

## CABINET

8 September 2021

### Present:-

Councillors R Croad, A Davis, R Gilbert, J Hart (Chair), S Hughes, A Leadbetter, J McInnes (Vice-Chair), A Saywell and P Twiss

### Members attending in accordance with Standing Orders 8 and 25

Y Atkinson (remote), A Dewhirst (remote), R Hannaford (in person), F Letch MBE (remote) and M Wrigley (remote)

\* 29

### Minutes

**RESOLVED** that the minutes of the meeting held on 14 July 2021 be signed as a correct record.

\* 30

### Items Requiring Urgent Attention

There was no item raised as a matter of urgency.

\* 31

### Announcements

The Chair thanked and paid tribute to all those involved in the recent Tour of Britain cycle race, which had been a huge success with a great route for the race in Devon and the good weather had been enjoyed by all.

\* 32

### Petitions

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

\* 33

### Question(s) from Members of the Council

In accordance with the Cabinet Procedure Rules, the Leader and relevant Cabinet Member responded to two questions from Members of the Council on the following issues.

- the County Council owned farms estate and housing development; and
- highway LED lighting, impact on insect biodiversity and measures to mitigate any harmful effect on the insect population.

The Leader and Cabinet Member also responded orally to supplementary questions arising from the above.

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

## **KEY DECISIONS**

### **\* 34 Budget Monitoring - Month 4**

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

The Cabinet considered Report of the County Treasurer (CT/21/70) outlining the budget monitoring position at Month 4, 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.

At Month 4 it had been estimated that budgets would overspend by £7.3 millions and the Dedicated Schools Grant projected deficit, relating to Special Educational Needs and Disabilities (SEND) was forecast to be £33.1 millions. In line with Department of Education guidance the deficit would not be dealt with this financial year, but carried forward to future years.

The Report then outlined the budget position in terms of service areas.

Adult Care and Health services had been forecast to overspend by £5.4 millions which included £3.7 millions of budgeted savings.

Children's services were forecasting an overspend of £6.8 millions. However, the figure did not include the projected deficit of £33.1 millions on Special Education Needs and Disabilities (SEND). At the end of 2020/21 the DSG reported a cumulative deficit of £48.9 millions. When combined with the current year forecast the deficit was expected to be £82.1 millions by the end of 2021/22.

In Highways, Infrastructure Development and Waste, the service was forecasting an underspend of £214,000 which was the result of additional income within the Engineering, Design Group.

Communities, Public Health, Environment and Prosperity (COPHEP) were forecasting an underspend of £330,000, Corporate Services an underspend of £794,000 and non-service items, which included capital financing charges and business rates pooling gain, were forecast to underspend by £1.9 millions. This position did not include the forecast impact of the 2021/22 pay award.

The approved capital programme for the Council was £212.3 millions and the year-end forecast at Month 4 was £201.6 millions of which £166.3 millions had been externally funded. Slippage was forecast at £10.7 millions and was mainly attributable to scheme variations and programme delays in Planning,

Transportation and Environment, reflecting the complexity of the major schemes within this service area. Also, material and labour price increases were being experienced which were starting to detrimentally impact the delivery costs and tender prices being returned within the capital programme.

Corporate debt stood at £2.9 millions, being just over 1.3% of the annual value of invoices, against the annual target of 1.9%.

In terms of Covid-19 funding, to date the Council had been in direct receipt of 11 different pandemic related grants with a confirmed value of just under £36 millions. In addition, the County Council had been able to carry forward £25.6 millions of funding received last year relating to, in the main, the Contain Outbreak Management Funding, Test and Trace Funding and the Covid support Grant.

The Report concluded that whilst it was very early in the financial year and much would inevitably change, it was important to note the significant pressures in both Adult Care and Health and Children's Services and the situation would need to be monitored. In addition, the impact of responding to the Pandemic continued to be significant, but the ever-changing landscape continued to present service delivery challenges and financial risks.

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

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

### **RESOLVED**

(a) that the month 4 budget monitoring forecast position be noted; and

(b) that progress on the delivery of the Dedicated Schools Grant Management Plan also be noted.

### \* 35 **Recruitment & Retention Business Case (Children's Social Work)**

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

The Cabinet considered the Report of the Chief Officer for Children's Services (CS/21/13) 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 on proposals for improved recruitment and retention in children's social work.

The Report outlined the ambitions to achieve the best possible outcomes for children in Devon, especially those in the most challenged circumstances and this required a stable and high performing children's social care workforce.

Whilst financial remuneration was important to recruitment and retention, it was also imperative to create high quality continuing professional development, support and supervision, leading to a high performing and professionally attractive service with career pathways and the right rewards.

The Report outlined the historical challenges in both recruiting and retaining the best workforce and the issue of high vacancy numbers at the front line of children's social care, which had been exacerbated by the pandemic. The most recent Ofsted focused visit said that high vacancy rates and use of agency workers, and staff turnover, had been affecting the ability to develop meaningful and sustained relationships with families.

In December 2020, Cabinet agreed improvements to social worker terms and conditions for key posts in 'hard to recruit to' teams including increasing the salary range for more experienced social workers, creating an 'Advanced Social Worker' career progression grade for social workers and reviewing team manager salaries. The measures had been implemented and other improvements made however, the frontline workforce continued to be highly unstable.

The Report outlined a number of proposals to address the need to recruit approximately 100 permanent qualified social workers and six permanent team managers, and, given the current context of social work vacancies and increased demand, to support social workers in key parts of the service with additional business support and family practitioner capacity. The proposals also addressed the need to strengthen the ability to recruit and retain personal advisers and consolidate improving outcomes for care leavers.

The Report also sought additional investment in high quality continuing professional development opportunities and to have capacity in the service to undertake the recruitment activity needed.

The Report outlined the current context including staffing levels, a new recruitment website and the ongoing recruitment activity and outcomes, whilst also noting that the recruitment of permanent social work staff was highly competitive nationally and supply of experienced qualified workers was limited. This was against a backdrop of rising numbers of children being referred since the second lockdown ended, and higher numbers of children in care (from approximately 780 to 806 now) and children subject to child protection plans (from approximately 530 to 590 now) since this time last year.

The Report outlined the consultations that had taken place with social work staff and how this had informed the current proposals as well as discussions with the Trade Unions who had recognised the need for the Council to take action.

The Cabinet noted that the total cost of the proposed approach was just under £3.4 millions, requiring an initial investment of just under £1.1 millions in

2021/22 funded from reserves and consideration of a base budget increase of £3.4 millions as part of the 2022/23 budget setting process.

The Chief Officer's Report also incorporated an Impact Assessment for the attention of Members at the meeting. This highlighted that no unmanageable impacts had been identified and that the proposals had the potential for a positive impact on children and young people.

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

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

### **RESOLVED**

(a) that more competitive salaries for experienced social workers in the harder to recruit to teams be endorsed by implementing a salary supplement approach for identified posts combined with a retention payment for specific hard to recruit to roles in identified hard to recruit to teams, as outlined in full in section 3.1 of the Report;

(b) that more business support and family practitioner capacity be introduced in the Service to mitigate the risks from vacancies of social workers in hard to recruit to child protection teams to free social workers up from administrative tasks and to support social workers with direct work with children and families, outlined in full in section 3.2 of the Report;

(c) that a career progression opportunity for Personal Advisers be introduced, and to add two qualified social workers and two Education, Employment and Training Workers into the care leaver service to develop the workforce, as per section 3.3 of the Report;

(d) that the costs of further overseas recruitment for qualified social workers be funded, as outlined in full in section 3.4 of the Report;

(e) that the costs of the Leave to Remain application for overseas staff be funded, as outlined at section 3.5 of the Report;

(f) that the offer of bursaries and apprenticeships as social work qualifying pathways be increased, as outlined in section 3.6;

(g) that the Social Work Academy be expanded to extend the learning and development offer and improve workforce development and career progression across the children's social care workforce as outlined in full in section 3.7 of the Report;

(h) that the professional registration for all non-agency employees working in identified roles in the identified hard to recruit teams who are required to hold professional registration to practice as a social worker be funded, as per section 3.8;

(i) that the relocation allowance for targeted staff in hard to recruit to teams be increased, as outlined in full in section 3.9;

(j) that a fixed term Workforce and Recruitment Lead, a Marketing Officer and administration role to support social worker recruitment be created, as outlined in full in section 3.10; and

(k) that an initial investment of £1.1 millions in 2021/22 from reserves be approved and consideration of a base budget increase of £3.4 millions as part of the 2022/23 budget setting process to fund the above proposals and the creation of 48 additional FTE.

\* **36**      **Approval of the Resource and Waste Management Strategy for Devon and Torbay**

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

(Councillor Dewhirst declared a personal interest in this matter by virtue of being the Executive Portfolio Holder for waste at Teignbridge District Council).

The Cabinet considered Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/21/56), together with the Resource and Waste Management Strategy for Devon and Torbay 2020 – 2030. The Report 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.

The Report summarised the consultation response to the draft Resource and Waste Management Strategy for Devon and Torbay and proposed an amendment for inclusion in the final strategy.

The draft Resource and Waste Management Strategy for Devon and Torbay had been published for consultation on 3 March 2021 for a 6-week public consultation. 214 responses had been received and summarised [Summary of responses](#), with detailed responses at Appendix 1.

The Report also outlined recent Government consultations which had impacted on the contents of the Strategy and, as such, had been developed with the Government's proposals in mind. However, it was noted that until the final proposals had been confirmed with draft legislation it was not possible to know how legislation might impact on the Strategy and that a review might be required.

The majority of respondents had been supportive of the proposals in the Strategy, so no significant amendments were proposed. However, the major areas of concern included:

- to stretch proposed targets for reducing, reusing and recycling;
- working with businesses, manufacturers, retailers and government to reduce packaging waste (particularly plastic waste) throughout the supply chain;
- to be cautious about electric vehicles in terms of their cost and carbon impacts;
- focus on economic, efficient and carbon friendly solutions;
- focus on education and community engagement; and
- to promote further reuse and repair in the community and at Household Waste Recycling Centres (HWRCs).

Some respondents had been keen to stretch the proposed targets for reducing, reusing and recycling, yet it was considered that the targets were already ambitious. As an example, recycling targets were in-line with the EU Circular Economy Package, the reuse target was limited to that achievable at the HWRCs and the food waste reduction target was in line with the Courtauld agreement target. However, the waste prevention target of waste collected per head per year by 2030 of 416kg could be reduced further and it was proposed that this target be reduced to 400kg per head per year by 2030.

The Cabinet noted that community engagement, education and promoting reuse and repair were all fundamental elements of the Strategy and would continue to be supported by all Devon Authorities and Torbay. Its objectives were all aimed at reducing waste, reducing the carbon impact of managing waste and conserving natural resources. Other DASWC authorities were being asked to approve the Strategy at their next appropriate Committee after which the Strategy would be published.

The Chief Officer's Report also incorporated an Impact Assessment which had been circulated for the attention of Members at the meeting. This highlighted that the Strategy was relevant to the whole population of Devon and Torbay but was not expected to have any specific negative consequences on the whole population.

The matter having been debated and the options, 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 referred to above having been considered:

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

## RESOLVED

(a) that the results of the public consultation be noted and the proposed amendment to reduce the waste prevention target to 400kg per head per year by 2030 be endorsed;

(b) that authority be delegated to the Chief Officer for Highways, Infrastructure Development and Waste in consultation with the Cabinet Member for Public Health, Communities and Equality for making minor amendments to the Strategy; and

(c) that the Resource and Waste Management Strategy for Devon and Torbay be approved.

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

\* **37** **Transport Capital Programme Update and Proposed Allocation 2021/22 and 2022/23**

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

The Cabinet considered the Report of the Head of Planning, Transportation and Environment (PTE/21/31) which provided an update on the capital programme covering the current financial year and sought approval for a two-year transport capital programme covering the financial years 2021/22 and 2022/23 (excluding maintenance). The Report 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.

The Cabinet noted that the Transport Capital Programme set out the short-term priority for investment in transport infrastructure. It built on long-term commitments as detailed in adopted strategies such as Local Plans, the Local Transport Plan, the Multi-Use Trail and Network Strategy, and the Transport Infrastructure Plan. The Report also highlighted the climate emergency and the significant role that transport played and therefore built on the change seen in national policy and ensured that a range of sustainable transport schemes had been included, such as walking, cycling and public transport as well as some funding towards electric vehicles and car clubs.

The Report outlined the background against which the programme had been developed, for example, the pandemic (supply chains and resourcing), Government policy (supporting housing delivery and economic growth but a focus on addressing decarbonisation and the climate emergency), new national strategies (e.g. Bus Back Better, Gear Change and the Transport

Decarbonisation Plan) all of which provided guidance as to how transport systems should be evolving.

The Integrated Transport Block (ITB) settlement from Government for 2021/22 was £3.628 million. Although not yet confirmed, it was anticipated that the ITB settlement for 2022/23 would be similar. There was also existing Government and other body funding schemes and the Council had a strong track record of successfully leveraging in external funding sources, often through competitive bidding processes. The Report detailed a list of existing funding sources successfully secured from the Growth Deal, Large Local Majors (LLM) Fund, Major Road Network (MRN) Fund, Housing Infrastructure Fund (HIF), Safer Roads Fund, Emergency Active Travel Fund Tranche 1 & 2, New Stations Fund, Future High Streets Fund and Heritage Action Zone all of which amounted to some £193.3m. The Report also outlined emerging Government funding schemes such as the Peninsula Transport Sub-National Transport Body, Active Travel Fund, the Levelling Up Fund and Plymouth and South Hams Freezone.

The proposed Transport Capital Programme was detailed in full at Appendix 1 of the Report. It included a range of schemes across the county covering different transport modes and consideration had been given to the cost, deliverability and availability of external match funding of individual schemes to ensure the programme represented value for money overall. The programme continued to support local strategies, such as Local Plans, the Local Transport Plan, the Transport Infrastructure Plan and the Cycling and Multi-Use Trail Strategy, as well as being cognisant of new national strategies.

The LTP ITB grant budget of £7.223 million for 2021/22 had been allocated and the allocations totalled £8.282 million, an overprogramming of £1.059 million. The 2022/23 LTP ITB budget had been assumed at £3.628 million (per 2021/22), plus £1 million carried forward from 2020/21, which totalled £4.628 million. The allocations totalled £5.54 million, which resulted in overprogramming of £0.912 million. However, historically a number of schemes tended to slip during the year, therefore an overspend was not anticipated. In addition, a number of external funding sources could potentially be secured during the programme, relieving the LTP ITB requirement for some schemes. The LTP was supplemented by funding from other external sources, such as developer contributions and specific grants. The total proposed programme totalled £120.205 million across financial years 2021/22 and 2022/23 and this included funding of £104.529 million from external sources including grants and developer contributions.

The Council's funding was £3.826 million, which was already included in the approved capital programme.

The Cabinet noted that an Environmental Impact Assessment had been carried out for the overall strategy contained in the Devon and Torbay Local Transport Plan 2011-2026. Detailed individual Impact Assessments would be

carried out on schemes where required and included with Cabinet and HATOC reports.

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

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

### **RESOLVED**

(a) that Budgets be allocated to the Local Transport Plan Integrated Transport Block (LTP ITB) schemes in 2021/22 and 2022/23 as set out in Appendix 1, noting the level of overprogramming planned;

(b) that the 2021/22 capital programme be enhanced in respect of the New Stations Fund awarded to Marsh Barton station, by £3.108 million funded from external grant, £46,666 external contributions and £164,609 from developer contributions and enhance 2022/23 by £240,000 funded from developer contributions and £27,000 funded from external grant (the schemes as listed on page 3 of Appendix 1); and

(c) that delegated authority be given to the Head of Planning, Transportation and Environment in consultation with the Cabinet Member for Climate Change, Environment and Transport, and the Cabinet Member for Highway Management to make amendments to the Integrated Block allocations.

### **MATTERS REFERRED**

\* 38 **Mid Devon Highways and Traffic Orders Committee - (30mph speed limit extension in Bow)**

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

The Mid Devon Highways and Traffic Orders Committee at its meeting on 9 March 2021 and in accordance with Standing Order 23(2), former County Councillor Way had requested that the Committee consider the matter of the 30mph speed limit on the Western side of Bow.

The Committee had RESOLVED (Minute \*61 referred) *that the Cabinet be requested to grant a departure of policy and to extend the 30mph zone to a point 40 to 50 metres to the west of the Bow Garden & Aquatic Centre at Burston.*

The matter had been discussed at Cabinet on the 14<sup>th</sup> April 2021 which had **RESOLVED** *that the matter be deferred pending a virtual site visit to meet the Local Member and officers including the Road Safety Team.*

A virtual site visit took place on 2 September and the Cabinet Member for Highway Management reported that Members and Officers had listened to representatives of the community and therefore understood the desire for a reduction in speed limit was driven by concerns over pedestrian movements in the area of the Co-op. It was also noted that there had been no recorded collisions in the area, and speed data showed good compliance with existing 30 and 40mph limits. Consideration had been given to engineering options, along with self-help options for the community, including mobile vehicle activated signs (VAS) and community speed watch.

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

**RESOLVED** that the speed limit is not reduced, but officers be asked to discuss the matter with the Parish Council to establish the nature of their concerns relating to pedestrian movements in the area of the Co-op.

\* 39

**West Devon Highways and Traffic Orders Committee - Matter of Urgency: Minor Rural Roads Maintenance**

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

The Cabinet noted that at the meeting of the West Devon Highways and Traffic Orders Committee on 26th July 2021, the Chair had decided that the Committee consider the issue of the poor state of many minor rural roads in the District and County as a matter of urgency (minute \*3 referred).

Members had discussed maintenance issues, the impact on local communities and on staff particularly within the Neighbourhood Highway teams, role of local Road Wardens, the impact of the pandemic and the role of asset management and the West Devon Highways and Traffic Orders Committee had **RESOLVED**

*‘that the Cabinet be called upon to develop policies and programmes specifically for the improvement of the Minor Road network in view of the poor state of many rural roads in the County’.*

The Cabinet Member for Highway Management reported that the current asset management strategy and plan outlined how the Council approached this issue but recognised that a review and update to the approach should be undertaken. He added that the comprehensive spending review (October) should give some guidance on funding for next year and also for the following few years and this would be built into a strategic review together with how the Council contributed to the climate emergency, and any other emerging factors.

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

**RESOLVED** that the Chief Officer for Highways, Infrastructure Development and Waste in consultation with the Cabinet Member for Highway Management be asked to review and update the Highway Infrastructure Asset Management Plan, once the outcome of the Comprehensive Spending Review is known in the autumn, and that a Report on the changes to the plan be provided to Cabinet in April 2022.

\* 40 **Teignbridge Highways and Traffic Orders Committee - Shaldon Road, Newton Abbot - Request for extension of 30mph speed limit**

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

The Cabinet noted that at its meeting on 29 July 2021, the Teignbridge Highways and Traffic Orders Committee had considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/21/53) (Minute 7 referred), and had **RESOLVED**

*(b) that the speed limit on this stretch of Shaldon Road referred to in Report (HIW/21/53) be reduced to 30mph in view of the dangers to adults and children using this road (noting this would be referred to Cabinet as a departure from policy).*

The Report presented was in response to a request by the former local County Councillor for the division, to reduce the section of road from 40mph to 30mph and included traffic speed data and details of a site meeting held on 18 March 2021.

The Cabinet Member for Highway Management commented that the Council's speed limit policy was based on the Department for Transport guidance and the speed limit of 40mph in the area was consistent with the approved speed limit policy. The lowering of the speed limit to 30mph would be considered appropriate on a section of road where at least 20 properties fronted a road at a density of at least 3 properties every 100 metres and in this case, there were only 3 commercial developments that fronted the road. He added the concerns in terms of introducing inappropriately low speed limits in terms of enforcement and false expectations of low vehicle speeds to pedestrians and other vulnerable road users.

However, he added it would be helpful to virtually visit the site.

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

**RESOLVED** that the matter be deferred pending a virtual site visit to meet the Local Member and officers including the Road Safety Team.

41 **Notice(s) of Motion**

**(a) Limits to vehicle speed and size on minor rural roads (Councillor Hodgson)**

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

*This Council will investigate and seek policy based solutions that can be implemented, to address and mitigate the growing problem of large agricultural vehicles and HGVs that frequent minor rural roads that are unsuitable for their use, that will:*

*Limit the size of vehicles to improve safety for other road users and reduce damage to Devon Banks, old walls, hedges, wildlife habitats and roadside drains*

*Limit the speed of all motorised vehicles to be consistent with safe levels regarding visibility (i.e. blind bends and turns in the road) and the associated risk of collision with other road users.*

*Recognise of the rights of other rural road users, including residents, pedestrians, cyclists, persons with disabilities and wildlife; all of whom need safe access and use of rural roads with safety and tranquillity.*

*Exercise DCC's legal duty to protect formally protected wildlife species and habitats and designated built heritage.*

*Seek to implement the 'Quiet Lanes scheme in and around rural settlements by inviting parish council's to propose roads that might be eligible for this designation (under the Quiet Lanes and Homes Zones (England) Regulations 2006.*

Members considered the Officer's factual briefing note on the matter (CSO/21/13) which referred to the importance of protecting Devon's heritage and wildlife, the current approach in limiting the use of the rural network by HGVs and large agricultural vehicles, the requirements for restricting access and exemptions, the County and National Policy in relation to speed, the aim of Quiet Lanes schemes, relevant studies, concern over their implementation and the process this required.

The Cabinet Member added that whilst he understood the continued concern regarding the size and class of vehicles using the rural network, and speed of vehicles, the current approach was to focus on areas where there were known problems (e.g. vehicle size or speed), was felt to be pragmatic and sustainable.

The Cabinet considered the recommendation now before them and the actions now proposed and it was **MOVED** by Councillor Hart, **SECONDED** by Councillor Hughes, and

**RESOLVED** that Council to recommended to

- (a) continue to make site specific assessments on the need for any restriction based on size or class of vehicle;
- (b) that the setting of speed limits continues to be aligned with existing County Policy; and
- (c) agree Quiet Lanes schemes be considered on a case by case basis, but only where there is whole community support for a scheme.

**(b) 20 MPH Speed Limits (Councillor Hodgson)**

*In response to the growing demand for safer vehicle speeds in town and village centres and along residential roads, this Council will now consider further applications for 20mph pilot schemes that can be implemented in parallel with the Newton Abbott pilot scheme to ensure a more timely response to supporting Active Travel measures that need reduced vehicular speeds to be implemented and effective.*

Members considered the Officer's factual briefing note on the matter (CSO/21/13) which referred to the commitment of the Authority to review its approach to the setting of speed limits, the work of the Speed Limit Scrutiny Task Group, the pilot of a community wide default 20mph restriction in Newton Abbot and the joint working with public health, road safety, air quality, sustainable travel, community representatives and the Police on this and that Members would be invited to make those representations for consideration, where 20's may be beneficial in the future pending any change to Policy.

The Cabinet Member added that he acknowledged the growing demand for lower speed limits and the Council needed to fully understand how it could make any change in Policy work best for Devon.

The Cabinet considered the recommendation now before them and the actions now proposed and already undertaken and other relevant factors (e.g. public health and environmental):

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

**RESOLVED** that Council be recommended to:

- (a) continue with the Newton Abbot pilot as per the Cabinet resolution; and
- (b) that no other schemes be introduced in parallel; and

(c) that Elected Members are invited to make representations for communities that they would wish to see considered for 20 mph speed limits pending any change in County Policy.

**(c) Public Health Improvements and Active Travel Measures (Councillor Hodgson)**

*In light of changes to commuter and public travel and in recognition of this Council's commitment to post-COVID recovery measures as outlined in the recently published Public Health Annual Report for Devon, this Council will consider diverting financial resources away from new road schemes and instead re-invest these monies in an improved network of non-vehicular routes to enable Active Travel measures to be implemented more widely across Devon and provide these safe routes for residents in and around every town in the County (and ultimately every parish to be so linked to its closest towns and facilities). Such investment would then support the recommendations in DCC's own Public Health report, most of which seek improvements to fairness, air quality, access to active travel and access to nature to improve public health by extending the 'Health in All Policies' approach.*

Members considered the Officer's factual briefing note on the matter (CSO/21/13) which referred to the Council's Transport Infrastructure Plan (TIP), which was a living document and was always under review to ensure priorities were in line with local and national policies and supporting health, environmental and economic outcomes. The briefing note referred to the Government's recent policy announcements such as the Transport Decarbonisation Plan and the Gear Change walking and cycling and Bus Back Better strategies and highlighted that the future capital programme would have a mix of schemes that sought to reduce carbon emissions through modal shift, tackle climate change as well as support other economic, road safety and air quality objectives. It was noted that in the last financial year the Council had allocated £1.473m of its £4.624m Local Transport Plan budget towards walking and cycling improvements across the County.

Looking ahead, Government had announced £2billion funding for cycling and had encouraged local authorities to develop Local Cycling and Walking Infrastructure Plans (LCWIPs) to identify and prioritise future investment. The Council was in the process of finalising LCWIPs for the major urban areas of Exeter and Newton Abbot and had secured funding from District Councils to enable a Barnstaple and Bideford LCWIP to be progressed.

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

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

**RESOLVED** that Council, having declared a climate emergency, will reflect National and Local Policy announcements including the Transport Decarbonisation, Gear Change and Bus Back Better Strategies in future refreshes of the Transport Infrastructure Plan and related capital programmes.

**(d) Biodiversity and Habitats (Councillor Hodgson)**

*This Council recognises the urgent need to support, protect and enhance biodiversity and habitats. It therefore agrees to:*

- 1. Consider new ways that could be used through the planning system to ensure and check that wildlife and habitat mitigation measures agreed by planning condition are carried out and effective, and develop appropriate policies,*
- 2. Work with Local Planning Authorities (LPA's) within Devon to ensure that measuring and monitoring of wildlife and biodiversity is carried out at a range of key (indicator) locations over the life of their Local Development Plans,*
- 3. Develop a policy that would seek implementation of urgent remedial actions that may be advised by recognised experts regarding habitat degradation,*
- 4. Assess the potential cumulative impacts on wildlife and habitats as and when planning applications for major developments are proposed within 500m of wildlife corridors, known habitats of protected species, planning consultation zones, green field sites, together with the impact of other nearby residential or commercial development applications, sites or built up areas within 500 meters. This information to be part of the application papers prior to validation for the planning process.*
- 5. Strengthen and implement fully, habitats screening prior to validation of planning applications,*
- 6. Ensure that any littering in public spaces, in particular that left by waste collection services is cleaned up immediately and thereby prevent this wildlife hazard from spreading. This could be enforced by employing more Enforcement officers.*
- 7. Consider options for 'on the spot' fines against developers who damage or harm significant wildlife habitats including Devon Banks, mature native trees and other habitats known to be used by protected wildlife species.*
- 8. Ban the use of pesticides and herbicides including glyphosate (commercially known as Roundup) on Council owned land.*
- 9. Consider virtual supports that can be provided to enable parish councils, local organisations and residents to propose highway verges and other publicly owned green spaces for Life on the Verge sites; i.e. sites that could benefit wildlife and biodiversity by being left to an out of season cutting regime. This could be provided via an extension of the on-line mapping pages to*

*include a new 'Life on the Verge' page on the Report it (Highways) on-line services.*

Members considered the Officer's factual briefing note on the matter (CSO/21/13) which referred to the Council's recognition through the Devon Climate Declaration to improve the resilience of Devon's environment against the effects of climate change. The Council was leading on collaborative efforts to develop a more consistent and effective approach to wildlife and planning across the county, as well as to influence new Government policy and legislation and gave examples such as the 'Devon Net Gain Guidance', Developing a Devon Nature Recovery Network map, creating joint guidance for Special Protection Areas and on related issues such as dark corridors for bats and providing a specialist wildlife and planning advice service to other Devon LPAs.

The briefing note also outlined the actions taken in relation to the nine issues referenced by the Notice of Motion.

The Cabinet considered the recommendation now before them and the actions now proposed and those already undertaken and any other relevant factors (e.g. public health, environmental and equality):

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

**RESOLVED** that Council be recommended to:

(a) endorse the urgent need to support, protect and enhance biodiversity and habitats in recognition of the climate emergency and the associated ecological crisis; and

(b) continue to work with others in exploring practical approaches to achieving improved outcomes for wildlife linked to planning, development, and land use change across Devon.

**(e) Women's Health Inequalities (Councillor Atkinson)**

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

*This Council share concerns raised in the House of Lords recent debate following the call for evidence on women's health about the risk of COVID-19 accelerating women's health inequalities, for example due to delays in regular screening that are likely to increase the number of women with pelvic and breast cancers and the increased likelihood as data shows that women suffer more than men from long covid and other auto immune illnesses such as ME Fibromyalgia Sarcoidosis as well as Migraines.*

*This Council requests the Government to invest more into research on women's health when it sets out its strategy for improving women's health.*

Members considered the Officer's factual briefing note on the matter (CSO/21/13) which referred to the impact of the pandemic on gender, noting that men had experienced higher hospitalisation and death rates and lower uptake of Covid-19 vaccinations than women, whilst emerging evidence suggested that women had been more likely to suffer from long Covid. The briefing note also highlighted the position with screening services, the uptake of those services and also cancer referrals and noted the importance of considering gender as a factor when looking at the local impact of Covid-19, an approach which had been emphasised in the 2020-21 Annual Public Health Report for Devon.

The Cabinet considered the recommendation now before them and the actions now proposed and already undertaken and any other relevant factors (e.g. public health and equality impact):

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

**RESOLVED** that Council be recommended to

(a) note the importance of considering gender as a factor when looking at the local impact of Covid-19, as reflected in the 2020-21 Annual Public Health Report for Devon;

(b) note the work of the Devon Covid-19 Recovery Coordination Group in relation to understanding and addressing the impact of Covid-19 and that it considers gender alongside other factors such as ethnicity, age and deprivation; and

(c) that this informs future work on how services can be more effectively targeted at different groups, including addressing the differing needs of men and women and supporting action in these areas.

**(f) Single Use Plastics (Councillor Atkinson)**

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

*This Council believes we have a single use plastics problem in Devon and will respond to parliaments plastics waste enquiry Chaired by the Devon MP Neil Parish to suggest how we can overcome the single use plastics problem and reduce waste and ensure we do not export our single use plastic problem overseas.*

Members considered the Officer's factual briefing note on the matter (CSO/21/13) which referred to the recent enquiry which had just been launched by the House of Commons Environment, Food and Rural Affairs (EFRA) Committee into Plastic Waste, scrutinising how the UK Government intended to tackle its plastics problem, and whether its targets went far enough as well as the how alternatives to plastic could be found and supported, and what more could be done to ensure that plastic waste was not sent abroad to be dumped. The Committee was seeking answers to five specific questions.

The briefing note also outlined the position in Devon, the Resource and Waste Strategy for Devon & Torbay and how this considered single use plastics and a number of initiatives to support the reduction of single use plastics as well as the Council's plastic strategy, single use plastic work and Corporate Waste Action Plan which showed the considerable progress made on reducing single use plastic up to the pandemic. See [Plastics Strategy](#), a review of corporate single use plastics

<https://devoncc.sharepoint.com/:b:/r/sites/PublicDocs/Environment/Environment/Environmental%20policy/DCC%20Review%20of%20Corporate%20Single-Use%20Plastics.pdf?csf=1&web=1&e=MBYabb> and Action Plan

<https://devoncc.sharepoint.com/:b:/r/sites/PublicDocs/Environment/Environment/Environmental%20policy/Waste%20Action%20Plan%20Delivery.pdf?csf=1&web=1&e=WseYc2>

The Government had implemented or was proposing a considerable range of legislation to combat the proliferation of single use plastic which included making it illegal to supply plastic straws, cotton buds, drink stirrers, a Plastic Tax coming into force in April 2022, a Deposit Return Scheme (DRS), the Extended Producer Responsibility (EPR) for packaging and the UK Plastics Pact

The Cabinet considered the recommendation now before them and the actions now proposed and already undertaken and any other relevant factors (e.g. public health, financial and environmental):

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

**RESOLVED** that Council be recommended to respond to the Government's EFRA Committee plastic waste enquiry, noting some of the issues and ideas detailed within the briefing note.

### **(g) Industrial Strategy (Councillor Atkinson)**

(Councillor Atkinson attended in accordance with Standing Order 8 and spoke to this item).

*The Government scrapped the 2017 Industrial strategy that this Council and the Heart of the South West spent much time responding to with plans. The Government's 2021 Build back better vision remains an aspiration and so far, there has been no announcement of any strategy to implement this. This is urgent as budgets are now set until 2022.*

*This Council*

- *Supports the recommendations in the industrial strategy council's annual report on March 2021 and*
- *Believes if Devon is to prosper and respond effectively to the economic effects of Brexit and the Pandemic the Government should as a matter of urgency, be developing a long-term Net Zero Industrial Strategy, to accompany a more detailed road-map for the huge job of transforming the UK's energy economy and post pandemic recovery and recognises that if the 2050 net zero greenhouse gas target is to be met it will need investment in skills and innovation to bring down the cost of the transition,*
- *Believes the Government should set out a refocused Healthcare Industrial Strategy, building on the successes of the old "Life Sciences Strategy" but focusing more on population health, and learning both the positive and negative lessons from the way the UK's health and life sciences sector responded to the pandemic.*
- *Asks the Government to provide more funding for research and development to support the local marine, Aerospace engineering and design businesses.*

Members considered the Officer's factual briefing note on the matter (CSO/21/13) which referred to the Industrial Strategy Council set out in its Annual Report published in March 2021, a review of progress against the Industrial Strategy 2017, and referred to the Build Back Better – Our Plan for Growth (Plan for Growth), published in March 2021. The Report highlighted a number of recommendations focused on how to boost innovation, reduce inequalities and support a fair and productivity-led transition to net zero emissions. A broad summary of the main recommendations made in the Annual Report was provided in the briefing paper:

An Innovation Strategy had been published last month which set out four main pillars: Business, People, Places and Institutions and Technologies and Challenges. It set out a framework for fuelling businesses who wanted to innovate, creating innovation talent, investing to grow innovation capacity – such as through Strength in Places Funds and Connecting Capability funding, and developing partnerships between Higher Education and Research Institutes business and private sector organisation can spark technological

solutions to key challenges, including the suggestion of setting up Prosperity Boards.

The Secretary of State Robert Jenrick had written to Local Authority leaders setting out a framework for 'County Deals'. Team Devon local authorities (the County Council, eight district councils and Dartmoor National Park Authority working alongside town and parish councils) had written in response to express an interest in discussions about a Devon Devolution Deal in advance of the publication of the "Levelling Up" White Paper.

The Cabinet considered the recommendation now before them and the actions now proposed and already undertaken and any other relevant factors:

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

**RESOLVED** that given that the Team Devon expression of interest responds to the Notice of Motion, it is recommended that Council take no further action on the Motion, pending the outcome of the forthcoming discussions about a Devon Devolution Deal.

#### **STANDING ITEMS**

\* 42 **Question(s) from Members of the Public**

There was no question from a Member of the public.

\* 43 **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 – 8 July 2021

\* 44 **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.

\* **45**      **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.

**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 12.21 pm