

CABINET

13 March 2024

Present:-

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

Apologies:-

Councillors A Saywell

Members attending in accordance with Standing Order 25

J Bradford, J Brazil, C Leaver, F Letch MBE, D Sellis and C Whitton (in person attendance)

J Berry, P Crabb and A Dewhurst (attended online)

* 482 **Declarations of Interest**

The Chair reminded Members they should declare any interests they may have in any item to be considered, prior to any discussion taking place on that item. The list of Membership of other Authorities can be found here - [A list of county councillors who are also district, borough, city, parish or town councillors](#). Councillor Samuel added she would be declaring an interest under item 17 on the agenda.

* 483 **Minutes**

RESOLVED that the minutes of the meeting held on 9 February 2024 be signed as a correct record.

* 484 **Items Requiring Urgent Attention**

The Chair advised that the Cabinet needed to consider, as a matter of urgency, two matters later in the meeting under Part 2, relating to a Safety Valve Agreement and the Exeter Science Park.

* 485 **Announcements**

There was no announcement by the Chair at this meeting.

* 486 **Petitions**

The Leader was presented, by Councillor Sellis on behalf of residents of Tavistock with a petition against the Council's original proposal to have on-

street car parking meters in Tavistock. The petition contained in the region of 3800 signatures.

The Chair indicated that the relevant Director would be asked to respond direct to the petitioners on the issues raised, within 15 days.

[NB: The relevant Head of Service would be asked to respond direct to the petitioners on the issues raised, within 15 days, letting him/her know how long it would take to undertake the requested review in line with the [Council's Petition Scheme](#)].

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

In accordance with the Cabinet Procedure Rules, the Cabinet Member for Highway Management responded to two questions from a Member of the Council on the following matters.

1. opposition of Queen Street Plans and the views of residents and businesses; and
2. lessons learned from the Totnes High Street reversal.

The 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]

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

In accordance with the Council's Public Participation Rules, the Cabinet Member for Highway Management responded to eight questions from members of the public on the following issues;

- plans for reducing access and parking on Queen Street, Newton Abbot and opposition to the plans;
- the need to halt and review the Queen Street, Newton Abbot, plan.
- Queen Street's future and discrimination towards the elderly and disabled;
- Request for a meeting regarding the LTN in Exeter;
- Results of the Queen Street consultation;
- Concerns of the FSB on Queen Street;
- Petitions of the LTN trial;
- Air quality monitoring data for the LTN trial; and

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

A copy of the questions and answers had been sent direct to those questioners who were not present in the meeting.

(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)

* **489** **Delivery of Parking Management Policy : New Pay and Display Schemes**

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

The Cabinet considered the Report of the Director of Climate Change, Environment and Transport (CET/24/17) outlining proposals for new pay and display schemes, 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 Pay & Display (P&D) was often used to manage on-street parking opportunities for traffic visiting key communities. The tariffs were set to assist in managing parking stock, to minimise congestion and assist in ensuring the right parking opportunities were available to support town centres.

In November 2022 a revised Policy was presented to Cabinet outlining the proposed approach to parking management. The Report had also identified 8 communities (Braunton, Crediton, Dartmouth, Honiton, Okehampton, Salcombe, Sidmouth and Tavistock) where parking restrictions should be reviewed. A copy of that Policy was included in Appendix 1 to the Report.

Schemes had been developed and advertised for the 8 communities identified in the November 2022 report and details of the proposals for the 8 communities were attached at Appendix 2 and shown on the plans contained in the supplementary information to the Report.

Option A had been to implement the schemes as advertised, however, there had been significant objection across all communities, and therefore option A had been rejected as a potential solution.

Option B was to modify proposals based on feedback through the consultation process, however, there had been no comments received through the consultation process that identified specific changes that would allow the proposals to be modified to better suit the needs of communities. As a consequence, Option B was also rejected as a current solution.

The consultation process was outlined in section 5 of the Report. The Cabinet noted that during the advertising period 5,323 representations had been received and they were summarised by each affected community and whether they had supported or objected to the proposals.

It was important to note that all affected Town Councils engaged with the consultation process, but only Salcombe had been able to offer their support. Braunton, Crediton, Dartmouth Honiton, Okehampton, and Tavistock Town Councils had objections to the proposals throughout the process.

No comments had been received from other statutory consultees, such as Police, Fire, and Ambulance services.

The full summary of all comments received for each community was included in Appendix 4, but the key themes related to;

- *Impact on High Street & Business (2918, 55%)*
- *Existing Restrictions are effective (1146, 21%)*
- *Proposals are designed to generate an income for the County Council*
- *Impact on availability of parking for workers*

A petition of over 3,000 signatures had been received from Dartmouth Against Metered Parking (DAMP). As part of this, 1,579 signatories chose to provide additional comments which had been summarised in Appendix 5.

A petition had also been received against the introduction of Pay & Display in Crediton.

An Impact Assessment had been prepared for the attention of Members at the meeting and was available at [New Pay and Display Schemes Impact Assessment](#). This highlighted that the review, as initially proposed, would affect local residents, visitors / shoppers, and local businesses but its intention was to contribute to the effective management of traffic.

In summary, it was important that the authority applied the correct parking restrictions in order to manage traffic in Devon's communities and ensure effective and sustainable parking enforcement. However, it was also important that the Council recognised the significant level of objections that had been received, hence the recommendation that the proposals were not implemented.

The matter having been debated and the options and alternatives and other relevant factors (e.g. financial, sustainability and carbon impact, risk management, equality and legal considerations and alignment with the Council's Strategic Plan) set out in the Director's Report having been considered:

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

RESOLVED

(a) that the benefits of identifying, through the consultation, the need to address the complex parking issues identified in the communities and the

differing impacts on business and residents at varying times of the years, be recognised;

(b) that the proposals for pay and display parking in the towns of Braunton, Crediton, Dartmouth, Honiton, Okehampton, Salcombe, Sidmouth and Tavistock do not proceed; and

(c) that proposals from the communities be invited, on how they would wish to address their parking issues, so that joint sustainable solutions can be developed in the future.

* **490** **Future of Learning Disability Services (Day Care)**

(Councillors Brazil, Dewhurst, Leaver and Whitton attended in accordance with Standing Order 25(2) and spoke to this item).

The Cabinet considered the Report of the Director of Integrated Adult Social Care, (IASC/24/04) on proposals for the future of adult day care services, 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 recommendation to close the services had stemmed from a number of changes first introduced in 2014 and followed by various consultations, engagement strategies and service changes, with the most recent being in 2023. Integrated Adult Social Care remained committed to promoting an individual's independence and their access to community opportunities to meet their varying needs in different ways.

The COVID 19 pandemic had halted all provision of day services and when they recommenced, the numbers attending were very much lower than had been attending pre pandemic.

In July 2022, a family representative from each of the active day services was invited to a co-production event, to explore future options for day services. Following this, a public consultation paper was written, which described a proposal to reduced days of opening, with higher numbers of people attending services each day and to close other day services. This was launched in February 2023, but halted midway to enable the Council to carefully review the comments raised from stakeholders. This led to a revised approach, with a new consultation being launched on the 14 November 2023 regarding specific in-house day services (Lyric, Newholme, Rosalind House, Silverhill and Tumbly Hill).

Section 5 of the Report described the process and the feedback received from the 17 attendees of the focus groups, hosted by Living Options. 10 email responses and 11 on-line responses were also received about the consultation. The table at paragraph 6.2 showed the themes that had emerged from the focus groups, that were organised by Living Options, and

the number of times that the respective themes had been mentioned. Living Options added that many were interested in keeping their specific locality provision active and the table at 6.4 below showed the themes from the comments received by DCC (Online and via email).

The Council currently operated 10 in-house day care services over eight sites and the services proposed for closure currently had no people in attendance, except for Rosalind House, which had one person, who was also accessing another service. The number of eligible people accessing the Councils in-house learning disability day services had also reduced in the last eight years. From 116 in 2015, to 85 in 2020. Current attendance was now at twelve people accessing four services (Abbey Rise, Nichols, Rosalind House, and Rushbrook).

The detail of the building provision was contained in Appendix C of the Report.

The Report outlined how the Council had undertaken a needs assessment and gained a better understanding of day service supply across Devon. This further suggested that current and projected future demand for people eligible should be able to be adequately met by the independent and voluntary sector.

The Report also highlighted a scoping review that had been undertaken to examine the extent, range, and nature of research activity on adult social care day service provision in the UK. This demonstrated a reduction in traditional day service provision and models of day care emerging. It also explored the LGA report (published January 2023) on bespoke support for people with learning difficulties and autistic people. The provider market appeared willing to work in this bespoke way but needed support from commissioning to do things differently, demonstrating change was occurring away from traditional ways of day care.

The outcome of the public consultation on the future of adult day services was outlined in section 3.17 and in full at Section 6. The full feedback report from Living Options Devon was contained in Appendix A, however, there was no strong consensus towards any of the options described in section 4, which covered options such as continuation, reduced days, reductions in some locations and the ceasing of services. Other options were sub-leases to the community, request additional funding, provision of one-to-one service provision and rolling rota's.

Whilst all the alternatives were carefully considered, option 5 (to cease providing day services from all six of the in-house day services in the five locations), was chosen as the preferred option. However, the Council would continue to comply with its obligation to meet a person's eligible needs, following a Care Act assessment and support plan.

The Cabinet noted that a combination of high inflation and rising demand had left local authorities facing some of their toughest budgetary decisions. Some

of these unutilised services had staff along with the costs associated with running the buildings. The savings associated with the proposal was in the region of £300k.

An impact Assessment had been prepared and was also attached for the attention of Members at the meeting and was available on the web at - [Day Services - Impact Assessment](#)). The Impact Assessment had been consulted upon and updated following the consultation process.

The Cabinet noted that the proposal had been assessed and all necessary safeguards or action taken to safeguard the Council's position as well as risks to service users, staff and buildings.

If the proposals were agreed, formal closure would take place from the 1st April 2024, and the Council would continue to work with the independent and voluntary sector to encourage the continued development of suitable alternatives.

The matter having been debated and the options and alternatives and other relevant factors (e.g. financial, sustainability and carbon impact, risk management, equality and legal considerations and alignment with the Council's Strategic Plan) set out in the Director's Report having been considered:

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

RESOLVED

(a) that the information in the Report relating to the rationale for change and the consultation process, be noted; and

(b) that closure of the Learning Disability and Older Persons Services listed below, which currently have one or no people attending, be agreed, noting that usage rates were not the only reason prompting the decision.

(i) Learning Disability Services

- a. Lyric, Okehampton
- b. Newholme, Honiton
- c. Rosalind House, Tiverton
- d. Silverhill, Barnstaple
- e. Tumbly Hill, Kingsbridge

(ii) Older Persons Services

- a. Tumbly Hill, Kingsbridge.

* 491 **North Devon Link Service**

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

The Cabinet considered the Report of the Director of Integrated Adult Social Care, (IASC/24/05) on proposals for the North Devon Link Service, circulated prior to the meeting in accordance with regulation 7(4) of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012.

The North Devon Link Service was established in 1992 to provide a range of social, leisure, support, guidance and educational opportunities for adults with mental health issues that did not require specialist NHS care. The service was delivered in Barnstaple, Bideford and Ilfracombe, based in buildings owned by the Council. It was noted that the Council did not commission any equivalent services elsewhere in Devon. It was funded by the Council and managed by Devon Partnership NHS Trust (DPT) at a cost of £485,000 per year. The Council owned the buildings, but it was the service which was subject to consultation.

The Report highlighted that in 2022, national Community Mental Health Framework funding was used to establish the Devon Mental Health Alliance which had been working with local partners to develop services. As a result, local people in North Devon could access mental health support services in ways they could not previously, through GP practices and the wider primary care team. These services were developing in both reach and number. The Council acknowledged the strength of feeling on this matter, but the service was commissioned to meet social care needs, not to provide support for mental health needs that were too complex to be managed in primary care.

The consultation took place in February 2023, and the full details of this was outlined in Section 5 of the Report. Following feedback from service users and their representatives, a further consultation ran from 6th November to 6th December 2023 to provide more information and expand on the consultation already undertaken. The results, themes and analysis were contained therein.

The Devon Mental Health Alliance (DHMA) was a partnership between six voluntary, community and social enterprise (VCSE) organisations dedicated to providing support for people experiencing challenges in their mental health. The Alliance worked in partnership with Devon Partnership NHS Trust to develop good connectivity. It provided support to 1500 people each year, and staff were visiting the Link Centres to listen to service users about their needs in order to inform the offer in North Devon. Appendix 1 gave further details on the support offered by the Alliance.

Each GP surgery, as part of a Primary Care Network, had a Mental Health Multi Agency Team (MAT) which could offer support in the first instance and refer people to Devon Mental Health Alliance or other community-based services. These services were not available at the time the Link Service started.

The successful transfer of the Holsworthy Link service to Holsworthy Youth and Community Hub, a community-led centre which offered a wide range of community support, helped inform the proposals.

The table in section 4 set out the analysis of options for the future of the North Devon Link Service.

The service cost £485,000 per year to run, however, there was no funding provision in the 2024-25 budget to continue the service.

An impact Assessment had been circulated with the agenda for the attention of Members at the meeting and was available on the web at - [North Devon Link Mental Health and Wellbeing Service \(Update\) - Impact Assessment](#). This highlighted that peoples' right to support under the Care Act 2014 was not impacted and where it was identified that people had eligible care and support needs that required a Care Act 2014 assessment, this would be carried out as well as those that requested a care needs assessment.

In summary, since 2022, there had been a national focus and national investment to improve and develop the way community mental health services were delivered. With specific national funding provided to the NHS to develop community health and wellbeing support, it was reasonable to question whether Council funding should be used to fund very similar services. The financial challenge of the Council meant difficult decisions had to be considered and a focus on services that contributed to meeting statutory duties. The Cabinet noted that although the Council had funded the Link service for over 30 years, the vast majority of people who attended did not have eligible needs under the Care Act 2014.

The matter having been debated and the options and alternatives and other relevant factors (e.g. financial, sustainability and carbon impact, risk management, equality and legal considerations and alignment with the Council's Strategic Plan) set out in the Director's Report having been considered:

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

RESOLVED that in noting the public consultation undertaken by the Council and Devon Partnership NHS Trust and feedback therefrom;

(a) the North Devon Link Service Drop-in services that run from the Link Centres in Barnstaple, Bideford and Ilfracombe, be closed;

(b) that the closure includes ceasing the short-term enabling support to those service users in receipt of Care Act 2014 eligible services, and to note that the Council and Devon Partnership Trust will assist those people to access alternative equivalent support; and

(c) that the Council work with Devon Partnership NHS Trust and the Devon Mental Health Alliance to support all service users in their transition to alternative community support over a period of 3 months minimum.

* **492** **Flood Risk Management Action Plan 2024/2025**

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

The Cabinet considered the Report of the Director of Climate Change, Environment and Transport (CET/24/16), which presented the Flood Risk Management Action Plan for 2024/2025, 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 purpose of the Report was to seek approval for the budget allocations being made to support delivery of the Flood Risk Management Annual Action Plan for 2024/25 and to highlight the achievements of the team in delivering the 2023/24 Action Plan. The report also detailed the significant flooding that was experienced across Devon during 2023 and the effort from the team in supporting those affected communities, further emphasising the need for continued support and investment in flood risk management activities.

The significant flooding experienced in 2023 was the worst experienced since 2012 with over 400 properties suffering internal flooding following a number of very intense rainfall events during the year. The Council had carried out a thorough investigation of flood events, detailing the source and scale of the event and suggest actions that could be considered by the various Risk Management Authority (RMAs). It was accepted that major investment could take many years, and where possible, the Council looked for ‘quick win’ solutions within existing budgets and resources.

In 2023, Section 19 Reports had been prepared and the table in the Report detailed the number of properties reported to have internally flooded and the locations which exceeded the threshold. Three of the reports had already been published on the DCC Flood Risk Management website: [Flood investigations, reports and studies - Flood Risk Management \(devon.gov.uk\)](https://www.devon.gov.uk/flood-risk-management).

Date	Number of Properties	Significant locations with reports of 5 or more properties internally flooded
12 – 14 January*	27	Bickleigh (8), Oakfordbridge (6) and Exebridge (5)
9 May*	124	Newton Poppleford (61), Venn Ottery (9), Colaton Raleigh (8), Tipton St John (11), Metcombe (7), and Exeter (6)
18 June*	9	Crediton (9)
17 September	247 reported	Exeter (45), Topsham (43), Kenton (30),

		Harberton (21), Cullompton (20), Harbertonford (14), Budleigh Salterton (10), Sidmouth (8), Newton Abbot (7), Ashill (6) and Culmstock (6)
2 November	20 at least	Ide (5)
4 & 7 December	18 (+6 twice)	Axminster (17+6)

Events had been held with the community following the May and September events and despite an already overloaded programme, initial investigation studies and minor works/improvements had already been commissioned for these locations.

The commissioned studies on the 2023/24 Action Plan including those at, Exeter Northbrook, Sidmouth Town Centre, Exmouth, Teignmouth, Seaton, Totnes and Ilfracombe, had been progressing well, however works at Beeson and Exeter Longbrook Street and South Pool Property Flood Resilience (PFR) had suffered delays but replacement contractors had now been appointed.

Where viable those studies listed would continue to be developed along with the progression of more detailed investigations for the recent flood affected locations. These had been included in the 2024/25 Action Plan in Appendix A, together with delivery of works in Barnstaple, Colaton Raleigh, Broadhempston, Venn Ottery and Exeter Northbrook and also the delayed projects in Beeson and Exeter Longbrook Street and South Pool PFR. Further details of the current projects were included in Appendix B.

The Devon Resilience Innovation Project (DRIP), which was one of 25 projects in the government's £150 million Flood & Coastal Resilience Innovation Programme (FCRIP), was also progressing well with 19 project partners aiming to improve flood resilience in at least 26 communities. To follow details of the project, a dedicated web page had been setup at [Launch of the Devon Resilience Innovation Project website - Devon Resilience Innovation Project](#).

The Report also outlined the statutory responsibilities of the team in terms of Ordinary Watercourse regulation and the management of surface water for new major development. The team had seen sharp rises in the number of Land Drainage Consents and had also reviewed over 550 planning applications with a 99% return within the required timescale.

The Cabinet noted a forthcoming change in legislation which was the introduction of Schedule 3 of the Flood and Water Management Act which would impose new responsibilities on the authority for sustainable drainage (SuDS) for new development. The Council was currently a statutory consultee, however, for all development of 2 or more properties, the Council would be required to review, approve, inspect, adopt and maintain all SuDS features. This would require an additional 10-12 FTE. The proposal from Government was that it would be self-funding through fee generation, but full details are yet to be announced.

During the development of the Local Flood Risk Management Strategy for the period 2021-27 a full public consultation had been carried out to ensure every organisation, business and individual had the opportunity to view the proposals and provide representations.

All the actions carried out by the Flood and Coastal Risk Management team aligned with the vision and priorities in the Council's Strategic Plan 2021. All actions were also in accordance with the National Flood & Coastal Erosion Risk Management Strategy, published by the Environment Agency [National Flood and Coastal Erosion Risk Management Strategy for England - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/100000/national_flood_coastal_erosion_risk_management_strategy_for_england.pdf).

The financial considerations were outlined in section 7, noting that the main funding of flood improvements across England was through Defra's Flood Defence Grant in Aid (GiA) together with a requirement of local partnership contribution.

The financial headlines for 2024/25 were outlined in the table in section 7 and details of the Revenue figures were shown in the Flood Risk Management Annual Action Plan for 2024/25, which was in Appendix A.

The Cabinet also noted that a full [Strategic Environmental Assessment](#) had been carried out to support the production of the Local Strategy and would be referred to when carrying out flood improvements to ensure any impact on the environment was minimised and/or mitigated against.

An Impact Assessment had been previously prepared and circulated with the agenda and was available on the website at [Flood Risk Management Strategy - Impact Assessment \(devon.gov.uk\)](https://www.devon.gov.uk/consultations/flood-risk-management-strategy-impact-assessment) to support the development of the Local Flood Risk Management Strategy. This highlighted that all flood risk management activity would be assessed and prioritised based on risk. The delivery of flood improvements would be dependent on their affordability, cost benefit justification and approval of funding.

The Annual Action Plan at Appendix A set out the investment programme for 2023/24 and the proposals identified would be carried out in line with current legislation, best practice and guidance to minimise the risk and safeguard the Council's position.

Appendix B gave an update on Flood Risk Management Achievements in 2023/24 including progress of Flood Improvement Projects.

The matter having been debated and the options and alternatives and other relevant factors (e.g. financial, sustainability and carbon impact, risk management, equality and legal considerations and alignment with the Council's Strategic Plan) set out in the Director's Report having been considered:

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

RESOLVED

(a) that the budget allocations made to support delivery of the Annual Flood Risk Management Action Plan for 2024/25 as set out in Appendix A, be approved; and

(b) that delegated authority be given to the Director of Climate Change, Environment and Transport in consultation with the Cabinet Member for Public Health, Communities and Equality for approval of any significant changes to schemes within the approved Revenue and Capital allocations.

* 493 **M5 Junction 28 and Town Centre Relief Road submission of Strategic Outline Case**

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

The Cabinet considered the Report of the Director of Climate Change, Environment and Transport (CET/24/18) which outlined proposals for the submission of a Strategic Outline Case (SOC) for M5 Junction 28 and a Town Centre Relief Road, circulated prior to the meeting in accordance with regulation 7(4) of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012.

The Cabinet noted that congestion occurred regularly in and around Cullompton with queues extending outbound (from the M5) in the morning and inbound (towards the town) in the evening along the length of Station Road between the High Street and M5 Junction 28. Queuing on the northbound motorway off-slip (traffic heading towards Cullompton from Exeter) occurred regularly, with the back of the queue sometimes reaching the M5 mainline, which presented a serious safety concern.

Cullompton High Street was also dominated by vehicles, which impacted on bus journey time reliability and the pollution had led to the majority of the town being designated as an Air Quality Management Area (AQMA). The adopted Mid Devon Local Plan proposed significant growth of homes and jobs, including Culm Garden Village, and without a significant transport intervention, there was a risk that the housing could not come forward.

The first stage of mitigation was the Cullompton Town Centre Relief Road, which aimed to provide an alternative route bypassing the town.

The second stage of mitigation was junction improvements to M5 Junction 28.

The Government's recent Network North announcement, which proposed reallocating HS2 funds to other schemes across the country, identified M5 Junction 28 as a potential scheme.

Following an extensive 'option assessment' process, the preferred scheme proposed a new motorway junction to the south of the existing M5 Junction 28. The new junction, as shown in Appendix 1, would be additional to the existing all-movements junction and would include south facing slip roads only enabling traffic access to or from the M5 motorway via a southbound on slip (towards Exeter) and northbound off slip (from Exeter). The scheme would also provide a connection to the proposed Cullompton Town Centre Relief Road, unchanged from the 2021 planning-approved design.

This preferred option met all of the project objectives, was considered the most deliverable by the project team and key stakeholders and had strongest support from the public engagement sessions as detailed in section 5 of the Report. The reasons for rejecting the alternative scheme options were included in Appendix 2. A total of 25 improvement options had been considered, with detailed technical work carried out on each of them.

A full economic appraisal of the scheme had been carried out in line with the SOC requirements.

This scheme also included upgrades to the walking and cycling routes through the CCA fields and additional links along Meadow Lane to the Community College, increasing the attractiveness of walking and cycling in the town as well as allowing the building of all Local Plan development.

The submission of the SOC was the first of three stages in the Large Local Majors Fund Business Case process. If approved by the DfT, funding would be granted to allow the preparation of an Outline Business Case which would enable further development of the design and, subject to further approvals, additional funding to deliver the Full Business Case. It was only when the third stage was completed that funding was released to construct the scheme.

The Report outlined that public engagement on the scheme proposals had been held between 13 December 2023 and 5 February 2024. The full consultation process and outcome was reported in section 5 of the Report.

The scheme was also well aligned with a range of the Strategic Plan priorities, with the table in section 6 of the Report summarising how the proposals would impact achievement of relevant Strategic Plan actions according to a seven-point scale.

Funding for the development of the SOC had been secured by MDDC from Homes England. If the SOC was successful, the estimated cost of developing the Outline Business Case was £2.25m, which the DfT would fund.

An Environmental Appraisal had been undertaken to identify sensitive environmental features which might act as constraints on the scheme. This had considered noise, air quality, biodiversity and water environment. The

scheme would be subject to an Environmental Impact Assessment to support the planning application and identify appropriate mitigation where required.

An Impact Assessment had been prepared for Members and could be found on the website at - [M5 Junction 28 and Cullompton Town Centre Relief Road - Impact Assessment](#). This highlighted that no age group, ethnic group, gender or sexual orientation would be particularly negatively impacted by the scheme, which would improve the highway network for all users, with improved safety and health benefits due to the expected reduction in Town Centre traffic and congestion creating a better walking, wheeling and cycling environment and improved public transport connectivity.

The Cabinet noted that a detailed risk register had been developed for the scheme and would be submitted as part of the SOC.

In summary, a significant amount of work had been carried out to assess 25 different scheme options and there was strong support for the Town Centre Relief Road and the preferred scheme for M5 Junction 28. Delivery of these was essential to ensuring existing traffic demand was safely accommodated and enabled future growth in the area as set out in the Mid Devon Local Plan.

The matter having been debated and the options and alternatives and other relevant factors (e.g. financial, sustainability and carbon impact, risk management, equality and legal considerations and alignment with the Council's Strategic Plan) set out in the Director's Report having been considered:

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

RESOLVED

(a) that the M5 Junction 28 and Town Centre Relief Road scheme, as shown in Appendix 1 of the Report, be endorsed as the preferred option for inclusion in the Strategic Outline Case submission to the Department for Transport (DfT); and

(b) that the submission of the Strategic Outline Case for the M5 Junction 28 and Town Centre Relief Road scheme to the Department for Transport (DfT), be supported, with any changes agreed by the Director of Climate Change, Environment and Transport in consultation with the Cabinet Member for Climate Change, Environment and Transport and Local Member for Cullompton and Bradninch.

* 494 **Endorsement of the Devon, Cornwall and Isles of Scilly Climate Adaptation Strategy**

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

The Cabinet considered the Report of the Director of Climate Change, Environment and Transport (CET/24/19) which sought endorsement of the Devon, Cornwall and Isles of Scilly Climate Adaptation Strategy, circulated prior to the meeting in accordance with regulation 7(4) of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012.

The Council had declared a climate emergency and was a founding partner and principal funder of the Devon Climate Emergency initiative. In signing the Devon Climate Declaration, the Council had committed to working with partners to understand the near-term and future risks arising from climate change to plan for how infrastructure, public services and communities would have to adapt.

The Devon, Cornwall, and Isles of Scilly (DCIoS) Climate Impacts Group (CIG), chaired by the Environment Agency and coordinated by DCC, was formed in 2019. The CIG has prepared the DCIoS Climate Adaptation Strategy, which was a strategic-level document, comprising of three sections:

1. A Climate Change Risk and Opportunity Assessment (CCRA) split by sector (natural environment, infrastructure, health and built environment, business and industry, and cross-cutting risks). These sectors broadly corresponded with the sectors used in the national climate change risk assessment, which was used as the basis for the analysis.
2. A Strategic Adaptation Plan, which set out the conditions for everyone to act on adapting to climate change together (“Adaptation Plan”). It provided a set of strategic objectives and suite of strategic-level adaptation options that could be considered for regional collaboration.
3. An Action Plan, which set out the priority actions for regional collaboration over the next five years, and specific actions for different groups: policy makers, organisations, community groups and individuals.

The full document could be viewed at <https://www.climateresilient-dcios.org.uk/#adaptationstrategy> and was attached at Appendix 1 to the Report.

It focused on climate impacts which required, or which would benefit from, regional collaboration. It was not the purpose of the Adaptation Strategy to plan the detail of how individual areas and communities should adapt. Instead, such detailed plans would be captured at an appropriate level depending upon the risk.

The CIG recognised that it had an important role in supporting others to develop their own adaptation plans at a range of scales, from sectoral to household level.

The CIG, guided by consultants RSK, ran a series of workshops with key organisations and community representatives during 2022 to inform the risk and opportunities assessment and lists of adaptation options. The Adaptation Strategy was open for public consultation during May and June 2023 and the Council submitted a formal response, with input from the Climate Change Standing Overview Group of the Corporate Infrastructure and Regulatory Services Scrutiny.

The DCIoS Climate Adaptation Strategy contributed to all six priorities in the Council's Strategic Plan 2021 – 2025, by preparing communities, infrastructure, services, the economy and the environment for climatic changes.

The Cabinet further noted that the environmental impacts of specific projects arising from the implementation of the Strategy would be managed on an individual basis.

An Impact Assessment had been prepared for the attention of Members and was also available at <https://www.devon.gov.uk/impact/climate-adaptation-strategy/>. This highlighted that climate change affected everybody in the county, and it would affect people less able to adapt the most, including those less affluent, living with physical and mental health conditions, living in coastal communities or areas prone to flooding and young people who would live with the effects becoming worse over their lifetimes. The Strategy included a more detailed commentary on people most vulnerable to climate change.

In summary, the Strategy showed that climate change would have far reaching and profound implications for how places functioned, were planned, how they felt and how behaviours needed to change.

The matter having been debated and the options and alternatives and other relevant factors (e.g. financial, sustainability and carbon impact, risk management, equality and legal considerations and alignment with the Council's Strategic Plan) set out in the Director's Report having been considered:

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

RESOLVED that Devon, Cornwall and Isles of Scilly Climate Adaptation Strategy be endorsed.

* 495 **Blundell's Road Traffic Calming Phase 2a (Barberry Way to Gornhay Orchard)**

The Cabinet considered the Report of the Director of Climate Change, Environment and Transport (CET/24/20) which sought approval for the Blundell's Road Traffic Calming Phase 2a (Barberry Way to Gornhay Orchard), 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 Tiverton was planned to accommodate 2,000 dwellings to the east of the town, with the most direct access for walking and cycling between the development and the town being along Blundell's Road. Phase 1 of the traffic calming outside Blundell's School was approved in February 2016 (report PTE/16/10) and subsequently constructed.

Phase 2a between Barberry Way and Gornhay Orchard was being considered as part of this report, with Phase 2b to the east of Barberry Way on Post Hill to be delivered when further development of the Tiverton Eastern Urban Extension came forward. The detailed scheme plan was included in Appendix 1.

The scheme aimed to reduce vehicle speeds and improve overall safety for pedestrians, cyclists, and residents within the area. Phase 2a would see the road narrowed to 6.5 metres with raised table junctions, which would need to be advertised, and narrowing of side roads to reduce vehicle speeds. It was also proposed to advertise a traffic regulation order to lower the speed limit from 40mph to 30mph. It provided sufficient width for a 3 metres shared pedestrian / cycle route on the northern side and would provide connectivity from the new Tiverton Eastern Urban Extension development to the shared use path on Blundell's Road. This would connect to the existing route along the western end of Blundell's Road and towards Tiverton Town Centre.

The Consultation on the traffic calming scheme took place in 2015 which included two in-person events and section 5 of the Report highlighted both the process and the outcomes. However, the development sites that made up the Eastern Urban Extension had been subject to the planning process which included public consultation as well as recent liaison with the Local Member and Mid Devon District Council on the updated plans.

The scheme was well aligned with a range of Strategic Plan priorities by supporting sustainable travel and helping communities be safe, resilient and connected. The table in the Report summarised how the proposals would impact achievement of relevant Strategic Plan actions.

The estimated overall cost of Phase 2a of the traffic calming scheme was £636,135, with £588,000 projected in 2024/25. The scheme was funded fully from Section 106 contributions from Tiverton Eastern Urban Extension developments.

An Impact Assessment had been prepared for the meeting and was available at - [Blundells Road Traffic Calming - Impact Assessment](#). Delivery of the Blundell's Road Traffic Calming Phase 2a scheme took into consideration the need to improve facilities for all, ensuring accessibility for disabled people. This includes widening the pavement to provide sufficient width for people

using mobility aids and including raised table junctions so there was no height difference for pedestrians and cyclists to cross.

In summary, extending the traffic calming along Blundell's Road would help reduce the negative impacts of additional traffic in the area as a result of Local Plan development.

The matter having been debated and the options and alternatives and other relevant factors (e.g. financial, sustainability and carbon impact), risk management, equality and legal considerations and alignment with the Council's Strategic Plan) set out in the Director's Report having been considered:

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

RESOLVED

(a) that the scheme layout shown on drawing C21032/9 (Appendix 1 of the Report) for tender and construction at an estimated cost of £636,135, be approved;

(b) that the Traffic Regulation Orders and road humps be advertised, and if no objections received, be made and sealed;

(c) that the Director of Climate Change, Environment and Transport be given delegated authority, in consultation with the Local Member and Cabinet Member for Highway Management, to make minor amendments to the scheme; and

(d) that the enhancement to the 2024/25 capital programme by £588,000 from developer contributions be approved.

* 496 **Budget Monitoring - Month 10 - Performance Progress**

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

The Cabinet considered the Report of the Director of Finance and Public Value (DFP/24/40) on the budget monitoring position at Month 10 and an update on performance progress, 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 at Month 10 it was estimated that budgets would effectively break-even by year end, with a small overspend by £291,000 currently forecast. This was an improvement of £4.3 million compared to the Month 8 forecast, but it was important to note that this excludes the Dedicated Schools Grant (DSG) deficit. Cabinet had previously agreed to reduce all

Directorate budgets by an apportioned share of £10 million and create a corresponding Safety Valve Support Reserve.

Financial risks within Integrated Adult Social Care and Children and Young People's Futures were still being experienced, but the work underway across the whole authority to support these pressures continued.

The Dedicated Schools Grant projected deficit, relating to Special Educational Needs and Disabilities (SEND), was forecast to be £42.2 million, an increase of £2.5 million from Month 8. A second round of discussions with the Department for Education (DfE) was underway as part of the Safety Valve Intervention programme. The Authority was now awaiting the outcome of a Ministerial decision.

The table at section 3 of the Report summarises the Month 10 forecast position by directorate, excluding the Dedicated Schools Grant forecast overspend.

In summary, Integrated Adult Social Care services were forecast to overspend by £2.9 million, a reduction of £158,000 from Month 8. Children and Young People's Futures services were forecasting an overspend of £8.4 million, a decrease of £431,000 from Month 8 (excluding the SEND projected deficit of £43.2 million). The Climate Change, Environment and Transport directorate was forecasting an underspend of just over £2 million, increasing by just over £1 million from Month 8, mainly the result of further underspends in Highways Network Management and Waste contract profit sharing arrangements.

Public Health, Communities and Prosperity were forecasting an underspend of £520,000 and Corporate Services was forecasting an underspend of £1.4 million; an improvement of £816,000 from Month 8.

Non-service items (which included capital financing costs, interest earned and business rates pooling gain income) were now forecast to underspend by £6.9 million, an improvement of £1.7 million from Month 8.

The approved capital programme for the Council was £260.2 million and the year-end forecast was £194 million of which £171.7 million was externally funded. Slippage was forecast at £66.2 million. Spend at month 10 was only 55% of the forecast outturn therefore significant spend needed to occur in the next 2 months.

The Council had, at its meeting on 15 February 2024, agreed the development and introduction of a corporate performance management framework. The Strategic Leadership Team was establishing a performance board in order that Cabinet could be kept informed about, and respond appropriately to, performance issues and questions. An annual performance report would also be made to Council on 23 May 2024.

Cabinet further noted that the Secretary of State for Levelling Up, Housing and Communities had recently announced that local authorities would be asked to develop and publish productivity plans by July 2024. Plans had to be agreed by Council Leaders and Members and published on local authority websites, together with updates on progress. The Report outlined the four main areas that Government expected the Productivity Plans to cover.

In summary, the forecast outturn position had improved significantly since Month 8, with the forecast break-even position including the additional £10 million of savings agreed in September to enable a contribution to the Safety Valve Reserve of that amount.

The matter having been debated and the other relevant factors set out in the Director's Report having been considered:

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

RESOLVED

(a) that the Month 10 budget monitoring forecast position be noted;

(b) that the Safety Valve Intervention programme update be noted;

(c) that the update on progress of the corporate performance management framework also be noted; and

(d) that the new requirement for Local Authorities to develop and publish productivity plans be noted.

* **497** **Change Programme Priorities**

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

The Cabinet considered the Report of the Director of Transformation and Business Services (TBS/24/5), which presented a framework to deliver change, improvement and performance across the Council, 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 reflected the need to deliver change and improvement at pace and built on the work over the last year to reset the Council, through a corporate plan focussed on six key areas set out at Cabinet in July 2023, a Sustainable and Stronger Council approach endorsed in September 2023 and agreement to the principles of a performance management framework in December 2023.

The operating principles set out in the Report below provide a strong foundation for the Council to be high performing, sustainable and future focussed.

The proposal was for six key operating principles (governance and assurance, financial sustainability, people first, partnerships, digital self-service and evidence informed), to frame the Council's change and improvement agenda. The programmes of work would be monitored and assessed using these principles with a clear Board reporting structure to monitor performance in each area. The principles and priorities were set out visually in Appendix 1.

The Change Programme Priorities were Children's Services Improvement, Integrated Adult Social Care redesign, SEND (Special Educational Needs and Disability) Safety Valve, Climate Change, Innovation and Infrastructure and Systems Replacement.

Each priority programme would have agreed projects and an Assistant/Deputy director 'sponsor' for each programme would be the 'change lead'. Aligned to the proposed Change Programme priorities, three Change Boards (set out in appendix 2 below), chaired by members of Strategic Leadership Team (SLT) would operate on a weekly basis in addition to a weekly budget focus meeting with a wider leadership team cohort.

The scale and pace of change required the Council's approach to communicating with communities, elected members, MPs, partner organisations and staff to be more effective, therefore work was underway to develop a fit for purpose and agile approach for internal and external communication.

The proposal reflected and aligned to the vision and priorities set out in the Council's Strategic Plan 2021 – 2025 (www.devon.gov.uk/strategic-plan), specifically to 'Transform the way we work – to make us more resilient and adaptable'.

In terms of Impact Assessment, the exact nature of the anticipated or known impact will be set out at project level and will be made available on the Council's website: www.devon.gov.uk/impact/published at the appropriate time.

The matter having been debated and the options and alternatives and other relevant factors (e.g. financial, sustainability and carbon impact, risk management, equality and legal considerations and alignment with the Council's Strategic Plan) set out in the Director's Report having been considered:

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

RESOLVED

(a) that the introduction of the Council's Operating Principles, set out in full at section 3 of the Report, be agreed;

(b) that the introduction of the Change and Improvement Programme priorities, set out in full at section 3 of the Report, be agreed; and

(c) that the Governance Board structure, also outlined in section 3, for leading change, performance, and improvement, also be endorsed.

* 498 **Residential Short Break Provision for Children with Disabilities - Robins Provision**

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

(Councillor Samuel declared a personal interest in this matter due to potential future involvement in staying close provision and left the meeting for its consideration).

(Councillor Dewhirst declared a personal interest in this matter by virtue of being a trustee of a school that had a childrens home).

The Cabinet considered the Report of the Director of Children and Young People's Futures (CS/24/10) on proposals for Residential Short Break Provision for Children with Disabilities - Robins Provision, 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 in July 2023, following a Requires Improvement Ofsted rating, the independent provider (Lifeworks) issued 3 months' notice for the termination of their provision of Short Breaks and 52 weeks placements within Robins Children's Home. The Council had negotiated with Lifeworks to take over the provision and bring it within the specialist Children's Homes portfolio as the option of least risk in the short term. In November, the Council took interim responsibility for operations aiming to provide a mix of full-time and respite placements, and incrementally recruit staff and scale the service up to 8 beds, until 31 March 2024.

The Report sought approval for the operation of the service to remain within the Council's specialist Children's Homes portfolio. The building was currently underutilised and had the potential to offer up to 8 beds, with a combination of 52-week placements and overnight respite beds. The four other homes within the portfolio had all recently be inspected by Ofsted and rated Good and they were integral to Devon's residential short breaks offer to children with complex disabilities and their families (Welland House (Barnstaple) 5 beds, Meadowpark (Exeter) 4 beds, Hillcrest (Honiton) 3 beds and Barnes (Tiverton) 2 bed and a 52-week placement, with planned increases to the room capacity for Welland and Barnes.

The addition of the service at Robins, would allow for a mixed economy of quality assured support offers and a more equitable spread across the County that prevented children from coming into care.

The Cabinet noted that since DCC took over Robins, significant remedial and development work was undertaken, at pace, to transition and establish the service in accordance with in-house requirements. The service had stabilised and since November, there had been 3 full time residents at Robins and 8 young people have had a Short Break and families had expressed positive feedback to the service.

The proposal aligned with a range of the Strategic Plan priorities which related to achieving the best outcomes for children and young people in Devon. In addition, the 'Short Breaks Commissioning Strategy 2021 – 2025' sat with the overarching SEND Strategy and the Short Breaks provision at Robins contributed to the SEND Transformation Programme, ensuring children who required specialist support were able to access vital offers which helped families to better cope and remain together. This prevented an escalation of needs and costs arising from inadequate provision and mitigating unintended pressure on residential schools as the only alternative for an overnight stay in the Southwest of the County.

The revenue costs to run Robins in-house in 24/25 were estimated at between £1.9 and £2.1 million. The detailed costings had been modelled on two different staffing models and a range of possible occupancy levels. This cost is also net of assumed income from regional partners in Torbay and Plymouth.

If Robins closed, the estimated cost of placing children with independent providers was £2.8 million; which was £0.7 to £0.9 million more than operating Robins in-house. The table in the Report showed the weekly cost of operating Robins compared to the benchmarked cost provided by statistical neighbours in Somerset and the cost of placing children in unregistered provision:

However, there were risks associated with the approach to setting a revenue budget for Robins, which were outlined in paragraph 7.9.

An impact Assessment had been circulated for the attention of Members at the meeting and was available on the web at - [Published Impact Assessments - Impact Assessment \(devon.gov.uk\)](#). This highlighted the benefits related to bringing the service in-house, including, increased partnership working between teams and with health colleagues, and greater control over the specialist support offered.

In summary, the recommendation proposed provided the highest level of confidence in the effective delivery of quality and sustainable services which were critical to the fulfilment of the Improvement Plan. It further avoids the estimated £2.8 million revenue costs associated with closure of the current

service, reputational damage and unintended consequences, including pressure on children with SEND. It also ensures continued provision (at maximum capacity) of Short Breaks and 52 weeks residential services within South Devon.

The matter having been debated and the options and alternatives and other relevant factors (e.g. financial, sustainability and carbon impact, risk management, equality and legal considerations and alignment with the Council's Strategic Plan) set out in the Director's Report having been considered:

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

RESOLVED

(a) that the Council's continued operation of residential short break and 52-week provision at Robins Children's Home, onwards, from 31st March 2024, be approved; and

(b) that the movement of £2 million budget from independent placements for children in care, as a result of this policy change, be endorsed.

* 499 **People First Strategy - Action Plan (6 Month Progress Report)**

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

The Cabinet considered the Report of the Director of People & Culture (PC/24/1), 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.

A presentation was also given at the meeting, the contents of which had been circulated with the agenda for the meeting.

Cabinet had approved the new [People Strategy](#) in June 2023 and the associated [Action Plan](#) in September 2023 which had been identified as a priority in response to a number of issues.

A key priority for the People Strategy was to outline how the Council had the appropriately skilled people to deliver services to communities and ensure the Council was fit for the future. The quality of relationships and engagement with key stakeholders and partners was also key. The Action Plan outlined the delivery of this over the next 3 years and the Report provided a summary of the progress to date.

The Strategy focused on 6 key themes of staff experience which was Voice, Recruitment, Reward, Wellbeing, Belonging and Learning.

An update was given against the following actions:

- develop and implement a communication and engagement strategy;
- use a structured approach to engagement and co-creation;
- creation of a safe, shared space for achievements, success, kindness, and general feedback;
- incorporate learning from an 'outward mindsets' approach with a review of the Principles & Behaviours;
- design a recruitment strategy to deliver a balance between internal movement and external recruitment, and DCC an employer of choice;
- complete a cycle of workforce planning to identify workforce needs and alignment to organisational priorities;
- deliver a benefits platform to broaden the benefits offered to people;
- develop and deliver a framework to celebrate achievements, both formally and informally;
- review and update the 1:1 and appraisal conversations;
- procurement of an Employee Assistance Programme (EAP);
- procurement of an Occupational Health service;
- support the Corporate Equality Diversity and Inclusion Action Plan;
- use learning and data from engagement strategy, including staff surveys and exit interview feedback; and
- design and deliver a corporate learning strategy, aligned to priorities, which developed professional learning; - this includes a programme to roll out an 'outward mindsets' approach.

In addition to the work detailed in the Report, there were specific actions to target the improvement of the experience of Care Leavers within Devon. The actions and progress made was detailed in the presentation appended.

Cabinet noted that whilst progress against delivering specific actions could be measured, measuring *culture* was less linear, however key metrics such as turnover, absence rates, grievance/disciplinary and net promoter score within annual staff survey were all used.

In summary, the delivery of the Action Plan was well underway and the majority were in line with timeframes allocated and many of the actions noted as 'on schedule' were expected to be completed during Q1.

The matter having been debated and the options and alternatives and other relevant factors (e.g. financial, sustainability and carbon impact, risk management, equality and legal considerations and alignment with the Council's Strategic Plan) set out in the Director's Report having been considered:

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

RESOLVED

(a) that the update be noted and welcomed; and

(b) that delegated authority be given to the Director of People & Culture in consultation with the Cabinet Member for Organisational Development, Workforce & Digital Transformation to make minor amendments.

* **500** **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:

Standing Advisory Council on Religious Education – 6 February 2024

Farms Estate Committee – 19 February 2024

Farms Estate (Interviewing) Committee – 7 March 2024

* **501** **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.

* **502** **Forward Plan**

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

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.

* **503** **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 item of business under Section 100(A)(4) of the Local Government Act 1972 on the grounds that it involves the likely disclosure of exempt information as defined in Paragraph 2, 3 and 8 of Schedule 12A of the Act, and in accordance with Section 36 of the Freedom of Information Act 2000, by

virtue of the fact that the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

* **504** **Safety Valve Agreement**

(An item taken in accordance with paragraph 8 of the Cabinet Procedure Rules and the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 with the consent of the relevant Scrutiny Committee Vice Chair (in the absence of the Chair) on the grounds that any delay could seriously prejudice both the Council's and service users' interests and compromise the Councils current and future financial stability and under Section 100A(4) of the Local Government Act 1972 during which time the press and public were excluded).

(In line with paragraph 17.8 and 8 of the Scrutiny Procedure and Cabinet Procedure Rules respectively), the call-in procedure does not apply to this urgent decision).

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

The Cabinet received the Joint Report of the Chief Executive, Director of Finance & Public Value and Director of Children and Young People's Futures, together with a copy of a Safety Valve agreement / communication of offer from the DfE, which was attached at Appendix 1 of the Report.

The Report outlined the proposals, the terms of the agreement, the responsibilities of the Authority under the agreement, and financial implications of the agreement, set out in full at section 7 of the Report.

The Cabinet noted it was important to have appropriate project and performance management, alongside clear governance arrangements, for the duration of the programme.

The matter having been debated and the options and/or alternatives and other relevant factors (e.g. financial, sustainability, carbon impact, risk management, equality and legal considerations and Public Health impact) set out in the Director's Report and having been discussed at the meeting:

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

RESOLVED that the Authority enter into the Safety Valve Agreement with the Department for Education, as set out within the Report.

* **505** **Exeter Science Park Limited Guarantee**

(An item taken in accordance with paragraph 8 of the Cabinet Procedure Rules and the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 with the consent of the

relevant Scrutiny Committee Chair and under Section 100A(4) of the Local Government Act 1972 during which time the press and public were excluded).

(In line with paragraph 17.8 and 8 of the Scrutiny Procedure and Cabinet Procedure Rules respectively), the call-in procedure does not apply to this urgent decision).

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

The Cabinet received the Report of the Director of Finance and Public Value (DFP/24/45) relating to an Exeter Science Park Guarantee.

The Cabinet noted the role of the Science Park, the financial considerations of the proposals (outlined in full at section 7 of the Report), and the Council's legal obligations.

The matter having been debated and the options and/or alternatives and other relevant factors (e.g. financial, sustainability, carbon impact, risk management, equality and legal considerations and Public Health impact) set out in the Director's Report and having been discussed at the meeting:

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

RESOLVED that Cabinet notes the position, as outlined in Report, and that the recommendations outlined in the Report at (a), (b), (c) and (d) relating to the Exeter Science Park Guarantee, be approved, noting the additional wording to recommendation (d) as agreed at the meeting.

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 2.20 pm