

CABINET

9 December 2020

Present:-

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

Members attending in accordance with Standing Orders 25

J Brazil, A Connett, A Dewhurst, G Gribble, I Hall, R Hannaford, J Hodgson
and C Whitton

* 587

Minutes

RESOLVED that the Minutes of the meeting held on 11 November 2020 be signed as a correct record.

* 588

Items Requiring Urgent Attention

There was no item raised as a matter of urgency.

* 589

Announcements

There was no announcement by the Chair at this meeting.

* 590

Petitions

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

* 591

Question(s) from Members of the Council

In accordance with the Cabinet Procedure Rules, the relevant Cabinet Member responded to one question from a Member of the Council on Okehampton Parkway Station, the National Infrastructure Strategy and provisional capital funds towards the build costs.

The Cabinet Member responded orally to the supplementary question arising from the above.

[NB: A copy of the question and answer is available on webpage for meeting and any supplementary questions and answers may be observed through the webcast of this meeting – see Notes below]

* **592** **Target Budget and Service Targets for Forthcoming Year**

(Councillors Connett, Dewhirst, Hall, Hannaford and Whitton attended remotely in accordance with Standing Order 25(2) and the Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020 and spoke to this item).

The Cabinet considered the Report of the County Treasurer (CT/20/107) relating to the Target Budget, an update on the Local Government Settlement for the forthcoming year and preparation of the budget and service expenditure targets.

The Report also updated on the recent Spending Review (SR2020) and presented Budget Targets for 2021/22, which were set out in paragraph 3 and represented an overall increase of £28.4 millions or 5.2%.

The Provisional Local Government Finance Settlement had not been announced but was expected the week commencing 14th December 2020. An update on the Provisional Settlement would be provided at the January Cabinet meeting. In addition, the size of some grant funding streams might not be known until the new calendar year.

In terms of the Spending Review 2020, this confirmed a one-year spending review, not the three years hoped for, but with the economic and financial impact of the Pandemic this had been reduced to one year.

The Report outlined the key messages from SR2020 that would impact next year's budget. Some of these included:

- Core Spending Power to increase by 4.5%;
- A new Social Care grant of £300 millions (nationally);
- The Council Tax increase that would trigger the need for a referendum was 2%;
- The option to set an Adult Social Care Precept of up to 3%;
- current Social Care grants would continue next year;
- A public sector pay freeze, except for those earning less than £24,000;
- The National Living Wage would increase by 2.2% to £8.91 per hour;
- A grant of £670 million nationally to offset some of the impact of the Pandemic on the Council Tax Base;
- A Council Tax Income Guarantee Scheme to compensate authorities for 75% of irrecoverable losses in the current year;
- The current New Homes Bonus scheme would continue;
- The Fairer Funding Review, 75% Business Rate Retention and Business Rates Reset had been delayed; and

- Covid funding of £1.55 billions nationally; along with the continuation of the 75% Covid Sales Fees and Charges compensation scheme into the first quarter of 2021/22.

A number of grants (likely ringfenced) had also been announced including Cyber Security modernisation, Test and Trace, Personal Protective Equipment, Rough Sleepers, Domestic Abuse, Troubled Families, School Transport Capacity, Secure Children’s Homes, Social Housing Decarbonisation, Roads Maintenance & upgrades, Cycling, High Street Regeneration and Levelling up for local infrastructure.

The proposed targets were set out below.

	2020/21 Adjusted Budget* £000	Inflation & Pressures £000	Savings & Additional Income £000	2021/22 Base Budget £000	Net Change	
					£000	%
Adult Care & Health	260,757	23,287	(7,015)	277,029	16,272	6.2%
Children’s Services	146,869	13,474	(3,113)	157,230	10,361	7.1%
Communities, Public Health, Environment & Prosperity	39,792	1,005	(958)	39,839	47	0.1%
Corporate Services	37,566	4,129	(1,615)	40,080	2,514	6.7%
Highways, Infrastructure Development & Waste	57,827	1,804	(2,611)	57,020	(807)	(1.4%)
	542,811	43,699	(15,312)	571,198	28,387	5.2%

* Adjusted for permanent virements

The Capital Programme for 2021/22 to 2025/26 would be presented to Cabinet at the February Budget meeting.

Also, Cabinet, in considering this item was asked to note the view of the Corporate Infrastructure and Regulatory Services Scrutiny Committee in relation to budget setting. In considering the In-year Service Briefings at its meeting on 19th November 2020 (minute *202 refers), the Corporate Infrastructure and Regulatory Services Scrutiny Committee **RESOLVED** *that in setting this year’s budget the Cabinet recognise the need to support residents of Devon with prevention and early intervention across services before reaching crisis point. That this is not only financially prudent but also responsible in the support of giving everyone the best opportunities in life.*

The matter having been debated and the other relevant factors as set out in the County Treasurer’s Report and/or referred to above having been considered:

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

- (a) that the content of the Spending Review 2020 be noted;
- (b) that the expected timing of the Provisional Settlement also be noted;
- (c) that the revenue spending targets for 2021/22 as set out in paragraph 3 be approved; and
- (d) that the Capital Programme be determined by Cabinet on 12th February 2021.

* **593** **Highway and Traffic Management Policy and Scheme Reviews**

(Councillors Brazil, Connett, Dewhurst, Hannaford, Hodgson and Whitton attended remotely in accordance with Standing Order 25(2) and the Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020 and spoke to this item).

The Cabinet considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/20/58) presenting proposed policies as outlined below.

- (a) Highway Safety Policy
- (b) Residents' Parking Policy
- (c) Health and Care Workers Permit Scheme

All Reports had been circulated prior to the meeting in accordance with regulation 7(4) of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012.

This Report sought approval for the three policies.

The Highway Safety Policy had been reissued as version 6.0 on 5th September 2016 following a major review and the adoption of a risk-based approach to managing highway safety defects. This Policy had been recently reviewed and benchmarked with that of neighbouring authorities in the South Western Peninsula.

The three drivers for a policy review at this time were to remove the duplication of defect types, ensure the policy delivered a safe highway network whilst bringing parity with neighbouring authorities' policies and the need to ensure that reactive response was limited to those defects with a demonstrable safety liability.

It was proposed that the Highway Safety Policy version 6.0, be amended to version 6.1 included at Appendix I(i) with an effective date of 1st January 2021. A summary of the changes from version 6.0 to 6.1 was outlined in Appendix I(ii).

The Residents' Parking Policy had been developed through the Exeter HATOC Residents' Parking Policy Working Group comprising members and officers. The group had set out to consider what aspects of Exeter's residents parking strategy, policy, design and 'rules' were and were not working for residents, businesses and commuters. The aim was to improve the system for residents, businesses and commuters whilst continuing to support the Council's work to reduce traffic congestion, improve air quality and reduce the County's impact on climate change. During those discussions officers and Members developed terms of reference, benchmarked other Authorities and reviewed with external agencies including Exeter University. The policy for approval had been developed following the output from these meetings.

The Residents' Parking Policy TMP 32/20 was included at Appendix II and was intended to provide the best balance between the needs of residents whilst contributing to the management of congestion and air quality.

The key proposed changes were:

- a differential charge be adopted to discourage multiple car ownership and encourage uptake of EV and lower emission vehicles;
- that virtual permit technology be invested in, to allow robust enforcement and to address issues caused by cancelled or altered permits being displayed in vehicles;
- that rules relating to new developments / redevelopments be clarified;
- that schemes be designed with an exemption for Co Cars (and other recognised car clubs) to encourage uptake of these services and reduced reliance on private car ownership; and
- that schemes be designed with consideration to schools and provide for essential vehicles where these cannot be accommodated within the school site.

The Care and Health Workers' Parking Exemption Scheme was recommended to be made permanent following a successful 12-month pilot scheme. The year's trial was an enhanced exemption permit scheme for care and health workers and social care staff to widen it to include allowing the use of yellow line restrictions when no other parking options were readily available.

Nearly 10,000 permits had now been made available to service providers around the County and the scheme had been well received by social service teams, the NHS, charities and private company providers, and proved an extremely well-timed initiative as the Covid crises began to emerge across the Country in the Spring.

Based on feedback from current users, it was proposed that the current scheme was retained and became permanent, details of the scheme can be seen in the link. <https://www.devon.gov.uk/roadsandtransport/parking/parking-permits/exemptions-careworkers/>

It was also proposed that the Scheme be extended to permit up to 3 hours parking on “no waiting” restrictions (increasing from 1 hour previously permitted), the use of a permit be simplified and parking limited to maximum of 3 hours from the start time of the parking period set by the user as indicated on the time clock for all the current exempted restriction types namely; limited waiting, residents parking, pay & display bays and yellow lines (so long as there was no restriction on “loading”) when undertaking a visit to a client, that replacement timeclocks be issued at time of renewal of an improved quality (timeclock similar to the blue badge issued to those with mobility or hidden disabilities) and the scheme continued to be offered without charge to users, except for replacement permits (see section 5).

The Report outlined the positive environmental impact of the policies, for the Highway Safety Policy, there would be clarity and accuracy of reporting, therefore lowering the number of visits made to a location and in reducing noise pollution for residents caused by noisy ironworks.

In Residents’ Parking, the scheme would positively affect consumption of fossil fuels in vehicles and for the Care and Health Workers’ Parking Exemption Scheme, positively affect consumption of fossil fuels in vehicles by reducing the need for health and care staff to travel when locating suitable parking opportunities near their client’s homes.

There was an Impact Assessment for each of the Policies, also attached, for the attention of Members at this meeting.

For the Highway Safety Policy, there were no unmanageable consequences. The proposed policy had been prepared as an accessible document for publication on the website and the proposed amendments sought to simplify and consolidate defect categorisation. By giving a clearer indication of a safety defect the Council was further empowering the public to make accurate and useful reports through promoting better understanding.

In Residents’ Parking, there were no unmanageable consequences. The increase in permit charge was low in relation to costs generally associated with car ownership and the increase in charge was proportionate in context of influencing behaviour to reduce traffic congestion, improve air quality and reduce the county’s impact on climate change.

For the Impact Assessment for the Care and Health Workers’ Parking Exemption Scheme, again there were no there were no unmanageable consequences. The scheme had been in place for a year and had been well received and supported by residents who recognised and valued the

intentions of the permit scheme and the benefits it delivered to the care provider and their patients or clients.

The impact and effectiveness of the scheme would continue to be monitored, but the scheme fully supports equality and diversity requirements under The Equality Act 2010 and the Protected Characteristics defined in that legislation.

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

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

RESOLVED

(a) (i) that the Highway Safety Policy Version 6.1 be approved;

(a) (ii) that delegated authority be given to the Chief Officer for Highways, Infrastructure Development and Waste in consultation with the County Solicitor and the Cabinet Member for Highway Management to approve policy amendments to the Highway Safety Policy until the next formal review.

(b) (i) that the Residents' Parking Policy TMP 32/20 be approved;

(b) (ii) that the Traffic Regulation Order being advertised in order to implement the requested modifications to the County On Street Parking Traffic Order be agreed and that authority to resolve any objections be delegated to the Chief Officer for Highways, Infrastructure Development and Waste in consultation with the Cabinet Member for Highway Management; and

(b) (iii) that delegated authority be given to the Chief Officer for Highways, Infrastructure Development and Waste in consultation with the County Solicitor and the Cabinet Member for Highway Management to approve policy amendments to the Residents' Parking Policy until the next formal review.

(c) (i) that the Care and Health Workers' Parking Exemption Scheme being made a permanent scheme for care and health workers and social workers to use in their delivery of essential care and services to patients / clients with minor modifications to reflect the incoming feedback from current users and improve the benefits of the scheme be approved;

(c) (ii) that the Traffic Regulation Order being advertised in order to implement the requested modifications to the Care & Health Workers' Parking Exemption Scheme be agreed, and that authority to resolve any objections be delegated to the Chief Officer for Highways, Infrastructure Development and Waste in consultation with the Cabinet Member for Highways Management, and the Cabinet Member for Adult Social Care & Health Services; and

(c) (iii) that delegated authority be given to the Chief Officer for Highways, Infrastructure Development and Waste in consultation with the County Solicitor, the Cabinet Member for Highway Management and the Cabinet Member for Adult Social Care & Health Services to approve policy amendments to the Care & Health Workers' Parking Exemption Scheme until the next formal review.

(NB: The Impact Assessments referred to above may be viewed alongside Minutes of this meeting and may also be available on the [Impact Assessment Webpages](#)).

* **594** **Social Work Recruitment and Retention**

(Councillors Brazil, Connett, Dewhirst and Hannaford attended remotely in accordance with Standing Order 25(2) and the Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020 and spoke to this item).

The Cabinet considered the Report of the Chief Officer for Children's Services (CS/20/18) on Social Worker Recruitment and Retention and associated Business Case (Appendix 1), circulated prior to the meeting in accordance with regulation 7(4) of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012.

The Report and business case appendix set out the national and local context regarding social worker recruitment and the challenges faced in Devon and then proposed a social work career pathway and remuneration, comparable to the offer in a neighbouring authority.

The Cabinet noted that nationally there was a shortage of qualified social workers. Whilst this shortage was reflected across the UK, there were additional challenges in rural and sparsely populated areas. The national turnover between 2015 and 2019 averaged 15.76% per year with Devon at 17.7% (although the figure would be higher in 2020).

A survey on retention in Spring 2020 highlighted that comparable annual leave, a recognised career pathway, recruitment and retention payments, achievement recognition, flexible working arrangements and car leases as important factors in retention. Exit interviews in 2020 all identified better pay as a key reason for leaving.

The proposals outlined in the Report were twofold and included improved salaries for experienced Social Workers, Team Managers and Independent Reviewing Officers, matching frontline Social Worker, Team Manager and Independent Reviewing Officer salaries with their counterparts in Torbay.

Second, accelerate the implementation of the career progression scheme with additional advanced practitioner roles within the Service This would create 24 Advanced Professional roles for Social Workers, converted from existing Experienced Social Worker posts.

The Cabinet noted the necessity to improve the offer to social workers, which would stabilise and value the workforce and promote better outcomes for children and young people as well as help meet the statutory obligations to children and families and promote the development of a skilled and effective workforce.

The Cabinet also considered the Report of the Children's Scrutiny Committee Spotlight Review.

This had been established to consider the challenges facing Children's Services in recruiting and retaining a stable social work workforce in the long term, the views and experiences of social workers, and the reasons that they chose to leave or stay with the Council and proposed strategies for delivering a more stable workforce and it made recommendations for any identified changes.

The Spotlight Review had identified five themes to be considered further relating to pay and conditions, development opportunities and career pathways, caseloads, supervision and support for workers recruited from overseas.

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

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

RESOLVED

(a) that the additional investment to ensure recruitment and retention of social workers to improve value for money and outcomes for children be approved;

(b) that investment of up to £200,000 in the current financial year, and a further £519,000 in 2021/2022 from the Business Rates Pilot reserve for the invest to save strategy also be approved; and

(c) that the Children's Scrutiny Committee and its Members be thanked for their diligence in their Spotlight Review Report and the Recommendations of the Spotlight Review be considered as part (b) of this agenda item.

In considering the Spotlight Review, it was further **MOVED** by Councillor McInnes, **SECONDED** by Councillor Hart and **RESOLVED**

(d) that the Children's Scrutiny Committee be thanked for its Spotlight Task Group review and associated report;

(e) that the Cabinet Member for Children's Services and Chief Officer for Children's Services be asked to consider the themes and suggested actions as outlined in the Report (pay and conditions, development opportunities and career pathways, caseloads, supervision and support for workers recruited from overseas) and progress / co-ordinate as appropriate, engaging other partners and community organisation's as necessary, noting that some actions have a significant financial impact and will require further consideration; and

(f) that a progress review meeting on the themes and recommendations be scheduled for March 2021.

* **595** **Children's Scrutiny - Early Help Spotlight Review**

(Councillors Connett, Dewhirst, Hannaford and Hodgson attended remotely in accordance with Standing Order 25(2) and the Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020 and spoke to this item).

The Cabinet noted that Members of the Children's Scrutiny Committee had been sent the final Report of the Early Help Spotlight Review, asking for any comment and feedback prior to publication on the website and submission to Cabinet.

No comments had been received, except for minor amendments, thereby indicating agreement to the contents of the Report.

The Report was attached for the attention and consideration of the Cabinet.

The Report highlighted that Early Help intervention achieved lasting and sustainable change for children and families, and that it was estimated that late intervention cost the public sector in Devon £203 million a year, and £16.6 billion every year across England and Wales. The Spotlight Review therefore asked the Cabinet to endorse and action the recommendations outlined in the Report (page 130 of the Cabinet papers) relating to the core budget for Early Help and the continuation of Government lobbying activity to provide adequate funding.

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

RESOLVED

(a) that the Children's Scrutiny Committee be thanked for its Spotlight Task Group review and associated Report; and

(b) that the Cabinet Member for Children's Services and Chief Officer for Children's Services be asked to take forward the Report and progress / co-ordinate progress towards the objectives identified in it, engaging other partners and community organisation's as necessary.

* **596** **Teignbridge Highways and Traffic Orders Committee - 30mph speed limit in Monks Way, Bovey Tracey**

(Councillors Connett, Dewhirst, Gribble and Hannaford attended remotely in accordance with Standing Order 25(2) and the Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020 and spoke to this item).

The Cabinet noted that at the meeting of the Teignbridge Highways and Traffic Orders Committee, the Committee had considered a Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/20/3939), recommending a 40mph speed limit to reduce traffic speeds around the new junction and signal controlled pedestrian crossing as part of the new Challabrook housing development. The Committee had RESOLVED (minute *103 refers) that (a) the County Council's policies on speed limits and wider impacts of health, sustainable travel and whole environment be noted; and (b) that the Committee supports a 30mph speed limit on Monks Way, Bovey Tracey and refers this matter to the Cabinet as a departure from policy.

The Cabinet Member for Highways Management commented that the proposed 40mph limit represented a departure from policy but one that was believed to be effective. 40mph limits were normally reserved for locations outside of a community that had a history of speed related collisions. The assessment highlighted that 30mph would be disregarded due to the character of the road (straight alignment, grass verges, good visibility for pedestrians and drivers etc).

One objection had been received from Bovey Tracey Town Council, who had requested a 30mph limit and the Local Member supported the view of the Town Council.

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

RESOLVED that the matter be deferred pending a site visit to meet the Local Member and consider the impact of future development and the site visit should also include officers from the Road Safety Team.

* **597** **Health and Adult Care Scrutiny - Finance and Performance Mid-Year Update: (b) Health and Adult Care**

(Councillors Hannaford, Hodgson and Whitton attended remotely in accordance with Standing Order 25(2) and the Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020 and spoke to this item).

The Cabinet noted that at its meeting on 12 November 2020, the Health and Adult Care Scrutiny had considered the Report of the Associate Director (Care and Health) Devon County Council and NHS Devon CCG (ACH/20/129) relating to the Finance and Performance Mid-Year Update for Health and Adult Care (Minute 211(b) refers). The Committee discussed, in particular, the impact of COVID-19 across the health and care system, and **RESOLVED** that 'this Committee urges and supports the Cabinet to make representations to the Secretary of State for Health and Social Care, requesting adequate funding (the level of which to be advised by Officers) to manage the remainder of the Covid-19 pandemic; and to address the need for a long-term funding settlement for adult social care'.

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

RESOLVED

(a) that Cabinet welcome the challenge made by the Health and Adult Care Scrutiny Committee on Adult Social Care funding and welcomes that a Report is prepared on pandemic costs and funding (for the Scrutiny Committee in January); and

(b) that the further work required to quantify this number in Devon for a longer term and sustainable financial settlement sum (nationally ADASS estimate a £2 billion shortfall), be welcomed, and the Cabinet notes and supports the Cabinet Member's actions in currently organising a series a meetings with Devon MPs and raising the matter and also supports any further representation to the Secretary of State if this is required.

* 598 **Corporate Infrastructure and Regulatory Services Scrutiny Committee - Treasury Management Stewardship - Mid Year Position**

(Councillors Dewhirst and Hannaford attended remotely in accordance with Standing Order 25(2) and the Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020 and spoke to this item).

The Cabinet considered the Report of the County Treasurer (CT/20/91) on the Treasury Management Mid-Year Stewardship 2020/21, which updated on key matters arising from the Council's Treasury and Debt Management activities during the first seven months of the 2020/21 financial year, the Report having also been considered and endorsed by the Corporate Infrastructure and Regulatory Services Scrutiny Committee on 19 November 2020 (Minute *203 referred).

The Report outlined the Borrowing Strategy and its aims for 2020/21 – 2022/23; Analysis of Long Term Debt; Investment Strategy, the current position with the Minimum Revenue Provision; the Council's compliance with the Prudential Indicators as laid out in the CIPFA Code of Practice; and Prospects for 2021/22.

In summary, the Report stated that no long-term or short-term borrowing had been undertaken to date in 2020/21 and the expectation was that no new borrowing would be required during the remainder of the 2020/21 financial year; and that investment income at the end of October stood at around £1.09 million compared to the budget target for the year of £1.542 million.

Looking ahead, falling interest rates would reduce the level of interest income that could be achieved on the Council's cash reserves in future years, and a potential reduction in available cash would mean that the Council would need to manage its capital programme carefully to ensure it remained affordable within the policy of not taking out further external debt.

The matter having been debated and other relevant factors set out in the County Treasurer's Report and/or referred to above having been considered:

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

RESOLVED that the Corporate Infrastructure and Regulatory Services Scrutiny Committee be thanked for their review of the Mid-Year Stewardship Report for the 2020/21 financial year and it be further endorsed and welcomed.

* **599** **Corporate Infrastructure and Regulatory Services Scrutiny Committee-
Climate Change Standing Overview Group**

Councillors Dewhirst, Hannaford, Hodgson and Whitton attended remotely in accordance with Standing Order 25(2) and the Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020 and spoke to this item).

The Cabinet noted that at its meeting on 19th November 2020, whilst considering the notes from the meeting of the Climate Change Standing Overview Group held on 20 October 2020, the Corporate Infrastructure and Regulatory Services Scrutiny Committee **RESOLVED** *that this Committee believes the plans carbon neutral target should be before 2050 in order to present a challenge to Government to provide a policy context to allow us to achieve an earlier target more in line with those declared by Districts.*

The Cabinet Member for Communities, Public Health, Transportation and Environment commented that the Interim Devon Carbon Plan did not, as yet, set any date for achieving net zero emissions. However, the Devon Climate Emergency Declaration, to which the Authority had signed up, committed the Council to strive to achieve carbon neutrality for the area of Devon no later than 2050.

He stated that Devon should support an ambitious target in order to push Central Government to adopt the necessary strategy, policy and financial levers to facilitate the transition to carbon neutrality was highly pertinent and the resolution of the Corporate Infrastructure and Regulatory Services Scrutiny Committee should be considered alongside views from others in formulating the Council's response to the draft Devon Carbon Plan.

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

RESOLVED that this issue be considered through the Council's response to the public consultation on the Devon Carbon Plan.

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

There was no question from a Member of the public.

* 601 **Minutes**

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

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

Devon Audit Partnership – 17 November 2020

Devon Education Forum – 18 November 2020

Including approval of minutes 172 (a) and (b) relating to Schools Funding Arrangements - Devon Consultation Responses.

Standing Advisory Council on Religious Education – 25 November 2020

* 602 **Delegated Action/Urgent Matters**

The [Registers of Decisions taken by Members under the urgency provisions or delegated powers](#) were available for inspection, in line with the Council's Constitution and Regulation 13 of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012. [Decisions taken by Officers](#) under any express authorisation of the Cabinet or other Committee or under any general authorisation within the Council's Scheme of Delegation set out in Part 3 of the Council's Constitution.

* 603 **Forward Plan**

In accordance with the Council's Constitution, the Cabinet reviewed the [Forward Plan](#) and determined those items of business to be defined as key and framework decisions and included in the Plan from the date of this meeting onwards reflecting the requirements of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012.

* 604 **Exclusion of the Press and Public**

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

RESOLVED that the press and public be excluded from the meeting for the following items of business under Section 100(A)(4) of the Local Government Act 1972 on the grounds that they involve the likely disclosure of exempt information as defined in Paragraph 3 of Schedule 12A of the Act namely, 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. In accordance with Section 36 of the Freedom of Information Act 2000, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

* **605** **Proposed amendments to the Highways Term Service Contract**

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

(Councillors Brazil and Hannaford attended remotely in accordance with Standing Order 25(2) and the Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020 and spoke to this item).

The Cabinet considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/20/59) which gave an overview of forthcoming changes to the Highway Term Maintenance Contractor.

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

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

RESOLVED that the proposed changes relating to the current Highway Term Service contractor be noted and delegated authority be given to the Chief Officer for Highways, Infrastructure Development and Waste and the County Solicitor in consultation with the Leader of the Council and the Cabinet Member for Highway Management for agreement of the relevant contractual issues.

NOTES:

1. *Minutes should always be read in association with any Reports for a complete record.*
2. *If the meeting has been webcast, it will be available to view on the [webcasting site](#) for up to 12 months from the date of the meeting*

DENOTES DELEGATED MATTER WITH POWER TO ACT

The Meeting started at 10.30 am and finished at 1.14 pm