electoral Divisions: All

Cabinet Member: Councillor John Hart

[Local Government Act 1972: List of Background Papers](#)

Contact for Enquiries: Mary Davis

Tel No: (01392) 383310 Room: 199

Date Published:

HIW/20/37
Cabinet
11 November 2020

Resource and Waste Management Strategy for Devon and Torbay

Report of the Chief Officer Highways, Infrastructure Development and Waste

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

Recommendations:

- a) that the Cabinet be asked to approve the draft Resource and Waste Management Strategy for Devon and Torbay for consultation;
- b) That delegated authority is given to the Chief Officer for Highways, Infrastructure Development and Waste in consultation with the Cabinet Member for Infrastructure Development and Waste on any necessary changes to the draft strategy prior to consultation.

1. Summary

This report outlines the new draft Resource and Waste Management Strategy for Devon and Torbay. It describes how the Devon local authorities and Torbay will manage Local Authority Collected Waste (household waste, litter, flytipped, street sweepings and some trade) from 2020-2030. The delivery of this Strategy will be overseen by the Devon Authorities Strategic Waste Committee. Torbay are party to the Strategy but, as a Unitary Authority also have their own.

Following its approval at the Devon Authorities Strategic Waste Committee (DASWC) meeting on 15th October 2020 the draft Strategy requires the approval of the individual local authorities for proceeding to public consultation before returning to Cabinet in 2021 for final approval.

2. Introduction

The Review of the 2005 Strategy was published in 2013. Since then there have been many developments in waste management. The Government published its own Resource and Waste Strategy in 2018 and is currently planning further consultation on several aspects of this. The Environment Bill is progressing through Parliament although this has been delayed due to COVID19. Given the amount of change which has occurred it was concluded that a new Strategy for Devon and Torbay should be written to reflect the direction of travel and changes in national waste policy. The draft Strategy will be consulted upon over the winter and the final Strategy will be presented to DASWC in 2021, following formal approval by the individual Authorities.

The aim is to provide a document which describes the way in which Devon and Torbay local authorities will manage resources and waste (under their control) from 2020 – 2030. It sets out waste policies and targets. The objectives are to:

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- To manage Devon's & Torbay's waste in a sustainable and cost-efficient manner.
- To minimise the waste we create.
- To reduce the impact of resource and waste management in Devon on climate change by implementing the waste hierarchy and tailoring operations to reduce the waste carbon footprint.
- To maximise the value of the resources we use and preserve the stock of material resources i.e. Preserve natural capital and practice resource efficiency.

Torbay Council, as a Unitary Authority and a member of the Devon Authorities Strategic Waste Committee (DASWC), is closely aligned with the Devon authorities, having responsibilities for both collection and disposal. Torbay's collection system follows the Devon aligned option and they are part of the South West Devon Waste Partnership which delivers residual waste to the Devonport EfW CHP plant, in Plymouth. Torbay wish to be party to the Devon Strategy but have also written a short strategy of their own which is currently out for consultation.

3. Proposal: Draft Resource and Waste Management Strategy for Devon and Torbay

The draft Strategy is available from the [agenda page for this meeting](#) as an additional document, and can also be found as Appendix I to report HIW/20/34 at <https://democracy.devon.gov.uk/documents/s32889/HIW-20-34.pdf>. The Strategy focusses on waste prevention and reuse, but also considers the carbon impact of the authorities' services. The Environmental Consultant, Eunomia, and Exeter University have assisted with the analysis of the carbon impact of Devon's waste services and their recommendations have been integrated into the Strategy. Their findings have also been shared with the Devon Climate Emergency Team.

Waste Prevention and Reuse are critically important areas of the Strategy. Less waste means that costs of collection and recycling/disposal are reduced along with a reduced carbon footprint. The behavioural change work under the Don't let Devon go to Waste branding has been a key factor in the success of reducing overall waste arisings and recycling more and it will continue to be a fundamental element of the Strategy going forwards.

Reuse and Recycling in particular contribute to the move from the linear to the circular economy whereby resources are kept in use for as long as possible.

The Government's Resources and Waste Strategy forms the policy background at a national level. However further consultations are awaited on key Government initiatives in early 2021. These include consistency on waste collections including separate food waste collections, extended producer responsibility and the introduction of a deposit return scheme for drinks containers. This draft Strategy has been written to take into account the Government Strategy and it is expected to be in line with Government policy insofar as what is known.

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The key targets in the Resource & Waste Management Strategy for Devon and Torbay are as follows:

Carbon

- Contribute to net zero carbon for Devon and Torbay by 2050 at the latest by focussing on:
 - a) Reducing, reusing and recycling more textiles, plastics, metals/Waste Electronic and Electrical Equipment, food and paper/card
 - b) Looking specifically at how to reduce the plastics in the residual waste stream
 - c) Considering options for utilising heat from the ERFs which will need to be commercially viable
 - d) Reviewing carbon capture technology as it develops further
- Increase the use of carbon friendly fuelled vehicles for transporting waste e.g. electric, hydrogen, over the period of the Strategy
- Develop opportunities for local reprocessing with stakeholders – by 2030

Waste reduction and reuse

- Reduce the waste collected per head to 416kg per year by 2030 through
 - a) Community engagement and
 - b) Operational service policies e.g. reducing residual waste collection capacity
- Achieve a 20% reduction in food waste by 2025 from 2015 baseline
- Increase the amount of waste reused to 2% by 2025 and 5% by 2030

Recycling

- Recycle at least 60% of household waste by 2025 and 65% by 2035
- All collection authorities to provide a weekly separate collection of food waste by 2022
- Collect a consistent range of recyclable materials by 2023 in line with Government policy with the addition of a broader range by 2030

Miscellaneous

- Continue to support Don't let Devon go to waste/Recycle Devon
- Procure a residual waste analysis in 2022 and 2027
- Continue to support the Clean Devon Partnership
- To work with the Government to deliver services compliant with Extended Producer Responsibility, Deposit Return Scheme and consistency legislation.

4. Options/Alternatives

There would be an option to delay developing the Strategy until after the Government consults further on its own policies next year. However, it is considered that with so much changing in the waste sector since 2013 that it would be unhelpful to delay further. It is anticipated that this Strategy will be in line with national policy as it develops further.

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5. Consultations and Stakeholder engagement

The draft Strategy will be published for consultation over the winter of 202/21. It is likely that due to the Covid 19 situation that this will be on-line only. It will be widely shared with relevant stakeholders and the public.

6. Financial Considerations

The DASWC Committee's budget contributes to achieving elements of the Strategy, in addition to each authority's own budgets contributing to the overall aims and targets of the Strategy. An allocation is proposed for a residual waste analysis in 2022 from the DASWC Committee's 2021/22 and 2022/23 budgets.

7. Legal Considerations

There are no legal issues arising in relation to this report.

8. Environmental Impact Considerations (Including Climate Change)

The Strategy is focussed on reducing, reusing and recycling waste all of which will lead to reduced environmental impact. There is also a focus on reducing the carbon impact of the waste management services with the aim of contributing to the net zero carbon targets.

9. Equality Considerations

Where relevant to the decision, the Equality Act 2010 Public Sector Equality Duty requires decision makers to give due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other prohibited conduct;
- advance equality by encouraging participation, removing disadvantage, taking account of disabilities and meeting people's needs; and
- foster good relations between people by tackling prejudice and promoting understanding.

Taking account of age, disability, race/ethnicity (includes Gypsies and Travellers), gender and gender identity, religion and belief, sexual orientation, pregnant women/new and breastfeeding mothers, marriage/civil partnership status in coming to a decision, a decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.

This may be achieved, for example, through completing a full Equality Impact Needs Assessment / Impact Assessment or other form of options/project management appraisal that achieves the same objective.

In progressing this particular proposal, an Impact Assessment has been prepared which has been circulated separately to Cabinet Councillors and is also available on the Council's website at: <https://www.devon.gov.uk/impact/waste-management-strategy/>, which Councillors will need to consider for the purposes of this item.

The draft Strategy focusses on reducing, reusing and recycling so there will be positive impacts on the environment, including a reduction in greenhouse gases. There will also be potential for improved social cohesion, skills development and resilience, via community engagement (e.g. repair cafes). The Strategy will align with the Circular Economy and Green Recovery plans so there will be the potential for new jobs due to the need to increase reuse and recycling and enable businesses to recycle more. When implementing campaigns and changes to services the authorities will ensure information is written in plain English and available in a variety of formats and languages where appropriate such that it is accessible to all.

10. Risk Management Considerations

There are no significant risks associated with the Strategy.

11. Public Health Impact

There are no impacts to public health identified.

12. Summary

The Strategy provides the basis for the management of Local Authority Collected Waste across Devon and Torbay to 2030. Its objectives are aimed at reducing waste, reducing the carbon impact of managing waste and conserving natural resources. By working together, the local authorities, their partners and the public will help to ensure a sustainable future for waste management in Devon and Torbay.

Meg Booth

Chief Officer for Highways, Infrastructure Development and Waste

Electoral Divisions: All

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

Local Government Act 1972: List of Background Papers

Contact for enquiries: Annette Dentith Room: County Hall, Exeter EX2 4QD

Tel No: 01392 383000

Background Paper	Date	File Ref.
Impact Assessment	7 October 2020	https://www.devon.gov.uk/impact/waste-management-strategy/
wab191020cab Resource and Waste Management Strategy for Devon and Torbay - Final		

Impact Assessment



Assessment of: Resource and Waste Management Strategy for Devon and Torbay

Service: Waste Management

Head of Service: Wendy Barratt

Version / date of sign off by Head of Service: 30th September 2020

Assessment carried out by (job title): Principal Waste Manager

1. Description of project / service / activity / policy under review

The Resource and Waste Management Strategy for Devon describes how the Devon local authorities and Torbay will manage domestic waste from 2020-2030. The delivery of this Strategy is overseen by the Devon Authorities Strategic Waste Committee. Torbay are party to the Strategy but, as a Unitary Authority also have their own.

2. Reason for change / review

Government advice suggests that Waste Strategies should be reviewed every 5 years. The Waste Strategy was last reviewed in 2013. Due to the significant changes that have occurred since the Strategy was first published in 2005 it was agreed that a new Strategy rather than a review was appropriate. The process of drafting a new Strategy was then delayed due to waiting for the Government's new Resource and Waste Strategy for England which was published in October 2018 but was followed by a number of consultations in 2019 designed to develop the Strategy further. It

was concluded in February 2020 that the Devon Strategy should be progressed regardless. However, the Covid 19 pandemic initially delayed further progress. Further Government consultations were also delayed until early 2021. Approval to the draft Strategy will be sought in the Autumn of 2020 with the final document to be published in 2021 following a public consultation. The aim is to provide a document which describes the way in which Devon and Torbay local authorities will manage resources and waste (under their control) from 2020 – 2030 and to set both targets to reach and policies to manage waste. The objectives are to:

- To manage Devon’s & Torbay’s waste in a sustainable and cost efficient manner.
- To minimise the waste we create.
- To reduce the impact of resource and waste management in Devon on climate change by implementing the waste hierarchy and tailoring operations to reduce the waste carbon footprint.
- To maximise the value of the resources we use and preserve the stock of material resources i.e. Preserve natural capital and practice resource efficiency

2. People affected and their diversity profile

The whole of the populations of Devon and Torbay will be affected as residents who receive waste collection and treatment services. The Community Survey of 2019 raised a number of issues and low satisfaction in relation to the question of whether Devon was free of fly tipping and litter. People from North Devon were concerned about the Tarka Trail. There were no significant differences for diversity groups.

4. Research used to inform this assessment

N/A

5. Description of consultation process and outcomes

Following on from the approval of the draft Strategy in October 2020 the Strategy will be put out for public consultation. Given the Covid 19 situation this is likely to be on-line only.

6. Equality analysis

Giving Due Regard to Equality and Human Rights

The local authority must consider how people will be affected by the service, policy or practice. In so doing we must give due regard to the need to: eliminate unlawful discrimination, harassment and victimisation; advance equality of opportunity and foster good relations.

Where relevant, we must take into account the protected characteristics of age, disability, gender, gender reassignment, pregnancy and maternity, marriage and civil partnership, sexual orientation, race, and religion and belief. This means considering how people with different needs get the different services they require and are not disadvantaged, and facilities are available to them on an equal basis in order to meet their needs; advancing equality of opportunity by recognising the disadvantages to which protected groups are subject and considering how they can be overcome.

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

- A reasonable level of choice in where and how they live their life and interact with others (this is an aspect of the human right to 'private and family life').
- An appropriate level of care which results in dignity and respect (the protection to a private and family life, protection from torture and the freedom of thought, belief and religion within the Human Rights Act and elimination of discrimination and the promotion of good relations under the Equality Act 2010).
- A right to life (ensuring that nothing we do results in unlawful or unnecessary/avoidable death).
- The Equality Act 2010 and other relevant legislation does not prevent the Council from taking difficult decisions which result in service reductions or closures for example, it does however require the Council to ensure that such decisions are:
 - Informed and properly considered with a rigorous, conscious approach and open mind, taking due regard of the effects on the protected characteristics and the general duty to eliminate discrimination, advance equality and foster good relations.
 - Proportionate (negative impacts are proportionate to the aims of the policy decision)
 - Fair
 - Necessary
 - Reasonable, and
 - Those affected have been adequately consulted.

<p>Characteristics</p>	<p>Potential or actual issues for this group.</p> <p>[Please refer to the Diversity Guide and See RED]</p>	<p>In what way will you:</p> <ul style="list-style-type: none"> eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible. foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
<p>All residents (include generic equality provisions)</p>	<ul style="list-style-type: none"> The Strategy is relevant to the whole population of Devon and Torbay but it is not expected to have any specific negative consequences on the whole population 	<p>N/A</p>
<p>Age</p>	<ul style="list-style-type: none"> People may have difficulty understanding new instructions as services change 	<ul style="list-style-type: none"> Assistance can be provided by the local councils and the Waste Recycling Advisors We are committed to using plain English and, where appropriate, Easy Read (simple words and pictures) in public communications

<p>Characteristics</p>	<p>Potential or actual issues for this group.</p> <p>[Please refer to the Diversity Guide and See RED]</p>	<p>In what way will you:</p> <ul style="list-style-type: none"> eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible. foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
<p>Disability (incl. sensory, mobility, mental health, learning disability, neurodiversity, long term ill health) and carers of disabled people</p>	<ul style="list-style-type: none"> People may have difficulty understanding new instructions as services change 	<ul style="list-style-type: none"> Assistance can be provided by the local councils and the Waste Recycling Advisors Campaigns as well as information about service changes will be made accessible to disabled people where appropriate (e.g. alternative formats such as large print, Easy Read and BSL, website accessibility) We are committed to using plain English and, where appropriate, Easy Read (simple words and pictures) in public communications.
<p>Culture and ethnicity: nationality/national origin, ethnic origin/race, skin colour, religion and belief</p>	<ul style="list-style-type: none"> There may be a language barrier with regard to understanding new instructions 	<ul style="list-style-type: none"> Assistance can be provided by the local council and instructions can be provided in different languages Campaigns as well as information about service changes where appropriate will be made accessible to BAME people whose first language is not English. We are committed to using plain English and, where appropriate, Easy Read (simple words and pictures) in public communications.

<p>Characteristics</p>	<p>Potential or actual issues for this group.</p> <p>[Please refer to the Diversity Guide and See RED]</p>	<p>In what way will you:</p> <ul style="list-style-type: none"> • eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. • advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible. • foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
<p>Sex, gender and gender identity (including men, women, non-binary and transgender people), and pregnancy and maternity (including women's right to breastfeed)</p>	<p>N/A</p>	<p>N/A</p>
<p>Sexual orientation and marriage/civil partnership</p>	<p>N/A</p>	<p>N/A</p>

<p>Characteristics</p>	<p>Potential or actual issues for this group.</p> <p>[Please refer to the Diversity Guide and See RED]</p>	<p>In what way will you:</p> <ul style="list-style-type: none"> eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible. foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
<p>Other relevant socio-economic factors such as family size/single people/lone parents, income/deprivation, housing, education and skills, literacy, sub-cultures, 'digital exclusion', access to transport options, rural/urban</p>	<ul style="list-style-type: none"> HWRC shops – positive issue – increased availability of low priced items in reuse shops 	<ul style="list-style-type: none"> There are shops at every HWRC where secondhand goods are sold at low prices. A recent initiative includes TVs, lamps and vacuum cleaners also being sold at low prices. Much of the Strategy is focussed on reducing, reusing and recycling waste. If residents follow some of the advice and ideas they will be able to save money, e.g. wasting less food can save a family up to £700 a year.

7. Human rights considerations:

N/A

8. Supporting independence, wellbeing and resilience. Give consideration to the groups listed above and how they may have different needs:

The Strategy proposes the continuing support of Community Action Groups. These provide support in communities for residents to help themselves become more resilient. For example assistance is offered to set up Repair Cafes whereby local menders repair items such as toasters that are broke. This helps community cohesion, saves people money and can offer the potential to develop skills

In what way can you help people to be safe, protected from harm, and with good health and wellbeing?

The Strategy describes how domestic waste will be dealt with over the next 10 years. It will be dealt with in a safe manner and therefore will not harm residents. There is a chapter on litter and fly tipping which have the potential to harm communities, landowners and wildlife in a number of ways so there are proposals to work more closely together with partners to reduce the impact.

In what way can you help people to be connected, and involved in community activities?

As above, the Strategy proposes the continuing support of Community Action Groups. These provide support in communities for residents to help themselves become more resilient. For example assistance is offered to set up Repair Cafes whereby local menders repair items such as toasters that are broke. This helps community cohesion, saves people money and can offer the potential to develop skills. In addition a bid is being made to the Lottery Funds to provide community fridges whereby local people can access food for free, donated by local businesses.

9. Environmental analysis

An impact assessment should give due regard to the following activities in order to ensure we meet a range of environmental legal duties. The policy or practice does not require the identification of environmental impacts using this Impact Assessment process because it is subject to (please mark X in the relevant box below and proceed to the 4c, otherwise complete the environmental analysis table):

Devon County Council's Environmental Review Process	
Planning Permission	
Environmental Impact Assessment	
Strategic Environmental Assessment	

	Describe any actual or potential negative consequences. (Consider how to mitigate against these).	Describe any actual or potential neutral or positive outcomes. (Consider how to improve as far as possible).
Reduce, reuse, recycle and compost:	The key focus of the Strategy is based on managing waste at the higher end of the waste hierarchy, in other words, reusing, reusing and recycling/composting. There are no negative consequences in this context.	Dealing with Devon's waste in line with the waste hierarchy will result in reduced impact on the environment and also reduce carbon impact.
Conserve and enhance wildlife:	There are no negative impacts.	Working together to tackle litter and fly tipping will reduce the impact on wildlife
Safeguard the distinctive characteristics, features and special qualities of Devon's landscape:	There are no negative impacts	Working together to tackle litter and fly tipping will reduce the impact of waste on Devon's landscape. The Strategy will ensure that the amount of waste landfilled is reduced to less than 5% of the total waste disposal and that redundant landfills are maintained and returned to their original land use where possible.
Conserve and enhance Devon's cultural and historic heritage:	N/A	N/A
Minimise greenhouse gas emissions:	Waste management does produce greenhouse gases.	The Strategy will ensure that waste will be dealt with in ways that reduce carbon impact in line with the Devon and Torbay climate emergency declarations.
Minimise pollution (including air, land, water, light and noise):	Waste management has the potential to pollute if not carried out in a controlled manner.	The Strategy will ensure that waste is managed in line with planning and permitting requirements.

Contribute to reducing water consumption:	N/A	N/A
Ensure resilience to the future effects of climate change (warmer, wetter winters; drier, hotter summers; more intense storms; and rising sea level):	Waste infrastructure could be affected by climate change weather impacts.	When designing new infrastructure e.g. HWRCs, the need to build in resilience to climate change effects will be taken into account.
Other (please state below):		

10. Economic analysis

	Describe any actual or potential negative consequences. (Consider how to mitigate against these).	Describe any actual or potential neutral or positive outcomes. (Consider how to improve as far as possible).
Impact on knowledge and skills:	There are no negative impacts.	Advising residents on how best to reduce, reuse and recycle will increase their knowledge. Work with residents on initiatives such as repair cafes could potentially increase the skills base in communities.
Impact on employment levels:	There are no negative impacts.	The Strategy aims to help develop the Circular Economy – i.e. keeping things in use for as long as possible before they are disposed of, designing goods to be durable, and easily repairable, and recycling to reduce the use of finite resources. Encouraging reuse and repair could potentially lead to new jobs in Devon, supported by the need for a Green Recovery.
Impact on local business:	There are no negative impacts.	Supporting a circular economy and a Green Recovery could have a positive effect on businesses and enable new businesses to appear. The Government is likely to introduce the requirement for business waste to be recycled. Requiring businesses to recycle could increase opportunities for business development.

11. Describe and linkages or conflicts between social, environmental and economic impacts (Combined Impacts):

The Strategy aims to integrate and develop the positive social, environmental and economic impacts of waste management. There are no obvious conflicts between them.

12. How will the economic, social and environmental well-being of the relevant area be improved through what is being proposed? And how, in conducting the process of procurement, might that improvement be secured?

By focussing on reducing, reusing and recycling there will be positive impacts on the environment, including a reduction in greenhouse gases, potential for improved social cohesion via community engagement and the possibility of new jobs in the sector due to the need to increase reuse and recycling and enable businesses to recycle more.

The majority of the waste management services provided by the county, district and Unitary authorities are procured through contracts with the private sector. In as far as is possible through sustainable procurement obligations the specifications will ensure a positive impact on the economic, social and environmental well being of Devon and Torbay.

13. How will impacts and actions be monitored?

The Strategy will be accompanied by an Action Plan that will be reviewed yearly and impacts and actions will be monitored through this.

Household Waste Recycling Centres Improvement Strategy

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

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

Recommendations: that

- a) the Household Waste Recycling Centre Improvement Strategy which sets out the vision and principle of 'providing a network of modern, safe, attractive Household Waste Recycling Centres which are convenient to use and designed to maximise the recycling and recovery of the material brought in' be endorsed;
- b) approval be granted for the submission of a planning application for a replacement Household Waste Recycling Centre to serve Tavistock and the surrounding area;
- c) the development and implementation of a Household Waste Recycling Centre van permit scheme be approved in principle with approval of the details of the scheme delegated to the Chief Officer for Highways, Infrastructure Development and Waste in consultation with the Cabinet Member for Infrastructure Development and Waste.

1. Summary

This report outlines a Strategy which will ensure that Devon County Council's network of Household Waste Recycling Centres can continue to be significantly improved, with several older sites replaced over the next 10 – 15 years should funding become available. This will ensure that the standards of this public service continue to develop in line with health and safety requirements and the public's demands and expectations thereby offering a network of modern, attractive, safe sites. The report also seeks approval to submit a planning application to develop a new facility at Tavistock and seek funding for £4.9m from the Corporate Capital programme.

This report also discusses the development and implementation of a van permit system for Household Waste Recycling Centre access to help reduce the potential of trade waste abuse at the sites.

2. Background and introduction

Devon County Council is the Waste Disposal Authority and as such is responsible for the disposal of controlled Local Authority Collected Waste collected in the area by the Waste Collection Authorities (District Councils) and for providing a network of Household Waste Recycling Centres (Civic Amenity Sites) for residents to deposit their bulky household waste.

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The County Council manages 19 Household Waste Recycling Centres. These have been developed over a number of years and some facilities now require replacement or significant repairs or improvements.

This Household Waste Recycling Centre Strategy builds on (but does not replace) the 'Strategy for Recycling Centre (Civic Amenity Site) Facilities in Devon' approved by Cabinet in March 2011 (EEC/11/38/HQ) and will contribute to the corporate goal of 'Managing Waste Efficiently' as outlined in the DCC 'Better Together' Report 2014-2020. Delivery of the Strategy approved in 2011 has seen new sites developed for both the Sidmouth and Ivybridge communities. However, lack of capital funding has meant that there have been no further developments.

3. Proposal

(a) Household Waste Recycling Centres Improvement Strategy

The vision outlined in the Strategy for Recycling Centre (Civic Amenity Site) Facilities in Devon' (EEC/11/38/HQ Cabinet 9 March 2011) was to 'provide a network of modern attractive sites which are convenient to use and designed to maximise the recycling of the material brought in.'

This vision still stands. However, safety must rightly feature prominently in such a vision and as such the vision is now 'to provide a network of modern, safe, attractive sites which are convenient to use and designed to maximise the recycling and recovery of the material brought in'.

Previous Improvement Strategies have seen several new Household Waste Recycling Centres being developed, including the National award-winning Ivybridge and Pinhoe (Exeter) facilities and others at Sidmouth and Bideford.

However, there are still several older Household Waste Recycling Centre sites across Devon that are no longer fit for purpose and not suited to modern demands, leading to health and safety concerns and increasingly higher levels of customer dissatisfaction. The main factors being:

- Sites having to temporarily close (either in whole or part) to allow the accumulated waste to be safely loaded and transported off site, leading to long and inconvenient delays for the Public.
- Vehicles regularly queuing (particularly in a dangerous manner on the Public Highway) to access sites either during peak times or when a container is being replaced.
- Restricted layouts particularly at some smaller sites, which makes recycling inconvenient (and/or limits the amount of materials that can be recycled).
- Access issues – particularly health and safety concerns with sites in which steps have to be climbed to deposit waste into containers by an ageing and/or vulnerable public.
- Pedestrian conflict with vehicles leading to health and safety concerns.
- Increased public demand, due to population and housing growth, leading to significant site congestion especially at peak times.

Some of these issues are illustrated in Appendix 1

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The proposals outlined below set out which sites need to be replaced and are listed in order of priority. A complete list of Recycling Centres and their current status is provided in Appendix 2. It is envisaged that such a programme of site replacements would take around 10-15 years to deliver. All new sites would need to be 'split-level' in which the public deposit waste from a higher level into containers placed in a dedicated lower level service yard. This enables waste to be removed from sites without having to close the facility temporarily; significantly improves safety; eliminates the need for the public to climb steps and makes recycling far easier/more convenient/more accessible for the public.

Sites requiring improvement:

I Tavistock -provision of new site

The existing facility at Crowndale was developed adjacent to the old landfill site which closed over 30 years ago. It is also adjacent to an old transfer station where waste from West Devon Borough Council is bulked up and delivered to the South West Devon Waste Partnership Combined Heat and Power Energy from Waste plant operated by MVV at Devonport. The site is physically constrained and must be closed to enable containers to be replaced. This leads to significant queuing problems on the public highway raising health and safety concerns and complaints. Some minor works have been undertaken at the site and improvements made to operational practices, but the site does need to be replaced with a modern, fit-for-purpose facility.

Locating a suitable site in this area to develop a new facility has been challenging. However, proposals are now being developed to provide a new facility on the adjacent inert landfill site, which is mostly within DCCs ownership and is the most promising site in the area.

Approval is sought for the submission of a planning application for this replacement Household Waste Recycling Centre.

II Newton Abbot - provision of new site

The existing Brunel Road Household Waste Recycling Centre facility is the busiest in Devon, managing around 12,000 tonnes of waste per annum and approximately 250,000 visits per year. As waste has to be loaded from bay areas into HGVs, and HGVs have to access public areas, parts of the site have to close temporarily leading to significant queuing problems and frustrated site users. The existing site is not big enough to serve the communities that currently use it and existing problems will become exacerbated as the local area continues to be developed. A new, state-of-the-art facility is therefore proposed.

III Cullompton, Tiverton and Willand area - provision of a combined new site

The current small Household Waste Recycling Centre at Ashley, Tiverton is no longer fit for purpose to meet the current demands. Development of the Tiverton Eastern Urban Extension is progressing which will deliver an additional 2000 homes and employment land to the east of the town with the highway infrastructure partially completed. In addition, further housing is planned for both Cullompton and Willand including potentially a new Garden Village. Contributions from developers will be sought where appropriate to do so.

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The current site at Ashley (Tiverton) arose as ancillary to the landfill site which closed over 30 years ago. It is on a small footprint and requires the public to climb steps to place their waste into skips. The site must be closed to replace containers and there is a high degree of pedestrian and vehicle conflict. It is poorly configured, suffers from queuing issues and is inadequate to cope with significant housing growth that is occurring/proposed in the area. A new, large joint facility covering the growth areas of Tiverton, Cullompton and Willand is proposed.

IV Honiton - provision of new site

The existing facility at Sutton Barton is small, constrained and suffers significant queuing problems albeit off the public highway. There are health and safety concerns with vulnerable people accessing skips via steps as well as conflict between pedestrians and vehicles. The site is historically located next to the adjacent (closed) landfill site and is very remote from the main population centre that it serves. A new facility in the Honiton area is therefore proposed.

V Kingsbridge, Totnes, Dartmouth - provision of combined new site

The existing facility at Totnes is the smallest (in physical area) in Devon and suffers queuing issues. The existing Kingsbridge site at Torr Quarry is also not ideal and vehicles have to queue whilst waste is being compacted and skips changed. Dartmouth has had no Household Waste Recycling Centre facility since the 'Rural Skip' provision was removed as part of budget reductions in 2011.

As such, a large new facility jointly serving all 3 communities is proposed.

VI Barnstaple - provision of new site

The current historic site at Seven Brethren (Barnstaple) is outdated and poorly configured. Significant housing growth that is occurring/proposed in the area is also impacting on capacity which will get worse over time. Whilst the site manages to just cope at present, it is envisaged that a new site will be required towards the end of the 10-15-year period that this Strategy covers.

(b) Van Permit Scheme for Access to Household Waste Recycling Centres

Currently, users of vans can access Household Waste Recycling Centres to dispose/recycle their waste (subject to certain vehicle and vehicle size restrictions). However, despite current checks, there is concern that abuse of this system by commercial firms and businesses to dispose of their waste at public expense remains an issue.

As such, it is proposed that a 'Van Permit' system is introduced. Permits will only be issued to vans registered to individual residents and not to vehicles registered to companies/businesses. This will help to ensure that only residents deposit their household waste at the sites. Approval in principle to this scheme is sought with details to be agreed by the Chief Officer for Highways, Infrastructure Development and Waste in consultation with the Cabinet Member for Infrastructure Development and Waste.

4. Options/Alternatives

This Strategy seeks to deliver significant improvements to the Household Waste Recycling Centre network across Devon. If the status quo was maintained, the Household Waste Recycling Centre service would not be improved, and the public would have to keep using several old facilities that are no longer fit for purpose and suffer significant issues including health and safety. This may eventually result in some facilities having to be closed.

5. Consultations/Representations/Technical Data

The delivery of replacement HWRCs will require public exhibitions and consultations with local Members, the public, Parish/Town/District Councils and other relevant stakeholders as part of the planning application processes that will be required. These may need to be undertaken virtually if necessary.

6. Financial Considerations

The capital costs of such a programme of Household Waste Recycling Centres improvements/replacements are significant, and clearly these schemes could only be delivered over an extended timescale of perhaps up to 10-15 years and only when funding is available including seeking external sources of funding.

It is estimated that there would be no increase in the level of revenue funding required to operate the new sites and indeed there could potentially be savings from replacing the existing Totnes and Kingsbridge sites with a single new site, along with reduced maintenance costs at the new sites.

Approval of this Strategy will enable contributions to be sought towards developing new sites from housing developers where appropriate to do so.

7. Legal Considerations

There are no specific legal considerations.

8. Environmental Impact Considerations (Including Climate Change)

This Strategy sets out a vision to modernise and improve the network of Household Waste Recycling Centres to make them safer and more attractive to the public to use. It will contribute to the corporate goal of 'Managing Waste Efficiently' as outlined in the DCC 'Better Together' Report 2014-2020.

Re-use is promoted at all of the Household Waste Recycling Centre sites with resale shops handling approximately 1,000 tonnes in 2019/20. Modern sites with purpose-built resale shops generate higher levels of reuse. All of these actions will contribute to achieving Devon's Climate Emergency Action Plan.

9. Equality Considerations

Where relevant to the decision, the Equality Act 2010 Public Sector Equality Duty requires decision makers to give due regard to the need to:

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- eliminate discrimination, harassment, victimisation and any other prohibited conduct;
- advance equality by encouraging participation, removing disadvantage, taking account of disabilities and meeting people's needs; and
- foster good relations between people by tackling prejudice and promoting understanding.

Taking account of age, disability, race/ethnicity (includes Gypsies and Travellers), gender and gender identity, religion and belief, sexual orientation, pregnant women/new and breastfeeding mothers, marriage/civil partnership status in coming to a decision, a decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.

This may be achieved, for example, through completing a full Equality Impact Needs Assessment/Impact Assessment or other form of options/project management appraisal that achieves the same objective.

In progressing this particular scheme/proposal, an Impact Assessment has been prepared which has been circulated separately to Cabinet Members and also is available on the Council's website at <https://www.devon.gov.uk/impact/household-waste-recycling-centres/>, which Members will need to consider for the purposes of this item/meeting.

Equality considerations would only apply to the proposals surrounding the provision of new and maintenance of Household Waste Recycling Centres (public facilities).

The proposal to provide several new Household Waste Recycling Centres will allow modern designs to be used to allow easy access for all site users and eliminate the need to use steps to access containers at these new sites. Disabled parking and welfare facilities will also be provided at new sites. Overall, the provision of modern facilities will benefit all site users and in particular the vulnerable who sometimes struggle to use steps at the older sites.

10. Risk Management Considerations

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

11. Public Health Impact

There are no specific Public Health implications. All sites are operating in accordance with Government guidelines about being COVID 19 secure and social distancing measures will be in place for as long as they are required.

12. Summary, Conclusions, Reasons for Recommendations

This Strategy sets out a vision for the modernisation of the HWRC sites to meet the demands of the 21st century. New facilities will make recycling a lot easier, safer and more convenient for the public thereby potentially managing more waste at the higher end of the waste hierarchy through re-use and recycling.

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Temporary closure of the Household Waste Recycling Centre network during the recent lockdown demonstrated how much these sites are valued by the public in order to help them manage their bulky household waste. They form a critical element of offering a comprehensive frontline waste service to Devon's residents.

Delivering the vision will help to ensure that the service continues to meet the health and safety, operational and legislative requirements as well as the public expectations placed upon it. Opening new sites where required will help ensure that the Household Waste Recycling Centre service is well placed to meet the growing needs placed upon it, as well as increasing re-use and recycling thereby contributing towards Devon achieving net zero carbon emissions.

Approval of the Strategy will enable funding to be sought including potential developer contributions where appropriate to do so.

Meg Booth

Chief Officer for Highways, Infrastructure Development and Waste

Electoral Divisions: All

Cabinet Member for Infrastructure Development and Waste: Councillor Andrea Davis

Local Government Act 1972: List of Background Papers

Contact for Enquiries: Wendy Barratt

Tel No: 01392 383000 Room: Matford Offices, County Hall, Exeter. EX2 4QD

Background Paper	Date	File Reference
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Nil

wb121020cab Household Waste Recycling Centres Improvement Strategy - Final

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Appendix 1 to HIW/20/38

Photographs highlighting health and safety, access and queuing issues with older Household Waste Recycling Centres in Devon



Appendix 2 to HIW/20/38

List of Devon Household Waste Recycling Centres showing which sites will require redevelopment or replacing within the next 10-15years.

Household Waste Recycling Centre Site	Comments/Status	Redevelopment/new site required (in next 10-15years)
Anvil Corner, Holsworthy	Significant Improvement Works undertaken in 2010. Site remains adequate	No
Ashley, Tiverton	No longer fit for purpose. New site proposed to cover Tiverton, Cullompton and Willand areas	New site required
Bideford	New, modern site provided in 2007. Site acceptable	No
Brunel Road, Newton Abbot	No longer fit for purpose	New site required
Crowndale, Tavistock	No longer fit for purpose – significant queuing issues on Public Highway	New site required
Deep Moor, Torrington	Contractor provided site (not a DCC Asset)	No
Exton Road, Exeter	Site Adequate	No
Ivybridge	New site provided in 2017	No
Killacleave, Ilfracombe	Significant Improvement Works undertaken in 2018 Site remains adequate	No
Knowle Hill, Exmouth	Site Adequate	No
Maclins Quarry; South Molton	Site Adequate	No
Okehampton	Site Adequate	No
Pinbrook Road, Exeter	New site provided in 2011	No
Punchbowl, Crediton	Significant improvement works undertaken in 2008. Site Adequate	No
Seven Brethren, Barnstaple	No longer fit for purpose	Yes
Sutton Barton, Honiton	No longer fit for purpose	Yes
Torr Quarry, Kingsbridge; and Totnes	Sites could be replaced with new, joint facility (also serving Dartmouth)	Yes
Sidmouth	New site provided in 2013	No

Impact Assessment



Version 2020.

Assessment of: Household Waste Recycling Centres (HWRCs)

Service: Highways, Infrastructure Development and Waste

Head of Service: Wendy Barratt (County Waste Manager)

Version / date of sign off by Head of Service: 03/09/2020

Assessment carried out by (job title): Chris Chandler (Senior Waste Manager – Operations)

1. Description of project / service / activity / policy under review

The provision and operation of Household Waste Recycling Centres across Devon for use by local residents (for the recycling/disposal of bulky household and garden waste)

2. Reason for change / review

Periodic Review

3. Aims / objectives, limitations and options going forwards (summary)

n/a

4. People affected and their diversity profile

All DCC Residents

5. Stakeholders, their interest and potential impacts

DCC Residents – provision of facilities to recycle/dispose of bulky household/garden waste

DCC – Service Provider

Waste Contractors - Facility operators

6. Research used to inform this assessment

Complaints/Compliments about the service are monitored. For 19/20, 169 complaints (131 not upheld & 38 upheld) were received (out of approximately 2 million visits/annum - this equates to 0.008%, or 1 per 12,000 visits). The majority of complaints are generally related to 'customer care/communication' issues between the public and site staff which are generally related to site operating rules and waste acceptance rules/criteria. No obvious equalities issues have been highlighted.

7. Description of consultation process and outcomes

n/a

8. Equality analysis

Giving Due Regard to Equality and Human Rights

The local authority must consider how people will be affected by the service, policy or practice. In so doing we must give due regard to the need to: eliminate unlawful discrimination, harassment and victimisation; advance equality of opportunity and foster good relations.

Where relevant, we must take into account the protected characteristics of age, disability, gender, gender reassignment, pregnancy and maternity, marriage and civil partnership, sexual orientation, race, and religion and belief. This means considering how people with different needs get the different services they require and are not disadvantaged, and facilities are available to them on an equal basis in order to meet their needs; advancing equality of opportunity by recognising the disadvantages to which protected groups are subject and considering how they can be overcome.

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

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

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

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

Characteristics	Potential or actual issues for this group. [Please refer to the Diversity Guide and See RED]	<p>In what way will you:</p> <ul style="list-style-type: none"> eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible. foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
All residents (include generic equality provisions) Page 38	All new/proposed sites are being designed to allow for easy access for all users and eliminate the need to use steps to access waste containers. Disabled parking and welfare facilities are also being provided at all new sites Site staff undergo regular 'Customer Care' course. DCC information/education campaigns, roadshows etc along with Web sites, Call Centre and Social Media to enable widespread information dissemination regarding the service. Most sites open 7 days per week, 362 days per year to enable 'reasonable' accessibility. 'Reasonable assistance' will be provided to any site user if requested (subject to Covid-19 Social Distancing requirements).	
Age	Children (under the age of 16) are not permitted out of vehicles at sites for Health and Safety reasons.	
Disability (incl. sensory, mobility, mental health, learning disability, neurodiversity, long term ill health) and carers of disabled people	'Reasonable Assistance' is offered by site staff to all site users if requested . (subject to Covid-19 Social Distancing requirements). Prominent signs to this effect are placed around the facilities and in particular on access steps to waste skips/containers (if used). Assistance would include helping to carry waste up steps, helping to unload waste, helping with heavy items and filling out forms (subject to Covid-19 Social Distancing requirements).	

Characteristics	Potential or actual issues for this group. [Please refer to the Diversity Guide and See RED]	In what way will you: <ul style="list-style-type: none"> eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible. foster good relations between groups (tackled prejudice and promoted understanding), if relevant? In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim? Are you complying with the DCC Equality Policy?
Culture and ethnicity: nationality/national origin, ethnic origin/race, skin colour, religion and belief	For people whom English is not their first language, pictorial signs are in place across the sites to indicate what type of material goes where.	
Sex, gender and gender identity (including men, women, non-binary and transgender people), and pregnancy and maternity (including women's right to breastfeed)	Not Relevant	
Sexual orientation and marriage/civil partnership	Not Relevant	
Other relevant socio-economic factors such as family size/single people/lone parents, income/deprivation,	For people who have difficulty reading, pictorial signs are in place across the sites to indicate what type of material goes where. HWRC's are located across Devon, 17 out of 19 sites are accessible 362 days a year, whilst two have restricted opening times.	

<p>Characteristics</p>	<p>Potential or actual issues for this group.</p> <p>[Please refer to the Diversity Guide and See RED]</p>	<p>In what way will you:</p> <ul style="list-style-type: none"> eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible. foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
<p>housing, education and skills, literacy, sub-cultures, digital exclusion', access to transport options, rural/urban</p>	<p>The Recycling Centres are open to all residents, but the main means of the public delivering waste to the sites is by car or van. People who do not/cannot drive or do not have access to a car/vehicle or have bulky waste that will not fit in their vehicle would have difficulty using the service. However, the District Councils provide a 'Bulky Waste' collection service that enable residents to have bulky waste removed from their property if they cannot take it themselves to a site.</p>	

9. Human rights considerations:

Not Relevant

10. Supporting independence, wellbeing and resilience. Give consideration to the groups listed above and how they may have different needs:

In what way can you support and create opportunities for people and communities (of place and interest) to be independent, empowered and resourceful?

Not Relevant

In what way can you help people to be safe, protected from harm, and with good health and wellbeing?

Sites are assessed for health and safety compliance. Risk assessments and safe systems of work are in place to minimise risks to all site users

In what way can you help people to be connected, and involved in community activities?

Not Relevant

11. Environmental analysis

An impact assessment should give due regard to the following activities in order to ensure we meet a range of environmental legal duties. The policy or practice does not require the identification of environmental impacts using this Impact Assessment process because it is subject to (please mark X in the relevant box below and proceed to the 4c, otherwise complete the environmental analysis table):

Devon County Council's Environmental Review Process	X
Planning Permission	X
Environmental Impact Assessment	X
Strategic Environmental Assessment	

	Describe any actual or potential negative consequences. (Consider how to mitigate against these).	Describe any actual or potential neutral or positive outcomes. (Consider how to improve as far as possible).
Reduce, reuse, recycle and compost:	N/A – HWRC’s offer a positive impact.	The majority of waste brought to HWRC will be re-used, recycled or recovered with only a very small quantity of waste directed to landfill. HWRC’s have re-use shops for the sale of recovered goods. The provision of this service provides a facility for the appropriate, safe disposal of waste negating the need for householders to dispose of their waste illegally.
Conserve and enhance wildlife:	Not relevant	Modern sites contribute to local biodiversity through the provision of a range of habitats including trees, landscaped areas, wetland planting etc
Safeguard the distinctive characteristics, features and special qualities of Devon’s landscape:	The development of all sites must comply with the planning application process which considers these issues.	The development of all sites must comply with the planning application process which considers these issues.
Conserve and enhance Devon’s cultural and historic heritage:	The development of all sites must comply with the planning application process which considers these issues.	The development of all sites must comply with the planning application process which considers these issues.
Minimise greenhouse gas emissions:	Not Relevant	The facilities promote re-use and recycling and contribute towards Devon achieving net zero carbon emissions.

Minimise pollution (including air, land, water, light and noise):	The development of all sites must comply with the planning application process which considers these issues.	All sites have Environmental Permits regulated by the Environment Agency which controls these issues. The provision of this service provides a facility for the appropriate, safe disposal of waste negating the need for householders to dispose of their waste illegally.
Contribute to reducing water consumption:	Not Relevant	Modern sites have greywater/roofwater harvesting technology for the flushing of site toilets, and non-flush urinals
Ensure resilience to the future effects of climate change (warmer, wetter winters; drier, hotter summers; more intense storms; and rising sea level):	Not Relevant	Modern sites are designed with the effects of climate change in mind
Other (please state below):		

12. Economic analysis

	Describe any actual or potential negative consequences. (Consider how to mitigate against these).	Describe any actual or potential neutral or positive outcomes. (Consider how to improve as far as possible).
Impact on knowledge and skills:	Not relevant	Not relevant
Impact on employment levels:	Not relevant	Staff are required to operate the HWRCs
Impact on local business:	Not relevant	Waste not permitted to be deposited at HWRCs should flow towards commercial/private service providers e.g. skip providers which benefits local companies. Small quantities of green and cardboard waste are permitted to be deposited through the 'Trade Waste Scheme' at a number of sites.

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3. Describe and linkages or conflicts between social, environmental and economic impacts (Combined Impacts):

None - the HWRC service provides a positive service to the public

14. How will the economic, social and environmental well-being of the relevant area be improved through what is being proposed? And how, in conducting the process of procurement, might that improvement be secured?

The HWRC service enables residents to dispose of their bulky household waste in a safe and compliant manner to ensure that waste is managed appropriately in line with the waste hierarchy. The service is procured on a regular basis following standard procurement processes

15. How will impacts and actions be monitored?

Impacts and actions will be monitored by the DCC Waste Management Operations team.

Exeter Transport Strategy 2020-2030

Report of the Head of Transportation, Planning and Environment

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

Recommendations:

- (a) that the Cabinet notes the content of this report and
- (b) supports the adoption of the Exeter Transport Strategy and that the contents in the strategy, contained in Appendix I, provide the basis for developing transport projects, and infrastructure in the Exeter and Greater Exeter area;
- (c) the Head of Planning, Transportation and Environment be given delegated powers, in consultation with the relevant Cabinet Member(s), to make minor alterations to the Strategy and Implementation Plan.

1. Summary

This report seeks final approval by Cabinet of the Exeter Transport Strategy 2020-2030. The report includes a summary of the work undertaken to date including the draft transport strategy, public consultation responses and changes since this consultation and Devon County Council's declaration of a climate emergency.

2. Introduction

The existing transport strategy for Exeter is set out in the [Local Transport Plan 3 \(2011-2026\)](#). The County Council has made good progress in helping deliver over £100 million of new transport infrastructure in Exeter and East Devon Growth Point area since 2011. This has included motorway junction improvements, cycling infrastructure and two new rail stations. This delivery has been further supplemented by investment from bus and rail operators and direct delivery of infrastructure by developers.

The last decade shows a strong track record of delivering new transport infrastructure and a significant part of the existing 15-year strategy has now been delivered. With a climate emergency declaration, advancements in technology and a better understanding of changing travel habits, there is a need to refresh the transport strategy to better reflect current trends, priorities and the needs of communities. A review of travel trends, patterns and best value interventions informed the draft Exeter Transport Strategy.

The draft Exeter Transport Strategy has been consulted on, with positive feedback from public and stakeholders. Concerns were however raised regarding congestion and the environmental impacts of transport, including air quality.

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During consultation on the strategy in February 2019, Devon County Council and Exeter City Council declared climate emergencies and feedback indicated that more explicit reference to how the sustainable transport measures put forward in the document would support the drive to zero carbon.

The revised strategy has a greater focus on reducing emissions. It has been discussed through a joint Exeter Transport Steering Group, comprising officers and members of Devon County and Exeter City Council, and the strategy and measures align with Exeter City Council's emerging Local Plan proposals in the Liveable Exeter vision.

3. Proposal

The Exeter Transport Strategy focuses on improving travel choices, creating better places for people and taking advantage of technology opportunities to influence travel behaviour in a positive way.

The focus is to address constraints on sustainable transport networks to provide the basis of a connected city region, deliver interventions that contribute to improved quality of life and to utilise technological advancements to integrate services and engage with people to influence how and when they travel.

The proposals aim to provide an ambitious, but realistic, transport strategy that is embodied in the following 3 key themes:

Greater Connectivity – this focuses on travel into the city from outside Exeter's boundaries. Enhancements to key transport corridors in the travel to work area in order to support productivity growth. It proposes providing a consistent standard of frequency of both rail and interurban bus routes and delivering strategic cycle trails between key settlements. To capture those from the rural hinterland with limited sustainable travel choices, there will be a Park and Ride on all key corridors into the city. This theme also includes protecting the reliability and resilience of the strategic road and rail connections with the rest of the country.

Greater Places for People relates to travel within the city. This focuses on increasing the number of trips made on foot or by bike and urban bus corridors. This will be done through enhancing pedestrian/cycling networks to connect residential areas and villages on the edge of the city to economic hubs, reallocating road space for walking and cycling, creating more attractive public spaces and working with operators to provide a reliable low carbon network of buses.

Greater Innovation will see the Council looking to work with private sector partners to test and implement innovative technology solutions to make travel easier, encourage mode shift and help the city's transport networks operate more flexibly and efficiently. A key aspiration will be the development of a new zero emission transport subscription service. This platform will join up an electric vehicle car club, the UK's largest on street electric cycle hire network and proposed low carbon bus services.

The ten-year strategy sets a direction of travel, and further detail on the type and location of certain interventions are provided in the form of a 5-year action plan.

An updated Exeter Transport Strategy will better align with current priorities and ensure that the County is well placed for seeking external funding and supporting local development frameworks. It aims to provide a range of travel choices which will manage congestion levels, improve air quality and move towards a low carbon transport system.

4. Options/Alternatives

The proposed Exeter Transport Strategy has been developed through extensive consultation and analysis to identify an ambitious, but realistic set of proposals.

Delaying adoption to await further clarity on how life has changed following the COVID pandemic is another option, but the timescales and impacts of this remain uncertain and the strategy sets out a direction of travel that remains valid based on the travel behaviour findings during lockdown.

Delaying adoption or doing nothing would also mean that the city transport strategy is more focused on East of Exeter development, rather than emerging city centre brownfield proposals identified in the Liveable Exeter – transformational housing delivery programme.

5. Consultations

The [Exeter Transport Strategy consultation](#) took place at the beginning of 2019. The consultation received more than 1,100 public responses as well as responses from key stakeholders and organisations. Respondents were broadly evenly distributed between Exeter, Greater Exeter and further afield.

The three key themes of Greater Connectivity, Greater Places for People and Greater Innovation were all positively received, with at least 70% of respondents expressing a level of support for each theme. Concerns were raised about perceived increased congestion and the need to address the environmental impact of transport. The 3 most popular proposals in the strategy were Park and Ride on all corridors, Active Exeter – 50% of trips to be made by walking and cycling, and to Maximise Efficiency of the existing network.

Meetings with a number of key stakeholders and groups representing business, transport operators, user groups and campaign groups were also conducted during and after the consultation period. Stakeholders were broadly supportive of the Strategy. The most frequently raised comments included:

- How the strategy will assist in reducing carbon emissions and air quality
- Consideration of new funding mechanisms
- Strategy should include a list of measures and/or action plan.

The Strategy has also been discussed through meetings of the Exeter Transport Steering Group created in 2018, which comprises members and officers from Devon

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County Council and Exeter City Council. The group is an advisory body that was assembled to improve communication between the two authorities and in co-ordinating activities to ensure, where possible a collective view is formed on transport and land use plans for the city.

6. Scrutiny

A Standing Overview Group met to discuss and comment on the Exeter Transport Strategy and its recommendations. Members were presented with a summary of the work undertaken to date including the draft transport strategy, public consultation responses and changes since this consultation, including how it has been updated to align more with Devon County Council's declaration of a climate emergency.

Scrutiny was invited to review the recommendations and provide comments before the Exeter Transport Strategy goes to Cabinet. These recommendations to Cabinet, endorsed at the June 2020 meeting of the [Corporate Infrastructure and Regulatory Services Scrutiny Committee](#) are that:

1. Consideration to make some of the temporary pop-up measures to support walking and cycling be made permanent and for the strategy to extend this to "Green Lanes" supporting active travel access from villages on the edge of the city.
2. That a list of potential transport projects is compiled with the aim of creating a clear implementation plan to support the strategy

These points have been incorporated into an updated strategy and a 5-year action plan is contained in Appendix II. Furthermore, decisions to make some of the emergency pop up changes have also since been taken to the October meeting of the [Exeter Highways and Traffic Orders Committee](#).

7. Financial Considerations

The Exeter Transport Strategy will be delivered by a number of funding sources, including LTP integrated block, developer/Community Infrastructure Levy contributions and external grant funding. The speed of delivery is dependent on funding, and our only currently guaranteed source of funding is from the Local Transport Plan Integrated block.

DCC has a good record in securing external funding and central to this has been developing shovel ready schemes and integrating infrastructure plans with new development. An updated Exeter Transport Strategy will enable the County to be opportunistic when funding becomes available.

Recent Government announcements for bus services and walking and cycling improvements are well aligned with the priorities set out in the Transport Strategy and the recent emergency active travel fund is enabling ambitious plans for boosting walking and cycling to be trialled and monitored.

Opportunities to align the delivery of the strategy with planned maintenance and/or renewals will also be identified, for example improvements to the Exe Estuary trail

alongside the potential future renewal of the moving bridges on A379 Bridge Road. Subject to a successful bid to government as part of the Major Road Network fund. This integration will ensure better value for money and reduce disruption for users of the transport network.

Proposed annual programmes will be included in the Devon wide annual transport capital program.

8. Legal Considerations

There are no specific legal considerations. Where relevant these are considered in reports on individual schemes.

9. Environmental Impact Considerations (Including Climate Change)

Research has indicated that 27% of all carbon emissions in Devon are generated by on-road transportation. Decarbonisation of the Transport sector will therefore be an important consideration in achieving declared Carbon commitments.

In response to the Climate Emergency declarations an assessment of the carbon savings from measures proposed in the Exeter Transport Strategy was undertaken. This identified the types of intervention which provide the greatest carbon savings, and furthermore the combination of measures which would offer the greatest reductions. These included:

- Electric Car club vehicles
- Sustainable Travel enhancements achieved by vehicle capacity reduction
- Targeted Travel Planning
- Linking Public Transport Enhancements with improved EV/bike facilities

Following this the content of the Exeter Transport Strategy, and the content of the 9 strategy sub themes has been revised to reflect the carbon analysis and strengthen their contribution to reducing carbon emissions. This strategy is expected to strongly support the County's commitment to reducing emissions.

10. Equality Considerations

Where relevant to the decision, the Equality Act 2010 Public Sector Equality Duty requires decision makers to give due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other prohibited conduct;
- advance equality by encouraging participation, removing disadvantage, taking account of disabilities and meeting people's needs; and
- foster good relations between people by tackling prejudice and promoting understanding.

Taking account of age, disability, race/ethnicity (includes Gypsies and Travellers), gender and gender identity, religion and belief, sexual orientation, pregnant women/new and breastfeeding mothers, marriage/civil partnership status in coming

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to a decision, a decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.

This may be achieved, for example, through completing a full Equality Impact Needs Assessment/Impact Assessment or other form of options/project management appraisal that achieves the same objective.

In progressing this particular scheme/proposal, an Impact Assessment has been prepared which has been circulated separately to Cabinet Councillors and is also available alongside this Report on the Council's website at:

<https://www.devon.gov.uk/impact/exeter-transport-strategy/>, which Councillors will need to consider for the purposes of this item.

An Equality Impact Needs Assessment has been carried out on the Exeter Transport Strategy as a whole. The assessment used local evidence of transport trends and information on the variations in travel behaviours between people belonging to different genders, age groups, ethnic groups, income quintiles and mobility statuses from the 2019 National Travel Survey.

The Impact Assessment demonstrated that there were no significant negative impacts on different groups and that much of the investment, for example in multi-use walking and cycling infrastructure, public transport and removing air quality exceedances would be expected to particularly enhance equality of opportunity across a wide range of groups.

11. Risk Management Considerations

The current COVID -19 pandemic has created uncertainty about how travel demand may change. This was discussed at the Scrutiny meeting, with members also noting that the strategy remains valid based on the travel behaviour findings during lockdown, in particular in supporting active travel and neighbourhoods.

The development of the strategy measures has included an analysis of delivery risk. This ensures that the measures in the strategy are realistic and deliverable.

The 5-year delivery plan will be regularly reviewed and possibly refreshed to ensure that it reflects current funding opportunities and government policy, and will be used to help inform annual transport capital programmes.

12. Public Health Impact

The strategy set out ambitious aspirations to support healthy, active lifestyles, a growing economy and a positive response to reduce the carbon emissions from transport in Exeter.

Following the City and County climate emergency declarations, the actions within the strategy have been updated to give greater emphasis on reducing carbon throughout the strategy.

13. Summary

The strategy has been well supported by the public and is aligned to current priorities in supporting a low carbon economy and healthy lifestyles.

An updated Exeter Transport Strategy will ensure a transport strategy that is aligned with current local and government policies and enables the County to be opportunistic when funding becomes available.

Dave Black
Head of Transportation, Planning and Environment

Electoral Divisions: All Exeter Divisions

Cabinet Member for Economy and Skills: Councillor Rufus Gilbert

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

Local Government Act 1972: List of Background Papers

Contact for Enquiries: Will Pratt

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Background Paper	Date	File Reference
Impact Assessment https://www.devon.gov.uk/impact/exeter-transport-strategy/	October 2020	
wp2710cab Exeter Transport Strategy 2020-2030 – Final		

Exeter Transport Strategy (2020-2030)

October 2020



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Introduction

- 1.1. Exeter is a thriving economic centre for the county, the gateway for strategic transport into the peninsula and is a desirable location to live. The city has been growing rapidly. This economic success and growing influence at a sub-regional level has increased travel demand into the city.
- 1.2. The current transport strategy for Exeter is set out in the Local Transport Plan 3 (2011-2026), and comprises five key elements:
 - Improve access to the city
 - Enable and support smarter travel
 - Deliver the east of Exeter development
 - Deliver major developments within Exeter
 - Protect Exeter as a gateway
- 1.3. The County Council has made good progress in delivering this strategy, with approximately £100 million of new transport infrastructure for the Exeter and East Devon Growth Point area since 2011. This has included motorway junction improvements, strategic cycling infrastructure, new bus services and new rail stations.



Recent Projects, Tithebarn Pedestrian/Cycle Bridge and Newcourt Railway Station

- 1.4. A significant part of the existing strategy has now been delivered. With changing technology and a better understanding of travel habits, the transport strategy has been refreshed to better reflect current travel trends, the needs of communities and the County Council's commitment to reducing carbon emissions.
- 1.5. A draft Exeter Transport Strategy was consulted on in 2019 and was strongly supported by respondents. During the consultation, Devon County Council and Exeter City Council declared climate emergencies and set timescales for becoming carbon neutral.
- 1.6. In addition to supporting the economic vitality of the city and improving the quality of life for its residents and visitors, the Exeter Transport Strategy 2020-2030 provides an important first stage in the city's transition towards net zero carbon.

Background – Delivery in the last Decade

- 2.1. Exeter has grown rapidly over the last decade and the County Council has helped support the cities growth by providing additional travel infrastructure and choices. The last table above provides an overview of some of the major transport schemes that have been opened in the Exeter area in the last decade.

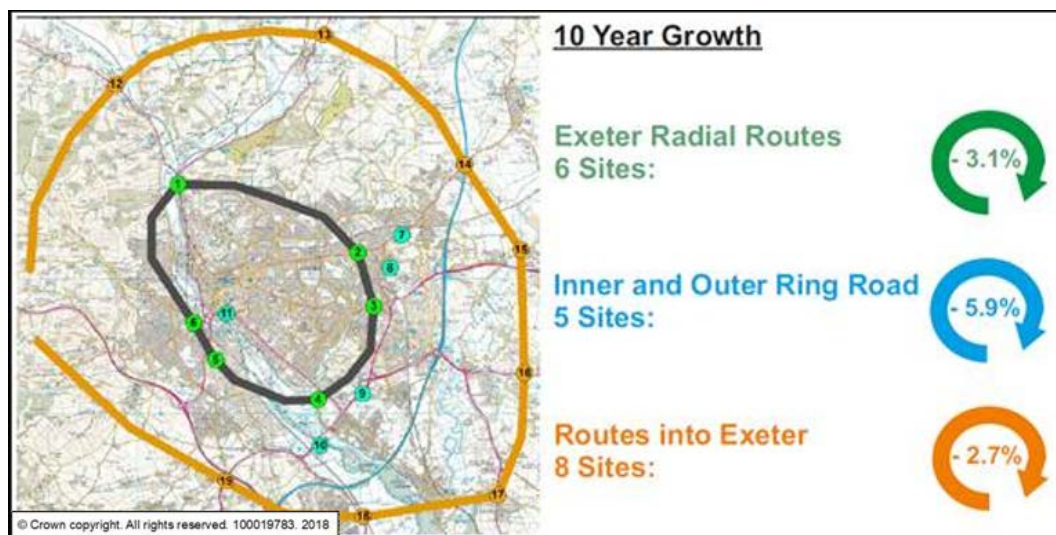
Project	Opened
Redhayes Bridge	2011
Alphington Road Outbound Widening	2012
London Inn Square public realm improvements	2012
M5 Junction 29 upgrade	2013
Clyst Honiton Bypass	2013
Exeter Central Station Forecourt pedestrianisation	2014
Newcourt Rail Station	2015
Cranbrook Rail Station	2015
M5 Junction 30 southbound off slip widening	2015
Tithebarn Link Road – Phase 1	2015
A38/A380 Splatford Split upgrade	2016
Co Bikes - on street electric bike hire	2016
Completion of Exe Estuary multi-use trail	2017
A379 Sandy Park junction upgrade	2017
Tithebarn Link Road Phase 2 and ped/cycle bridge	2018
Bridge Road outbound widening	2018
East of Exeter new bus services	2018
Exeter E4 cycle route – Phase 1	2018
Exeter E4 cycle route – Phase 2 & Phase 3	Onsite
Moor Lane Roundabout improvement	Onsite
Park & Change at Exeter Science Park	Onsite

Overview of Key Transport Projects Delivered 2011 - Present

- 2.2. The significant proportion of the funding of this infrastructure has been achieved by securing external funding and linking with development. Local Transport Plan funding has only provided about 10% of the funding for the above measures.
- 2.3. The Exeter Transport Strategy will support the development of a pipeline of schemes to enable the county to be opportunistic when funding becomes available, such as the Government's £5bn pledge for bus service and walking and cycling improvements.
- 2.4. Further aligning the strategy with emerging Local Plan developments will further create opportunities for funding to support the ambitious plans set out in this strategy.

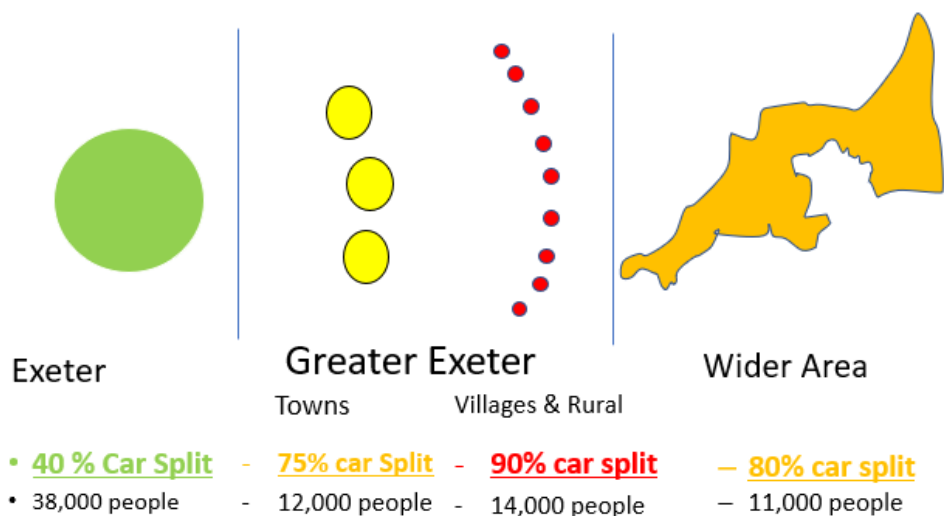
Evidence, Challenges and Opportunities

- 3.1. The Exeter **Travel to Work Area (TTWA)** has grown considerably in recent years and is now the second largest geographical TTWA in the country (behind Cambridge). The growth in Exeter jobs has been filled by labour from outside the city leading to rising levels of inward commuting, 48% in the last Census.
- 3.2. Between 2001 and 2011 there has been an increase of 7,500 people travelling into Exeter from outside the city for work, and significant jobs and housing growth in Exeter and surrounding area. Despite this, traffic levels on key routes into the city have not increased. Although congestion levels are difficult to measure, data suggests that conditions are unchanged in the AM peak hour but congestion has risen slightly in the PM peak hours.



Change in Traffic on routes in and around Exeter 2005 - 2015

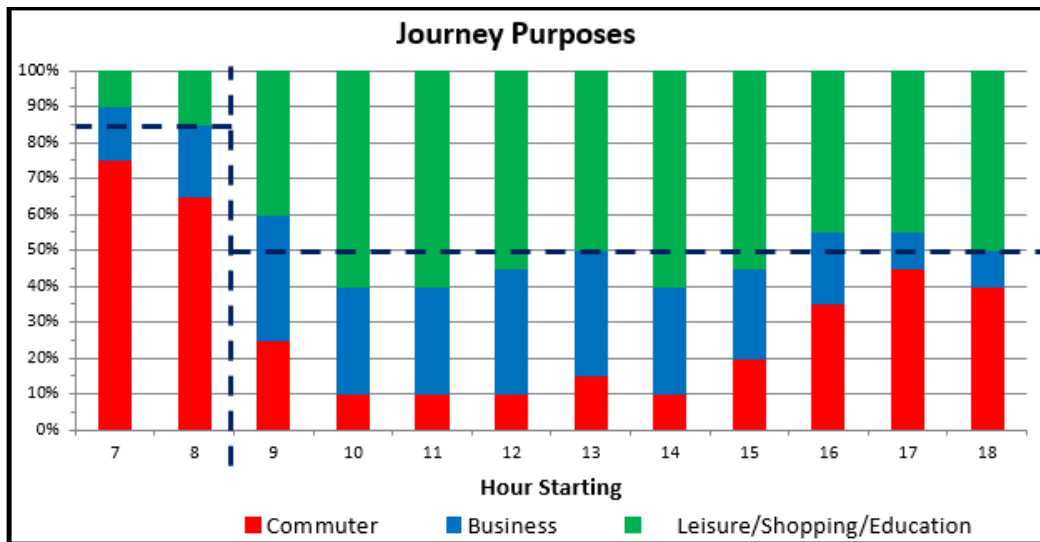
- 3.3. Additional travel demand into the city has instead been accommodated by the residents of Exeter shifting to sustainable travel modes. As a result, the balance of travel for Exeter residents has shifted to a point where **the majority of Exeter residents now travel to work by sustainable modes.**
- 3.4. Exeter residents still represent the largest part of Exeter's labour pool (52%) and, account for 35% of car-based commute trips to a destination in the city. This therefore represents the single largest population area to target any measures to reduce car usage and a move to low carbon travel choices.
- 3.5. Reflecting the compact nature of the city and close proximity to employment sites, Exeter residents have more travel choices and are most likely to change modes to walking, cycling or public transport.
- 3.6. Travel behaviour differs significantly for commuters living outside the city, with 80% of trips into the city being made by car. In rural areas, where there is limited alternative to car, the car dominance is even more prominent with over 90% travelling to the city by car.



TTW Demand into Exeter 2011 - Car Mode Split by area

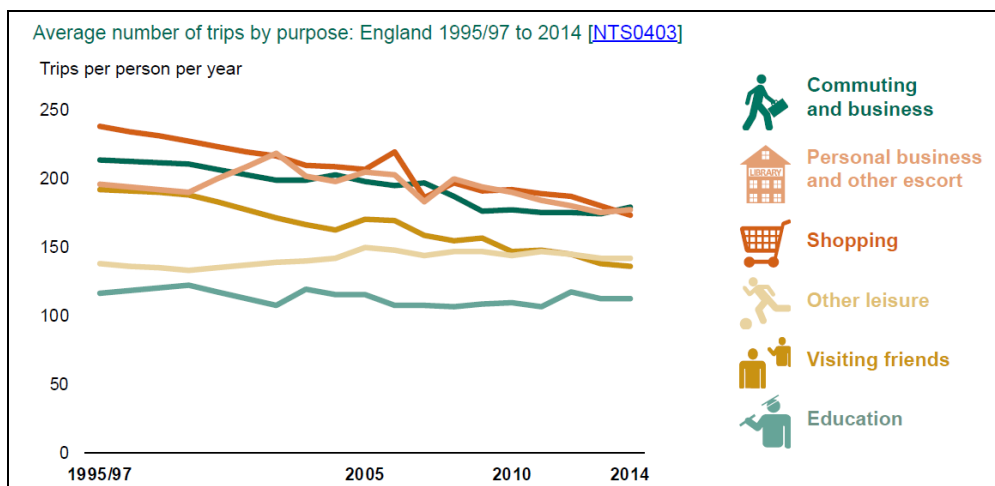
- 3.7. Exeter already has excellent coverage by public transport. Compared to other cities of comparable size, only Oxford (17%) has significantly higher public transport mode splits for commuting than Exeter (11%). The customer satisfaction rating of 95% for Stagecoach South West is also one of the highest in the country. There are however journey time reliability issues on core routes which can reduce the attractiveness of public transport.
- 3.8. Cycling levels have grown following the Cycle Demonstration Town project from 2006-2010. However, Exeter's commute cycle mode split (6%) is below other locations including Norwich (9%), York (12%), Oxford (17%) and Cambridge (30%).
- 3.9. Alongside this, the **spatial distribution of jobs** and services in and around the city is changing. The 20,000 jobs now in the Sowton area on the eastern edge of the city equals the number in the city centre, but accounts for double the number of car movements.
- 3.10. Employment growth also includes significant new sites in East Devon, including Skypark, Exeter Science Park, and further expansion along the A30 and M5 corridors. These areas lack the range of amenities and attractions of the city centre, and consequently are more challenging to serve with high quality public transport services. Walking/cycling distances are also generally longer and routes more complex.
- 3.11. Outside of Exeter, the towns of Newton Abbot, Tiverton, Cullompton and Honiton will experience significant growth and the new town of Cranbrook will grow to a size similar to Tiverton during the current Local Plan periods. **Additional travel demand within these towns and towards Exeter** will need to be accommodated sustainably.
- 3.12. Outside the peak commuting period, business trips make a substantial contribution to car travel throughout the day. Where there is limited scope for these journeys to switch to low carbon modes (e.g. public transport / walking and cycling), in time they could transition to low emission vehicles.
- 3.13. **Shopping and leisure trips** are also significant contributors to congestion. Although the morning peak is dominated by commuter, work-based trips, the more congested PM peak is an almost 50:50 mix of work and shopping/leisure-related journeys.

- 3.14. Shopping and leisure trips are integral to the success of the city and although the city centre is changing, it will continue to be a popular destination. These journeys are more sensitive to changes than business and commuting trips. Measures that can shift the timing and mode of these trips to both minimise impact on the network and support the city centre economy represents one of the most significant opportunities for any future transport strategy.



Journey Purpose on Exeter Radial routes (7AM - 7PM)

- 3.15. **Digital connectivity** has also fundamentally changed the way people travel. Each individual now makes 15% fewer trips than they did in 1995. This trend is expected to continue and suggests there is a need for a new approach to plan for the changing needs and expectations of society.



Changing Trip Rates

- 3.16. Although car ownership has been rising, **car usage is falling**. The reduced usage moves towards a point where owning a second (or third) car becomes less critical. This provides a great opportunity to **promote shared mobility**, such as car clubs / bike hire and other non-car travel modes, as a lower carbon alternative to car ownership.

- 3.17. Technology will also offer new opportunities for reducing transport-related carbon emissions. Public transport journeys can be made more attractive to new audiences through **better journey planning, integrated ticketing** and on-board WiFi enabling **more productive or increased leisure time while travelling**.

- 3.18. This strategy recognises the importance of protecting the performance of the Local Highway Network in certain locations to support essential business travel and maintain efficient public transport corridors. However, the city is built upon a historic road network, is constrained by limited road crossings of the River Exe and has limited scope for additional widening / capacity improvements therefore **building extra physical highway capacity is probably not possible within the city**.

- 3.19. **Technology will unlock new ways to manage the network**, such as real time wireless methods of corridor control, which could optimise the operation of the network, providing additional capacity and reliability on core highway routes. This could support reallocating road space for an improved walking and cycling environment on other routes.

- 3.20. Looking forward over the next 20-25 years, the numbers employed in Exeter are expected to **increase by another 25-30%**. With existing transport networks already at capacity in peak periods and a need to ensure increased demand does not lead to increased carbon emissions, providing capacity for future growth will depend on **effective sustainable alternative travel choices and more sophisticated management of existing transport corridors**.

- 3.21. Alongside this, **urban centre regeneration** schemes must strive to reduce the dominance of vehicular traffic and provide an attractive environment where amenities and services are located within a reasonable walking and cycling distance.

- 3.22. The City Council's '**Liveable Exeter**' vision outlines a direction of travel for the next Local Plan for Exeter. The transformational housing programme proposes approximately **12,000 homes built by 2040** on a range of city sites. These include regeneration of the Water Lane and Marsh Barton areas, intensifying development within the city centre and on key radial corridors, such as Heavitree Road as well as at Exeter St David's and Exeter St Thomas rail stations. Located on strong walking and cycling corridors with excellent links to public transport, the emerging housing plans align well with the transport strategy, offering the greatest opportunity to encourage low-car, sustainable development.

- 3.23. Devon County Council has a strong track record of delivering transport infrastructure in Exeter. Nevertheless, the transition to a carbon neutral transport system will require an accelerated change. A key challenge will be how best to embrace innovation and invention to support this transition and ensuring the safety of all users in a complex highway environment.

Transport Strategy Consultation

- 4.1. The Exeter Transport Strategy consultation took place at the beginning of 2019. The consultation received **more than 1100 public responses** as well as responses from stakeholders and organisations. Meetings with a number of key stakeholders and groups were also conducted during and after the consultation period.
- 4.2. Respondents were broadly evenly distributed between Exeter, Greater Exeter and further afield, albeit there were a significant number of responses from the Okehampton postal district and, where possible, analysis was normalised to ensure this did not skew the responses.
- 4.3. The three key themes of Greater Connectivity, Greater Places for People and Greater Innovation were all positively received, with at **least 70% of respondents expressing a level of support** for each theme.
- 4.4. Improvements to provide a consistent standard of sustainable transport, contributing to a connected city region, was strongly supported. Additional comments related to running buses later into the evening, rail links to Okehampton and more strategic cycle routes.
- 4.5. For national connectivity, improvements to **mainline rail services** were positively received, in particular enhancements on the Exeter-Waterloo line. Support was however mixed for improvements to road and air, with many raising concerns with sustainability and the additional carbon emissions from increased road and air travel.
- 4.6. There was strong **support for Park & Ride (P&R)**, including improving journey times and enhancing cross city travel options. Respondents also wanted P&R sites to provide facilities for other sustainable travel options, such as electric charging and Park and Cycle.
- 4.7. There was also strong support for improvements to **active travel networks** and the importance of safety and minimising the disruption to active travellers. The aspiration of 50% active travel generated mixed views, with some saying it was not ambitious enough and others commenting that it was unachievable. 70% of respondents also **supported the rededication of highway space** for pedestrians and cyclists in the city centre.
- 4.8. Innovation and Invention was the least commented on of all the strands, but those that did comment raised the importance of its role in **decarbonising transport**.
- 4.9. Generally, the preferences were for the strategies that are targeted at their location. Exeter residents generally favoured the Greater Places for People theme and proposals, whereas respondents living further afield highlighted the importance of the Greater Connectivity theme and proposals.

Top 3 Priorities	Exeter	Greater Exeter	Outside
1	Active Exeter	Park & Ride on all main corridors	Connected City Region
2	People Based Places	Maximise efficiency of the Existing Network	Nationally Connected
3	Attractive Urban Bus Networks	Connected City Region	Park & Ride on all main corridors
			Maximise efficiency of the Existing Network

Top 3 Transport Strategy Priorities by Respondent Location

- 4.10. With priorities influenced by location, further analysis was undertaken to take account of the actual proportions of where people travelling into Exeter originate from (weighted average). This identified that the following were the top 3 priorities;
1. **Park and Ride on all corridors**
 2. **Active Exeter**
 3. **Maximise Efficiency of the existing network.**
- 4.11. Stakeholders were broadly supportive of the Strategy, although some stated it needed to be more radical to achieve carbon reduction targets. Key themes raised included:
- **Climate Change** - how the strategy will assist in reducing carbon emissions and suggestions to include clear targets.
 - **New Funding mechanisms** – how these could support the delivery of infrastructure. Workplace parking levy was identified, although more information on the potential implications and benefits of such a levy would be required.
 - Strategy should include a list of **measures and/or action plan.**
- 4.12. The consultation showed widespread support for the Draft Exeter Transport Strategy from members of the public and stakeholders. It did however highlight the need for a greater focus on how the strategy supports carbon reduction targets.

Climate Emergency

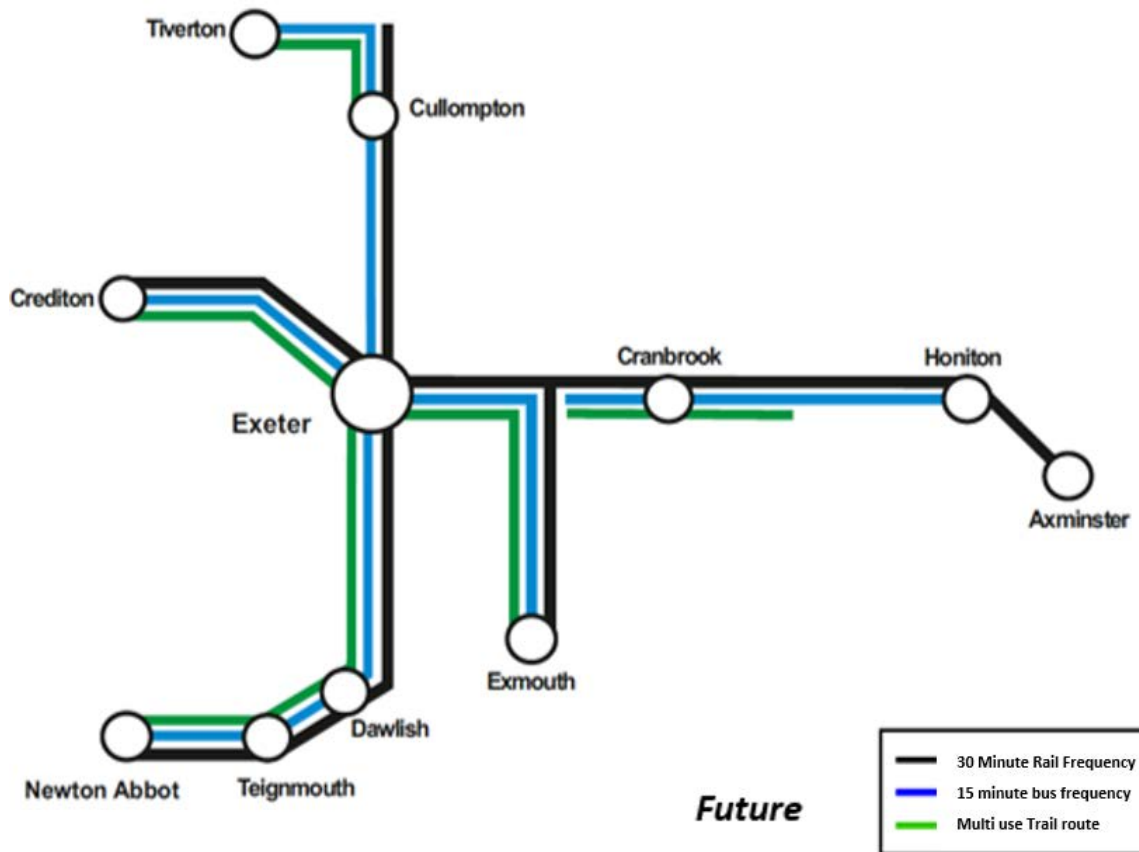
- 5.1. The Intergovernmental Panel on Climate Change (IPCC) has advised that carbon emissions must reduce globally by at least 45% by 2030 from 2010 levels. There is a chance the worst effects of climate change can be avoided by keeping warming below 1.5 degrees and to achieve this we must be carbon neutral (net-zero) by 2050 or earlier.
- 5.2. Recognising the significant implications of climate change on Devon's communities, Devon County Council has declared a climate emergency, which commits to reducing carbon emissions to net-zero by 2050.
- 5.3. Part of this commitment is developing a Devon Carbon Plan with over 25 public and private organisations from across Devon. The Devon Carbon Plan has begun with a Call for Evidence phase, including a series of Expert Hearings on key topics including 'Mobility and Transport', to generate information and learning about possible policy options to be considered by the Citizens' Assembly to tackle Climate Change. The Plan is expected to be drafted by Winter 2020/21.
- 5.4. In advance of producing the Devon Carbon Plan, an initial carbon assessment of the proposed measures in the Exeter Transport Strategy was undertaken. These have then been grouped by types of intervention (i.e. Public Transport Improvements) to identify the interventions which are expected to result in the largest reduction in carbon per £ spent. These are;
 1. Trip Reduction Strategies
 2. Shared Mobility
 3. Electrification
 4. Public Transport & Walking and Cycling Improvements
- 5.5. Reducing travel, reducing vehicular capacity, sharing transport and electrification of vehicles would offer the biggest carbon savings. Furthermore, interventions which are a combination of these would offer even greater carbon saving potential and therefore the highest priority carbon reducing measures. Examples of which would include:
 - Electric Car club vehicles
 - Sustainable travel enhancements achieved by vehicle capacity reduction,
 - Targeted Travel Planning alongside new public transport or cycling interventions.
 - Linking Public Transport Enhancements with improved Electric Vehicle/bike facilities
- 5.6. The Exeter Transport Strategy sets out ambitious aspirations, including for 50% active travel and a new zero-emission transport subscription service, and a clear direction of travel to reduce the carbon emissions from transport in Exeter.
- 5.7. The measures within the 9 sub themes have also been revised to reflect the carbon analysis and increase their contribution to reducing carbon. This provides the start of the transition towards achieving net zero by 2050, with further changes to accelerate carbon reduction also required in future strategies.

Exeter Transport Strategy

- 6.1. The Exeter Transport Strategy will focus on improving travel choices, the quality of life for residents and provides the first stages in the transition of transport towards net zero.
- 6.2. The core elements of the strategy will be to improve sustainable transport networks, providing the basis of a connected City Region. It will deliver interventions that contribute to improved quality of life and take advantage of technological advancements to better integrate information and help decarbonise travel.
- 6.3. The proposals aim to provide an ambitious, but ultimately realistic, transport strategy that is embodied in the following 3 key themes:
 - **Greater Connectivity**
 - **Greater Places for People**
 - **Greater Innovation**
- 6.4. The transport strategy will facilitate decarbonisation of transport in the Greater Exeter city region by providing a sustainable and reliable transport system, allowing people and goods to move around the network efficiently. This will support sustainable growth and provide a better quality of life for residents.
- 6.5. Central to this will be creating a comprehensive, accessible and coherent cycle and pedestrian network in Exeter that connects residential areas with schools, key economic hubs, public open space and transport interchanges so that **50% of trips within the city are being made on foot or by bike**.
- 6.6. This represents the most achievable way of reducing short distance car trips from within Exeter. It also complements aims to tackle inactivity across the city through the Sport England Local Delivery Pilot and Exeter's aspiration to become the **most active city in the country**.
- 6.7. The rate of delivery will be accelerated through testing and trialling changes, including making some of the Emergency Active Travel "pop-up" infrastructure changes permanent. We will also progress opportunities to remove or reduce traffic on some routes to create "**green lanes**" and support active travel access from villages on the edge of the city.
- 6.8. This will be complemented by new, high-quality strategic cycle links creating **a city region strategic leisure network** to encourage short to medium distance trips from existing settlements into Exeter and the Exe Estuary Trail.
- 6.9. We will support enhancing bus frequency on key interurban routes, with an aim of achieving **15 minute bus frequency** or better on key inter-urban routes into the city from Cranbrook, Crediton, Cullompton and Newton Abbot. This level of frequency provides a 'turn-up-and-go' service where users will no longer feel the need to consult a timetable.
- 6.10. This will be supported by **enhanced bus corridors and improvements at key junctions**. Particular focus will be given to **enhancing Heavitree Road** to achieve more reliable journey times on a key, busy public transport route to growth in the East

of Exeter and achieving an improved environment for residents, pedestrians and cyclists.

- 6.11. The County Council will explore options to deliver the cleanest **bus fleet with on-board WiFi** allowing more productive travel and reduced transport costs with a greater influence on the routes being run.
- 6.12. Alongside this will be continued improvement of '**Devon Metro**' rail services improving the connectivity within the city region so that the towns of Cranbrook, Crediton, Dawlish, Dawlish Warren, Exmouth, Honiton, Newton Abbot and Teignmouth are served by at least half hourly rail frequency. New rail connectivity to Mid Devon will also be investigated.
- 6.13. In combination, the enhanced rail, bus and active travel links between key settlements and Exeter form the basis of a **Connected City Region network**.



Consistent Standard of Sustainable Transport providing a Connected City Region

- 6.14. **Park & Ride sites on all key corridors** will provide a realistic sustainable travel option for those trips from rural areas into the city that can't feasibly be served by traditional public transport services. The sites also serve as multimodal interchanges for other sustainable forms of travel, such as cycling, and will provide electric vehicle charging facilities.
- 6.15. The potential of **Park & Ride to also provide frequent cross city connections** as well as from the city centre out to employment and amenities at Marsh Barton and Sowton / East of Exeter will also be promoted.

- 6.16. The strategy will protect and **enhance strategic rail, road and air connectivity** into the city and South West Peninsula so that it retains momentum and continues to offer an attractive place for sustainable growth.
- 6.17. In addition to hard infrastructure, new **transport innovations** and interventions will be encouraged.
- 6.18. We will work with and support the private sector to develop innovative solutions in the city and in securing external funding for new initiatives. We will also **share data** with partners to improve collaboration and support innovation.
- 6.19. To facilitate an accelerated change in transport conditions in the city, we will also be more dynamic in **testing and trialling of new measures and highway changes**.
- 6.20. The network will benefit from **smarter operation and management**. Such initiatives could include **innovative car parking strategies** in the city centre, which encourages longer stays in the evening and off-peak, whilst discouraging car travel at peak times.
- 6.21. Central to the Exeter Transport Strategy and reducing carbon emissions is increasing **electric shared mobility**. We are currently expanding our electric bike hire to provide the largest on-street electric bike scheme in the UK and will continue to expand and electrify the already well utilised car club fleet.
- 6.22. Alongside a growing shared mobility offer, Exeter has an extensive bus network which together provide core elements to build upon to create a **single ticketing platform** that is right for the attributes of Exeter. Furthermore, the emergence of electric bus funding opportunities, along with electric car club vehicles and bike hire unlock the potential for the delivery of the UK's first **zero-emission transport subscription service**. This would be a crucial step on the path towards net zero.
- 6.23. More detail on the measures to achieve this strategy are set out on the following pages.

Greater Connectivity – Enhanced Travel Choices

1. Connected City Region

Aim: Increase the attractiveness of public transport through improved passenger facilities and better journey time frequency and reliability.

- Continued delivery of the Devon Metro including at least half hourly frequency on rail lines into Exeter.
- Lobby for decarbonisation of rail network and for branch lines in the south west to be a test bed for low carbon railways.
- Enhance bus services between Exeter and surrounding towns to provide 15 minute frequency on key inter-urban routes into the city, including Cranbrook, Crediton, Cullompton and Newton Abbot.
- New strategic walking and cycle trails connecting surrounding towns into existing Exe Estuary trail and Exeter cycle network.
- Upgrade of facilities and interchange at main transport hubs including electric shared mobility and electric vehicle charging facilities.

2. Nationally Connected

Aim: Retain and enhance strategic rail, road and air connectivity with the rest of the country and overseas.

Interventions:

- Improved resilience, capacity and journey times on rail mainlines as well as ‘working office’ capabilities on new rolling stock.
- Enhance resilience of M5 J29 – J31 / Splatford Split
- Improve access to Exeter airport by sustainable modes

3. Park & Ride on all main corridors

Aim: Provide Park & Ride on all key corridors and double the number of spaces that serve the city alongside reducing parking provision in city centre.

- Park & Ride / Change interchange facility serving main corridors of Alphington Road, A377 to Crediton, B3181 to Broadclyst and A376/A3052.
- Bus priority to increase attractiveness of new Park and Ride routes to the city
- Increase cross-city Park and Ride services to improve linkages to employment on the edges of the city.
- Provide electric shared mobility, electric vehicle charging facilities and investigate potential for energy generation on Park and Ride sites.

Greater Places for People - Healthier Active City

4. Active Exeter

Aim: 50% of work trips originating in Exeter to be made on foot or by cycle.

- Enhance pedestrian environment in residential areas by removing through traffic and creating quieter and safer environments for pedestrians and cyclists
- Enhance key pedestrian corridors, including new river and main road crossings and improved access to transport interchanges.
- Green Lanes supporting active travel from villages on the edge of the city
- Comprehensive citywide Exeter cycle network linking all key destinations, delivering safe routes that can be enjoyed by all.
- Improved access to cycle, including city-wide bike hire scheme and greater access to storage facilities.

5. People Based Places

Aim: Shift to more people-focused design interventions to improve the health and wellbeing of citizens and support the vitality of the city centre.

- Reduce dominance of cars in urban centres and core walking areas, linked to public realm and redevelopment of city centre to support inward investment.
- Deliver corridor enhancements to improve pedestrian / cycle safety, bus reliability, reduce pollution and support key neighbourhood centres.
- Reduce transport pollution to remove Air Quality exceedances in the city.
- New Street Design standards giving greater emphasis to sustainable travel users and creating a more attractive environment.

6. Attractive Urban Bus Networks

Aim: Work with operators to achieve a modern, reliable and low carbon network of bus routes.

- Joint working with operators to identify rolling program of journey time hotspots for improvement.
- Refine and optimise bus routes with enhanced bus priority at major junctions of Exe Bridges, Clyst St Mary and Countess Wear and “Red Routes” on key corridors including Heavitree Road, Pinhoe Road and Cowick Street.
- Roll out of modern, cleaner vehicles with WiFi to enable productive travel on buses as well as on trains.
- Improved IT systems to improve real time information, journey time reliability and payment methods.

Greater Innovation – Manage Travel Intelligently

7. Seamless Multimodal Travel

Aim: Introduce a new single ticketing platform and shared mobility to boost the convenience of non-car travel into and around the city.

- Expansion of car clubs, bike hire schemes and support new development policy requirement in Exeter and adjacent districts.
- Electrification of shared mobility fleet.
- Single ticketing platform for multi-modal travel in Exeter, working towards providing a new zero-emission transport subscription service.
- Support creation of Travel Planning and mapping apps.

8. Maximise the Efficiency of Existing Network

Aim: To use technological advancements to better understand the operation of the network and adapt its control to best manage movement effectively.

- Network review to optimise operation or even remove signal controls to improve capacity, safety, resilience and air quality.
- Review parking charges for off-peak travel to discourage peak period travel and encourage longer stays in city centre.
- Ongoing employer, school and residential travel planning programs to encourage sustainable travel choices.

9. Innovation and Invention

Aim: To test changes using local and global expertise to develop and launch new transport innovations that support decarbonisation.

- Data sharing and collaboratively working to support partners and innovators to develop new solutions to decarbonising transport.
- Allow trials and testing of new measures and/or network changes to accelerate process for decarbonising the transport network.
- Utilise new sophisticated forms of network control.
- Support roll out of alternative vehicle propulsion, including developing an Electric Vehicle strategy and identify assets that can support uptake of low emission vehicles.

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Appendix II to PTE/20/36: Exeter Transport Strategy 5 Year Implementation Plan

	Mode	Measure
Greater Connectivity	Public Transport Connections	New Marsh Barton Station
		Enhanced Rail services to Crediton
		Pinhoe Station Interchange
		Replacement of Exeter bus station
		15 min frequency bus to Cranbrook
		15 min frequency bus to Crediton
	Strategic Walking & Cycle Trails	Clyst Valley Trail initial phases
		Cranbrook to Exeter multi use trail
		Boniface Trail: Feasibility study
	National Connectivity	Long Lane enhancement
		Bridge Road bridges renewal
		St David's Station: improved interchange
	Park and Ride	Park & Change at Science Park
		Pinhoe Road park and change
		Peamore park and ride
Greater Places for People	Key Pedestrian Corridors	A379 pedestrian/cycle bridge
		New crossing of canal in Haven Banks – linked to development
		Local Area Access Strategy Measures
		St David's Station and Queen St to city centre
		Topsham Road: junction improvements
		Traffic management and safer streets where appropriate
	Green Lanes	Ludwell Lane
		Langaton Lane
		Balls Farm Road
	Strategic Cycle Network	E3: Monkerton to city route
		E4: Pinhoe to St David's Station/City Centre route
		E9: Newcourt to city centre cycle route
		E12: North South Cycle Route
	Access to cycle	Cycle parking at key locations
		On street cycle hangers
		Improved local links to strategic cycle network
		Expansion of city-wide shared bike fleet
	City Centre Streets	Acorn Junction/ Southernhay Square
		Bartholomew Street
		City Centre public realm and sustainable access strategy
		Magdalen Road Enhancement Scheme
		Paris Street: Highway and public realm redesign
		South Street/Market Street
	Bus routes and facilities	Heavitree Road
		Pinhoe Road: Bus enhancements
		Cleaner modern vehicles
		Harts Lane pedestrian transport link

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Greater Innovation	Shared Mobility	Annual roll-out of car club vehicles
		Car club and bike hire at all city rail stations/interchanges
		Electrification of shared mobility fleet
		Support revised planning policy
		New transport subscription service
	Travel Planning	Area Wide Travel Planning
		School Travel Plans and School streets
	Network Control	Identify and reduce bus delay at hotspots
		Review city traffic signal controls and locations
	Data & Digital	Data Sharing with partners and innovators
		Feasibility of Digital spine: Ducting within new cycle routes
	Test & Learn	Live testing of measures on the highway
		Make permanent some Emergency Active Travel Measures
	Electric Vehicles	Electric vehicle position statement
		Electric charging facilities
Explore electricity generation sites to power EV		

CHILDCARE SUFFICIENCY REPORT **Report of the Head of Education and Learning**

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

Recommendation: That the Cabinet welcome and endorse the Annual Childcare Sufficiency Report and arrangements be made for the report to be published on the Council's website.

1. Background

- 1.1 It is a statutory duty to secure sufficient, accessible, affordable, high quality early years and childcare places.
- 1.2 Sufficiency is met through a variety of providers that includes all types of schools, pre-schools, day nurseries, holiday clubs, breakfast clubs, after school clubs, childminders, etc. These provisions are within the private, voluntary, independent and maintained sectors.
- 1.3 Early years places are for under-five-year-olds. Some two-year-olds and all three- and four-year-olds are funded through the Dedicated Schools Grant to access 570 hours of education a year (equivalent of 15 hours per week term time).
- 1.4 Some three- and four-year-olds of working families are eligible for an additional 570 hours of childcare per year. This is an annual total of 1140 hours of early education and childcare. It is known as the extended entitlement or 30 hours.
- 1.5 Childcare places are for 0-14-year-olds (or up to 18 years old for disabled children). This provision is paid for by parents.
- 1.6 The local authority should take into account what is "reasonably practicable" when assessing what sufficient childcare means.
- 1.7 [*The Early Education and Childcare: Statutory Guidance for Local Authorities*](#), sets out that the local authority should report annually to elected Council Members on how they are meeting their duty to secure sufficient childcare and make this report available and accessible to parents.
- 1.8 The report should include how the local authority are ensuring there is sufficient childcare available for all children with specific reference to children with special educational needs and disabilities, children from families in receipt of Universal Credit, children with parents who work irregular hours, children aged two, three and four taking up funded places, school age children and children needing holiday care. The report considers the affordability, accessibility and quality of provision and how any gaps in childcare provision will be addressed.
- 1.9 This is the eighth Childcare Sufficiency Assessment Annual report; last year's report was approved by cabinet in October 2019 and can be found here: <https://new.devon.gov.uk/eyps/providers/childcare-sufficiency/childcare-sufficiency-assessment>

2. The Childcare Sufficiency Annual Report 2019/20

The Childcare Sufficiency Annual Report 2019/20 (Appendix 1), is brought before Cabinet for endorsement, encapsulates key findings from data relating to 1 April 2019 to 31 August 2020 and actions for the Early Years and Childcare Service for 2020/21.

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- 2.1 This year the report includes data and observations collected from 1 April to 31 August 2020 at the height of restrictions enforced on the childcare sector as a result of the Covid-19 pandemic and what the Early Years and Childcare Service have been doing in order to continue to ensure critical workers and vulnerable childcare can still access childcare.
- 3. Key Findings – April 2019 to March 2020**
 - 3.1 The data analysis indicates that overall, there is sufficient early years and childcare provision within Devon. Although the rural/urban spread of different types of provision varies. Childcare Sufficiency Hot Spots have been identified.
 - 3.2 The number of providers has increased this year (+7). However, the population of under-five-year-olds has continued to decrease by 1.4% (-533) across Devon.
 - 3.3 The Early Years and Childcare Service determine there to be sufficient provision overall across Devon.
 - 3.4 The percentage of two-year olds taking up a funded place (86.4%) remains higher than the national average (69.0%).
 - 3.5 The percentage of three- and four-year olds taking up the early years funding (97.1%) has increased this year (+1.1%) and remains higher than the national average (93%). The take-up of the full universal entitlement and those taking up the extended (30 hours) entitlement has also increased.
 - 3.6 The percentage of two-year-olds with additional needs accessing funding has increased from 69.6% in Spring 2019 to 76.0% in Spring 2020 and the percentage of three- and four-year-olds with additional needs accessing a funded place has increased from 94.9% in Spring 2019 to 95.6% in Spring 2020.
 - 3.7 There has been an increase in the number of providers registered for [Tax Free Childcare](#) (66.0% to 71.7%).
 - 3.8 232 children have been funded through the [Disability Access Fund \(DAF\)](#) for early years providers to support children in receipt of Disability Living Allowance.
 - 3.9 There continues to be increased and improved communication with providers through social media platforms. The number of subscribers to the [Early Years Weekly Digest](#), number of likes of the Early Years and Childcare [Facebook Page](#), the number of followers to the Early Years and Childcare Service [Twitter page](#) and the number of connections to the [LinkedIn Showcase](#) has increased.
- 4. Key Findings – April 2020 to August 2020**
 - 4.1 In April 38.3% of providers in Devon were open for children of critical workers and vulnerable children. By the beginning of July this had risen to 62.2%.
 - 4.2 Less than 3% of open providers reported that they were unable to meet all requests for a childcare place.
 - 4.3 From April 2020, the funding rate for three- and four-year-olds increased from £4.08 to £4.16 and the funding rate for two-year-olds increased from £4.90 to £4.98.
 - 4.4 The number of people on Universal Credit in Devon more than doubled in the three-month period from February to May 2020. This is likely to result in an increase in demand for funded two-year-old places.

5. Proposals for next year

5.1 The Early Years and Childcare Service propose to:

- 5.1.1 Change the reporting period to academic year (September 2020 to August 2021).
- 5.1.2 Introduce a new termly survey of providers to ensure the service has regular, up to date information on the supply of childcare.
- 5.1.3 Introduce a new termly survey of parents to capture demand as parents' circumstances change.

6. Actions arising from the report

6.1 The Early Years and Childcare service will:

- Continue to assess sufficiency and identify hot spots through data analysis and discussion on the supply and demand of childcare with locality teams.
- Support providers to open or expand their businesses where appropriate.
- Carry out a termly survey of providers to capture data more regularly.
- Continue the data review of out of school provision to ensure accurate data is held.
- Support providers through [Early Years ONE Devon](#) to become good or outstanding.
- Work with providers to build greater flexibility and affordability into their provision for parents, where provision is open all year round but does not enable parents to stretch their funding for two-, three- and four-year olds.
- Survey parents to gain a greater insight into the demand for childcare where there is insufficient provision or there are issues raised through data, by the locality teams or by families.
- Use data from the Devon County Council Economy team to help inform demand for childcare as working patterns change.
- Promote the use of the '[unable to find childcare form](#)' to parents as a way of feeding back to Devon County Council when they cannot find childcare, particularly in areas where places are limited, so that Devon County Council are informed when more places are needed.
- Promote childminding as a career, particularly in rural areas.
- Work with the School Place Planning Team to establish Early Years Provision in new schools and request Section 106 for early years provision where appropriate.
- Review the Golden Ticket process with a view to sending a single Golden Ticket to all parents on the Department for Work and Pensions list.
- Promote the take-up of the Early Years Pupil Premium to parents and providers and highlight the benefits to the child and the setting.
- Promote Free School Meals in nursery classes.

7. Options/Alternatives

No other options were considered.

8. Financial Considerations

There are no additional cost implications to the report actions which will be implemented by the Early Years and Childcare Service.

9. Legal Considerations

There no specific legal considerations in relation to the annual report, key findings or actions arising from the report.

10. Environmental Impact Conditions

There are no specific environmental related issues arising from the report, key findings and proposed actions for the coming year.

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11. Equality Considerations

The actions arising from the Childcare Sufficiency Report contribute to the promotion of equality of opportunity. The report considers accessibility and affordability of childcare for all families and includes consideration of disabled children, families on low incomes and parents working irregular hours. Early years and childcare provisions are registered and inspected by Ofsted and they are required to comply with all legislation relating to anti-discrimination, safeguarding, employment and health and safety. The inspection will assess the extent to which the provider complies with all legal duties including those set out in the Equality Act 2010 and will pay particular attention to the educational outcomes for specific groups of children which includes all children with protected characteristics (Equality Act 2010). The actions identified for the coming year are a continuation of the ongoing work of the Early Years and Childcare service in promoting equality of opportunity for all families through the provision of accessible, affordable, high quality childcare.

12. Risk Management Considerations

No risks have been identified.

13. Public Health Impact

The report identifies that there are sufficient early years and childcare services for families. This should have a positive impact on public health as families can be supported through early years and childcare providers who enable parents to go to work or training and can signpost to other support if required.

14. Reasons for recommendation

Data analysis for the Childcare Sufficiency Report indicates that the local authority met the early years and childcare sufficiency duty in Devon in 2019/20.

To continue to ensure the duty is met in 2020/21 the main areas of focus will be:

- Ensuring sufficient places for 2-year olds and marketing and promoting this entitlement.
- Ensuring sufficient places for 3 and 4-year olds of working families.
- Raising the quality of funded places– specifically those judged as Requires Improvement and Inadequate by Ofsted.
- Meeting the need for early years and childcare places where there are new housing developments.
- Ensure sufficient early years and childcare provision for children with disabilities and special education needs.
- Monitoring the impact of the COVID-19 pandemic on supply of childcare including closure of providers no longer financially viable and the demand for childcare as parents work patterns change.

Dawn Stabb
Head of Education and Learning

Electoral Divisions: All
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[Childcare Sufficiency Assessment Annual Report 2019/20](#)
[Childcare Sufficiency Assessment Annual Summary 2019/20](#)

Childcare Sufficiency Assessment

Annual Summary

April 2019 to August 2020

This report covers a 16 month period to August 2020. This supports a move from financial to academic year reporting and also allows for key information relating to the impact of coronavirus on childcare sufficiency to be included.

The impact of the coronavirus (COVID-19) has made the assessment of the supply and demand for childcare more difficult.

Since April, the Early Years and Childcare Service have been monitoring the number of providers that are open (operating with or without children attending) or closed (not operating at all or operating over fewer days) as well as the number of children attending (including children of critical workers and vulnerable children) and reporting this to the Department for Education.

Going forward the Early Years and Childcare Service will introduce termly surveys for parents and providers to capture changes impacting on the supply and demand for childcare in an ever-changing environment.

<p>Strengths</p> <ul style="list-style-type: none"> ✓ The funding rate has increased ✓ More providers have registered for Tax Free Childcare ✓ More enquiries received about becoming a childminder ✓ Greater take-up of funding by three- and four-year-olds ✓ Greater take up by children with additional needs ✓ More children received Disability Access Funding ✓ Increased connections via social media 	<p>Areas for Action</p> <ul style="list-style-type: none"> ● Reduced take-up of two-year-old funding ● Decreased take-up of the Early Years Pupil Premium ● Fewer good or outstanding providers ● Less traffic to the Early Years and Childcare webpages ● Lack of feedback from parents ● Lack of data on the demand for childcare
<p>Opportunities</p> <ul style="list-style-type: none"> ➤ Potential baby boom from early 2021 ➤ More two-year-olds could become eligible for funding ➤ More childcare required in rural areas ➤ New early years provision in new schools ➤ Redundant staff become childminders 	<p>Threats</p> <ul style="list-style-type: none"> - Second wave of COVID-19 - Parents lack of confidence in using childcare - Potential closure of out of school provision - Less demand for childcare in towns, cities and on travel to work routes - Government's Furlough Scheme ending - Loss of capacity and flexibility in early years and childcare providers - Reduction in 3- and 4-year-olds eligible for the extended (30 hour) entitlement

For further information please see the Early Years and Childcare Service '[Childcare Sufficiency Assessment Annual Report April 2019 to August 2020](#)'.

Childcare Sufficiency Assessment Annual Report



April 2019 to August 2020

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Information about where to get advice and support on finding and paying for childcare is available in [appendix 1](#).

Introduction

Each Local Authority is required [to publish](#) a [Childcare Sufficiency Assessment Annual Report](#) for [elected members](#) and parents.

Reporting period

This report would usually provide information for the financial year from 1 April 2019 to 31 March 2020. However, during March the coronavirus (COVID-19) pandemic hit England and this had a significant impact on the work of the Early Years and Childcare Service (EYCS). Provision within the community also significantly changed, new reporting to national departments was introduced and Ofsted inspections ceased. The period from 1 April 2020 to 31 August 2020 is therefore included within this report. This not only provides a more up to date picture, it also enables the reporting schedule to be changed to bring it in line with the academic year. This will be beneficial in the future as much of the early years provision is now based in schools. The next report will cover 1 September 2020 to 31 August 2021.

What you can expect to see in this report

[Statutory guidance](#) states that Childcare Sufficiency Assessment reports should include information about the current and projected supply and demand of childcare, including specific references to how the Local Authority are ensuring there is sufficient childcare available to meet the needs of:

- [children with special educational needs and disabilities](#);
- [children from families in receipt of Universal Credit](#);
- [children with parents who work irregular hours](#);
- children aged [two](#), [three](#) and [four](#) taking up funded places;
- [school age children](#);
- [children needing holiday care](#)

When planning for sufficient childcare, Local Authorities must ensure that places are accessible, affordable and delivered flexibly, in a range of high-quality settings, so that parents can work or participate in training activities. This year, the EYCS has focussed on [areas where we know there is not enough provision and on those areas where, due to COVID-19, there is not enough information to enable an assessment to be made](#).

From 2021, the EYCS will introduce a termly schedule of surveys (until now there has been an Annual Survey of Providers). This will ensure information from both providers and parents is captured, to better inform the ever-changing supply and demand of childcare in Devon.

For more data on the coronavirus outbreak in Devon please see [Devon County Council's Covid-19 dashboard](#).

Summary of Early Years and Childcare Sufficiency in Devon

Strengths

- ✓ **The funding rate increased** – from £4.90 to £4.98 for two-year-olds and increased from £4.08 to £4.16 for three- and four-year-olds. The Government awarded an 8p increase to the two-, three- and four-year-old funding rates to all local authorities from April 2020. In Devon, this increase was passed straight to providers to increase the funding base rates. The three- and four-year-old funding rate continues to be uplifted to £4.16 which includes the universal SEND funding (4p) and universal deprivation (2p).
- ✓ **More providers registered for Tax Free Childcare** – Over the past year there has been an increase from 66.0% to 71.7% of providers registered for Tax Free Childcare as at March 2020. This enables more families to make savings on the cost of the childcare they use.
- ✓ **More enquiries about becoming a childminder** – Over the past year there have been more enquiries about becoming a childminder and more people attending the 'Preparing to be a childminder course'. Due to COVID-19 restrictions this course has now been developed as a virtual rolling programme, making it far more accessible across the county. There is also a local campaign running to increase the number of childminders is having a positive impact despite the national trend showing that childminders are in decline.
- ✓ **Greater take-up of funding by three- and four-year-olds** – the percentage of three- and four-year-olds accessing the Early Years Funding has increased, along with the take-up of the full hours of the universal entitlement, the take up of the extended entitlement and the take-up of the full hours of the extended entitlement. Consistent attendance for the full 570 hours has been shown to improve outcomes for children. Confidence in the extended entitlement has grown and more parents are using this 30-hour (term time) or 1140-hour (all year) entitlement to enable them to work.
- ✓ **Greater take up by children with additional needs** – the percentage of two-year-olds with additional needs accessing funding has increased from 69.6% in Spring 2019 to 76.0% in Spring 2020 and the percentage of three- and four-year-olds with additional needs accessing a funded place has increased from 94.9% in Spring 2019 to 95.6% in Spring 2020.
- ✓ **More children received the Disability Access Funding** – 232 children were paid Disability Access Funding in 2019/20; an increase of 71 children from 2018/19. This could be due to more settings knowing about the funding.
- ✓ **Increased connections via social media** – the number of likes and followers to the Early Years and Childcare Service Facebook (22% increase), twitter (76% increase) and linked in pages (32% increase) have increased over the last year. The number of subscribers to our weekly digest/newsletter has also increased by 266. This means our messages are being seen by more parents and providers.

Areas for Action

- **Reduced take-up of two-year-old funding** – The take-up of two-year-old funding has decreased from 89.0% in Spring 2019 to 86.4% in Spring 2020 but remains higher than the national average of 69%. The take-up of the full entitlement has also decreased from 73.4% in Spring Term 2019 to 72.5% in Spring term 2020. This could be due to providers prioritising 30 hours places for three- and four-year olds instead.
- **Decreased take-up of the Early Years Pupil Premium** – The take-up of the Early Years Pupil Premium has decreased from 9.1% in Spring 2019 to 8.8% in Spring 2020. The reason for this decrease is not clear.
- **Fewer good or outstanding providers** – The percentage of providers graded good or outstanding by Ofsted has decreased from 97.5% as at 31 March 2019 to 96.8% as at March 2020. A new inspection framework was introduced in September 2019 and could account for the 0.7% decrease in providers graded as good or outstanding. There have been no Ofsted inspections since March 2020. Inspections are due to resume in January 2021 and it is expected there will be more good and outstanding outcomes as a result.
- **Less traffic to the Early Years and Childcare webpages** – the number of users who have initiated at least one session on our webpages has decreased by 10.2% from March 2019 to March 2020. This could be due to the increased use of our social media, the weekly digest subscribers and providers using the [early years COVID-19 page](#). Also, if a user does not accept cookies on a webpage, they will not be included in the website analytics.
- **Less understanding of the demand for childcare** – Parental demand is changing because of the influence of the pandemic. The Early Years and Childcare Service need to find out what demand looks like now.



Opportunities

- **Potential baby boom from early 2021** – This could create an increase in demand for under-two-year old provision and an increase in demand for two-year-old provision from 2023 and an increase in funded provision for three- and four-year olds from 2024. Online reports seem to suggest that it will not happen, although this remains to be seen.
- **More two-year-olds could become eligible for funding** – due to more people becoming eligible for the Universal Credit as a result of the impact of COVID-19.
- **More childcare required in rural areas** – With more people working from home and the potential for these changes to be permanent, there could be an increase in demand for childcare nearer to where people live. Demand for childcare could become more evenly spread across the county rather than concentrated in larger towns and cities.
- **Early years provision in new schools** – where a new school is built, as part of a large housing development, early years provision will be included. The housing market is moving slowly and will need to be monitored. The Early Years and Childcare Service will work with the planning team on developing provision in new schools.
- **Redundant staff become childminders** – as the governments furlough scheme comes to an end, there could be early years and childcare staff who are made redundant. In these instances, the Early Years and Childcare Service will encourage them to register to become childminders in order to retain the skills and knowledge within the sector and to meet the demand. This could result in the dispersing of available childcare as staff move from a setting that is contracting in size to make provision in their homes, closer to where families live, and to where parents are now working. Childminders can often be more responsive to parents needs offering greater flexibility in their provision.



Threats

- **Second wave of COVID-19 and localised lockdowns** – The possibility and impact of a second wave is unknown. Plans are in place to manage a second wave if it happens.
- **Parents lack of confidence in using childcare** – Parents may still have concerns, fears and worries relating to COVID-19 about sending their child to childcare. This could result in a decrease in demand for childcare and the take-up of funding which in turn will impact on the viability of providers.
- **Potential closure of out of school provision** – More parents may be working from home with no commute and shorter working days and so do not require out of school provision. This could result in a lower demand for out of school provision making some providers unviable. This could cause issues for those parents who still need childcare. Most provision is run by schools and is one reason why parents choose a school, the knock effect could be to the school's intake where provision has closed.
- **Less demand for childcare in towns, cities and on travel to work routes** – With more people working from home and the potential for these changes to be permanent, there is less demand for provision in areas of work or on travel to work routes. This could see a closure of provision or the reduction of places in these areas.
- **Government Furlough scheme ending in October** – Businesses could become financially unstable when the government furlough scheme finishes at the end of October. Childcare businesses could close, as fewer parents will need childcare if they are made redundant; although more parents may become eligible for Universal Credit that could increase the demand for funded two-year-old places.
- **Loss of capacity in early years and childcare providers** – as the government Furlough scheme ends, childcare businesses may become financially unstable and need to make staff redundant. This could see a reduction in capacity and/or the closure of provision. Reduction in the operational hours, days and weeks and so reduced choice and flexibility for families. Added to this is the loss of experience and skills within the sector.
- **Reduction in three- and four-year-olds eligible for the extended (30 hour) entitlement** – An increase in Universal Credit claims is likely to result in a reduction in the number of three- and four-year-olds eligible for the extended entitlement. This could reduce the income for providers that rely mainly on the funded entitlements for their income.



A Picture of Devon – Putting Childcare into Context

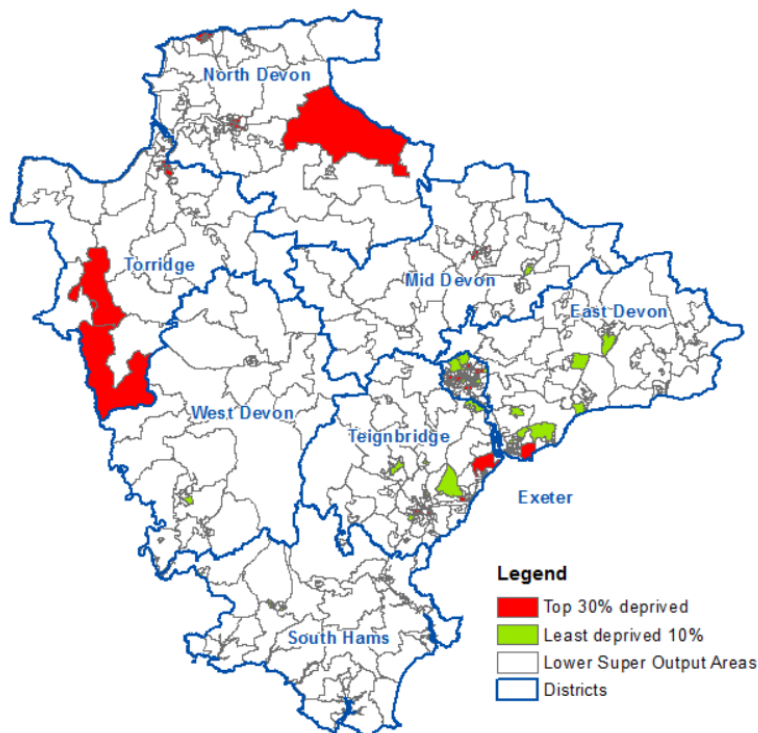
Devon has eight District Council areas and this report uses these areas to describe what provision is available and what demand there is for childcare. The District Council areas are Exeter, East Devon, Mid Devon, North Devon, Torridge, South Hams, Teignbridge and West Devon.

Socio-economic Differences

Disadvantage is often defined using the [Index of Multiple Deprivation \(IMD\) 2019](#)¹. The IMD 2019 provides a relative measure of deprivation in small areas, known as Lower Super Output Areas (LSOA's), across England. The overall picture for Devon remains very similar to the 2015 edition that was updated last year.

- The most deprived areas are in the wards of Ilfracombe Central, Barnstaple Central Town and Forches and Whiddon Valley in North Devon. These three areas are in the 10% most deprived areas in England. Around 4,800 people live in these areas.
- There is a noticeable north-south division with much of East Devon, Exeter, South Hams, Teignbridge being less deprived than North Devon, Torridge and West Devon.
- Levels of income deprivation affecting children and older people are below the average for England.
- There are 27 areas in Devon in the least deprived 10% of areas nationally – this is three more than in 2015. The least deprived area is in Ivybridge in South Hams. With a rank of 32,466, it is in the least deprived 2% of areas nationally.

Map 1: Top 30% most deprived areas and 10% least deprived areas in Devon



Lower Super Output Areas are small geographical areas used for statistical analysis and are generated to be consistent in population size (approximately 1500).

For more information on deprivation in Devon, please see the [deprivation section of the Devon Facts and Figures webpages](#), including the [Analysis of Indices of Multiple Deprivation 2019](#)

Source: DEVON COUNTY COUNCIL (2020), Index of Multiple Deprivation 2019

¹ The IMD 2019 provides a relative measure of deprivation in small areas, known as Lower Super Output Areas (LSOAs), across England.

Population

Over the last year² the population of 0 to 16-year-olds had increased by 0.6% (133 children) to 140,059.

- All districts³ had a slight increase in the population of 0 to 16-year-olds apart from Torridge, which saw a decrease (-1.1%, 130 children).
- The population of under-five-year-olds in Devon has continued to decrease by 1.4% (533 children) and is predicted to continue to decrease.
- The population of two-⁴, three- and four-year-olds eligible for the Early Years Funding is predicted to continue to decrease over the next 12 months

The impact of COVID-19 on the population is not yet known.

- There could be a baby boom from early 2021 due to the coronavirus (COVID-19) pandemic lockdown.
- The impact of COVID-19 may lead to a drop of 0.5% in the live birth rate as In Vitro Fertilisation (IVF) treatment was shutdown⁵.
- National data on abortions in April 2020 showed just over 4,500 more abortions were carried out compared with April 2019. However, in May and June 2020, the number of abortions performed was less than the corresponding month in 2019⁶

Further population data on under five-year olds is available in [Appendix 2](#).

Housing Developments

There are several areas in Devon where new housing developments will significantly increase the population and therefore the demand for childcare.

The Early Years and Childcare Service (EYCS) work closely with the School Place Planning Team to ensure requirements for early years and childcare provision is considered in responses to District Council Local Plans and Section 106 requests. For more information please see the [Education Infrastructure Plan](#).

There are currently 38 signed [Section 106 agreements](#) that include a contribution for early years places to be created:

- just over half of the money requested relates to developments in Torridge
- just under a quarter relates to developments in North Devon
- a further 80 applications are pending decisions with:
 - 20% of the money requested relating to developments in South Devon
 - 17% in Mid Devon
 - 15% in North Devon
 - 15% in Exeter
 - 14% in Teignbridge.

² Population of children as at 31/03/2019 compared with population as at 31/03/2020 – Health Data

³ Devon is divided into 8 districts. These are Exeter, East Devon, Mid Devon, North Devon, Torridge, South Devon (sometimes referred to as South Hams), Teignbridge and West Devon. See Map 1.

⁴ Based on DWP Eligibility list for Summer Term 2020

⁵ <https://medicalxpress.com/news/2020-08-lockdown-impacted-women-ability-birth.html> [Accessed September 2020]

⁶ <https://www.gov.uk/government/publications/abortion-statistics-during-the-coronavirus-pandemic-january-to-june-2020/abortion-statistics-for-england-and-wales-during-the-COVID-19-pandemic> [Accessed 1 October 2020]

The Early Years and Childcare Service will work with the planning team on developing provision in new schools.

Devon County Council is exploring a number of options to increase the offer in Ilfracombe including the potential use of the new community building being delivered by housing development.

Early Years and Childcare Providers

The [types of Early Years and Childcare Providers factsheet](#) explains the differences between provision in Devon.

Table 1: Number of childcare providers by type of care as at 31 March 2020 compared with 31 March 2019

	2018/19	2019/20
Day Nursery	124	129
Pre-school playgroup	202	187
Nursery unit of independent schools	15	15
Academy nursery class	42	57
Maintained nursery class	53	55
Out of school club	171	167
Weekend Club	4	4
Holiday Scheme	78	77
Childminder	492	486
Home Child carer	115	126
All Provision	1296	1303

Source: DEVON COUNTY COUNCIL (2020), Early Years and Childcare Service

Changes to provision between 31 March 2019 and 31 March 2020:

- There has been a net decrease of 5.1% in the number of childminders in England which has been mirrored across the South West with a decrease of 5.6%. However, in Devon, there has only been a net decrease of 2.8%⁷
- Five new day nurseries have opened.
- Two pre-schools closed and nursery classes in maintained schools opened in their place.
- 15 pre-schools have become academy run.
- Four providers offering wraparound care for school-aged children have closed.
- A change of management at one Exeter nursery resulted in places doubling to 104.
- The school sector is the fastest growing, followed by the private sector.
- Voluntary sector pre-schools are continuing to close.

Changes to provision between 1 April 2020 31 July:

- Three day nurseries and one academy nursery class have opened
- Three day nurseries and four pre-schools have closed
- 10 childminders have registered with Ofsted
- 11 childminders have resigned.

It is unclear whether these changes have been as a result of the impact of the coronavirus. Where providers close, we encourage and support childcare staff who are

⁷ Ofsted Registered Childcare Providers 31 March 2019 compared to 31 March 2020 -

<https://www.gov.uk/government/collections/early-years-and-childcare-statistics> [Accessed September 2020]

made redundant, or become unemployed, to become childminders to help fill gaps in demand.

Despite the economic impact of COVID-19, the Early Years and Childcare Service have continued to receive enquiries from existing and new providers proposing to open or expand provision across the county and are supporting them to do so where we believe there will be a demand for places.

Sufficiency of Provision

Parent Feedback forms

1 April 2019 – 31 March 2020

The ['Unable to find Childcare'](#) form enables parents to tell Devon County Council when they cannot find the childcare that they need.

- 56 online parent feedback forms relating to 69 children were submitted
- Most parents lived in Exeter (11), followed by Exmouth (10).
- Parents reported that were struggling to find childcare for under-two-year-olds (18 children), followed by two-year-olds (16) and three- or four-year-olds (15).
- 39 parents requested to be contacted to further discuss their issues with finding childcare. [The Family Information Service](#) followed up on these enquiries. There were no instances where the Family Information Service were unable to find suitable childcare for parents.
- Any unresolved issues raised by parents to the Family Information Service have been followed up by the Early Years and Childcare Service so the problems could be addressed, and actions taken.
- There must be a large enough demand to make it a viable business proposition for providers to offer places. For example, if a parent wants childcare from 7.00 am each morning and there are no other parents that want the same service, the demand cannot practicably be met.
- Where demand is low, the Early Years and Childcare Service often rely on childminders to meet the need as they can be flexible and operate with lower numbers. There is an ongoing recruitment campaign to promote childminding as a career.

1 April 2020 – 31 July 2020

- 84 forms were submitted relating to 117 children – this was a significant, but not unexpected, increase on the numbers shown above
- Most were looking for childcare for four- to 11-year-olds either during the day (62 children) or before and after school (24 children) as schools and their out of school clubs had closed and parents needed to work
- This was followed by parents looking for provision for their three- and four-year-olds (14 children)
- 74 parents requested to be contacted to further discuss their issues. The Early Years and Childcare Advisors followed up on these enquiries and in 53 instances a suitable childcare option was found.
- As the further national restrictions were put in place many parents started working from home so the demand for childcare reduced.

Information will continue to be gathered from the ['Unable to find childcare'](#) forms as well as the new termly parent surveys.

Sufficiency of provision for two-year-olds taking up early years funding

Funding for two year olds is based on [economic and social criteria](#). Not all two-year olds will be funded for 570 hours a year. Every 6 weeks the EYCS receives a list of eligible parents' names and addresses from the department for Work and Pensions (DWP). These parents are sent [Golden Tickets](#). Parents who do not receive a Golden Ticket should check their eligibility through the [Citizen's Portal](#).

It is important that as many eligible children as possible access a place so that they get the best start in life. Only providers that Ofsted consider to be good or outstanding are funded to receive these children. There are one or two exceptions - where there is no alternative provision and local advisers are supporting the setting to improve and also where children have attended the provider since they were a baby. The parent can choose to continue to use the provision to avoid disruption to the child and the family.

- The take-up of funded places by eligible two-year-olds in Devon is 17.4% higher than the national average of 69.0% (January 2020)⁸.
- There was, however, a local decrease from 89.0% in spring term 2019 to 86.4% in spring term 2020. A possible reason for this could be the exclusion of eligible parents, that were in receipt of Universal Credit, from some of the lists sent to the EYCS by the Department for Work and Pensions (DWP) earlier in 2020.

The EYCS matches the DWP list of parent's names and addresses against the Devon County Council database to verify that a child of eligible age lives at the address stated on the DWP list.

If a child is matched with Devon County Council records, and they are not already claiming funding, a [Golden Ticket](#) is sent to the parent that they can take straight to the childcare provider.

If a match cannot be found, a [Purple Ticket](#) is sent prompting the parent to verify their eligibility through the [Citizen's Portal](#).

Sufficiency of provision for three- and four-year-olds taking up early years funding

- The take-up of universally funded places by three- and four-year olds has increased over the last year from 96.0% in Spring Term 2019 to 97.1% in Spring Term 2020 and remains higher than the national average of 93% in January 2020.
- The increase in take-up could be because more providers have signed up to receive early years funding.
- Almost half (47.7%) of all funded three- and four-year olds (spring term 2020) are also taking up some of the extended entitlement up from 44.3% in Spring Term 2019.
- Data on the take-up of funded provision can be found in [Appendix 2](#).
- Take-up remains high and data suggests that overall, there is sufficient provision to meet the current need for funded two-, three- and four-year-old places.
- Since April 2020, there has been an increase in the number of two-year-olds eligible for funding. As the number of claimants on universal credit increases the number of eligible families is expected to grow. This may result in areas where there is a need for more provision.

⁸ <https://explore-education-statistics.service.gov.uk/find-statistics/education-provision-children-under-5>

- A possible decrease in take-up may occur because of parents' anxiety about sending their children to provision during the pandemic.
- The Early Years and Childcare Service recognise that there will be times of the day and weeks of the year when some families may not be able to access the places they need. Parents can report this to the Early Years and Childcare Service by using the ['unable to find suitable childcare feedback form'](#).

Please see the [Early Years Funding webpage](#) for more information on the entitlement.

Sufficiency of provision for children from families in receipt of the childcare element of Working Tax Credit or Universal Credit

The Early Years and Childcare Service (EYCS) work with Job Centre Plus and early years and childcare providers to ensure that there is sufficient provision to meet the needs of all families including those in receipt of the childcare element of the [Working Tax Credit](#) and those affected by changes under the welfare reforms.

A family in receipt of Universal Credit is eligible for:

- [Funded childcare for their two-year-old](#) of up to 570 hours a year.
- [Free school meals \(FSM\)](#) including children attending a nursery class in a school who are also eligible.

[Early Years Pupil Premium \(EYPP\)](#) for their three- and four-year-old, which is additional funding for early years providers to improve the education to help narrow the gap in children's outcomes.

Impact of COVID-19 on Universal Credit

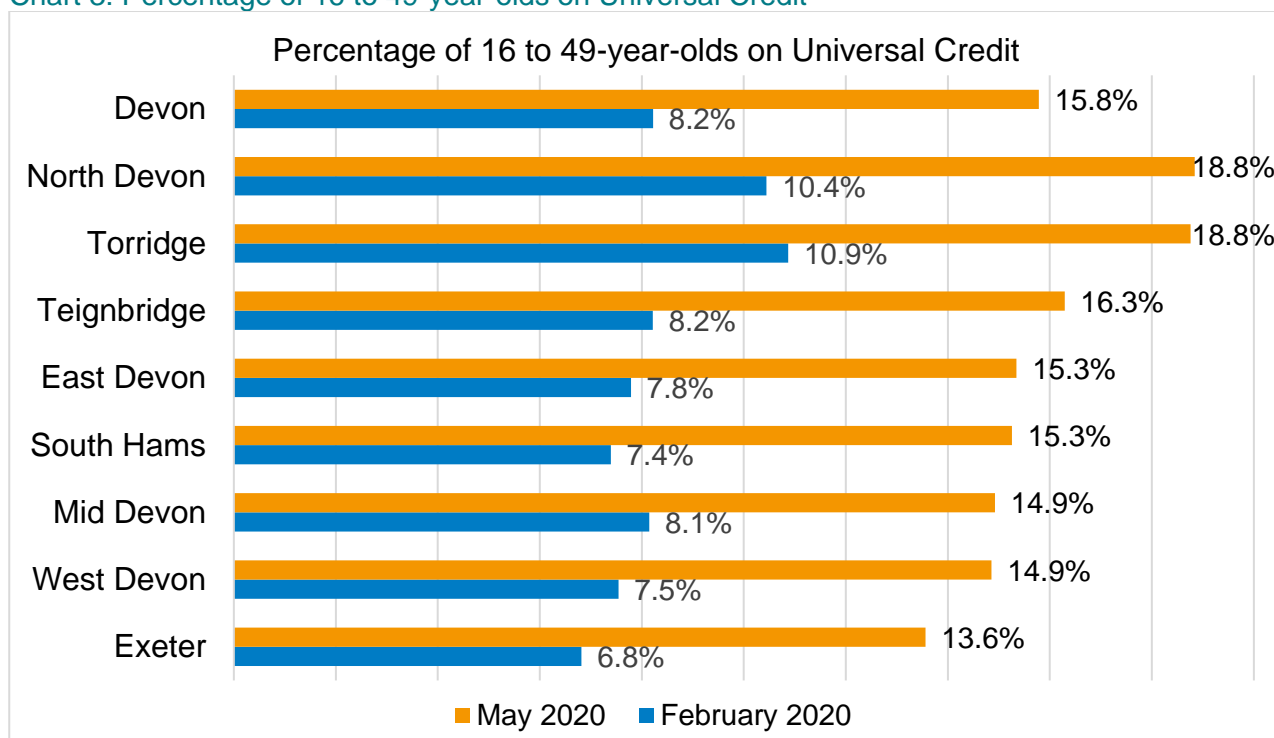
As a result of the impact of the coronavirus, data shows that more families are becoming eligible for Universal Credit (UC).

- In February 2020, 8.2% of the population⁹ of 16- to 49-year-olds in Devon were on Universal Credit¹⁰.
- In the three-month period to May 2020, this increased to 15.8%.
- East Devon, Exeter, South Hams, Teignbridge and West Devon saw a similar pattern of increase. This was due to the large number of people in employment who were unable to work due to the restrictions of COVID-19.
- Mid Devon, North Devon and Torridge saw the lowest proportionate increase, but North Devon and Torridge still have the overall highest percentage of claimants. This is could be due to several factors including fewer job opportunities.

⁹ Mid-year population estimates 2019 <https://www.devon.gov.uk/factsandfigures/the-people/population-estimates/> (subtracting number of 15 year olds from Health Data Summer Term 2019)

¹⁰ Job Centre Plus – Stat Explore – It is assumed that over 50-year-olds are less likely to have young children, therefore the analysis just looks at people on universal credit aged between 16 and 49.

Chart 3: Percentage of 16 to 49-year-olds on Universal Credit



Source: DEPARTMENT FOR WORK AND PENSIONS (2020), Stat-Xplore, People on Universal Credit, Table 4 – Local Authority by Employment Status

- All districts have increased by between 6.7% and 8.4% in the percentage of the population of 16- to 49-year-olds on Universal Credit which now ranges between 13.6% and 18.8%.
- The retail and hospitality industries are being hardest hit by the pandemic; it is assumed that there may be more claims from employees in those sectors.

What does this mean for childcare in Devon and future sufficiency?

The impact of this increase in Universal Credit claimants could mean:

- More families become eligible for a funded two-year-old place which would increase the demand for places. These families may be new to the childcare market.
- Families that have lost their jobs and moved onto Universal Credit (UC) may have been using childcare when they worked. Funding for a two-year-old place will replace some, or all, of the hours that they previously paid for. In these instances, the demand for places remains the same.
- The increase in the number of UC claimants in employment suggests they could be eligible because they have a low income. This may mean that they are less likely to be able to afford childcare. This could result in fewer parents choosing to pay for additional childcare outside of the funded entitlements and a greater reliance on informal childcare arrangements from family and friends.
- A 1.3% increase in the number of people on universal credit but not in employment suggests there may be a decrease in the demand for childcare as parents will look after their children whilst at home. However, this is hoped to be temporary and at some point, in the future, there could be an increase in the demand for childcare as the economy recovers and more people get back in to work. Recovery to pre-COVID-19 employment levels is likely to take until 2022-2024.

- Providers often respond to parents' requests for places based on the space and staff that they have available (there are different requirements for a two-year-old than for a three- and four-year-old). There has been a perception that caring for funded two-year-olds can involve more work than caring for an older child and that it costs the provider more to meet the higher staff ratios. Therefore, on occasions, providers have shown a reluctance to offer funded places for two-year-olds. Providers may charge more than is given for a funded two-year-old place and it may be more lucrative for them to give places to older children. When calculating supply, it is difficult to determine how many places will be available for funded two-year-olds when almost all providers manage their own admissions and the numbers of 2,3- and 4-years olds are fluid.
- Working families in receipt of universal credit are likely to be eligible for the two-year-old funding as well as the [extended entitlement \(30 hours\)](#) for three- and four-years-old if both parents are working.
- In spring term 2020, there were 610 funded three-year-olds attending Devon providers that were previously funded as two-year-olds. Of these 610 children, 129 (21.1%) were funded for the extended entitlement.
- Being a UC claimant is one of the [qualifying criteria for Early Years Pupil Premium \(EYPP\)](#). This is additional funding, given to a setting, for eligible three- and four-year olds. As the number of UC claimants rise more children will be entitled to this funding which must be used to support the individual child.
- The take up of the EYPP has not been as high as we would have hoped. Some providers have cited administration time as a barrier for them in applying. As more children will be benefiting from the funding, it is hoped that as many providers as possible will make claims. When the claims are combined, the EYPP funding could, potentially, fund another member of staff.
- Similarly, the take up of [Free School Meals in nursery classes](#) in maintained and academy schools has been both low and inconsistent. With higher numbers of eligible children, it is hoped there will be more [applications](#) being made by families. There is more work to be done to promote Free School Meals in nursery classes as many families are unaware that they are available.
- A funded two-year-old could also receive a Free School Meal if they attend a school nursery class. At three, they may be eligible for the extended entitlement too. These funding streams are there to support families and will also help providers to continue to offer the best services to our children in Devon.

[More information on eligibility criteria for Early Years Pupil Premium, Free School Meals, Disability Access Fund and two-year-old funding](#)

Sufficiency of provision for children with special educational needs and disabilities

Early years and childcare providers are required to be inclusive¹¹. Support for group childcare providers with inclusive practice is available through the Babcock Early Years Consultants and for childminders through the Early Years and Childcare Advisers. The Early Years and Childcare Service considers there to be sufficient choice of provision to meet the childcare needs of parents of children with additional needs. There have been no enquiries to the service made by families who cannot find the childcare that they need.

The below outlines the support available to providers:

Early Years Funding for children with additional needs

- 76.0% of two-year-olds and 95.6% of three- and four-year-olds with additional needs¹² were accessing the Early Years Funding in spring term 2020.

Disability Access Fund (DAF)

The [Disability Access Fund \(DAF\)](#) is intended to aid access to early years places for three- and four-year-olds, by supporting providers in making reasonable adjustments to their settings. Providers are entitled to receive a one-off payment of £615 per year.

- 232 children have been funded through the [Disability Access Fund \(DAF\)](#) for early years providers to support children in receipt of the Disability Living Allowance.

SEND Individual Inclusion Fund

The [Early Years Consultants](#) have actively publicised the SEND Inclusion Funding application process to ensure all providers are fully informed of this support. In addition, new forms have provided more detailed information regarding children's levels of need and helped the panel establish a more consistent approach to funding allocations. Early years practitioners are showing more skill and confidence in identifying needs and areas for further support which is reflected in the applications.

- 1028 children have been funded through the [SEND Individual Inclusion Fund](#) in 2019/20. This is an increase of 231 children from 797 children in 2018/19.

Nursery Plus

[Nursery Plus](#) is an educational outreach service, supporting early years settings in receipt of Early Years Funding to meet the needs of individual children identified with additional or Special Educational Needs and Disabilities.

- 587 children attending 205 providers have been supported through the [Nursery Plus](#) service in 2019/20.

¹¹ Required through the [Equality Act 2010](#) and the [Children and Families Act 2014](#).

¹² Children with special educational needs and disabilities (SEND) are defined as children who have an Education, Health and Care Plan or SEN Support (this means they are supported by Devon County Council for special needs and disabilities).

Early Years Complex Needs (EYCN) Service

The [EYCN service](#) is an education-based service for children with significant or complex developmental delay in two or more areas of development. One of these areas must be cognition (acquiring knowledge or understanding).

- The service is affiliated to the National Portage Association (NPA) and is based on the principle that parents and carers are the key figures in the care and development of their child.
- It works closely with a wide number of professionals from health, education and care and is made up of a service lead, specialist teachers and practitioners.
- The child and family will be supported by the EYCN team in the following ways:
 - regular home visits by practitioners, providing parents with strategies, skills and ideas to help their child's development,
 - support to access community settings (such as children's centres, preschool, and nursery), and
 - the specialist teachers contribute to the Special Education Needs and Disability (SEND) process, transitions into settings and schools, including requests for Education Health and Care Plans (EHCPs).

Local Offer

Information on education, health and social care services and support for children and young people (0-25) with special educational needs and disabilities (SEND), can be found in [Devon County Council's Local Offer](#), with more information on [what is available for 0-4 year olds in Devon](#).

There is a range of specialist provisions across Devon i.e. specialist holiday play schemes and Saturday clubs. [To search for these visit Pinpoint – Community Services Directory](#).

Sufficiency of provision for children requiring holiday care

With the seasonal nature of employment opportunities in the tourism and hospitality sectors it is important to ensure there is sufficient provision for parents needing to use holiday care to enable them to work.

The way early years and childcare provision is attended, changes through any summer as some parents choose to use holiday provision whilst others do not require it. Some parents work term-time only and therefore do not require childcare during the holidays. Other parents use their annual leave entitlement to cover holiday periods to reduce the need for childcare, whilst others will use friends or relatives to care for their children.

The Early Years and Childcare Service received feedback from parents that they were unable to find holiday provision for three children living in Devon in the financial year 2019/20. There were no instances reported where the Family Information Service was not able to help a parent find suitable childcare in 2019/20.

April to August 2020

- Nationally¹³ there was a 32% decrease in the number of children attending providers between 16 July and 30 July 2020 when the summer term ended whereas Devon saw a 50% decrease.

¹³ <https://explore-education-statistics.service.gov.uk/find-statistics/attendance-in-education-and-early-years-settings-during-the-coronavirus-COVID-19-outbreak/2020-week-31> [Accessed August 2020]

- However, nationally the percentage of providers open dropped from 62% to 46% between 16 July and 30 July whereas for Devon, this only dropped from 68.9% to 64.1% and as at 20 August there were still 63.5% of providers open.
- Since 1 April, there have been four parents who reported that they were struggling to find holiday provision, all were contacted, and suitable childcare was found.

Given the above, the Early Years and Childcare Service assume that there was sufficient childcare to meet the needs of children requiring holiday provision in all holiday periods. However as almost all sport-based holiday schemes remained closed and the clubs and activities that did open did so with reduced places, it is likely that children who would usually participated in these activities did not have alternative options even though it did not result in a requirement for child care.

Sufficiency of provision for school aged children

Demand for out of school provision for school-aged-children is usually met through the local schools that the children attend, where there is sufficient demand from parents to ensure sustainable provision. If the school does not or cannot deliver childcare provision where a need has been identified, an external provider can set up in partnership with the school to provide this service from the school site. Many childminders offer breakfast childcare dropping off children at school and collecting them when the school day ends.

Parents have the right to request that schools offer childcare and providers can request to use school buildings from where they can operate childcare. It is the responsibility of the school governors or trustees to respond to these requests. This is set out in ['Wraparound and holiday childcare: parent and childcare provider 'rights to request''](#). Devon County Council has asked schools to inform the Early Years and Childcare Service if they receive requests from childcare providers and parents.

Although the number of out of school clubs decreased by four during the financial year 19/20 there were still sufficient places. It should be noted that the Early Years and Childcare Service (EYCS) does not always know about school run before and after school care as there is no requirement for it to be registered separately with Ofsted. As a result, there may have been more places available.

The position changed considerably over the summer 2020 period with most school-based provision being closed over the summer.

- Since 1 April 2020, there have been 65 parents reporting that they were struggling to find provision for their school aged child.
- There were four instances (1 in Torrington and 3 in Stokenham) where the Early Years and Childcare Service were unable to find suitable before and after school childcare.
- The pandemic has exposed the fragility and vulnerability of the out of school sector, in particular how it is affected by access to school sites, its reliance upon paid-for fees, and changes in demand, need and preferences of families.

This Autumn, a data review exercise is underway to ensure that the most up to date information is held on childcare provision run by schools¹⁴.

¹⁴ 42% of out of school provision in Devon is run by schools

Sufficiency of provision for children with parents who work irregular hours

The Early Years and Childcare Service will fund two-, three- and four-year-olds places at weekends and bank holidays enabling providers to claim funding whenever they are open between 6.00am and 8.00pm.

Of the providers responding to the Annual Survey of Providers 2020:

- 54.3% had been asked to provide childcare before 8.00am
- 26.6% had been asked to provide childcare after 6.00pm
- 13.9% had been asked to provide childcare at weekends
- 42.1% had been asked to provide childcare for irregular hours

As the EYCS has received very few enquiries from parents requiring childcare for atypical or irregular hours where they have been unable to find suitable childcare, it is assumed that there is sufficient provision across Devon to meet these needs. Although the EYCS suspect there will be a few families who struggle to match their working times with the availability of childcare.

Parents have the right to request schools to establish wrap around childcare if there is enough demand. This may include opening before 8.00am, after 6.00pm and at weekends.

Support for providers and the impact of COVID-19

Monitoring the impact of coronavirus (COVID-19)

The Early Years and Childcare Service applied to the COVID-19 fund the council had received from central government and were granted £600,000 to encourage providers to remain open for children of critical workers and vulnerable children during lockdown. A grant application process was successfully put in place that enabled a significant number of providers to open as shown in the data below.

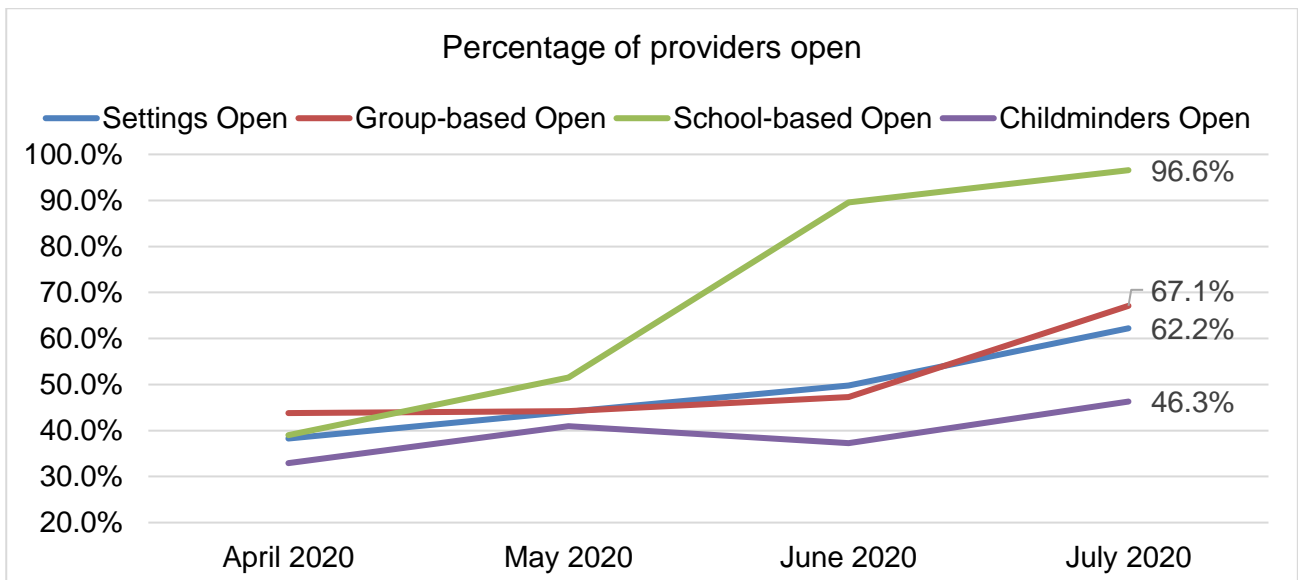
Between March and June 2020 all early years and childcare provision were closed to all except critical workers children and those children classed as vulnerable. During this time comprehensive reporting systems were put in place to allow us to monitor those children attending and ensure the safety of those who were not. On average 3112 were attending regularly of which, 2065 (66.4%) were children of critical workers and 394 (12.7%) were vulnerable children. This represented about 5% of the entire two- to four-year-old cohort.

During the above period, approximately 38% of providers remained open. The majority of those not open were childminders, who were concerned about caring for other children in their family home at this time.

At the beginning of June changes in national regulations allowed childcare providers to once again open their doors to more children. From **this point onwards, the numbers attending gradually began to increase.**

The graph **below shows how the number of open providers changed over this period.**

Chart 1: Percentage of providers open by type of provider

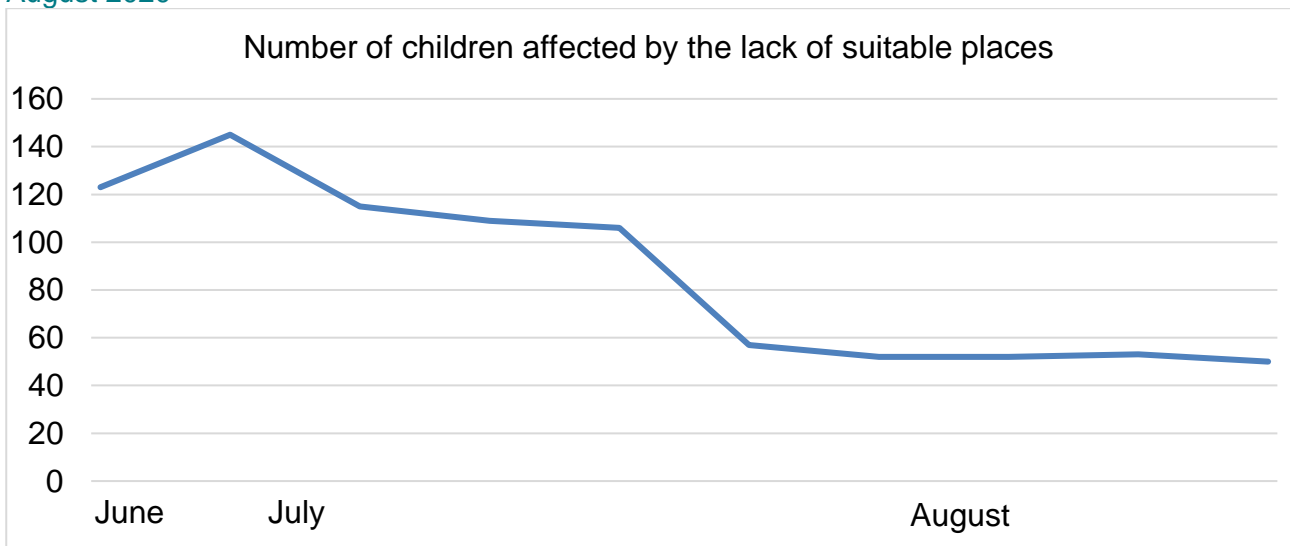


Source: DEVON COUNTY COUNCIL (2020), Early Years and Childcare Service– DfE attendance return.

The greatest percentage increase, over this time, was seen in the number of school-based providers open 39.0% in April to 96.6% in July 2020. Childminders remained the most likely type of provider to be closed with 46.3% open in July.

During this period, the highest proportion of providers responding to Devon County Council that they could not meet all requests for a place, was 3%. This was followed up by the Early Years and Childcare Service. The chart below shows the number of children that could not be accommodated by providers which decreased over time as the service helped families find a place. It should be noted that in the majority of cases the Early Years and Childcare service were able to find suitable provision for the child.

Chart 2: Number of children affected by the lack of suitable places at open settings – June to August 2020



Source: DEVON COUNTY COUNCIL (2020), Early Years and Childcare Service– DfE attendance return. Date period: 25/06/2020 – 20/08/2020

Where providers were not able to meet requests, the reason was identified as one of the below:

- due to working in bubbles and staff restrictions
- because they were prioritising vulnerable and critical worker children

- as they were not opening on all their usual days/hours, or
- not taking on any new children not already on their register
- Childminders concerned about caring for other children in the family home.

The unable to find childcare feedback form remained in place for families who were seeking provision over the summer either in early years settings or holiday provision for school age children.

September saw the majority of providers re-open but the number of children attending has not yet reached pre-COVID-19 levels.

Informal Childcare

Although there is no data on informal childcare, it is nationally accepted and known that parents rely on care provided by family and friends to enable them to work and that this informal care accounts for a significant proportion of childcare.

During the COVID-19 lockdown restrictions, the availability of informal childcare was reduced. Restrictions on meeting with other people, shielding vulnerable groups and parents not wanting to put other family members at risk will all have had an impact on the amount of childcare available. Some families use grandparents for childcare; the availability of grandparents to care for grandchildren will have been compromised due to some of this older age group being vulnerable and needing to shield. This will, undoubtedly, have impacted on parents' ability to work.

However, in some circumstances, parents who would not normally use formal childcare, did so in order to continue working, particularly those who were critical workers.

As restrictions ease, it is unclear whether those who have started using formal childcare will continue to use formal childcare or whether they will return to their informal childcare arrangements posing a threat to childcare providers resulting in a lower demand and loss of income.

The good news is that the government have announced that [childcare will be exempt from interhousehold mixing restrictions in local areas of intervention](#). This means if there is another local lockdown, informal childcare arrangements will be allowed to continue.

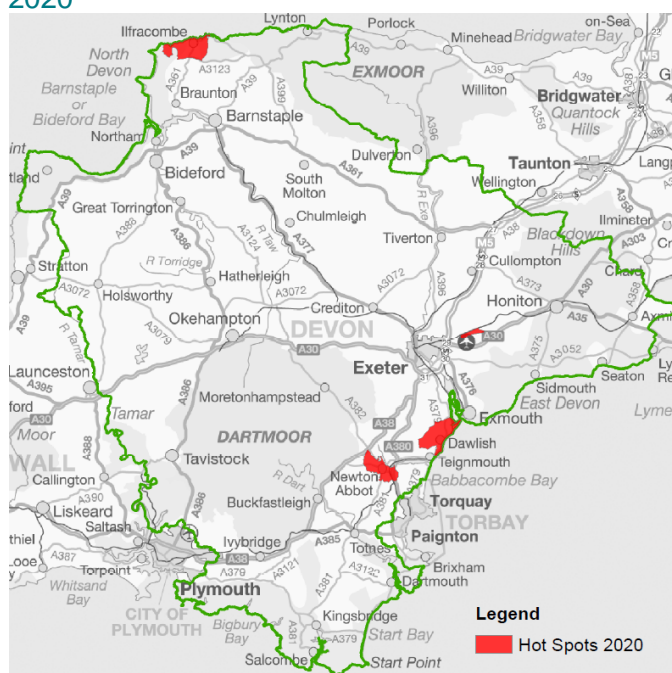
Sufficiency of Early Years and Childcare Provision

Early Years and Childcare Sufficiency Hot Spots

Data held by the Early Years and Childcare Service about provision in Devon is assessed in a holistic way which provides a comprehensive approach to planning sufficient provision. 'Hot Spots' are identified and agreed where there is a need for more provision or where further work is required by the Early Years and Childcare Service to better determine whether the current provision meets the potential demand.

Hot spot areas identified in August 2020 are:

Map 2: Hot Spot Areas 2020



Source: DEVON COUNTY COUNCIL (2020)

- Cranbrook – potentially a need for more under-two-year-old provision
- Dawlish – potentially need for more under-two-year-old provision
- Newton Abbot – potentially a need under-three-year-old provision
- Ilfracombe – a need for under-five-year-old provision
- Out of school provision across the county

The Early Years and Childcare Service are aware that there may be more hot spot areas that are currently unidentified due to the uncertainty of parental demand as working patterns change, the economy adjusts after the pandemic and supply of childcare alters as a result. The Early Years and Childcare Service will monitor the childcare market and respond where necessary.

Further information on work to be undertaken to address issues relating to these hot spot areas can be found in the [Action Plan](#).

Summing up sufficiency

As there were a very low number of instances where the service has not been able to match parents to suitable childcare, it is assumed that there is sufficient early years and childcare provision in most parts of Devon to meet the needs of the majority of parents.

Monitoring of Early Years and Childcare

Monitoring and Reporting on sufficiency, quality, affordability and accessibility

The Early Years and Childcare Service internal Termly Reports for managers, enable the monitoring of data relating to the local authority's sufficiency duty and market management. These reports also help managers to measure how the targets, within the Service Action Plan, are being addressed and met in a timely manner throughout the year.

A COVID-19 Recovery Plan has been drawn up and sits alongside these established systems and is regularly reviewed and updated so that the service is prepared to respond should there be localised lockdowns.

The Early Years and Childcare Service monitor the following data:

- Population of under five-year olds
- Numbers of providers
- Ofsted outcomes and actions¹⁵
- Providers supported by [Early Years ONE Devon](#)
- Providers offering the stretched offer
- Providers registered for [Tax Free Childcare](#)
- Numbers of enquiries relating to becoming a childminder
- Parent feedback through 'unable to find childcare' forms
- Take up of two-year-old funding, including children eligible for funding due to the receipt of Universal Credit, Disability Living Allowance and take up by two-year-olds in care
- Three- and four-year-old funding including take up of the extended entitlement and take up by three- and four-year-olds in care and by children in need
- Take up of Early Years Pupil Premium and Free School Meals in nurseries in schools
- Communications including social media, website and newsletter

Please see [appendix 2](#) for 2019-20 end of year report.

One Devon

The [statutory guidance for local authorities](#) on securing sufficient childcare states 'childcare places' should be made available in 'high quality settings'. Places for 2-year olds should only be funded by the local authority in good or outstanding provisions unless there is a sufficiency issue.

[Early Years ONE Devon](#) is the overarching strategy to support early years setting effectiveness in Devon. The strategy supports all early year's settings to become 'good' or 'outstanding' and ensure they meet the needs of all children. There will be a strong focus on disadvantage as the aim is to support children to access their right to education, good quality care, and achieve their full potential.

¹⁵ In September 2012 Ofsted introduced an Early Years outcome for the Foundation Stage provision in the school (reception and nursery), in addition to the overall outcome for the school. Several Devon schools were last inspected in 2012 or 2013 and as a result the data used is for the whole school. More recently the Early Years outcome is used to give a more accurate reflection of the quality of provision. Therefore, it will take some time before the same outcome can be used as a measure of quality.

Action Plan

To ensure there is sufficient provision in 2020/21 the Early Years and Childcare Service will carry out the actions set out in the [Action Plan in Appendix 3](#).

In next year's report (1 September 2020 – 31 August 2021) the Early Years and Childcare Service will consider what changes there have been:

- to family circumstances due to COVID-19
- to working patterns
- relating to the eligibility for funded places
- to the demand for childcare because of parental anxiety
- to the flexibility given to parents on how and when they use the funded time
- as a result of the furlough scheme

APPENDIX 1: Information about Childcare

Where do I find out about childcare?

Information on childcare in Devon is available from the Family Information Service through the [Education and Families website](#) and through the [online Community Service Directory, Pinpoint](#).

What if I can't find suitable childcare?

If you are a parent who is unable to find suitable childcare, it is important that you tell Devon County Council's Early Years and Childcare Service so that we can help you find childcare if it is available. Feedback from parents helps inform our sufficiency planning so that the Early Years and Childcare Service can make sure there is enough childcare in your area. To do this, please contact the [childcare brokerage service](#) by phoning 01392 383000 (and ask for Pinpoint) or email pinpoint@devon.gov.uk or complete our [online parent feedback form](#).

I need help paying for childcare

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Childcare
Choices

All the government
childcare offers in one place

childcarechoices.gov.uk



This website brings together all the government childcare offers in one place, helping parents find the right childcare support to suit them including Tax-Free Childcare, two-year-old funding, universal funding for three- and four-year-olds and extended (30 hours) funding for eligible three- and four-year-olds.

Parents who experience difficulties in accessing childcare because of the affordability, should contact Devon County Council's [Family Information Service](#) by phoning 01392 383000 (ask for Pinpoint) or email pinpoint@devon.gov.uk or complete our [online parent feedback form](#).

APPENDIX 2: Early Years and Childcare Service End of Year Report

Early Years and Childcare Service: Excerpt from the End of Year Report 1 April 2019 to 31 March 2020

Indicators relating to SEND children are colour coded as follows: SEND

Population

	Baseline 2018/19	Target	Summer Term 19	Autumn Term 19	Spring Term 20	End of Year 19/20	Direction since 18/19
Population of under-five-year-olds	37151		36803	36359	36367	36367	↓
Population of two-year-olds	7515		7427	7301	7301	7301	↓
Population of three- and four-year-olds (not eligible for school)	10343		12234	13644	10315	10315	↓

Early Years and Childcare Providers

	Baseline 2018/19	Target	Summer Term 19	Autumn Term 19	Spring Term 20	End of Year 19/20	Direction since 18/19
Number of all early years and childcare providers	1182		1205	1199	1177	1177	↓
Number of Full Time Equivalent (FTE) places for under-five-year-olds at all early years and childcare providers	21821.5		21073.5	20861.5	20408 ¹⁶	20408	↓
Number of funded providers	761		785	761	754	754	↓
Number of FTE places for two-, three- and four-year-olds at funded providers	17184		17383.5	16603.5	15563	15563	↓
Number of providers registered to offer two-year-old funding	645		668	646	642	642	↓
Number of FTE places for two-year-olds at providers registered to offer two-year-old funding	5034.5		4991	4771.5	4584	4584	↓
Number of providers offering the extended entitlement	709		699	686	674	674	↓

¹⁶ If operating to capacity – does not take into consideration closures due to COVID-19

Ensure high quality early years and childcare provision

Ofsted Outcomes

	Baseline 2018/19	Target	Summer Term 19	Autumn Term 19	Spring Term 20	End of Year 19/20	Direction since 18/19
Percentage of all early years and childcare providers graded as Good and Outstanding (at their latest Ofsted inspection) ¹⁷	97.5%	100.0%	97.2%	97.9%	96.8%	96.8%	↓
Percentage of all early years and childcare providers graded as Requires Improvement	1.9%	0.0%	1.8%	1.0%	2.2%	2.2%	↑
Percentage of all early years and childcare providers graded as Inadequate	0.6%	0.0%	0.8%	1.0%	1.0%	1.0%	↑
Percentage of funded providers graded as Requires Improvement or Inadequate	2.8%	0.0%	2.8%	1.7%	4.0%	4.0%	↑

Ensure early years and childcare provision can be made affordable

	Baseline 2018/19	Target	Summer Term 19	Autumn Term 19	Spring Term 20	End of Year 19/20	Direction since 18/19
Percentage of funded group providers making the stretched offer	27.6%	30%	28.6%	26%	26.4%	26.4%	↓
Percentage of all providers registered for Tax Free Childcare	66.0%	100%	75.3% ¹⁸	71.7%	74.6%	71.7%	↑

Ensure sufficient early years and childcare provision

	Baseline 2018/19	Target	Summer Term 19	Autumn Term 19	Spring Term 20	End of Year 19/20	Direction since 18/19
Number of enquiries relating to becoming a childminder	76		26	43	11	80	↑
Number of 'Unable to find childcare' forms submitted	93		14	8	34 ¹⁹	56	↓

¹⁷ Only includes active providers, does include schools

¹⁸ This data is taken from Tax Free Childcare DfE list (not the Annual Survey as previous)

¹⁹ Some of these enquiries will be as a result of provision closing due to implications of COVID-19

Ensure sufficient provision for two-, three- and four-year-olds to take up the free early education

Two-year-old funding

	Baseline 2018/19	Target	Summer Term 19	Autumn Term 19	Spring Term 20	End of Year 19/20	Direction since 18/19
Number of two-year-olds eligible for funding as per the DWP list	2013		2001	2172	1860	1860	↓
Percentage of the population of two-year-olds eligible for funding	26.8%		26.9%	29.4%	25.5%	25.5%	↓
Percentage of two-year-olds accessing a funded place (percentage of the DWP number) ²⁰	89.0%	91.0%	84.4%	90.6%	86.4%	86.4%	↓
Percentage of two-year-olds who are accessing a funded place who are taking up the full entitlement	73.4%	75.0%	73.3%	73.1%	72.5%	72.5%	↓
All two-year-old funded children allocated inclusion funding	99		42	30	35	107	↑

Three- and four-year-old funding

	Baseline 2018/19	Target	Summer Term 19	Autumn Term 19	Spring Term 20	End of Year 19/20	Direction since 18/19
Percentage of three- and four-year-olds accessing the Early Years Education Funding ²¹	96.0%	99.0%	96.8%	96.8%	97.1%	97.1%	↑
Percentage of three- and four-year-olds who are accessing a place who are taking up the full universal entitlement	85.3%	80.0%	86.2%	85.9%	86.7%	86.7%	↑
Percentage of three- and four-year-olds accessing the Early Years Entitlement who are taking up the extended entitlement	44.3%		45.6%	46.3%	47.7%	47.7%	↑
Percentage of three- and four-year-olds who are accessing the extended entitlement who are taking up the full extended entitlement	55.9%		56.9%	54.4%	56.1%	56.1%	↑
Percentage of three- and four-year-olds accessing the extended entitlement as a proportion of those estimated to be eligible (60% of population)	70.9%		73.6%	74.6%	77.2%	77.2%	↑

²⁰ Two-year-old take-up is based on the number of children on the last DWP list of the term and EY hours taken up; no individual children are matched. The DWP list seems to have less two-year-olds on it now and it is estimated that there are more children funded through the Citizen's Portal that are not on the DWP list, hence the increase in percentage.

²¹ EYEF take-up is based purely on health data and EY hours taken up, no individual children are matched.

Percentage of previously funded two-year-olds taking up the extended entitlement	22.1%		21.1%	26.1%	21.1%	21.1%	↓
Percentage of three- and four-year-olds who are accessing the extended entitlement across the year (stretched offer)	42.5%		42.6%	41.2%	41.2%	41.2%	↓
Number of three- and four-year-olds with an EHCP	107		182	48	119	119	↑
Percentage of three- and four-year-olds accessing the Early Years Funding who have been funded for the Early Years Pupil Premium	9.1%	10.5%	10.3%	8.0%	8.8%	8.8%	↓

Ensure sufficiency of provision for children with special educational needs and disabilities

	Baseline 2018/19	Target	Summer Term 19	Autumn Term 19	Spring Term 20	End of Year 19/20	Direction since 18/19
Number of children under five who have an Education, Health and Care Plan ²²	109		182 ²³	38	62	261	↑
All children funded through Early Years Inclusion Funding	797		428	227	373	1028	↑
Number of children accessing Disability Access Funding	161		76	66	90	232	↑

²² This excludes reception children

²³ The majority of these children were due to start school in autumn 2019 and the EHCP had been set just prior to this happening but before the end of term (31/08/2019)

APPENDIX 3: Action Plan

To ensure there is sufficient, high quality, affordable and accessible childcare early years and childcare, the Early Years and Childcare Service will:

Population

Observation	To Monitor:	Action
<ul style="list-style-type: none"> Possible baby boom 	<ul style="list-style-type: none"> Population of under-one-year-olds to identify future demand 	<ul style="list-style-type: none"> If there is a large increase in births, stimulate the childcare market to expand provision

Early Years and Childcare Providers

Observation	To Monitor:	Action
<ul style="list-style-type: none"> Enquiries still being received from providers to open or expand provision 	<ul style="list-style-type: none"> Number of early years and childcare providers and places Openings, closures and expansions of providers 	<ul style="list-style-type: none"> Support providers where appropriate Raise the awareness of providers right to request the use of school sites for early years and childcare provision
<ul style="list-style-type: none"> Unknown capacity of the childcare market as the country readjusts following the lifting of restrictions 	<ul style="list-style-type: none"> Number of childcare providers open or closed The number of places available for different ages of children, at different times of the day and weeks of the year 	<ul style="list-style-type: none"> Continue the Department for Education (DFE) attendance register for as long as is required. Carry out a termly survey of providers to capture data more regularly
<ul style="list-style-type: none"> Reduction in capacity and closure of childcare providers that are no longer financially viable 	<ul style="list-style-type: none"> Number of childcare providers Capacity information 	<ul style="list-style-type: none"> Encourage staff who have been made redundant to register as childminders
<ul style="list-style-type: none"> Better data on out of school and holiday providers required 	<ul style="list-style-type: none"> Number of childcare providers Capacity information 	<ul style="list-style-type: none"> Continue the data review of out of school provision to ensure accurate data is held Capture information on school-run childcare that is not registered
<ul style="list-style-type: none"> Providers only accepting children that do not attend other providers due to COVID-19 	<ul style="list-style-type: none"> Children funded to attend more than one provider 	<ul style="list-style-type: none"> In areas where children are using more than one provider, work with providers to see whether it is possible for parents to use just one provision, to help

		give children greater consistency with their early learning and care
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Ensure high quality early years and childcare provision

Observation/Assumption	To Monitor:	Action
<ul style="list-style-type: none"> Fewer good or outstanding providers 	<ul style="list-style-type: none"> Percentage of providers graded as good or outstanding by Ofsted Areas/towns where provision is consistently requires improvement or inadequate 	<ul style="list-style-type: none"> Support providers through Early Years ONE Devon to become good or outstanding Support new providers to move into areas where there is low quality provision with limited capacity to improve. This is particularly important for funded two-year-old places.

Ensure early years and childcare provision can be made affordable

Observation/Assumption	To Monitor:	Action
<ul style="list-style-type: none"> Fewer providers making the stretched offer 	<ul style="list-style-type: none"> Percentage of funded group providers making the stretched offer 	<ul style="list-style-type: none"> Encourage providers to offer the stretched offer Work with providers to build greater flexibility and affordability into their provision for parents, where provision is open all year round but does not enable parents to stretch their funding for two-, three- and four-year olds. Work with providers to develop all-year-round places in areas where there is term time only provision. Promote the stretched offer to working parents to help with spreading the cost of childcare across the year.
<ul style="list-style-type: none"> 71.7% of providers registered for Tax Free Childcare 	<ul style="list-style-type: none"> Percentage of providers registered for Tax Free Childcare 	<ul style="list-style-type: none"> Work with the 28.3% of providers that have not yet registered for Tax Free Childcare and encourage them to do so. This will help to make childcare more affordable for families.
<ul style="list-style-type: none"> Unsure of current charges and whether this is affordable for parents in all parts of Devon 	<ul style="list-style-type: none"> Charges made by providers. Parents views on affordability. 	<ul style="list-style-type: none"> Survey parents termly to find out if affordability is a barrier to using childcare. Survey providers termly to establish their charges.

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Ensure sufficient early years and childcare provision

Observation/Assumption	To Monitor:	Action
<ul style="list-style-type: none"> Lack of understanding of the demand for childcare 	<ul style="list-style-type: none"> Number of requests not met Data on working patterns 	<ul style="list-style-type: none"> Survey parents to gain a greater insight into the demand for childcare where there is insufficient provision or there are issues raised through data, by the locality teams or local families Providers to continue to report on 'requests not met' through the DfE attendance register Raise awareness of parents right to request that a school provides childcare Use data from the Devon County Council Economy team to help inform demand for childcare as working patterns change
<ul style="list-style-type: none"> Lack of feedback from parents 	<ul style="list-style-type: none"> Number of 'Unable to find Childcare' forms submitted, number of parents contacted and whether suitable childcare arrangements have been found 	<ul style="list-style-type: none"> Promote the use of the '<u>unable to find childcare form</u>' to parents as a way of feeding back to Devon County Council when they cannot find childcare, particularly in areas where places are limited, so that Devon County Council are informed when more places are needed
<ul style="list-style-type: none"> More childcare required in rural areas and outside of traditional areas of work 	<ul style="list-style-type: none"> Number of childminders 	<ul style="list-style-type: none"> Continue the 'Childminding as a Career' campaign Promote childminding as a career, particularly in rural areas
<ul style="list-style-type: none"> Identified lack of provision in Hot Spots 	<ul style="list-style-type: none"> Unable to find childcare forms submitted 	<ul style="list-style-type: none"> Promote the unable to find childcare parent feedback form in these areas to confirm if these areas are hot spots Stimulate the market to encourage new providers Encourage existing providers to expand Continue to assess sufficiency and identify hot spots through data analysis and discussion on the supply and demand of childcare with locality teams and providers. Stimulate the market in hot spot areas.
<ul style="list-style-type: none"> Lack of out of school provision 	<ul style="list-style-type: none"> Number of out of school providers Number of places 	<ul style="list-style-type: none"> If schools with early years provision have wraparound care, work with the school to ensure two-, three- and

		four-year-olds can access longer hours if there is local demand
<ul style="list-style-type: none"> Planned housing developments increasing the demand of childcare 	<ul style="list-style-type: none"> Number and location of S106 agreements 	<ul style="list-style-type: none"> Work with the School Place Planning Team to establish Early Years Provision in new schools and request Section 106 for early years provision where appropriate
<ul style="list-style-type: none"> Potential increase in elective home education 	<ul style="list-style-type: none"> Percentage of the population of primary school aged children who are home educated 	<ul style="list-style-type: none"> Use as an indicator of a percentage of population who may not require formal childcare
<ul style="list-style-type: none"> Unknown impact of a future lockdown 	<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> Develop an Early Years and Childcare Lockdown action plan in case of further lockdown restrictions
<ul style="list-style-type: none"> Government piloting free before and after school provision for the armed forces from September 2021 	<ul style="list-style-type: none"> The number and location of service families that will use this service. 	<ul style="list-style-type: none"> Survey parents.

Ensure sufficient provision for two-, three- and four-year-olds to take up the free early education

Observation/Assumption	To Monitor:	Action
1111 Parents worried about sending their children to provision due to fear around COVID-19	<ul style="list-style-type: none"> Take-up of two, three- and four-year-old funding 	<ul style="list-style-type: none"> Encourage providers to market themselves to instil parents' confidence in using childcare again
<ul style="list-style-type: none"> Reduced take-up of two-year-old funding 	<ul style="list-style-type: none"> Take-up of the two-year-old funding 	<ul style="list-style-type: none"> Review the Golden Ticket process with a view to sending a single Golden Ticket to all parents on the DWP list. Work with providers who only admit three- and four-year-olds to establish whether two-year-old places are needed and support them to make this change. This will mean that children have fewer transition points between providers.
<ul style="list-style-type: none"> More two-year-olds could become eligible for funding 	<ul style="list-style-type: none"> Number of two-year-olds eligible for funding due to Universal Credit criteria 	<ul style="list-style-type: none"> Stimulate the market to encourage more providers to offer funded two-year-old places.

<ul style="list-style-type: none"> Decreased take-up of the Early Years Pupil Premium 	<ul style="list-style-type: none"> Take-up of the Early Years Pupil Premium 	<ul style="list-style-type: none"> Promote the take-up of the Early Years Pupil Premium to parents and providers and highlight the benefits to the child and the setting
<ul style="list-style-type: none"> Anticipated increase in the number of people on Universal Credit especially when the government furlough scheme comes to an end in October. 	<ul style="list-style-type: none"> Number of people on Universal Credit in Devon to inform eligibility for two-year-old funding, Early Years Pupil Premium and Free School Meals in school nurseries Take up of Early Years Pupil Premium Take-up of Free School Meals in nursery classes Number of previously funded two-year-olds taking up the extended entitlement at three and four. 	<ul style="list-style-type: none"> Continue to promote the take-up of Early Years pupil premium Promote Free School Meals in nursery classes
<p>Page 112</p> <p>Number of foster carers funded for the extended entitlement has remained the same</p>	<ul style="list-style-type: none"> Number of foster carers funded for the extended entitlement 	<ul style="list-style-type: none"> Determine if there are more foster carers who are eligible for the extended entitlement

Communication

Observation/Assumption	To Monitor:	Action
<ul style="list-style-type: none"> Less traffic to the Early Years and Childcare website 	<ul style="list-style-type: none"> Number of users 	<ul style="list-style-type: none"> Review and refresh the Early Years and Childcare webpages Promote webpages Continue to promote the use of social media

The Early Years and Childcare Service will monitor these actions through the termly report.

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NOTICES OF MOTION

Report of the County Solicitor

Recommendation: that consideration be given to any recommendations to be made to the County Council in respect of the Notices of Motion set out hereunder having regard to the relevant factual briefing/background papers and any other representations made to the Cabinet.

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The Notices of Motion submitted to the County Council by the Councillors shown below have been referred to the Cabinet in accordance with Standing Order 8(2) - for consideration, reference to another committee or to make a recommendation back to the Council.

A factual 'Briefing Note/Position Statement' prepared by the relevant Chief Officer and / or Head of Service is also included, to facilitate the Cabinet's discussion of each Notice of Motion.

### **(a) Food Justice (Councillor Aves)**

#### ***This Council notes:***

*That Trussell Trust research shows three million children in the UK are at risk of hunger during the school holidays. The Trussell Trust anticipates that ending furlough in October would trigger a rise in foodbank use of at least 61%.*

*Foodbank use has already dramatically increased. The Independent Food Aid Network recorded a 59% increase in demand for emergency food support between February and March 2020.*

*The Covid-19 emergency has exposed major health inequalities across the country with children and families suffering disproportionately.*

*Between March and August 2020 there has already been a 115% increase in Universal Credit claimants nationally and in Devon even greater, 165% for all claimants and 173% for 16-24 year olds.*

*That Government has committed to the UN Sustainable Development Goals, which have an international and domestic commitment to ending hunger by 2030. That Government has asked Henry Dimbleby to lead on producing a National Food Strategy.*

#### ***This Council believes:***

*No one in the UK should go hungry, not least children.*

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*Food justice is about taking action on the causes of hunger such as affordability and availability of good nutritious food.*

*That the stopping of furlough payments will lead to further unemployment and more food poverty as a result.*

*Local councils, schools and communities play a key role in supporting those that are experiencing food poverty during the Covid-19 pandemic and that should be recognised.*

**The council resolves to:**

- 1. Nominate an existing cabinet member to take on responsibility for Food Justice.*
- 2. Commit to setting up a food partnership to work with district councils and other partners to develop a Food Action Plan.*
- 3. Re-double its efforts to increase Free School Meal sign ups to ensure that all those who are entitled to them or need them, receive them.*
- 4. Encourage Scrutiny to look at the extent of food poverty – map it and understand what is going on across the County.*
- 5. Write in association with Devon MPs, to encourage Government to:*
  - a) commit to legislate the existing commitment to the UN Sustainable Development Goals to end hunger by 2030;*
  - b) commit funding in the next spending review for the five Sustain policies to protect children's health and increase access to nutritious food that is culturally appropriate, because the National Food Strategy will take a year to be adopted;*
  - c) support our local food production and suppliers, our farming and fishing industries in Devon, to protect workers jobs so that our food supplies are sustained throughout the pandemic and any shortages or delays experienced during the EU Brexit;*
  - d) increase Universal Credit so people can buy enough food;*
  - e) immediately act to help those most affected.*

## **Briefing Note / Position Statement from the Head of Policy**

### 1. Introduction

Food insecurity is a wide-ranging issue, covering affordability, accessibility and quality of food, and related impacts on diet, health and the environment.

Food and farming have played a key economic and cultural role in Devon for centuries. The Council continues to play an important role in promoting locally grown and sourced food. As a community leader it works to support Devon's economy, combat climate change, reduce health inequalities and improve health and wellbeing. Through the 9,570-acre County Farms estate, it has a direct interest in the future of local food production, the environment and Devon's rural communities.

In addition, the Council, in placing support to the most vulnerable as a key priority, recognises that it must continue to understand the causes and impacts of food insecurity on the most vulnerable; and where it can, alongside partners across the system, play a part in reducing food insecurity in Devon.

## 2. Relevant Current Activity in Devon County Council

DCC is working on several initiatives to improve food security, including:

- Ensuring people in hardship as a result of COVID19 can access emergency supplies of food via the COVID-19 hardship fund.
- Economic recovery planning
- Linking with existing food partnerships across the County, including Food Exeter, and exploring the development of a Devon Food Partnership
- Healthy Weight Declaration: Encouraging healthier food policies
- Breastfeeding Promotion and Support
- Healthy Start: Food vouchers and vitamins for eligible families
- One Small Step healthy lifestyle service
- Sugar Smart: Encouraging healthier food environments inc. reducing promotion of cheap, low nutritional quality products.
- Cooking workshops to increase skills and reduce food waste
- Potential development of food larders and fridges across the county

## 3. COVID Experiences and Learning

Hardship due to COVID19 has been mitigated by several national changes to the welfare system, including Furlough and Self-Employed Income Support schemes, increases in Universal Credit and reductions in Council Tax.

Devon County Council provided £1m to District Councils for COVID19 hardship support to individuals. Since then this funding has been aligned with a further £757k from DEFRA to develop, alongside District Council partners, a comprehensive hardship offer for vulnerable people, including the provision of food and access to support agencies and advice where required. Around £400k of rapid funding was also provided to around 300 small and medium organisations who provided food and wider care to thousands of vulnerable people across Devon.

Communications have increased significantly to promote the various support available for people in need. A webpage was created to compile this information together, detailing available financial and food support. This includes food banks, food larders, community food projects and free food offers from businesses, therefore supporting the significant increase in community activity to meet the increased food need brought by the pandemic.

## 4. What are Devon's current risks around resilience and insecurity?

Food poverty increases the risk of behavioural, academic and emotional problems in children and can lead to a range of chronic diseases in adulthood. Historically, Devon performs comparatively well on indicators relating to food poverty:

- 12.5% of children live in low-income families, compared to South West (15.9%) and England (17.1%) averages (2016).

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- Pre-pandemic, 11.9% of secondary school children are eligible for free school meals, compared to South West (13.0%) and England (15.9%) averages.
- Only 63.4% of adults in Devon had the recommended 5 portions of fruit and vegetables on a 'usual' day, although this was above the South West (59.5%) and England (54.6%) averages. (2018/19)
- In 2018/19, 27% of year 6 children in Devon were overweight or obese, although again this is lower than the South West (29.9%) and England (34.3%) averages.

However, COVID19 has intensified these issues in Devon, as elsewhere.

Unemployment increased by 171.9% between March and May 2020, with nearly 14,750 people claiming Universal Credit and similar benefits in the Devon County Council area. During March to September 2020, 4203 successful applications for free school meals were made, compared to 1549 successful applications in the same time period during 2019.

EU exit will also have an impact, with the risk of food shortages heightened by Devon's geographic position at the end of most major supply chains.

The Agriculture Bill and trade talks as part of EU exit could, without safeguards, result in low quality, unhealthy, cheap food products being imported to the country. This presents a potential risk to the security and viability of local food producers, who must uphold British food standards. It would also have an impact on the healthiness of our food environment and accessibility of nutritious food, and therefore the diets and health of our population.

## 5. How a Strategy will help

DCC has a strong record of project work to address food insecurity. However, given the present situation and future economic outlook, there is an opportunity to adopt a leadership role in ensuring food security and fostering local food resilience. With partners, we can coordinate our various workstreams, align them with DCC priorities (in particular climate change, fairness and inequality) and scale up work to both address immediate demand for food aid and improve the food system in the longer-term.

Sustainable improvements to food security in the long term could include:

- Effective systems that integrate financial and food-based solutions and avoids directing more people to charitable food aid;
- Support to local food traders and markets to stay open, provide affordable food and implement green practices;
- Transformation of catering and procurement, including encouraging sustainable local supply chains;
- Exploring and analysing the food chain to encourage sustainable food and farming and a reduction in food waste.

## **(b) Devon Economy and Recovery (Councillor Atkinson)**

*The strength of the UK and Devon economy and GDP depends in the major part on the recovery of the service sectors as we are principally a service led economy. Though we also have manufacturing and production industries nationally and in Devon. It is acknowledged that our economy has contracted as a result of the pandemic.*

*The EU has set up a £750bn Euro coronavirus pandemic recovery fund and long-term spending plans to provide grants to kick start Europe's recovery from the pandemic particularly investing in green industry and infrastructure and to target resources to recovery, resilience and transformation.*

*To date only £20 million of new funding to help small and medium sized businesses across England to get back on track after the pandemic has been announced by the government and this means access only to grants of between £1,000 - £5,000 for new equipment and technology and specialist advice. No funding has been allocated to the Shared Prosperity Fund to replace the loss of EU Structural Funds after Brexit.*

*This Council will write to the government and request it:*

- to ensure that there are no new austerity measures like those introduced in 2010 after the banking crisis;*
- to set up a similar well-funded fund proportionate to the size of this country to provide grants to support Britain and Devon's economic recovery resilience and transformation;*
- to make grants available out of the fund to invest in and support:*
  - Devon's local food and drink production and suppliers, our farming and fishing industries in Devon, so as to protect jobs so that our food supplies are sustained throughout the pandemic and any shortages or delays experienced during the exit from the EU;*
  - Devon's service sectors such as retail hospitality tourism education health human services information technology finance arts and culture;*
  - Devon's shipbuilding and engineering and environmental science sectors*
  - Devon's Green economy and sustainable energy production and transport systems and to support local industry to achieve net zero carbon climate change targets set by the Paris Agreement*
  - Devon's blue economy - its marine environment which is aiming to become more sustainable;*
  - New infrastructure to support sustainable green and blue growth.*

## **Briefing Note / Position Statement from the Head of Economy, Enterprise and Skills**

A Report went to Cabinet on 14th October which set out the key impacts facing the Devon economy including forecasted impacts and the Team Devon Economic Recovery Prospectus. The Council approved the recommendation to consider supporting an economic recovery programme of £6m over the next 2-3 years as part of the 21/22 budget setting process.

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A case has been made to Government as Team Devon, backed by all Devon MPs for additional funding to deliver the key priorities set out in the Team Devon Economic Recovery Prospectus. This case included evidence on the impacts being faced by our businesses, key sectors, communities and workforce. It also set out opportunities to grow back a stronger, sustainable and inclusive economy. Actions put forward include a range of support including grants to support hard hit sectors such as retail, tourism, agriculture, food and drink and construction sectors, support to grow opportunities within environmental technologies, health and care, digital and the social economy. Measures are aimed at both businesses and their workforce through several skills and employment activities. Asks also included capital and infrastructure investments in our City, market and coastal towns, including work space and regeneration proposals to develop our natural capital and energy networks.

Working with the LEP, we have also secured significant investment in a number of Devon capital projects as part of the Getting Building Fund and the Council continues to invest in other capital schemes including a Future Skills Academy at the airport and at the Exeter Science Park to help stimulate growth.

Regular meetings are held with Devon MPs with Team Devon CEX and Leaders and we have highlighted gaps in the current national support offered to businesses, including the Kickstart Grants programme for SMEs and Tourism Businesses. We continue to operate and deliver the growth hub and the careers hub on behalf of the Local Enterprise Partnership and host the Digital Skills Partnership and its programme of digital skills and innovation support.

Working with Heart of the SW Economic Resilience and Opportunities Group, chaired by Phil Norrey we continue to engage directly with businesses, Government departments and public sector partners on impacts and opportunities from COVID, preparations for exiting the EU and other economic shocks. Reporting in to the Heart of the SW Joint Committee evidence and a case for the future devolution and use of the proposed UK Shared Prosperity Funding has also been undertaken and we await a final position from Government along with any devolution white paper.

On behalf of SW Councils, the Council has also commissioned economic forecasting research from Oxford Economics for all upper tier areas and this has provided helpful scenarios and modelling of economic impacts from COVID. A baseline, pessimistic and optimistic forecast were presented which have underpinned the Team Devon Economic Recovery Plan. Included in these scenarios was consideration of the impacts from leaving the EU under WTO terms. We are currently in the process of discussing with regional partners additional forecasting of the combined impacts from Winter, COVID and leaving the EU to further enhance our preparations and planning as an authority and our economic plans.



## **(c) Great South West Initiative (Councillor Atkinson)**

*Since the abolition of the Regional Development Agency and the establishment of local LEPS economic development in the region has become fragmented. Control of public funds for economic development rest with central government on a piecemeal basis.*

*At the recent AGM of the Heart of the South West LEP the chair lamented that there has been no rural productivity deal for the South West and that the South West does not garner the level of support we need from the government. He cited that attempts to deal with this by establishing the Great South West with its prospectus had failed to get the support of government.*

*The council agrees to write to the government to ask it to support the Great South West Initiative and in particular:*

- Give formal recognition and*
- Provide an identified Minister to link into Government.*
- Provide at the very least £2million requested over three years to move forward at pace and enable it to develop full business cases across the range of topics covered in its prospectus though arguably now more is required sooner to support the recovery of the economy after the impact of the pandemic*
- Support an enhanced export and investment hub.*
- Recognition to a Great South West Tourism Zone; and an*
- Agreement to create a rural productivity deal.*

## **Briefing Note / Position Statement from the Head of Economy Enterprise and Skills**

Devon County Council is a leading local authority supporter and promoter of the Great South West initiative, providing political leadership and professional advice to the regional partnership.

The Leader of the Council is the local government lead Member on the Great South West Steering Group, a campaign partnership of the region's LEPs, local authorities, business leaders, universities and colleges.

The mission of the Great South West partnership is to transform the fortunes of the region which, with a population of over 3 million is the size of Wales and, with an economy of £64 billion, bigger than Great Manchester, but is severely constrained by productivity that is lower than both and over £12,000 per job lower than the UK average.

The County Council acts as the co-ordinator for the Steering Group and the liaison office with the All-Party Parliamentary Group for the Great South West chaired by Sir Gary Streeter, MP for South West Devon, and co-chaired by Ben Bradshaw, MP for Exeter. Selaine Saxby, MP for North Devon, is a vice-chair. The group, which includes MPs from Cornwall, Devon, Dorset, Plymouth, Somerset and Torbay seeks to promote the economic and social advancement of the region.

The County Council has provided professional advice from the Economy, Enterprise and Skills service and the Policy team for the Great South West

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prospectus and has worked closely with regional partners and MPs to promote the document with Government Ministers and officials.

Meetings have been held at Ministerial level including the Prime Minister to secure formal Government recognition and financial support to kick-start priorities in the Great South West prospectus.

The Prime Minister has given his personal backing to the Great South West and the region's compelling prospectus for growth, Securing Our Future, that will support the Government's "Build Back Better" policy by delivering a green and blue economic revolution for the region, increasing regional economy by £45 billion and creating 190,000 new jobs.

Unfortunately, the regional partnership has so far been unable to convince Ministers of the importance of recognising and agreeing funding for the Great South West as the clean energy powerhouse for the region and the UK. The position has been overshadowed by delays to the publication of a Recovery and Devolution White Paper and Ministerial changes at the Ministry of Housing, Communities & Local Government.

Therefore, the Leader of Council wrote to the Prime Minister on October 13th on behalf of the Great South West partnership seeking the earliest opportunity to discuss with him and his officials how the priorities within the prospectus can be turned into a solid reality with Government support. Additionally, efforts are being made to secure a meeting with the new Local Government Minister Luke Hall.

The letter, co-signed by Sir Gary Streeter, Steve Hindley, Chair of the Great South West, and the Chairs of the three Local Enterprise Partnerships in the region, welcomes the Prime Minister's vision for the UK to become the world leader in low cost clean power generation.

The letter highlights the huge contribution that the Great South West can make to achieving that ambition thanks to the unparalleled scale of the region's natural assets and the expertise of its world-leading research institutions.

For example, new research commissioned by the Cornwall and Isles of Scilly LEP shows that 1GW of floating offshore windfarms in the Celtic Sea could support 3,200 jobs in the South West and Wales and £682 million of spend in the local supply chain by 2030, powering hundreds of thousands of homes.

The four counties of the region, Cornwall, Devon, Dorset and Somerset, possess rich resources in marine engineering, surveying, geotechnical and port expertise and facilities, backed by world-renowned excellence in offshore renewables business and research. The region's universities and institutions such as the Met Office in Exeter, the UK Hydrographic Office in Taunton, Plymouth Marine Laboratory and CEFAS in Poole have some of the best brains in the world to help lead this transformation.

Through excellent partnerships the Great South West region is making progress where it can including plans for the South West Floating Offshore Wind Accelerator project which will kick-start the creation of the offshore wind industry in the Great South West and will be submitted to the Government next month.

There is much more the region can do and to fast forward the delivery we are seeking Government support with five essential actions:

- Firstly, formal Government recognition of the Great South West as a powerhouse region
- Second, £2 million in pump priming to accelerate the development of proposals in our prospectus
- Third, an enhanced export and inward investment hub for the region to drive productivity
- Fourth, a Great South West Tourism Deal with a focus on green tourism development
- Fifth, a Rural Productivity Deal that will enable SMEs to thrive in the green revolution.

Together, with this critical help from Government, the Great South West can create the UK's first zero carbon local economy, become a net exporter of clean energy to the rest of the UK and deliver a more prosperous future for the region.

## **(d) The Protection of UK Jobs and Businesses (Councillor Hannaford)**

### ***Council Notes With Concern***

*The South West region has seen some of the highest employee furlough rates in the country during the first part of the Covid-19 pandemic. Figures show that under the Government's Job Retention Scheme, 808,900 people in the region were furloughed, with take-up in the South-West of 32.1%, being the second highest for any region in England after the West Midlands.*

*Retail has been the sector hardest hit by mass redundancies since the pandemic began, with manufacturing, tourism, hospitality and aviation also being badly affected.*

*Tens of thousands of job losses have been announced, and more mass redundancies are expected in these sectors, yet they will not receive any tailored support when the Government's jobs-retention scheme is scheduled to finish at the end of October. Our country is facing an unprecedented jobs crisis. The Office for Budget Responsibility predicts that, by the end of this year, nearly one in eight of the UK's workforce will be unemployed.*

*The Government's current plan to end furlough outright is over-simplistic and will only exacerbate the problem - it puts millions of jobs at risk. Regions such as the South West, are as a direct result at risk of suffering from deepening inequality. Britain already has the worst regional inequalities in Europe, and without targeted action now, these are likely to get even worse.*

### ***Council Supports***

*The work of the Treasury select committee, that has called on the Government to "carefully consider" targeted extensions to its coronavirus job retention scheme, that is due to end for all sectors. The new 'Challenges of Recovery' report from the cross-party group of MPs, concludes that although the retention scheme*

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*“cannot persist indefinitely” the Chancellor should consider further support measures.*

*Commenting on the new publication, Treasury select committee chair Mel Stride MP said: “Our second report of the inquiry focuses on emerging challenges as lockdown measures are lifted. One such challenge is to target assistance effectively at those businesses and individuals who need it. The Chancellor should carefully consider targeted extensions to the coronavirus job retention scheme and explain his conclusions.”*

*The new report is the second by the committee on the economic impacts of Covid-19. The first identified gaps in the Government’s financial schemes that left at least one million people unsupported.*

*The proposals set out in the earlier June report were ignored, which led the Treasury select committee to accuse the Government of “turning its back on those who are suffering”.*

*The newly released report also says the Government should extend reforms to Universal Credit past their one-year cut-off, support small businesses struggling with debt and define “levelling up”.*

*Although the Prime Minister claims to have made reducing regional inequalities a central aim of his administration, the committee accuses his ‘levelling up’ promise of being merely an “empty slogan”.*

*The Chair Mel Stride MP added: “The key will be assisting those businesses who, with additional support, can come through the crisis as sustainable enterprises, rather than focusing on those that will unfortunately just not be viable in the changed post-crisis economy. As the committee has said throughout the crisis, the Chancellor must continue to show flexibility in his approach. We hope that the Treasury’s unwillingness to implement the recommendations from our first report is not a sign of how it will respond to this one.”*

## **Council Believes That**

*We need a financial support system that specifically targets industries worst hit by the pandemic, seeks greater economic protections for any areas under local lockdown restrictions, and ensures incomes for people who are forced to self-isolate. Without targeted support viable businesses will fail and employment will be lost. This will extinguish any hopes of a quick economic recovery from the deep economic recession that we are facing. Our region and the whole country is now facing a social and economic toxic shock through the threat of mass unemployment in tandem with an international health crisis from a second wave of the pandemic.*

## **Council Resolves**

*To formally write to the Prime Minister, Chancellor of the Exchequer, and all our local Members of Parliament as a matter of urgency to call again on the Government, in the strongest possible terms, to not implement its damaging blanket approach to indiscriminately sever and totally withdraw the current furlough scheme. Which fails to consider the circumstances of different regions, such as the South West, and the most effected sectors, with the deep impact on*

*the communities that have a proud history in these industries. Therefore to urge the Government to do right by our local communities and businesses and see them through the crisis by targeting support, extra relief for lockdown areas, extend the eviction ban, adequate support for self-isolators, and not pull the life raft away while the storm is still raging, to save jobs, and to potentially save lives.*

## **Briefing Note / Position Statement from the Head of Economy, Enterprise and Skills**

The Chancellor announced on 24 September an extension of national support measures for a further six months. This revised package of measures is focused on retaining viable jobs and supporting business cash flow. This included a Job Support Scheme to follow on from the Job Retention Scheme on 1<sup>st</sup> November. This continues to provide support for retaining jobs, although on less favourable terms. The continuation of the Self Employment Income Support Scheme was also announced, again on less favourable terms. We are awaiting guidance from Government on the eligibility criteria and definition of what constitutes a 'viable job.' Once we have this information we will work with the Local Enterprise Partnership Growth Hub to communicate this to the Devon business community.

Other measures to support business cash flow included the restructuring of the Government backed loans – Coronavirus Business Interruption Loans and Bounceback Better Loan Schemes offered through the British Business Bank, along with protection on evictions and VAT deferral payments. Added to the above were further announcements on 9 October to support business forced to close. An enhanced package under the Job Support Scheme is available for six months covering 67% of wages of firms legally required to close. Grants upto £2100 per employee a month are available and employers will only be required to contribute up to 5% of employee costs – NI and Pensions, with flexibility for employers to top up the wages. There is a review point of the Job Support Scheme in January.

To support and incentivise compliance with self isolation and local restrictions the Government has introduced two schemes to support employees and businesses.

The Test and Trace Isolation Payment is being run by Devon District Councils and opened on 12 October for applications from eligible residents on low incomes who could receive a £500 payment to support them if they are asked to self isolate and are unable to go to work.

On 8<sup>th</sup> October the Government announced that it would roll out a national scheme to support businesses forced to close due to self-isolation or local restrictions. The Local Restrictions Support Grant will be payable to eligible businesses two weeks after closure. Small businesses with a rateable value below £15,000 can claim £1300 per month, medium sized businesses with rateable values between £15,000 to £51,000 can claim £2,000 per month and larger business the maximum of £3,000 per month. This scheme will be administered by Devon District Councils who are awaiting guidance and funding to run this scheme. Further changes were announced by the Chancellor on 22 October; making the new Job Support Scheme (open) more generous; increasing Self Employed (SEISS) scheme support in the 3<sup>rd</sup> and 4<sup>th</sup> grants from 20% to 40%

# Agenda Item 12

of trading profits; and providing funding to local authorities with tier 2 restrictions for grants to hospitality and accommodation businesses.

The Council, working with Team Devon and the LEP continue to state and make the case for our economy and the interventions set out in the Team Devon Recovery Prospectus and has made the case to Government to retain unspent business support grants to support our shared priorities. The Council and partners recognise the impacts on our residents, communities and economy and in April 2020 and together with our District Council partners we have developed a Vulnerable Support Scheme with funding from the County Council providing emergency assistance to those in our community who have been affected by Covid.

We also continue to work closely with local and regional partners around Government's wider suite of employment support measures, including the roll out of the Kickstart scheme for young people, support for traineeships and apprenticeships, and broader support for those being made redundant and seeking work'

We continue to engage with our MPs and work with our Team Devon partners to push for additional investment to level up our economy. We have set out a case to Government, backed by Devon MPs which highlights the underlying economic fragilities of our economy, and the impact, depth and duration of the consequences from the pandemic on our tourism, retail, construction, agriculture, food and drink sectors and the jobs that each supports.

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This Report has no specific equality, environmental, legal or public health implications that will not be assessed and appropriate safeguards and/or actions taken or included within the detailed policies or practices or requirements in relation to the matters referred to herein.

JAN SHADBOLT

[Electoral Divisions: All]

**Local Government Act 1972: List of Background Papers**

Contact for Enquiries: K Strahan

Tel No: 01392 382264 Room: G31

| <b><u>Background Paper</u></b> | <b><u>Date</u></b> | <b><u>File Reference</u></b> |
|--------------------------------|--------------------|------------------------------|
|--------------------------------|--------------------|------------------------------|

NIL

## DEVON AUTHORITIES STRATEGIC WASTE COMMITTEE

15 OCTOBER 2020

Present:-

Councillor J Atiya-Alla (Torbay Council)  
Councillor K Baldry (South Hams District Council)  
Councillor A Davis (Devon County Council)  
Councillor A Dewhurst (Teignbridge District Council)  
Councillor D Harvey (Exeter City Council)  
Councillor G Jung (East Devon District Council)  
Councillor C Mott (West Devon Borough Council)  
Councillor N Pearson (North Devon District Council)  
Councillor C Slade (Mid Devon District Council)

\* **56**      **Election of Chair and Vice-Chair**

**RESOLVED** that Councillor Atiya-Alla and Councillor Harvey be elected Chair and Vice-Chair respectively for the ensuing year.

*Post meeting note: Immediately after the meeting, the Council became aware that Councillor Atiya-Alla did not hold Executive responsibilities for waste management thus his election to the Chair under Minute \*56 was in contravention of the Committee's Operating Rules and Terms of Reference. The election of Chair will therefore be undertaken at the next meeting.*

\* **57**      **Minutes**

**RESOLVED** that the Minutes of the meeting held on 17 October 2019 be signed as a correct copy.

\* **58**      **Items Requiring Urgent Attention**

There was no item raised as a matter of urgency.

\* **59**      **Announcements**

The Chair welcomed Mr Hipkin who was attending the meeting in his capacity as a Co-opted Member of the Council's Standards Committee to observe and monitor compliance with the Council's ethical governance framework.

\* **60**      **Hot Topic - COVID-19: Lessons Learnt**

Members reported on lessons learnt during the Covid-19 lockdown which in the majority of cases had gone well, with good cross communication with Devon County Council, Torbay Council and the Districts.

\* **61**      **Resource and Waste Management Strategy for Devon and Torbay**

The Committee considered the Report and presentation of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/20/34), which introduced the new draft Resources and Waste Management Strategy for Devon and Torbay.

A Review of the 2005 Strategy was published in 2013 and since then there had been many developments in waste management. The Government had published its own Resource and Waste Strategy in 2018 and was currently planning further consultation on it, and the Environment Bill was progressing through Parliament, although it had been delayed due to

# Agenda Item 15a

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DEVON AUTHORITIES STRATEGIC WASTE COMMITTEE  
15/10/20

Covid-19. Given these changes, it was concluded that a new Strategy for Devon and Torbay should be written to reflect the direction of travel and changes in national waste policy.

The Strategy provided the basis for the management of local authority collected waste across Devon and Torbay to 2030. Its objectives were aimed at reducing waste, reducing the carbon impact of managing waste and conserving natural resources. It was proposed that the draft Strategy be consulted upon and further considered at this Committee next year prior to final approval.

Members' discussion points with Officers included:

- Concern that a third of food waste was still going into black bins, and also the amount of textiles ending up in black bins, especially during the Covid-19 lockdown.
- How consistency of colours for containers across Devon would help residents' recycling.
- The problem of extra litter and fly tipping experienced across the summer especially on seafronts.
- The scarcity of electric recycling vehicles.
- Support for local processing.
- Torbay's [draft Resource and Waste Management Strategy](#) was open for online consultation and feedback welcomed.

It was **MOVED** by Councillor Davis, **SECONDED** by Councillor Jung and

**RESOLVED** that the draft Resource and Waste Management Strategy for Devon and Torbay be approved for public consultation.

## \* 62 Budget Proposal for 2021/22

The Committee considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/20/35) summarising the options for the proposed funding allocations for 2021/22. It included a report on the Waste and Recycling Advisors' contract and bids for the funding of Reuse Credits, Don't let Devon go to waste, Clean Devon and an allocation for a Waste Audit to be carried out in October 2022. It also summarised the current position with respect to the 2020/21 budget.

The budget proposal for 2021/22 would enable Devon and Torbay local authorities under the auspices of the Committee to continue with the valuable work benefitting from the economies of scale that partnership working brought.

It was **MOVED** by Councillor Dewhirst, **SECONDED** by Councillor Slade and

**RESOLVED** that the proposed budget for 2021/22 be agreed and the re-tender of the Waste and Recycling Advisors' Contract for two years with a potential three-year extension be confirmed.

## \* 63 Waste Performance Statistics 2019/20

The Committee considered the Report and presentation of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/20/36) which provided Members with an overview of waste performance statistics for Devon and Torbay for 2019/20, with individual authority performance tabled at Appendix 1.

Devon remained one of the highest performing Waste Disposal Authorities in England achieving its highest ever recycling rate of 56.6% in 2019/20 and, according to provisional national data, placed them second highest nationally.

Torbay had achieved a recycling rate of 40.4% in 2019/20, reflecting a slight reduction from the previous year, with North Devon at 49.5%, Torridge at 54.1% and East Devon all



# Agenda Item 15a

DEVON AUTHORITIES STRATEGIC WASTE COMMITTEE  
15/10/20

recording their highest rates to date. Members commended East Devon on their 60.5% achievement which put them as the 9<sup>th</sup> highest performing Waste Collection Authority nationally, according to provisional data.

It was noted that the majority of Devon authorities exceeded the EU (2020) national target of 50%.

It was **MOVED** by Councillor Slade, **SECONDED** by Councillor Dewhirst and

**RESOLVED** that support for the Devon Authorities Strategic Waste Committee Authorities be continued to provide comprehensive waste services for residents in accordance with the objectives outlined in the Resource and Waste Management Strategy for Devon and Torbay (2020-2030).

## 64 **Future Meetings**

Next meeting -10 February 2021.

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

The Meeting started at 2.15 pm and finished at 4.00 pm

# Agenda Item 15a

# DEVON COUNTY COUNCIL

## COUNCIL/CABINET FORWARD PLAN

In line with the public's general rights of access to information and the promotion of transparency in the way which decisions are taken by or on behalf of the Council, Devon County Council produces a Forward Plan of any Key Decisions to be taken by the Cabinet and any Framework Decisions to be made by the County Council. The Plan normally covers a period of a minimum of four months from the date of publication and is updated every month.

The County Council has defined key decisions as those which by reason of their strategic, political or financial significance or which will have a significant effect on communities in more than one division are to be made by the Cabinet or a Committee of the Cabinet. Framework Decisions are those decisions, which, in line with Article 4 of the Council's Constitution must be made by the County Council.

The Cabinet will, at every meeting, review its forthcoming business and determine which items are to be defined as key decisions and the date of the meeting at which every such decision is to be made, indicating what documents will be considered and where, in line with legislation, any item may exceptionally be considered in the absence of the press and public. The revised Plan will be published with the papers for the meeting. *Where possible the Council will attempt to keep to the dates shown in the Plan. It is possible that on occasion may need to be rescheduled.* Please ensure therefore that you refer to the most up to date Plan.

Click to see an [up to date version of the Forward Plan](#) on the Council's web site at any time.

Also see the website for [Copies of Agenda and Reports of the Cabinet or other Committees of the County Council](#) referred to in this Plan

## FORWARD PLAN

All items listed in this Forward Plan will be discussed in public at the relevant meeting, unless otherwise indicated for the reasons shown

Any person who wishes to make representations to the Council/Cabinet about (a) any of the matters proposed for consideration in respect of which a decision is to be made or (b) whether or not they are to be discussed in public or private, as outlined below, may do so in writing, before the designated Date for Decision shown, to The Democratic Services & Scrutiny Secretariat, County Hall, Exeter, EX2 4QD or by email to: [members.services@devon.gov.uk](mailto:members.services@devon.gov.uk)

### Page 132 PART A - KEY DECISIONS (To Be made by the Cabinet)

| Date of Decision                                  | Matter for Decision                                    | Consultees | Means of Consultation* | Documents to be considered in making decision                                                                                                                    | County Council Electoral Division(s) affected by matter |
|---------------------------------------------------|--------------------------------------------------------|------------|------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|
|                                                   |                                                        |            |                        |                                                                                                                                                                  |                                                         |
| <i>Regular / Annual Matters for Consideration</i> |                                                        |            |                        |                                                                                                                                                                  |                                                         |
| 9 December 2020                                   | Target Budget and Service Targets for Forthcoming Year |            |                        | Report of the County Treasurer outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary. | All Divisions                                           |

|                  |                                                                                                                                                    |                                                |                                       |                                                                                                                                                                                                                  |               |
|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|---------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| 12 February 2021 | Admission Arrangements and Education Travel Review: Approval to admission arrangements for subsequent academic year                                | TBC                                            | TBC                                   | Report of the pa head of education outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.                                             | All Divisions |
| 10 March 2021    | Flood Risk Management Action Plan 2021/2022<br>Update on the current year's programme and approval of schemes and proposed investment in 2021/2022 | Liaison through Devon Operation Drainage Group | All other Risk Management Authorities | Report of the Head of Planning, Transportation and Environment outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.                 | All Divisions |
| 14 April 2021    | County Road Highway Maintenance Capital Budget                                                                                                     | N/A                                            |                                       | Report of the Chief Officer for Highways, Infrastructure Development and Waste outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary. | All Divisions |
| 14 April 2021    | County Road Highway Maintenance Revenue Budget and On Street Parking Account                                                                       | N/A                                            | N/A                                   | Report of the Chief Officer for Highways, Infrastructure Development and Waste outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary. | All Divisions |
| 28 May 2021      | Revenue and Capital Budget Outturn for 20/21                                                                                                       |                                                |                                       | Report of the County Treasurer outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.                                                 | All Divisions |

|                                           |                                                                                                                                                              |              |                                            |                                                                                                                                                                                                                  |               |
|-------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|--------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| 8<br>September<br>2021                    | Market Position Statement (Adults) - Annual Update                                                                                                           |              |                                            | Report of the Joint Associate Director of Commissioning outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.                        | All Divisions |
| <i>Specific Matters for Consideration</i> |                                                                                                                                                              |              |                                            |                                                                                                                                                                                                                  |               |
| 11<br>November<br>2020                    | Budget Monitoring - Month 6                                                                                                                                  |              |                                            | Report of the County Treasurer outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.                                                 | All Divisions |
| 11<br>November<br>2020                    | The Waste Asset Management & HWRC Improvement Strategy to include seeking approval to progress planning for a new Tavistock Household Waste Recycling Centre | TBA          | TBA                                        | Report of the Chief Officer for Highways, Infrastructure Development and Waste outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary. | All Divisions |
| 11<br>November<br>2020                    | Approval of the Resource & Waste Management Strategy for Devon 2020-2030                                                                                     | Stakeholders | Conference followed by online consultation | Report of the Chief Officer for Highways, Infrastructure Development and Waste outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary. | All Divisions |

|                         |                                                          |                                                                                                                          |                                                                                                                                                 |                                                                                                                                                                                                         |                      |
|-------------------------|----------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| <p>11 November 2020</p> | <p>Exeter Transport Strategy 2020-2030: For approval</p> | <p>Public Consultation Corporate Infrastructure and Regulatory Services Scrutiny Committee (Standing Overview Group)</p> | <p>Online Public Consultation – including Strategy Document, Leaflet, Evidence Base and Online Questionnaire Meetings with key stakeholders</p> | <p>Report of the Head of Planning, Transportation and Environment outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.</p> | <p>All in Exeter</p> |
| <p>15 November 2020</p> | <p>Childcare Sufficiency Assessment</p>                  |                                                                                                                          |                                                                                                                                                 | <p>Report of the Chief Officer for Childrens Services outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.</p>             | <p>All Divisions</p> |

|                                |                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                     |                                                                                                                                                                                                                         |                      |
|--------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| <p>9<br/>December<br/>2020</p> | <p>Highway and Traffic Management Policy and Scheme Reviews (a) Highway Safety Policy (b) Residents' Parking Policy (c) Health and Care Workers Permit Scheme</p> | <p>(a) County Solicitor, Devon's insurers and solicitors, in addition to various officers within Devon Highways including our Highways Term Service Contractor (b) Exeter HATOC (c) Existing Users and wider Health and Care Worker group via service newsletters (circulated by Health Care Commissioning Team)</p> | <p>(a) The circulation of a report summarising proposed amendments and rationale (b) Working Group and Report to Exeter HATOC (c) Questionnaire / User Feedback</p> | <p>Report of the Chief Officer for Highways, Infrastructure Development and Waste outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.</p> | <p>All Divisions</p> |
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|-----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|-----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| 9<br>December<br>2020 | Part 2 Item - Proposed amendments to the Highways Term Service Contract<br><i>Contains information about the financial and business affairs of both the County Council and the Council's Highways Term Service Contractor which would be likely to inhibit the free and frank provision of advice and exchange of views for the purpose of deliberation or the effective conduct of public affairs</i> | N/A | N/A | Report of the Chief Officer for Highways, Infrastructure Development and Waste outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary. | All Divisions |
| 9<br>December<br>2020 | Social Work Recruitment and Retention                                                                                                                                                                                                                                                                                                                                                                  | N/A | N/A | Report of the Chief Officer for Childrens Services outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.                             | All Divisions |
| 9<br>December<br>2020 | Learner Services Commissioning<br><i>This matter will be considered in Part 2, on the grounds that they involve the likely disclosure of exempt information as defined in Paragraph 3 of Schedule 12A of the Act namely, the financial or business affairs of a third party and of the County Council.</i>                                                                                             |     |     | Report of the Head of Education and Learning outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.                                   | All Divisions |

|                                              |                                                                                                                                                                                                             |                                                                            |                                                            |                                                                                                                                                                                                                                                     |                                 |
|----------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|
| Between 13 January 2021 and 12 February 2021 | Local Flood Risk Management Strategy for Devon Draft Local Flood Risk Management Strategy and supporting documents including: Strategic Environmental Assessment (SEA) and Equality Impact Assessment (EIA) | Other Risk Management Authorities, Key Stakeholders and the general public | Public consultation                                        | Report of the Head of Planning, Transportation and Environment outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.                                                    | All Divisions                   |
| 13 January 2021                              | Domestic Abuse Bill – new statutory duties<br>To agree arrangements for the Council to discharge new statutory duties included in the Domestic Abuse Bill 2021.                                             |                                                                            | tier 2 local authorities in Devon (duty to collaborate)    | Report of the Director of Public Health, Chief Officer for Communities, Public Health, Environment and Prosperity outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary. | All Divisions                   |
| 12 February 2021                             | Government Housing Infrastructure Schemes at Dawlish and Cullompton: Approval of legal agreements with District Councils, and authority to progress to construction                                         | Statutory and Public                                                       | Undertaken as part of Local Plan and Planning Application. | Report of the Head of Planning, Transportation and Environment outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.                                                    | Dawlish; Cullompton & Bradninch |
| 12 February 2021                             | Proposal of a New Integrated Joint Venture from Norse SW' (for Property Consultancy & Facilities Management)                                                                                                | Corporate Infrastructure and Regulatory Services Scrutiny                  | TBC                                                        | Report of the Head of Digital Transformation and Business Support outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.                                                 | All Divisions                   |

|               |                              |  |  |                                                                                                                                                                  |               |
|---------------|------------------------------|--|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| 10 March 2021 | Budget Monitoring - Month 10 |  |  | Report of the County Treasurer outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary. | All Divisions |
|---------------|------------------------------|--|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|

**PART B -FRAMEWORK DECISIONS**  
(Requiring approval of the County Council)

| Date of Decision | Matter for Decision | Consultees | Means of Consultation** | Documents to be considered in making decision | County Council Electoral Division(s) affected by matter |
|------------------|---------------------|------------|-------------------------|-----------------------------------------------|---------------------------------------------------------|
|------------------|---------------------|------------|-------------------------|-----------------------------------------------|---------------------------------------------------------|

|                                     |                                                                                |  |  |                                                                                                                                                                  |               |
|-------------------------------------|--------------------------------------------------------------------------------|--|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| 20 January 2021<br>18 February 2021 | Pay Policy Statement 2021/2022<br>To approve the Councils Pay Policy Statement |  |  | Report of the County Solicitor outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary. | All Divisions |
|-------------------------------------|--------------------------------------------------------------------------------|--|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|

**PART C - OTHER MATTERS**  
(i.e. Neither Key Nor Framework Decisions)

| Date of Decision | Matter for Decision | Consultees | Means of Consultation** | Documents to be considered in making decision | County Council Electoral Division(s) affected by matter |
|------------------|---------------------|------------|-------------------------|-----------------------------------------------|---------------------------------------------------------|
|------------------|---------------------|------------|-------------------------|-----------------------------------------------|---------------------------------------------------------|

|                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                  |  |                                                                                                                                                                                                                       |               |
|----------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|--|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| 12 February 2021<br>18 February 2021                                                   | Revenue Budget, Medium Term Financial Strategy 2021/2022 - 2024/2025 and the Capital Programme for 2021/2022 - 2025/2026                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                  |  | Report of the County Treasurer outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.                                                      | All Divisions |
| <i>Regular / Annual Matters for Consideration</i>                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                  |  |                                                                                                                                                                                                                       |               |
| Page 4<br>Between 1 November 2020 and 5 May 2021                                       | Standing Items, as necessary (Minutes, References from Committees, Notices of Motion and Registers of Delegated or Urgent Decisions)                                                                                                                                                                                                                                                                                                                                                                   | As necessary                                                                                                     |  | Report of the TBC outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.                                                                   | All Divisions |
| Between 11 November 2020 and 1 May 2021<br><br>Between 11 November 2020 and 1 May 2021 | Standing Items, as necessary (Minutes, References from Committees, Notices of Motion and Registers of Delegated or Urgent Decisions)<br><i>[NB: Items relating to the letting or occupancy of individual holdings may contain information about, or which is likely to reveal the identity of, an applicant for a holding and about the financial and business affairs of the Council and any prospective or existing tenant that may need to be discussed in the absence of the press and public]</i> | To be considered at the Farms Estates Committee, including any advice of the Council's Agents NPS South West Ltd |  | Report of the County Treasurer, Head of Digital Transformation and Business Support outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary. | All Divisions |

|                            |                                                |                                                                     |           |                                                                                                                                                                           |               |
|----------------------------|------------------------------------------------|---------------------------------------------------------------------|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| 9<br>December<br>2020      | Treasury Management Mid Year Report            | Corporate Infrastructure and Regulatory Services Scrutiny Committee | Committee | Report of the County Treasurer outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.          | All Divisions |
| 14 July<br>2021            | Public Health Annual Report 2020/2021          |                                                                     |           | Report of the Director of Public Health outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary. | All Divisions |
| Page 141<br>4 July<br>2021 | Treasury Management Stewardship Outturn Report | Corporate Infrastructure and Regulatory Services Scrutiny Committee | n/a       | Report of the County Treasurer outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.          | All Divisions |
| 13<br>October<br>2021      | Devon Safeguarding Adults Annual Report        |                                                                     |           | Report of the Chair of the Board outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.        | All Divisions |
|                            | <i>Specific Matters for Consideration</i>      |                                                                     |           |                                                                                                                                                                           |               |

