

NOTICES OF MOTION

Report of the County Solicitor

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

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

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

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

*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.*

## **Briefing Note / Position Statement from the Chief Officer for Highways, Infrastructure Development and Waste**

It is agreed that Devon's heritage and wildlife should be protected and preserved.

It is not believed that a Policy is required to limit the use of the rural network by HGVs and large agricultural vehicles. The current approach to focus on areas where there are known problems is pragmatic and sustainable, without negatively effecting movement or economic activity.

Any restriction on access by HGVs and large agricultural vehicles would require the need for exemptions to allow access to premises adjacent to those sections of highway. Any vehicle utilising any part of our network has to meet national legislation for size, weight, and maximum speed for that class of vehicle.

With regards speed, both County and National Policy recognise that the default speed limit, the National Speed Limit, is applied outside of communities. Unless there are other factors such as a collision history which would lead to a lower speed limit being imposed. To apply a lower speed limit as a default in rural settings would not be sustainable and lead to a proliferation of signing across our rural roads. Drivers are expected to drive to the conditions that they find themselves in and should already be adopting speeds suited to narrow rural roads and limited forward visibility.

With regards Quiet Lanes, the aim of these schemes is to encourage car drivers to respect more vulnerable road users and encourage local and recreational journeys to be made on foot or bicycle. However, the Quiet Lane designated status does not restrict motorised vehicles from the lanes and there are no additional enforcement powers.

Studies of Quiet Lane schemes indicate that speeds have remained largely unchanged.

There are concerns regarding the implementation of the scheme as the large signs are intrusive but essential to ensure visibility to drivers and the signs are generally not recognised by motorists. The lack of repeaters fails to remind drivers they are in a scheme. Adding repeaters throughout the scheme would add extra street clutter and risk urbanising the rural character.

To implement a Quiet Lane a process similar to a TRO is required. This includes at least one public meeting, a formal consultation, and the proposal must have the support from the whole community including all road users and businesses.

The process cannot guarantee the scheme will be implemented. The introduction of Quiet Lanes is resource intensive and will added additional signage in the very areas we are trying to protect.

## **(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 Abbot pilot scheme to ensure a more timely response to supporting Active Travel measures that need reduced vehicular speeds to be implemented and effective.*

### **Briefing Note / Position Statement from the Chief Officer for Highways, Infrastructure Development and Waste**

The Authority is committed to reviewing its approach to the setting of speed limits and is receptive to the wider application of 20mph restrictions where there is shown to be benefit.

The Authority set up a Speed Limit Scrutiny Task Group who made a number of recommendations which were endorsed by Cabinet. One of those recommendations was the pilot of a community wide default 20mph restriction in Newton Abbot. If this scheme delivers the benefits that are expected this will then inform the future Policy on the setting of 20mph restrictions.

Officers and Members are currently developing the Newton Abbot pilot working with colleagues with specialisms in public health, road safety, air quality, sustainable travel, along with community representatives and the Police. This project is a huge undertaking both in terms of finance and officer time. The impact of the pilot must be understood with appropriate data collected throughout the 1 year pilot period. A report on the pilot will be completed within 6 months of the close of the pilot period.

It is expected that the pilot should provide a positive outcome, and as there may be learning points or unintended consequences to consider, it is not recommended that any similar speed restrictions are introduced during the 18 month study period.

Members will be invited to make those representations for consideration, where 20's may be beneficial in the future pending any change to 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.*

### **Briefing Note / Position Statement from the Head of Planning, Transportation and Environment**

The County Council has a Transport Infrastructure Plan (TIP), which is a living document and is always under review to ensure that future transport priorities are in line with local and national policies and supporting health, environmental and economic outcomes. In the past 12 months, Government policy announcements like the Transport Decarbonisation Plan and the Gear Change walking and cycling and Bus Back Better strategies, will ensure that our future capital programme will have a mix of schemes that seek to reduce carbon emissions through modal shift, tackle climate change as well as support other economic, road safety and air quality objectives.

As reported in the Corporate Infrastructure & Regulatory Scrutiny Committee in January (Active Travel report.pdf (devon.gov.uk)) the County Council has spent over £20m on cycle infrastructure between 2015 and 2020, much of which has been made possible through external grant funding. Approximately 50% of the funding has been targeted in supporting urban cycling in the major County towns where developer contributions match funding has been secured and 50% has been spent progressing the rural leisure trail network priorities.

Last financial year the County Council allocated £1.473m of its £4.624m Local Transport Plan budget towards walking and cycling improvements across the County. At 32% of the core capital budget, this compares very favourably with the United Nations recommendations for 20% of budgets to be spent on safe walking and cycling. The County continues to invest significant sums of funding in walking and cycling annually because of its contribution to public health and specifically improving physical and mental health well-being and reducing the risk of premature death and ill-health.

For most people the easiest and most acceptable forms of physical activity are those that fit naturally with everyday life, with active travel for many a realistic potential way of getting fit whilst doing other activities. Public Health England's evidence-based approach to physical activity 'Everybody Active, Every Day' highlights that fitness does not have to be a 'regime' – switching a drive to the local shops with a walk is one small step that can have significant benefits to the individual, and local populations. In supporting modal shifts we will continue to support health, wellbeing, and climate change initiatives in line with Government strategy. In adopting a 'Health in All Policy' approach we aim to reduce and mitigate adverse health impacts and inequity in line with the Council's overarching

policies. Looking ahead, the Government has announced £2bn funding for cycling and it has encouraged local authorities to develop Local Cycling and Walking Infrastructure Plans (LCWIPs) to identify and prioritise future investment. Future funding for cycling will likely be dependent on having these plans in place. The County Council is in the process of finalising LCWIPs for the major urban areas of Exeter and Newton Abbot and has secured funding from District Councils to enable a Barnstaple and Bideford LCWIP to be progressed. These are resource-intensive documents to produce and we have applied for capability funding to enable us to refresh and develop a LCWIP for our strategic multi-use trail network.

#### **(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.*

## **Briefing Note / Position Statement from the Head of Planning, Transportation and Environment**

The need for urgent action to improve the resilience of Devon's environment against the effects of climate change is recognised through the Devon Climate Declaration, to which this Authority is a signatory. Within the constraints of available resources, a wide range of activity is undertaken directly by DCC and through collaboration with all Devon local planning authorities (LPAs) and others. Opportunities to enhance such action are currently pursued as part of our environmental performance agenda.

In relation to new development and land use change, DCC is leading 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. Current work includes:

- The production of 'Devon Net Gain Guidance' in light of the anticipated provisions of the forthcoming Environment Act;
- Developing a Devon Nature Recovery Network map (with financial contributions from all Devon LPAs) which will feed into Local Plan and development management work as well as the Devon Local Nature Recovery Strategy, which will be required by the Environment Act;
- Creating joint guidance for Special Protection Areas and on related issues such as dark corridors for bats;
- Providing a specialist wildlife and planning advice service to other Devon LPAs.

In respect of the 9 specific issues referenced by the Notice of Motion, the position is as follows:

1. New ways of addressing this issue will be developed through the implementation of 'Biodiversity Net Gain' policies which will be required by the forthcoming Environment Act. Developers will be required to monitor and report to LPAs on the implementation of net gain requirements as secured by planning condition or S106 agreement.
2. Biodiversity monitoring is reported through the Devon State of Environment report, published in collaboration with the Devon Local Nature Partnership, which includes annual monitoring of a sample of County Wildlife Sites across Devon.
3. Remediation of habitat degradation which is contrary to planning conditions or S106 agreements can be handled through existing monitoring and enforcement processes as per planning legislation.
4. A cumulative impacts assessment is required as part of Environmental Impact Assessment and Habitat Regulations Assessment processes and this information should be submitted as part of an application prior to validation.
5. DCC has wildlife planning guidance in place (with a wildlife trigger table) to ensure that all necessary wildlife issues are addressed prior to validation. This system may, potentially, be improved when Biodiversity Net Gain becomes a statutory requirement.
6. Waste collection and litter is a District Council matter.

7. Developers must meet any conditions and S106 requirements relating to the protection of wildlife habitats and LPAs can use existing enforcement processes where needed. On the spot fines would be likely to require new legislation.
8. There is very little routine use of pesticides or herbicides by DCC on land that the Authority owns or manages other than some limited treatment of Japanese Knotweed and required pest control at waste sites and other premises.
9. Cutting is only undertaken on DCC verges for safety reasons in visibility areas. Community groups or parish councils willing to take on the management of a road verge should follow the steps in the Life on the Verge Guidance, to which there is a link on the DCC Highways Grass Cutting web pages. Clearer access to this guidance will be considered on the Highways 'Help and Support' pages which are linked to the 'Report a Problem' page.

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

*This Councils 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.*

### **Briefing Note / Position Statement from the Director of Public Health**

The COVID-19 pandemic has affected everyone, but it has not affected everyone to the same extent. In relation to gender, men have experienced higher hospitalisation and death rates and lower uptake of Covid-19 vaccinations than women, whilst emerging evidence suggests women have been more likely to suffer from long Covid. The wider societal impacts of Covid-19 also vary by gender, including economic impacts, and increases in loneliness and family violence and abuse.

In relation to screening services, a reduction in the uptake of screening services has been seen, with the cervical cancer screening uptake rate for 25-49 year olds falling from 76.3% in 2019 to 73.6% in 2020 for Devon, and the uptake rate for 50-64 year olds falling from 77.7% in 2019 to 76.7% in 2020, following the national pattern. Cancer Research UK have published a report on the impact of Covid-19 across the Cancer pathway ([cruk covid and cancer key stats june 2021.pdf](https://www.cancerresearchuk.org/press-releases/cruk-covid-and-cancer-key-stats-june-2021) ([cancerresearchuk.org](https://www.cancerresearchuk.org))) which suggests that urgent cancer referrals have fallen more sharply during the pandemic for men (an 18% decrease), than women (a 13% decrease).

These figures reveal the importance of considering gender as a factor when looking at the local impact of Covid-19. This approach is also emphasised in the 2020-21 Annual Public Health Report for Devon, which emphasises the importance of gathering and sharing intelligence on the wider impacts of Covid-19 and advocating for collaborative, cross-sector approaches to reducing inequalities.

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

*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.*

### **Briefing Note / Position Statement from the Chief Officer for Highways, Infrastructure Development and Waste**

The House of Commons Environment, Food and Rural Affairs (EFRA) Committee has launched a new inquiry into Plastic Waste, scrutinising how the UK Government intends to tackle its plastics problem, and whether its targets go far enough.

Despite high-profile campaigns to encourage recycling and reduce plastic use, just 32% of all plastic is currently recycled. Concerns have also been raised regarding the volume of plastic packaging waste, equivalent to three and a half Olympic swimming pools' worth of plastics every day that is exported to other countries, where some has been found to end up being dumped or burnt rather than recycled.

The cross-party Committee, chaired by Neil Parish MP, will now be exploring the measures announced by the Government to achieve both its 2042 goal of eliminating all 'avoidable' plastic waste and of working towards only recyclable, reusable or compostable plastic packaging being placed on the market by 2025. MPs will also question how alternatives to plastic can be found and supported, and what more can be done to ensure that plastic waste is not sent abroad simply to be dumped.

The Committee is seeking answers to the following questions, with an initial deadline of 10th September:

1. What measures should the UK Government take to reduce the production and disposal of single-use plastics in England? Are the measures announced so far, including a ban on certain single-use plastics and a plastic packaging tax, sufficient?
2. How should alternatives to plastic consumption be identified and supported, without resorting to more environmentally damaging options?
3. Is the UK Government's target of eliminating avoidable plastic waste by 2042 ambitious enough?

4. Will the UK Government be able to achieve its shorter-term ambition of working towards all plastic packaging placed on the market being recyclable, reusable or compostable by 2025?
5. Does the UK Government need to do more to ensure that plastic waste is not exported and then managed unsustainably? If so, what steps should it take?

## **The position in Devon**

Single use plastics are typically, plastic bags, straws, cotton buds, coffee stirrers, water bottles, food packaging, coffee cups and lids, balloon sticks, and plastic cutlery and plates.

The Resource and Waste Strategy for Devon & Torbay which is due to be presented to Cabinet in September for approval & adoption notes that *the public interest in reducing the use of (single use) plastic has exploded in recent years. The local authorities have always encouraged householders to reduce their plastic use (e.g. use a reusable bag instead of a single use plastic bag) and will continue to do so. Plastic is a very useful material but making single use plastic items can be a waste of valuable resources, and some plastic, often light and voluminous can end up as litter, polluting our streets, waterways and oceans. In fact, 80% of marine litter originates on the land.*

*The 2017 Devon waste analysis of kerbside residual waste showed 7.6% of the residual waste was dense plastic and 6.8 % was plastic film. This equates to approximately a total of 18,000 tonnes of plastic waste in the residual bins. In addition 8,700 tonnes were collected for recycling in 2020/21. 32.6% of the plastic waste collected was therefore recycled which is similar to the national average. A new residual waste analysis is planned in 2022. The District Councils have all improved their collection of plastics to include pots, tubs and trays when back in 2017 most would have only collected plastic bottles. From the end of 2021 all the local authorities will be collecting plastic bottles, pots, tubs and trays.*

*Plastic film is difficult to recycle because it is easily contaminated and there is a lack of suitable markets. The local authorities will keep up to date with research and technological developments in relation to plastic film and consider their future options if the situation changes. Government have recently consulted on all plastic films requiring to be collected from the kerbside by 2026/27 but the outcome of the consultation has yet to be published.*

*In order to support the reduction of single use plastic the local authorities will:*

- Promote Refill Devon <https://www.recycledevon.org/RefillDevon>
- Promote alternatives to single use plastic where appropriate
- Work with partners e.g. Environment Agency, North Devon Plastic Free, in plastic partnerships
- Implement internal plastic strategies.

DCC's plastic strategy, single use plastic work and Corporate Waste Action Plan show the considerable progress made on reducing single use plastic up to the pandemic. See [Plastics Strategy](https://devoncc.sharepoint.com/:b:/r/sites/PublicDocs/Environment/Environmental%20policy/DCC%20Review%20of%20Corporate%20Single-Use%20Plastics.pdf?csf=1&web=1&e=MBYabb), a review of corporate single use plastics <https://devoncc.sharepoint.com/:b:/r/sites/PublicDocs/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 plastic waste recycled by Devon collection authorities is dealt with by reputable licenced companies in the UK. Devon Authorities are confident that all of the waste collected is managed in a responsible manner and sent for either reprocessing or disposal. The plastic waste collected in the residual bins is sent for energy recovery.

## Government Proposals

The Government has implemented or is proposing a considerable range of legislation to combat the proliferation of single use plastic. This includes

- There is already legislation in place making it illegal to supply plastic straws, cotton buds, drink stirrers [Straws, cotton buds and drink stirrers ban: rules for businesses in England - GOV.UK \(www.gov.uk\)](#)
- A Plastic Tax will come into force in April 2022 whereby any plastic packaging manufactured or imported into the UK with less than a 30% recycled plastic content will be subject to a £200/tonne tax. This will lead to more plastic recycling. [Get your business ready for the Plastic Packaging Tax - GOV.UK \(www.gov.uk\)](#)
- A Deposit Return Scheme (DRS) has been the subject of a recent consultation. A deposit will be charged on a range of beverage containers including plastic bottles which the purchaser will be able to reclaim by returning the container to a retailer or via a reverse vending machine, thereby encouraging the return of these items and increasing the recycling rate. It is proposing to implement it from 2024/25
- The Extended Producer Responsibility (EPR) for packaging has also been consulted upon recently and has the aim of producers of packaging paying for the recycling and disposal of the products in scope. This should achieve a reduction in plastic packaging on the market. It is proposing to implement it from 2023/24.
- The UK Plastics Pact brings together businesses from across the entire plastics value chain with UK governments and NGOs to tackle the scourge of plastic waste. They are creating a circular economy for plastics, capturing their value by keeping them in the economy and out of the natural environment. Pact members will **eliminate problematic plastics** reducing the total amount of packaging on supermarket shelves, **stimulate innovation and new business models** and **help build a stronger recycling system in the UK**. Together Pact members will ensure that plastic packaging is **designed so it can be easily recycled** and made into new products and packaging and, with the **support of governments**, ensure **consistent UK recycling** is met.

The Plastic Pact targets for 2025 are to

- Eliminate problematic or unnecessary single-use packaging through redesign, innovation or alternative (reuse) delivery model
- 100% of plastics packaging to be reusable, recyclable or compostable.
- 70% of plastics packaging effectively recycled or composted.
- 30% average recycled content across all plastic packaging

It is noteworthy that the Co-op is rolling out recycling units for 'soft' plastics to the majority of its 2300 stores in November. The in-store units – which also accept packaging for food products purchased in other retailers – means that all of Co-op's own food packaging is easy-to-recycle either via kerbside collection or through the in-house closed loop system. However, the retailer estimates that (*only*) 300 tonnes of plastic bags and food wrapping could be collected per year once the bins are fully in place which shows how difficult it is to collect significant quantities of plastics even with a comprehensive plan.

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

*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 .*

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

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 Annual Report in part welcomed some area of progress such as investments and approach to infrastructure, the pending production of an Innovation Strategy (now published), the How to Grow funding for leadership and management and digital skills and establishing the Advanced Research and Innovation Agency. It made commentary on the ambitions within the Plan for Growth and other linked policies, including the Ten Point Plan for a Green Industrial revolution, Levelling Up and Global Britain.

The Report went on to highlight a number of recommendations focused on how to boost innovation, reduce inequalities and support a fair and productivity-led transition to net zero emissions. The Council also made a case for greater prioritisation and co-ordination across Government. It recognised innovation, skills and infrastructure are key ways to drive productivity, as set out in the Plan for Growth but the scope needed to be broader and capture human welfare, social and environmental metrics as measures of success. It promoted co-creation of policy with local partners and business and set out the need for objective and independent evaluation.

A broad summary of the main recommendations made in the Annual Report is provided below:

- Technology, Demography and Sustainability – profound impacts on how we live and work, skills, earnings, regulation, tax and welfare and to address these challenges Government should consider developing a national Labour Market Strategy, working across Whitehall and with partners
- Levelling Up – the White Paper is not yet published, however currently policy is focused mainly on infrastructure and should extend its scope, and recognise locally-led ideas and strategies and seek to devolve central funding, and support local capacity and capability
- Green Industrial Revolution / Global Britain – the Ten Point Plan needs a Road Map to implement change and more detail and action plan is needed to support the ambitions within the Global Britain policy.

The Innovation Strategy was published last month and set out four main pillars: Business, People, Places and Institutions and Technologies and Challenges. It sets out a framework for fuelling businesses who want 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.

In July, Secretary of State Robert Jenrick wrote to Local Authority leaders setting out a framework for 'County Deals', offering to work with local leaders to consider key economic, environmental, social and health challenges and how strengthened local governance could support the devolution of powers, flexibilities and potentially funding to address these and support public service transformation. Team Devon local authorities (the County Council, eight district councils and Dartmoor National Park Authority working alongside town and parish councils) have written in response to this invitation to express an interest in discussions about a Devon Devolution Deal in advance of the publication of the "Levelling Up" White Paper. The letter, a copy of which is appended to this report, sets out the areas that Team Devon would like to consider working with Government on to develop a Devon Devolution Deal, and which would respond to a number of areas set out in the Industrial Council's Annual Report. Team Devon recognise the opportunity to address a broader scope of measures and interventions other than only infrastructure, skills and innovation, setting out proposals to support a range of social, health, environmental, housing and public service benefits, including social care. These proposals along with strengthening our infrastructure, skills and innovation capabilities would help secure a sustainable, thriving and inclusive

prosperity for Devon residents. The Team Devon partnership is clear in its letter that it is open to working on a broader geography and engaging with business, Higher Education, Further Education and town and parish councils in developing a Deal with Government. Conversations are taking place with Plymouth City Council where we have aligned opportunities based on the Freeport proposal, which focuses on marine, defence, and high value manufacturing sectors, Torbay Council, as well as Somerset, Cornwall and Dorset.

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

JAN SHADBOLT

[Electoral Divisions: All]

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

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**Background Paper**                      **Date**                      **File Reference**

NIL