

Phil Norrey
Chief Executive

To: The Chairman and Members of
the Place Scrutiny Committee

County Hall
Topsham Road
Exeter
Devon
EX2 4QD

(See below)

Your ref :
Our ref :

Date : 7 November 2016
Please ask for : Wendy Simpson, 01392 384383

Email: wendy.simpson@devon.gov.uk

PLACE SCRUTINY COMMITTEE

Tuesday, 15th November, 2016

A meeting of the Place Scrutiny Committee is to be held on the above date at 2.00 pm in the Committee Suite, County Hall, Exeter EX2 4QD to consider the following matters.

P NORREY
Chief Executive

A G E N D A

PART I - OPEN COMMITTEE

- 1 Apologies for Absence
- 2 Minutes
Minutes of the meeting held on 20 September 2016 (previously circulated).
- 3 Items Requiring Urgent Attention
Items which in the opinion of the Chairman should be considered at the meeting as matters of urgency.
- 4 Public Participation
Members of the public may make representations/presentations on any substantive matter listed in the published agenda for this meeting, as set out hereunder, relating to a specific matter or an examination of services or facilities provided or to be provided.

MATTERS FOR CONSIDERATION OR REVIEW

- 5 Utility Companies and Developers Works (Pages 1 - 8)
2.05 pm

Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/16/6), attached. Representatives will be present from South West Water, Wales and West Utilities, British Telecom and Western Power Distribution.

6 Place Services Budget Performance Update 2016/17 (Pages 9 - 14)

3.05 pm

Joint report of the Chief Officer for Communities, Public Health, Environment and Prosperity and the Chief Officer for Highways, Infrastructure Development and Waste (HIW/16/7), attached.

7 Devon Local Flood Risk Management Strategy Update (Pages 15 - 24)

3.50 pm

Report of the Head of Planning, Transportation and Environment (PTE/16/54), attached.

STANDING ITEMS

8 Connecting Devon and Somerset Programme Update (Pages 25 - 28)

4.15 pm

Report of the Head of Economy, Enterprise and Skills (EES/16/2), attached.

9 Place Scrutiny Committee Work Programme

In accordance with the previous practice, Scrutiny Committees are requested to review the list of forthcoming business (previously circulated) and to determine which items are to be included in the Work Programme.

The Committee may also wish to review the content of the Cabinet Forward Plan to see if there are any specific items therein it might wish to explore further.

The Work Programme and Forward Plan can be found at:

<http://new.devon.gov.uk/democracy/committee-meetings/scrutiny-committees/scrutiny-work-programme/>

MATTERS FOR INFORMATION

10 Dates of Future Meetings


Please use link below for County Council Calendar of Meetings:

<http://democracy.devon.gov.uk/ieDocHome.aspx?bcr=1>

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

Members are reminded that Part II Reports contain confidential information and should therefore be treated accordingly. They should not be disclosed or passed on to any other person(s). Members are also reminded of the need to dispose of such reports carefully and are therefore invited to return them to the Democratic Services Officer at the conclusion of the meeting for disposal.

MEMBERS ARE REQUESTED TO SIGN THE ATTENDANCE REGISTER

Membership
Councillors R Radford (Chairman), G Hook, K Ball, P Bowden, C Clarence, T Dempster, A Eastman, R Edgell, O Foggin, J Hawkins, R Hill, B Hughes, R Vint, N Way and J Yabsley
Declaration of Interests
Members are reminded that they must declare any interest they may have in any item to be considered at this meeting, prior to any discussion taking place on that item.
Access to Information
Any person wishing to inspect the Scrutiny Work Programme, Reports or Background Papers relating to any item on this agenda should contact Wendy Simpson on 01392 384383. The Work Programme and Agenda and minutes of the Committee are published on the Council's Website.
Webcasting, Recording or Reporting of Meetings and Proceedings
<p>The proceedings of this meeting may be recorded for broadcasting live on the internet via the 'Democracy Centre' on the County Council's website. The whole of the meeting may be broadcast apart from any confidential items which may need to be considered in the absence of the press and public. For more information go to: http://www.devoncc.public-i.tv/core/</p> <p>In addition, anyone wishing to film part or all of the proceedings may do so unless the press and public are excluded for that part of the meeting or there is good reason not to do so, as directed by the Chairman. Any filming must be done as unobtrusively as possible from a single fixed position without the use of any additional lighting; focusing only on those actively participating in the meeting and having regard also to the wishes of any member of the public present who may not wish to be filmed. As a matter of courtesy, anyone wishing to film proceedings is asked to advise the Chairman or the Democratic Services Officer in attendance so that all those present may be made aware that is happening.</p> <p>Members of the public may also use Facebook and Twitter or other forms of social media to report on proceedings at this meeting. An open, publicly available Wi-Fi network (i.e. DCC) is normally available for meetings held in the Committee Suite at County Hall. For information on Wi-Fi availability at other locations, please contact the Officer identified above.</p>
Public Participation
<p>Devon's residents may attend and speak at any meeting of a County Council Scrutiny Committee when it is reviewing any specific matter or examining the provision of services or facilities as listed on the agenda for that meeting.</p> <p>Scrutiny Committees set aside 15 minutes at the beginning of each meeting to allow anyone who has registered to speak on any such item. Speakers are normally allowed 3 minutes each.</p> <p>Anyone wishing to speak is requested to register in writing with Wendy Simpson (wendy.simpson@devon.gov.uk) by 0900 hours on the day before the meeting indicating which item they wish to speak on and giving a brief outline of the issues/ points they wish to make.</p> <p>Alternatively, any Member of the public may at any time submit their views on any matter to be considered by a Scrutiny Committee at a meeting or included in its work Programme direct to the Chairman or Members of that Committee or via the Democratic Services & Scrutiny Secretariat (committee@devon.gov.uk). Members of the public may also suggest topics (see: https://new.devon.gov.uk/democracy/committee-meetings/scrutiny-committees/scrutiny-work-programme/)</p> <p>All Scrutiny Committee agenda are published at least seven days before the meeting on the Council's website</p>
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<p>If you need a copy of this Agenda and/or a Report in another format (e.g. large print, audio tape, Braille or other languages), please contact the Information Centre on 01392 380101 or email to: centre@devon.gov.uk or write to the Democratic and Scrutiny Secretariat at County Hall, Exeter, EX2 4QD.</p>
 <p>Induction loop system available</p>

HIW/16/6

Place Scrutiny Committee
15 November 2016

Utility Companies and Developers Works: The Council's role in monitoring works carried out by utility companies and developers and utilities performance

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

1. Introduction

The purpose of this report is to:

- (a) Explain how the Council co-ordinates work on the highway;
- (b) Explain how the Council monitors utility companies and developers undertaking work on the highway;
- (c) Provide information on the current performance of the four main utility companies working in Devon.

2. Background

The utility companies are Statutory Undertakers and under legislation have a duty to maintain their apparatus, which is often placed in the highway. They are also responsible to their regulator for achieving certain quality or improvement targets for the benefit of their customers.

When planning work on the highway utility companies are required to give notice to the Highway Authority (i.e. Devon County Council) which can range from 3 months for major planned work and road closures, to 3 days for minor works. They are also required to cooperate with the Highway Authority, which can include coordinating their work with other utilities and any other activities on the highway. Utility companies must undertake any work in a safe manner to protect the public and the workforce. They must carry out highway reinstate work to a standard commensurate with the category of highway and the existing construction.

As Highway Authority and under the Traffic Management Act 2004, the Council has a duty to coordinate all activity on the highway with the aim of securing the expeditious movement of traffic.

This is achieved through careful advanced planning and coordination of all activities on the highway, including highway maintenance, the work of utility companies, developers, event organisers and others who need or have a right to undertake work on the highway.

In order to achieve effective coordination, all works promoters, including the utility companies, are encouraged to submit non-statutory forward planning notices to the Street Works Register of activity that will have significant impact on highway users. Regular reports are produced from this information which identifies opportunities for collaborative working to minimise the impact on road users and communities. The timing of works is also scrutinised, for example whether or not to undertake work during holiday periods, the duration of the works – could alternative techniques shorten the duration, and what minimum traffic management arrangements are needed for the safe execution of the work. Where it is identified that a number of organisations need to undertake work at the same location, then options for shared occupation are considered and planned highway maintenance works may be postponed to follow any third part excavation of the highway.

The Council has designated heavily trafficked roads as traffic sensitive. Communication of traffic sensitive routes alerts those wishing to occupy the highway that working time restrictions will be applied unless works cannot be accommodated in the periods available which are not traffic sensitive, or unless the works are emergency repairs or safety related. This enables the Council to

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make directions as to when planned work can be undertaken.

The requirement to notice works means that all the highways activities should be logged in the Street Works Register, and this allows the Highway Coordination Team to regularly run reports and monitor planned activity on the highway and identify clashes. Information from the Register is also published on public websites including roadworks.org.

There are occasions when works need to be undertaken urgently or in an emergency, for example when gas leaks are detected, sewers collapse or electricity cables fail. When emergency work is required, they it has to be given priority and there are limited options for coordination with other work. As a result emergency repair work can cause significant disruption.

Whilst the Highways Coordination Team monitor works through the Street Works Register, a team of Highway Enforcement Officers (HEO) are responsible for monitoring works on site for compliance with safety requirement (signing, lighting and guarding), noticing, length of occupation and quality of reinstatements. HEOs undertake random sample inspections of sites as well as being called to sites where unexpected problems have been reported or identified, for example from the Highways Operations Control Centre. HEOs have the power to stop works or provide further direction if the correct procedures have not been followed or the site is considered unsafe.

Developers' works proposals are managed by the Development Management Team and Highway Agreement Officers. They ensure that any activities that affect the existing highway as a result of the development are noticed and coordinated, and that where possible the requirement for the new services provided by utility companies to supply the development are planned to minimise disruption on the highway. Once the utility companies have been instructed by a developer to lay new services, they will submit their notices to the Street Works Register in the usual way.

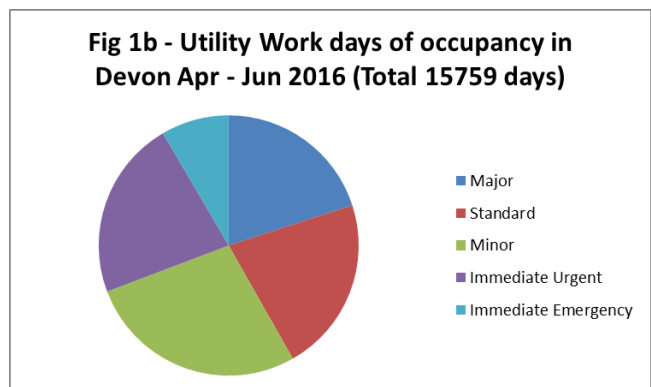
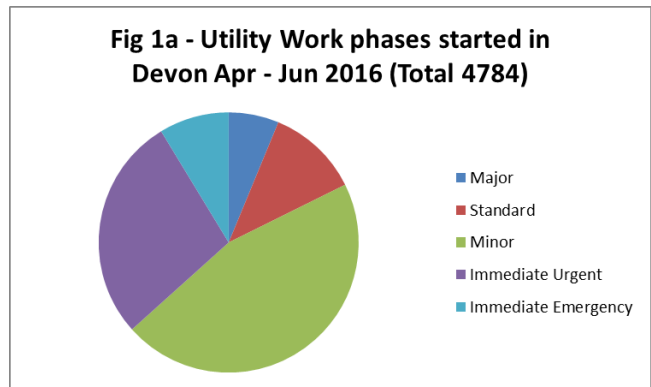
3. Performance of the Utility Companies

3.1 Noticing and duration of works

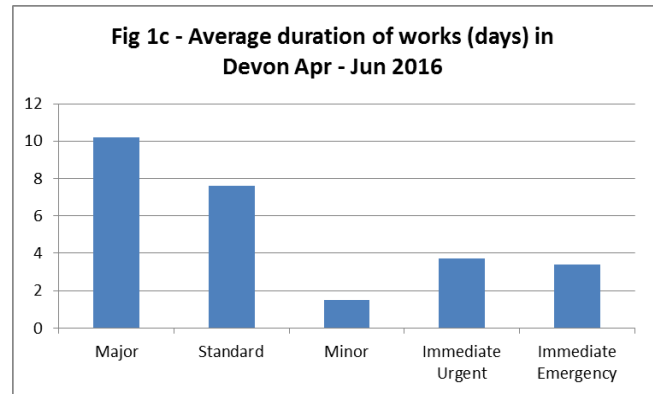
Regular monitoring of the utility companies is undertaken by the Highways Coordination and Enforcement teams. The figures below show a typical three month period between April and June this year when 4,784 utility works were started in Devon (Fig 1a) of which nearly one-third were immediate unplanned works (either emergency works where there were safety implications or urgent works where there was loss of service) and nearly half were minor works.

In terms of occupation of the highway, figure 1b shows that these totalled 15,759 days roughly evenly split between major works, standard works, minor works and immediate works.

Fig 1c shows the average duration of works ranging from 10 days for major works to under 2 days for minor works. Immediate works typically took under 4 days. During this period nearly a quarter of the notices had their timing adjusted either with early starts or overruns but only 29 days of overrun were unauthorised and only one fixed penalty notice was issued.

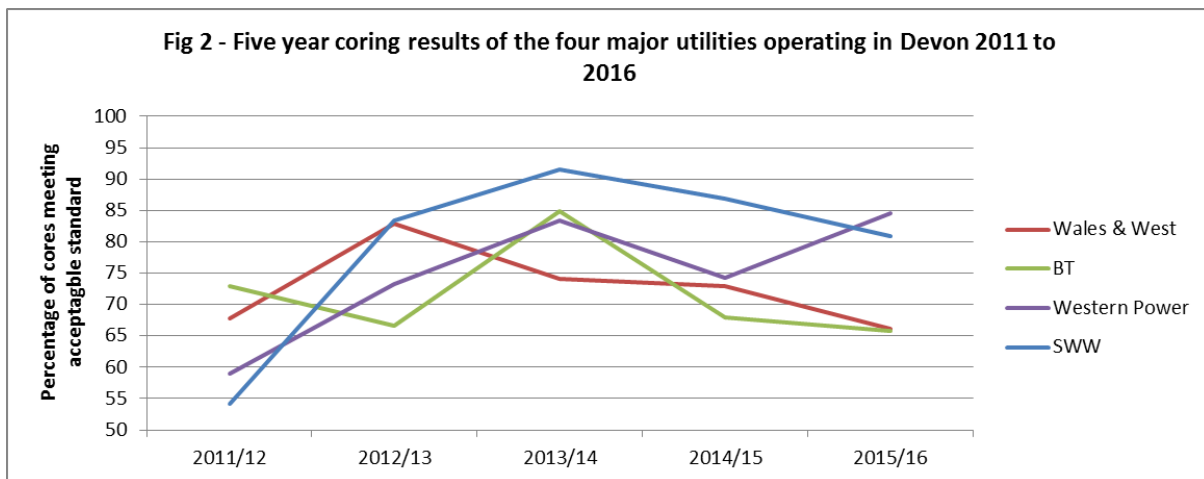


Overall the utility companies perform well on works noticing, although there is always room for improvement.



3.2 Reinstatements

The Highway Enforcements Officers arrange for random coring samples to be taken across the reinstatement works undertaken by the utility companies throughout the year. It is important that reinstatements are completed to the correct specification in order to protect the Council's assets and avoid unnecessary and premature failure of the highway. The core testing results for the last five years are shown in figure 2.



This graph indicates that there was generally some significant improvement since 2011 from what was a fairly poor base, with a peak in performance around 2013. However since then performance has generally dropped. The main exception is Western Power Distribution who achieved their best five year result in 2015/16. However this result still leaves 15% of the sample core as unsatisfactory. The report for the most recent year is provided in Appendix A. This indicates that the proportion of satisfactory core sample reinstatements range from 66% to 85% for the four utility companies. It was also noticeable that the performance of each utility often varied significantly across the county with some areas experiencing excellent results and others very poor results.

Most utility companies use subcontractors to undertake reinstatements. The most common reason for failure is poor surfacing material compaction, which is found by measuring a high level of air voids in cores taken from reinstatements. The other reasons for unsatisfactory reinstatements include; inadequate depth of material, out of specification material or wrong material type.

This is clearly disappointing and not only has an impact on the highway asset, but also causes further unnecessary disruption to highway users when remedial work is required on the reinstatement.

4. Consultations

The latest report showing the coring results for the past year in Appendix A has been forwarded to each of the utility companies. Where reinstatements have not met the appropriate standards, defect notices have been issued. These lead to remedial works in order to provide a satisfactory

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reinstatement.

5. Financial and Environmental Considerations

Undertaking work on the highway is disruptive, but not undertaking work “right first time” has a significant impact on the economy and the environment by adding unnecessary disruption and delay when works have to be repeated.

6. Summary

It is intended that this report will provide the Committee with an opportunity to discuss these matters with representatives from the utility companies.

David Whitton
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Divisions: All

Cabinet Member for Highway Management and Flood Prevention: Councillor Stuart Hughes

Local Government Act 1972: List of Background Papers

Contact for enquiries: Chris Cranston

Room No: AB1 Lucombe House, County Hall, Exeter. EX2 4QD

Tel No: 01392 383000

Background Paper	Date	File Ref.
1155_Scorecard_2016_17_Q1	25/07/2016	1155_Scorecard_2016_17_Q1.pdf
Utility Coring results 5yr summary 2011-2016	20/10/2016	Utility Coring results 5yr summary 2011-2016.xlsx

cc211016psc Utility Companies and Developers Works
hk 02 031116

Investigation into the Adequacy Of Utility Reinstatements

Annual Coring Program report 2015/16

Introduction

The impact the activities of the Statutory Undertakers (SU's) have on the immediate and longer term integrity and accessibility of the highway network can weaken DCC's asset. The coring programme is designed to ensure compliance across the county by randomly selecting sites.

Poor quality reinstatements are at best likely to have a low durability leading to early life failure and the need for premature maintenance intervention. The early life failure of utility reinstatements is costly in terms of disruption and resource. Additionally there is a potential source of danger to highway users.

There are also green issues whereby the transportation and importation of new material to remedy defective reinstatements.

All cores were extracted from carriageway and footway reinstatements which have been registered as permanent and were found to be compliant based on a visual inspection in accordance with the performance requirements of the Specification for the Reinstatements of Openings of the Highway (SROH)

Summary

Since July 2015 DCC undertook a change to the annual coring programme by coring monthly instead of quarterly, The rationale behind this is twofold, firstly the materials lab are able to test the cores and publish the results much quicker but also to identify any localised problem areas that may require further investigation

This report relates to the amalgamated cores taken from monthly random coring carried out on street works reinstatements as undertaken by SU's during July 2015 to July 2016. There was no coring in January 2016 so this equates to twelve months

Background

Since 2002 Devon County Council has undertaken a coring programme

Throughout this period efforts have been made by all SU's to improve the standard of reinstatements that are placed in the highway following street works. These efforts included a Highways and Utilities Committee approved "Best Practice" publication and a joint trial between SW Water and DCC.

There have also been meetings between Wales & West Utilities and BT to look at ways of improving compliance.

Further information from previous core programmes is available on request

Coring of Reinstatements

This year's programme of the 2015/16 coring program consisted of the sampling of 301 reinstatements randomly selected across the County. This consisted of 146 carriageway sites and 155 footway sites.

South West Water (SWW)	48 Carriageway (CW).	41 Footway (FW)	= Total 89
Wales and West Utilities (WW)	34 Carriageway.	34 Footway	= Total 68
British Telecom (BT)	33 Carriageway.	40 Footway	= Total 73

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Western Power Distribution (WPD) 31 Carriageway. 40 Footway = Total 71
 Sampling and testing was completed in accordance with the HAUC UK recommendations for implementing a structured coring programme.

A total of 301 core pairs were extracted through the full depth of the bituminous or cement bound layers .Each core was taken for analysis of the following parameters

- a) Total depth (thickness) of bitumen bound layers at each location compared to the specified requirement for the particular road type (SROH)
- b) The quality of placement and compaction of the bituminous material as indicated by the measured air voids content of the core assessed against the current specification (SROH)
- c) The correct type of aggregate in terms of its ability to achieve the required degree of skid resistance assessed against the current legislation (SROH)

All SU's and their contractors were invited to attend site during the programme to verify the correct procedure and conduct of the operation

Analysis and Results

The table below summarises the 2015/16 coring programme

SWW	WW	BT	WPD	Defect	
15	18	23	10	Air voids	
1	3	0	1	Depth	
0	0	0	0	Depth & Voids	
1	2	1	0	PSV	
0	0	1	0	Material Type	
 					
38	22	21	25	CW Passes	
34	23	27	35	FW Passes	
 					
10	12	12	6	CW Fails	
7	11	13	5	FW Fails	
 					
17	23	25	11	Total Failing	
72	45	48	60	Total Passing	
 					
48	34	33	31	CW	Total Cores
41	34	40	40	FW	
 					
79.2	64.7	63.6	80.6	%CW	Pass Rates
82.9	67.6	67.5	87.5	%FW	
 					
80.9	66.2	65.8	84.5	TOTALS % pass	

Conclusions

Considerable effort has been put into improving the overall standards of workmanship, including the transportation, handling, placement and compaction of bituminous material.

Overall Compliance

SW Water... 80.9% Wales and West Utilities... 66.2% BT... 65.8% and WPD... 84.5%

These figures are a disappointment compared with last year's results

DCC and the UT's will continue to investigate the reasons for non-compliance and work towards improving compliance rates

Depth Compliance

Unfortunately there are still a number of depth failures

SW Water... 1 WPD... 1 WAWU... 3

Although this is not a high number DCC and the SU's have a desire to eliminate all depth failures .Work will continue to achieve this

Material selection

The compliance rate for material type and PSV (skid resistance), is very high and consistent this is very encouraging and DCC and SU's will continue to work together to maintain this high standard

Air void compliance

The results for this year have slipped which is disappointing and will need further investigation, again DCC and SU's will work together to achieve this

Recommendations

- To continue with a phased approach of monitoring the standard of compliance with the SROH through structured monthly coring
- To continue to work with all SU's and their contractors looking at systems and methods of working.
- To initiate meetings involving ALL SU's and their contractors and share information regarding achieving compliant reinstatements.
- To look at local areas with low compliance rates and investigate the reasons and report the outcome
- This report to be circulated to all SU's

Terry Day
Senior Highway Enforcement Officer
Devon County Council

23/09/2016

HIW/16/7

Place Scrutiny Committee
15 November 2016

PLACE SERVICES BUDGET PERFORMANCE UPDATE 2016/17

JOINT REPORT OF THE CHIEF OFFICER FOR COMMUNITIES, PUBLIC HEALTH, ENVIRONMENT AND PROSPERITY AND THE CHIEF OFFICER FOR HIGHWAYS, INFRASTRUCTURE DEVELOPMENT AND WASTE

1. INTRODUCTION

- 1.1 This report covers the reductions/changes to services for 2016/17 and the overall impact on the services.

2. OVERVIEW

- 2.1 A summary of the budget movements across Place for 2016/17, as shown in the budget book, is attached as Appendix A to this report. This shows an overall decrease of £3.4m for Place Services. Of this total £6.1m relate to increases caused by inflation and pressures, along with £9.5m identified as savings/reductions to achieve an overall balanced budget.
- 2.2 However, as ever, this position will be dependent on some volatile areas of the budget e.g. winter and emergency maintenance and waste tonnage levels.
- 2.3 As reported to Cabinet on 9th November Place Services are showing a forecast overspend for the year of £555,000.

3. IMPACT ON SERVICES AND STRATEGIC PRIORITIES

3.1 Economy, Enterprise and Skills

The Service has managed the current service prioritisation targets and minimised the impact on delivering services to residents and businesses. It has focused on increasing external funding and income generation to manage the budget pressures.

The Service has developed Service Level Agreements with the Heart of the South West Local Enterprise Partnership to lead on delivering the People Theme on behalf of the LEP, delivering the Growing Places Fund programme and providing a programme management resource for the Growth Deal Programme. Staff time and costs are recharged to the LEP for these services.

In addition the Service has drawn in significant capital investment into the county through the Growth Deal to support a number of transport schemes, innovation infrastructure at the Exeter Science Park and capital funding to pilot mobile infrastructures solutions. It is also managing skills investments across a number of FE colleges and other training providers. The Service is leading on the Careers Enterprise Company's funded programme across the LEP and has been able to generate a small management fee from taking on this role.

The Service is giving key support in developing the 2015-2020 European Funding Programme, and has also supported a number of bids go forward for support. Included in this has been the successful bid to operate the Heart of the South West

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Growth Hub, working in partnership with a range of partners. The Service also acts as the Accountable Body for two DEFRA funded community-led grant programmes which operate across Mid Devon and the East Devon / Blackdown Hills AONB. This generates a small management fee for the Service.

The Devon and Somerset Trading Standards Service is on track to deliver the saving targets with minimal service impact. The new joint service has offered real opportunities, in terms of capacity and reduced overheads to deliver savings whilst maintaining service standards.

The Industrial Estates portfolio is managed by the Economy, Enterprise and Skills Programme and opportunities to generate additional rental and other income are continuing to be explored working with NPS our Joint Venture partner and colleagues from Digital Transformation and Business Support.

3.2 **Services for Communities**

The Communities portfolio covers a wide range of services that are locally delivered together with the Councils Strategy, Policy and Organisational change functions. The Service overall is on track to deliver within budget for 2016/17

There have been significant changes in the service area with Libraries Unlimited, a new public service mutual organisation, being established on 1st April to deliver Library Services for the County Council under contract.

That change has necessitated some transitional expenses which are being absorbed as far as possible within the overall Services for Communities budget. Further work is being done to finalise ICT, Property and other support service aspects of the change during the current financial year.

The Public Transport team are on target to achieve their budget targets and deliver a modest saving of £65k (being the annual smartcard replacement budget which will not be required until 2017/18). This saving will go some way to mitigate the funding pressures mentioned above in relation to Libraries. In addition the team have recently taken on responsibility for the delivery of non-emergency patient transport on behalf of the Devon CCG and are in the process of taking on full responsibility for Home to School Transport for the County Council.

The current Devon Youth Service is in the process of being established as another public service mutual and will deliver Youth Services in Devon, as a stand-alone organisation, from 1st February 2017 after successfully bidding for the contract let by the County Council.

3.3 **Planning, Transportation and Environment**

The Planning and Highways Development Management team are meeting their targets for responding to planning applications. The Strategic Planning team are working with Districts to develop longer term Local Plans, notably in the Exeter and Plymouth sub regions. The Minerals Local Plan has recently been adopted which is a major achievement. The Education Planning team have recently refreshed the Education Infrastructure Plan. Overall the Planning Team will meet their budget by a combination of service reductions, staff sharing and charging for services.

The Transportation Planning and Road Safety team are undertaking three significant projects related to the North Devon Link, A30 Honiton to Ilminster and Greater Exeter. There is a predicted overspend in the School Crossing Patrols. This may be covered by the fee income from carrying out capital projects and the aim is to achieve a balanced budget.

The Environment team have achieved significant budget reductions to date and aim to meet their budget. This is partly achieved by raising income from staff secondments and undertaking capital projects.

3.4 Capital Development and Waste Management

A new joint committee, the Devon Authorities Strategic Waste Committee, has been established to bring together the County Council as Waste Disposal Authorities with the Waste Collection Authorities in Devon, and Torbay Council. The committee will enable joint working to improve service efficiencies and levels of service.

The contract to operate the County Council's network of recycling centres continues to deliver the statutory recycling service with an average recycling rate of over 80%. The contract expires in April 2017 and the procurement of a new contract is underway. The new recycling centre on the outskirts Ivybridge is being constructed and is planned for completion in time for the new recycling centre contract.

Residual waste in Devon continues to be treated at the Exeter and Plymouth Energy from Waste facilities. Both facilities generate electricity and the Plymouth plant provides heat to the Plymouth North Dockyard making it a very efficient facility. Work continues to find a non-landfill solution for waste from the north of the County.

The waste savings strategy for 2016/17 has been implemented. Pressures in some areas of the service are being balanced by savings elsewhere. Re-procurement of organic waste contracts has secured savings.

The Capital Development service is delivering a significant programme of schemes including highway (roads and bridges) schemes, schools maintenance and new schools projects. The South Devon Link Road has been opened to traffic and completion of minor elements of the scheme is underway. Construction of the Bridge Road, Exeter improvement scheme is progressing well on site and is planned for completion in the late spring of 2017. The scheme for the construction of a new rail station on the main line at Marsh Barton in Exeter is progressing slowly with the need to complete Network Rail processes before construction work starts. Work on the preparation of a pipeline of schemes on the A382, A361 and A30 continues so that these can progress to construction once approvals are in place and funding becomes available.

The schools maintenance programme is on target and energy efficiency is being integrated into maintenance projects to reduce on going energy costs.

3.5 Highways and Traffic Management

Devon Highways has continued its Strategy of driving efficiency in the delivery of the service, managing demand and enabling community self-help.

The successor Term Maintenance Contract has been awarded to Skanska and mobilisation of the contract is progressing in parallel with demobilisation of the previous contract.

The Highways Infrastructure Asset Management Policy, Strategy and Plan has been updated, which is necessary to secure the maximum Capital funding from Government under the Department for Transport's Incentive Fund.

The condition of the A & B and some of the C road network is holding up due to targeted maintenance on these roads. On some C classification roads and on the unclassified network there are more roads in need of structural repair and there are

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significant sections of this network where no structural work can be funded. On such roads, reactive defect correction work only is being carried out.

The Street Lighting service has made good progress on the delivery of the Street Lighting Carbon Savings Programme. This has involved the use of low energy equipment and the incremental delivery of the Part Night Lighting Programme, where lights are switched off late at night in residential roads where it is safe to do so. Through a successful bid to Government, funding is being provided to install low energy LED lighting on main road street lighting, which will save carbon emissions and in the future energy revenue costs.

The Civil Parking Enforcement Service has been successfully in delivering the savings predicted in the business case for bringing the service in-house. The service is focussed on parking management to meet the needs of local communities and deal with issues relating to effective traffic flow, road safety and equitable use of available parking space on the highway.

The savings targets set out in the Highways and Traffic Management savings plan are being delivered. Some areas of the plan have not provided the planned savings, but this has been offset by reduced demand in other areas of the service. The impact of reduced spending on some types of work is being offset by more communities stepping up to supplement the service provided and delivery community priority work.

4. CONCLUSION

- 4.1 Overall targets and priorities attached to the savings identified during the budget process are being achieved although there has been an impact on services. Overspends in volatile areas are now becoming harder to accommodate within the overall bottom line as most service areas are now working to very tight financial envelopes.
- 4.2 We are all aware that public sectors cuts will be with us for the medium to long term. This will place a greater pressure on areas which are already struggling to maintain core services.

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

David Whitton
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Divisions: All

na311016psc Place Services Performance Update 2016/17

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Appendix A To HIW/16/7

How the 2016/17 budget has been built up

	2015/16 Adjusted Budget	Changes	2016/17 Outturn Budget
	£'000	£'000	£'000
Capital Development and Waste Management	27,637	2,299	29,936
Economy and Enterprise	1,219	95	1,314
Highways and Traffic Management	34,518	(2,199)	32,319
Planning, Transportation and Environment	5,351	(490)	4,861
Services For Communities	28,604	(3,100)	25,504
Total	97,329	(3,395)	93,934

Reasons for the change in the Revenue Budget

Change
£000

Technical & Service Changes

CDWM - Landfill Tax increase	188
CDWM - Tonnage growth and changed disposal method	1,249
CDWM - loss of income and increased recycling centre costs	900
E&E - technical adjustment for loan guarantee	(40)
E&E - revenue match for BDUK project	291
PTE - Sustainable Urban drainage work	85
Communities - Changed funding for bus routes	132
Inflation and National Insurance	3,200
National Living Wage	106

6,111

Savings requirements

(9,506)

(3,395)

Analysis of Savings Strategies

Restructure team, turnover management and digital process changes	(973)
Generating additional income	(368)
Reduction in activity and project budgets	(404)
Public Transport Support reductions (Cabinet SC/15/9)	(781)
Revised Funding for transport and highways	(2,108)
Cuts to arts and heritage support	(306)
Contract savings through efficiencies and revised arrangements	(1,373)
Efficiencies from externalisation of Library Service (Cabinet SC/15/23)	(908)
Reduced spend on Highways activities	(2,285)
	(9,506)

PTE/16/54

Place Scrutiny Committee
15 November 2016

Update on the Devon Local Flood Risk Management Strategy

Report of the Head of Planning, Transportation and Environment

1. Summary

This report sets out the ongoing progress made by the Flood and Coastal Risk Management Team acting as the Lead Local Flood Authority (LLFA) in accordance with the Local Flood Risk Management Strategy. It also provides an update on the recommendations set out in the report of the Place Scrutiny Committee Flooding Task Group.

2. LLFA Responsibilities

2.1 Local Strategy

As previously reported the Local Flood Risk Management Strategy for Devon has been signed up to by all of the Risk Management Authorities and is helping to maintain good working relationships between all involved. The Strategy clearly sets out the responsibilities of each authority, organisation and individual enabling a clearer and more understandable approach to flood risk management.

2.2 Flood Investigations

Under section 19 of the Flood and Water Management Act (FWMA) Devon County Council, as the LLFA, has a duty to investigate a significant flood. A threshold of 5 properties suffering internal flooding in any one location has been set as the trigger for carrying out an investigation. Due to the rural nature of Devon and the many small villages and hamlets we do review this threshold following any reports of flooding to consider whether an investigation is required. In most situations we will investigate and report on all known flooding across the County from any one event or a period of significant rainfall with flooding incidents. This will include the location exceeding the threshold, as well as all other locations, where properties have been affected, which in many cases may be 1 or 2 properties.

Since the last report to Scrutiny we have had to investigate and prepare 3 Flood Investigation Reports:

- Christmas and New Year Floods (December 2015 – January 2016) with 52 properties experiencing internal flooding widely spread across Devon, with no single location reaching the 5 property threshold;
- East Devon, South Hams and Torridge Floods (June 2016) with 23 properties reported to have flooded internally; mainly in the South Hams area with 7 properties in South Pool and 4 in Beeson;
- Braunton (September 2016) one of our highest priority locations suffered further flooding to 6 properties and a further 3 properties were reported elsewhere (1 in South Hams and 2 in Torridge).

2.3 Flood Risk Assessments

2.3.1 Preliminary Flood Risk Assessment (PFRA)

The initial PFRA was produced in 2011 shortly after DCC became the LLFA. This was the first review of flood risk in Devon from surface water, ordinary watercourses and ground water, which are the responsibility of DCC in an overview capacity. The PFRA is due for

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review after 6 years, so in 2017. Defra and the EA are currently preparing guidance on what is required in the review, but early indications that the high level assessment will be for single locations with 30,000 properties, which will not be reached in Devon. The next step will be to carry out a self-assessment of the PFRA and it is this template which is currently under review. This will be required to be completed by June 2017 and then the review, which will only be for changes to the original PFRA will be required by December 2017.

2.3.2 Surface Water Management Plans (SWMPs)

The programme of Surface Water Management Plans, based on the original PFRA and Strategic SWMP for Devon is now complete with plans prepared by DCC for Exeter, Braunton, Ilfracombe and Sidmouth and in partnership with South West Water in Great Torrington and Exmouth. Recommendations in the Plans are now being progressed for some areas, with a scheme in Braunton soon to be delivered and proposals in Exeter and Sidmouth being developed.

2.3.3 Drainage Assessments

In addition to the SWMPs above a number of smaller scale Drainage Assessments have been completed, as recommended in the Strategic SWMP for Devon. These have been produced for specific locations within Ottery St Mary, East Budleigh, Shaldon, Teignmouth and Newton Abbot. As a result a number of 'quick-win' improvements at Ottery St Mary and East Budleigh have been carried out. Other recommendations will be prioritised in line with available funding and resource.

2.4 Asset Register

Section 21 of the FWMA states that we need to produce an asset register and record of known flood related features and structures. The register holds details of the structure type and location and must be available for viewing, whereas the record provides greater detailed information on ownership and condition, etc. We have now satisfied this requirement and have an online asset register on the Flood Risk Management website. This will be continually updated as new flood assets are brought to our attention.

2.5 Statutory Consultee for SuDS

In April 2015 DCC became the statutory consultee to the Local Planning Authorities (LPAs) for all major development with surface water implications. This involves the reviewing of sustainable drainage (SuDS) / surface water management proposals and liaising with the developer and their consultant to ensure a robust system is put in place. The initial assumption was for up to 400 major applications to be received by the 8 District and 2 National Park LPAs each year; however with a turn around in property development we have received over 1000 applications in the first 18 months.

The function is carried out by 2 full time officers who have developed an excellent working relationship with all of the LPAs, Developers and Consultants and in fact have been complimented on numerous occasions for their efforts.

A local SuDS Guidance document has been produced and consulted on and is now being finalised for publication. This has been welcomed by all involved as it takes account of all relevant legislation and best practice and sets the standards required.

2.6 Land Drainage Consent

The number of applications received during this year from external individuals appears to have reduced compared to previous years. We are working closely with other RMA's to raise awareness of the requirement for Land Drainage Consent and that Planning Approval does not relieve the need to obtain consent for working in a watercourse.

3. Flood Improvement Schemes

Devon County Council's Flood Risk Management team is continuing to progress an optimistic programme of works in line with the Local Strategy and its annual Action Plan. A number of small minor improvements are being delivered through local funding opportunities, such as partnership working with other RMAs or direct funding from the DCC Flood Risk Management budgets. The larger and higher priority schemes are being developed in line with allocations on Defra's 6 year programme and the draw down of Flood Defence Grant in Aid and Local Levy. This is anticipated to be in excess of £2.5m and £400k respectively, supported by funding from DCC Flood Risk Management, other RMAs and potential third part contributions from businesses and/or landowners etc.

The highest priority schemes, attracting national funding, are currently being developed in Axminster, Braunton, Modbury, Stokeinteignhead and Ivybridge. Further details of their progress can be seen in Appendix I.

4. Community Resilience

As a legacy of the Flood Resilience Community Pathfinder a County wide Community Resilience Forum has been established and supported through Devon Together. Half yearly events are held with parish councils and local action groups, together with Emergency Planning, Environment Agency, Police, Fire and Rescue and other key stakeholders where best practice is shared to encourage and develop local self-help resilience measures. Funding has also been made available to support the production of local action plans and for the purchase of equipment from sandbags and flood gauges to tabards and torches.

DCC are also looking to develop a Property Level Protection (PLP) Grant Scheme where members of the public can apply for funding towards PLP measures on their property. All requests will be prioritised depending on specific criteria and will be subject to available funding. It will not be guaranteed, but will develop a list of prospective properties that could benefit from the FDGiA and DCC funding allocation.

5. Natural Flood Risk Management

Devon County Council is committed to the development of natural flood risk management processes and will consider a catchment wide approach for all schemes options and proposals.

To understand the requirements in Devon and the approaches already being considered by many organisations and landowners a report has been prepared by the South West Farming and Wildlife Advisory Group (SWFWAG). This is currently in its final draft stage and will be shared with the SWRFCC's Environment Sub-Group. It is hoped that this will lead to collaborative working on a number of positive and innovative initiatives being promoted and developed across Devon.

A number of pilots are already being considered in Ottery St Mary and Braunton and the methods of natural flood risk management are also being considered as an integral part of the flood improvements at Modbury, Ivybridge and Stokeinteignhead.

6. Update on the Recommendations of the Scrutiny Flooding Task Group

Following the report of the Place Scrutiny Committee's Flood Task Group, produced in March 2014, and the subsequent update report in November 2015, this report confirms the ongoing collaborative approach to flood risk management in Devon by all of the RMAs.

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The Devon Operational Drainage Group, now consisting of representatives from all of the RMAs, which is a positive outcome of the Flood Task Group report, continues to meet on a quarterly basis to discuss all flood related matters. The Flood Risk Manager is also the current chair of the South West Flood Risk Managers Group, representing 16 LLFAs, which also meets quarterly to share best practice and consider priorities in line with national requirements.

Continued progress of the recommendations contained in the Task Group Report is detailed in Appendix II.

An ongoing concern is the resources available at District Council level and their ability to deliver a flood risk management or land drainage function. In many districts this is covered by one officer responsible for other tasks, potentially with a higher local priority. West Devon no longer has any responsible officers, but are supported by South Hams. Torridge are struggling for resource, both financial and staff, which has implications for the resolution of a current issue in Bideford.

7. Consultations/Representations/Technical Data

As previously reported the Devon Local Flood Risk Management Strategy underwent a thorough consultation with all of the RMAs and key stakeholders prior to publication, as did the Strategic Environmental Assessment (SEA) which supports the Strategy.

8. Financial Considerations

Funding for flood risk management activities is available through various local and national sources. The minor improvement works are generally carried out using local funds such as the Planning, Transportation and Environment Service Flood Risk Management budget, Local Levy and partnership funding with other RMAs or landowners/businesses. For major capital works funding is available through Defra's Flood Defence Grant in Aid 6 year Programme together with local funding opportunities previously mentioned as well as the Place Budget for Flood Prevention.

9. Sustainability Considerations

All options for flood improvement works will consider the effects to the environment and any social or economic impacts that may result. The SEA carried out to support the Local Flood Risk Management Strategy will ensure any actions pay due regard to the environment and where possible to provide enhancements.

Devon County Council's Flood Risk Management team continue to encourage sustainable drainage for all new development, through their role as statutory consultee to the Local Planning Authorities for 'major' developments with surface water implications.

10. Equality Considerations

The Equality Impact and Needs Assessments undertaken to support the Local Flood Risk Management Strategy, ensures the promotion of equality when delivering flood improvements and will be monitored regularly. All elements of the strategy will need to indicate what, if any, impact it has on equality.

11. Legal Considerations

All of the new legislative responsibilities under the Flood and Water Management Act are being adhered to by the County Council in its role as Lead Local Flood Authority.

12. Risk Management Considerations

As reported last year the main risk identified during the development and delivery of the Local Flood Risk Management Strategy and the outcome of the Scrutiny Task Group investigations is the ability of other RMAs to maintain a level of expertise to deliver land drainage and flood risk management functions. This continues to be an ongoing concern and with recent retirements and reorganisations at the district level this is becoming more apparent with many Districts having less than 1 FTE to deal with flood risk management.

This is a concern which is drawn to the attention of the Place Scrutiny Committee to consider whether they wish to liaise with any RMAs struggling to operate in a manner which is consistent with the national strategy and with due regard to the local strategy and guidance.

13. Conclusion

The Devon Local Flood Risk Management Strategy has now been in operation for over 2 years and continues to be referenced by all RMAs when considering flood risk management activities. This continues to provide clarity over the roles and responsibilities of all those involved in flood risk management and helps foster good relations between the RMAs and more importantly the general public.

The recommendations, as set out by the Scrutiny Task Group, were reported last year to have already been completed and it can be confirmed that relationships continue to be maintained between all of the RMAs to ensure collaborative working.

Dave Black
Head of Planning Transportation and Environment

Electoral Divisions: All

Cabinet Member for Highway Management and Flood Prevention: Councillor Stuart Hughes

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

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Reference
1. Pitt Report	June 2008	http://www.webarchive.org.uk/wayback/archive/20090115140349/http://archive.cabinetoffice.gov.uk/pittreview/thepittreview/final_report.html
2. Flood and Water Management Act	2010	http://www.legislation.gov.uk/ukpga/2010/29/pdfs/ukpga_20100029_en.pdf

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|----|--|-----------|---|
| 3. | Flood Risk Regulations | 1999 | http://www.legislation.gov.uk/ukxi/2009/3042/pdfs/ukxi_20093042_en.pdf |
| 4. | Devon Local Flood Risk Management Strategy | June 2014 | https://www.devon.gov.uk/floodriskstrategy |
| 5. | Communication Strategy | June 2014 | https://www.devon.gov.uk/floodriskstrategy |

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Glossary

DCC	Devon County Council
DEFRA	Department of Environment, Food and Rural Affairs
EA	Environment Agency
FDGiA	Flood Defence Grant in Aid
FTE	Full Time Equivalent
FWMA	Flood and Water Management Act 2010
LLFA	Lead Local Flood Authority
LPA	Local Planning Authority
PLP	Property Level Protection
PFRA	Preliminary Flood Risk Assessment
RFCC	Regional Flood and Coastal Committee
RMA	Risk Management Authority
SEA	Strategic Environmental Assessment
SuDS	Sustainable Drainage System
SWMP	Surface Water Management Plan
SWFWAG	South West Farming and Wildlife Advisory Group
SWRFCC	South West Regional Flood and Coastal Committee

Update on Flood Improvement Projects

Axminster – Advanced works have started on site including channel widening improvements downstream of the railway and the installation of a tree catcher upstream of the old culvert which is to be replaced. It is hoped that the main works will follow on through October to February with access to Network Rail land anticipated early November. The challenge of gaining approval with Network Rail continues and also the legal issue over title of the old culvert is still being determined. We are pursuing these in parallel and hope that a delay will not occur as a result.

Current estimates are exceeding those initially portrayed, due to 3rd party involvement over the professional checking of design calculations and track supervision works required by Network Rail. Also a percentage uplift by the term contractor considering the works to be bridge improvements rather than flood risk management. All of these are being challenged and it is hoped that they can be reduced significantly.

The overall scheme aims to reduce the risk of flooding to 161 properties and currently has a very high cost/benefit ratio of 26:1. Additional FDGiA may be required to cover the increased costs, which will be affordable within the partnership funding score.

Braunton – Following the recent flooding incident the preferred option has been determined. This will therefore be to include an improved gravity system to the River Caen, together with a modified package pumping arrangement to lift flood flows into the river at times of high flow in the river.

As the properties to be protected are all commercial there are no OM2 benefits from the scheme, i.e. the number of households moved out of any flood probability category to a lower category, however the location has a high frequency of flooding that not only causes damage to the shops in Caen Street it also causes severe disruption to the main highway network through the village and on to those locations to the west.

The FDGiA available to the scheme is very low compared to the overall cost of the works and therefore requires a high level of local contributions. A request was put to the SWRFCC Finance Sub-Group for additional Local Levy support on top of the already committed £30k but this was refused on the basis of the OM2 score, although would match fund any contributions from the local businesses. The scheme is to provide up to the 1 in 50 year standard of protection (SoP) and it has been suggested that if the businesses wish to increase their SoP by installing Property Level Protection (PLP) measures then they could do so at their expense and would be their contribution to a greater scheme. There is a potential shortfall of £220k so a report is being presented to Cabinet on 9 November 2016 to request that DCC fund this and ensure these essential works are delivered.

A contractor is being lined up to start construction early January 2017, subject to funding approval.

Stokeinteignhead – The delivery of Phase 2 improvement works has been delayed slightly due to the requirements of 12 month ground water monitoring. This is essential site investigation works for the construction of a large earth embankment/dam which will attenuate flows upstream. Construction is therefore programmed for late summer/autumn of 2018.

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Modbury – As previously reported, the design of the preferred option is well underway and a significant programme of works is being developed. It is anticipated that works will be programmed to commence 2017/18.

Uplyme – Minor improvement works reported previously are now complete. The development of the major improvements are being progressed and it is hoped, that with support through the Environment Agency, that works can be delivered early 2017.

East Budleigh – Further minor works to remove surface water ponding are being progressed for delivery over the next few months.

Ivybridge, Stibb Lane – The investigation/study being carried out by JBA is due to be completed in January. Scheme proposals will then be developed and it is anticipated that construction will take place during 2017/18 after the full environmental and economic assessments have been completed.

Property Level Protection (PLP) – A PLP scheme in Yealmpton, being delivered by DCC on behalf of the EA, is nearing completion. Products have been agreed with the property owners and will be provided during October/early November, as required.

DCC are working in partnership with Exeter City Council to deliver a package of PLP improvements in Exeter. These are to be part of the 2016/17 FDGiA allocation and DCC match funding so aim to be delivered before end of March 2017.

Action Taken in Response to the Recommendations of the Place Scrutiny Committee Flooding Task Group, as reported in November 2015 and updated where appropriate.

Recommendation 1: To ensure all the risk management authorities collectively signpost all those concerned with flooding effectively to the most relevant agency and best sources of advice and support on all aspects of flooding.

The Local Flood Risk Management Strategy clearly identifies the roles and responsibilities of each of the Risk Management Authorities and provides relevant contact information for each. All of the RMAs websites continue to be updated to provide appropriate information to those concerned and direct to the relevant authority. A number of leaflets have also been produced by DCC's Flood Risk Management including, 'Living with Water' and 'Managing Land to Reduce Flood Risk', which are available to hand out or download from the DCC website.

Recommendation 2: To establish robust working relationships with all the risk management authorities and the other key stakeholders by December 2014 and for the lead local flood authority to produce guidance on how key stakeholders can best engage with others.

The Devon Operational Drainage Group continues to be a successful forum for sharing of information and best practice and remains the key platform for maintaining and developing new working relationships. The Terms of Reference for the group clearly sets out the basis of the relationship between all of the RMA's and the benefits of partnership working and has recently been updated to include Environment Agency Cornwall which has some overlap into Devon.

Recommendation 3: To map all the available resources and expertise across all the risk management authorities in Devon by December 2014.

The skills matrix has been updated to reflect the available expertise across the RMAs, with the aim of opening up opportunities for shared resources and partnership working. This matrix has also been the basis of a national review through the ADEPT Flood and Water Management Group, which is just getting underway.

Recommendation 4: To develop a joint list of works to address flood risks across the risk management authorities in Devon, and prioritising these together by March 2015.

Defra's 6 year programme is now well established and projects are being developed in accordance with the funding allocations. Where possible these are developed in partnership with other RMAs to take account of the various sources of flooding and respective responsibilities of the RMAs.

Each RMA continues to develop a programme of flood improvement projects and shares this information either through the Devon Operational Drainage Group or specific meetings that are regularly set up between the relevant authorities. The relationships have developed such that opportunities for aligning projects and working in partnership are almost common practice.

Recommendation 5: To strengthen the Devon Operational Drainage Group as a forum involving all the risk management authorities and which coordinates the implementation of the Devon Local Flood Risk Management Strategy and related matters by September 2014.

The group continues to be well represented by members of all RMAs within Devon, including Torbay and Plymouth, and now with a representative from Cornwall Council, to ensure a

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consistent approach to collaborative working and Flood Risk Management is maintained across political boundaries.

Recommendation 6: To develop effective and accessible systems for the central collation and sharing of flood-related information between all risk management authorities by March 2015.

Localised events will be dealt with at District Level but once it is recognised that it is more widespread across Devon then the sharing of knowledge and resource becomes paramount. Currently the DCC Sharepoint platform is used to share information as the event unfolds. A number of test exercises have been carried out to ensure access to the system.

It is looking likely that a new system, known as SWIM, is to become available for all RMAs to use during an incident. This is a web-based programme which allows Members of the Public, Flood Wardens and Flood Risk Management Authorities to enter details about property flooding into one system. The platform can be used to aid multiple agencies in their combined response to flooding both during an event and after. Data collected by SWIM can be quickly analysed and reported on and can be used to help inform Flood Risk Management Strategy.

The system has been developed by Dorset County Council in partnership with the Environment Agency and was used in earnest during the recent Cumbria floods. Funding for its rollout is currently being reviewed by EA nationally and it is hoped will be in place for the coming winter period.

EES/16/2

Place Scrutiny Committee
15 November 2016

Connecting Devon and Somerset (CDS) Programme Update

Report of the Head of Economy, Enterprise and Skills

1. Update on Phase One

Connecting Devon and Somerset's contractor BT reported that a further 7,000 premises were connected to fibre broadband in Q2, July to September end. This brings the Total Homes Passed (THP) for phase 1 premises to around 317,000, of which 264,000 premises are capable of accessing superfast broadband. Further to this BT have assured the CDS Board that they are confident the programme will deliver the contracted level of superfast connections (circa 277,000) by the end of the deployment phase in December 2016.

BT are bringing new technologies and cabinets into the programme in these final few months as they connect remaining areas to the fibre network and maximise delivery from areas that have already received a connection. Over 100 new structures have gone through planning for the last quarter and BT are working hard to resolve any outstanding wayleaves and other issues so they can achieve their targets by the end of the year. 119 further cabinets are in various stages of build to be completed in the next few months as part of the programme which has so far delivered over 1,400 cabinets to date.

Commercial build has been reported as below what was planned and this is likely to impact on the achievement of the Government's 90% superfast target by the end of the year. Therefore while CDS expect to meet its obligations to deliver its own superfast target, the wider 90% commitment is at risk. The target is dependent on commercial delivery, and shortfall by commercial suppliers will result in this target being underachieved.

Take up of fibre service is almost at 28%, a 3% increase since the last quarter. This increase can in part be attributed to a CDS marketing campaign which included a mailout of leaflets to over 143,000 live addresses in the last quarter, as well as press coverage and further proactive marketing by CDS and its partners such as cabinet stickers to indicate availability of a service. In total 576 demand stimulation events have been held in local areas across Devon and Somerset since the start of the programme and a further 253 public engagements have been attended by CDS and its partners. The high levels of take up will return more funding to CDS through the Gainshare agreement in the BT contract allowing further future investment for superfast delivery.

CDS are considering commissioning an interim evaluation report to provide definitive data on the benefits brought by the broadband programme and its initial economic impacts. The report will include a survey on businesses and residents, economic modelling of the financial returns, socio-economic studies over time and the wider impact on businesses. The finding would then be used to inform future parts of the programme and evidence any further funding CDS wished to apply for.

2. Phase Two - Airband

Over the past few weeks, Airband Community Internet, the contracted fixed wireless supplier for Dartmoor and Exmoor National Parks, have made the CDS team aware of a number of unforeseen difficulties affecting the installation of critical masts across both Dartmoor and Exmoor. The issues encountered include delays with power connections and agreeing wayleaves and land deals.

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On Dartmoor a total of 33 masts have been built out of a target of 57. Of these 14 are live and a remaining 19 are ready to go live following the completion of 4 critical masts. In total around 1,000 premises can access a wireless service; however this figure could double by the end of the month once these critical masts are completed.

On Exmoor the build has picked up pace and a total of 32 masts have been completed out of a target of 53. Of these 2 are capable of offering a service and many of the remaining masts will go live following the completion of 2 critical masts. At this point we anticipate around 1,000 premises will be capable of receiving a wireless service.

The CDS team has requested a remedial plan from Airband and we are monitoring the situation closely. A verbal update will be provided to Scrutiny Members at the meeting.

A Ministerial visit is being planned at the end of November to view the build and see first-hand the challenges of rolling out this type of technology over protected landscapes. Some of the issues to be discussed include difficulties encountered with sharing masts between different operators.

Airband Community Internet have promised to install wireless broadband, free of charge, to village halls across the National Parks. To date 4 installations have taken place with a further 2 orders booked in. 4 further village hall sites are being surveyed to ascertain feasibility.

The CDS team is focusing marketing activity to increase take-up. To date around 900 premises have been mailed directly to inform residents and businesses that a wireless service is available in their area. At present take up is at around 5.5%.

3. Phase Two – New Procurement

The CDS partnership launched their tender for phase 2 outside the National Parks back in July following 12 months of dialogue and engagement with the broadband sector. With £39.5m public sector investment secured it is expected that there will be delivery of Next Generation Access broadband services (a minimum of 30 Mbps) and ultrafast broadband (speeds greater than 100 Mbps) to many tens of thousands more homes and businesses across Devon and Somerset in predominantly rural areas over the next phase. This will contribute significantly to meeting the government's targets for superfast broadband coverage.

The tender opportunity will seek as much Next Generation Access coverage as possible across 6 lots by the end of 2017. Suppliers will also be asked to ensure full service commencement by 2019.

The deadline for submissions has now passed and the CDS team can confirm a number of bids have been received covering all lots. It is anticipated that all evaluations will be completed by late November. The contract awards will take place in Mid-December at which point the CDS Board will announce the successful contractors.

4. Voucher Scheme

CDS has committed to ensuring that all businesses and residents can have access to at least 2 Mbps by end of 2016. To support this, the CDS team has set up its own Broadband Voucher Scheme which is live and processing applications.

Anyone within the CDS area that currently has a broadband speed of less than 2 Mbps can qualify for a voucher for £500 to go towards the installation cost of a new alternative broadband connection. Residents and businesses can choose their supplier from an

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approved list which includes satellite, wireless and fibre providers; and each solution will guarantee at least 10 Mbps download speed.

BDUK have confirmed that the CDS voucher scheme is the most successful in England with over 280 installations to date. 3400 applications for vouchers have been made with 2400 vouchers approved so far. Many recipients are looking to use the voucher to encourage suppliers to deliver for the whole village or community. The deadline for voucher applications is 30th November to ensure that there is sufficient time for installations to occur before the end of the financial year.

A verbal update will be provided at the November Scrutiny meeting.

Keri Denton
Head of Economy, Enterprise and Skills

Electoral Divisions: All

Cabinet Member for Economy, Growth and Cabinet Liaison for Exeter: Councillor Andrew Leadbetter

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

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Reference
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Nil

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