

## **Performance report on the progress of the Council's Strategic Priorities**

Report of the Head of Services for Communities

### **1. Summary**

This report outlines performance against the Council's Strategic priorities across the organisation within the remit of this committee for Quarter 4 (January to March) of 2014/15.

### **2. Introduction**

Performance management and scrutiny is essential to embed a culture of openness, learning and improvement within the organisation. This report outlines current performance against the Council's Strategic Vision, *Better Together* and outlines developments in place to improve and adapt our performance management and reporting arrangements to reflect the delivery of the Better Together vision.

### **3. Content**

This report provides an update on performance<sup>1</sup> against the five priority areas of *Better Together* alongside the key outcomes the Council is working towards for each priority. In addition, the report includes specific operational performance dashboards, an update on risks, and further information on future reporting developments.

### **4. Performance against the Better Together Vision**

The Operational Quarterly Report at **Appendix A** outlines performance against key projects under the five key Better Together priorities: Resilient, Healthy, Prosperous, Connected and Safe. The report shows an overall project status (alongside a RAG (red, amber, green) rating status marker), progress against the project milestones, and some narrative reporting from responsible officers.

The report outlines most areas as Green, i.e. on track/on target, with two projects now completed. Five areas within the report are identified as Amber and one Red.

Appendix A will be updated on a quarterly basis - updates will be available in January, April, July and October of each year.

### **5. Risk Management**

All risks recorded in the Corporate Risk Register falling under the remit of the Place Leadership Team are shown in **Appendix B**. The risks are assessed at least every six months. Appendix B includes:

- risk status;
- an explanation of the impact of the risk if realised;
- details of the mitigating actions in place to manage the risk, with a status (RAG rating) marker showing progress on each action.

---

<sup>1</sup> Projects agreed at Place Scrutiny on 19 November 2014.

Corporate Leadership Team have recently reviewed the Corporate Risk Register as part of their regular business and have added a range of new strategic risks to be developed and assessed over the coming weeks. These will be available in the coming weeks and will be available for review by the committee at its next meeting.

## **6. Developing new performance arrangements**

Members will be aware of developments around performance reporting in the previous committee. In particular, further developments around the visual presentation of data to help support the figures themselves.

### **6.1. Community Lens**

As part of exploring a new approach to performance and how information is shared and presented to different audiences we have developed a series of products to see performance through a community lens - **Appendix C**.

This work is based on a set of measures which have been developed around the five Better Together themes, to help illustrate a picture of community resilience. The measures have been selected based on their appropriateness, usefulness and availability at a community level.

### **6.2. Dashboards**

Dashboard views are still under development; current versions continue to be updated and improved using feedback from the committee and from the owners of the projects and data concerned. Place-based services prototype dashboards now exist for Highways and Connecting Devon and Somerset project (Broadband) - see **Appendices D and E**. A new template is being developed for Waste services in the near future.

## **7. Recommendations**

The Committee is asked to:-

- Review the information provided in the report;
- Consider including items for greater scrutiny in the Forward Plan.

John Smith  
Head of Services for Communities

### **Appendices**

Appendix A: Better Together Operational Quarterly Report

Appendix B: Place Risk Report

Appendix C: Community Lens

Appendix D: Highways Dashboard

Appendix E: Connecting Devon & Somerset (Broadband) Dashboard

### **Electoral Divisions: All**

Cabinet Member for Performance and Engagement: Councillor Barry Parsons

*Strategic Director, Place: Heather Barnes*

Local Government Act 1972: List of Background Papers

Contact for enquiries: Simon Kitchen

Room No. County Hall, Exeter. EX2 4QD

Tel No: (01392) 383000

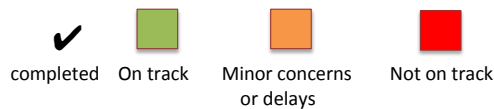
Background Paper	Date	File Reference
------------------	------	----------------







Nil




sk030615psc Performance  
hk 02 080614

# Better Together operational quarterly report







## Key:


















<b>Resilient</b>				Responsible Officers
<b>1.1 More services will be run locally in the way that people want</b>				
	BT 1.1a Locality Leads	Senior officers supporting community capacity and development in a number of Devon towns	Locality Leads now established in 12 Market Towns. Delivering Differently programme (activity sponsored by the Cabinet Office) has supported work and learning in this area.	Simon Kitchen
	BT 1.1b Statement of Communities Interest	Development of a prioritised programme of proposals submitted to DCC by voluntary and community groups for youth provision	<u>Project complete. See press release at <a href="http://www.devonnewscentre.info/youth-centres-continue-under-new-ownership">www.devonnewscentre.info/youth-centres-continue-under-new-ownership</a></u>	Roland Pyle
	BT 1.1c Community pilot libraries	Supporting up to ten pilots	Since the commencement of the Community Pilot project in January 2015 all 13 pilots have made significant progress and 4 are almost at completion. Due to the complexities of some of the projects it is expected that each will be at different stages throughout the pilot year.	Andrew Davey
<b>1.2 Communities will have greater influence and control</b>				
	BT 1.2a Neighbourhood Planning Guidance	Produce guidance for communities in Devon looking to produce a Neighbourhood Plan	Completed. Guidance has been written and is now available on the planning page of the DCC website for use by the community in preparing Neighbourhood Plans.	George Marshall
	BT 1.2b Local Liaison Groups	Continuing engagement with the community at existing significant operational waste and minerals site	The County Council continues to facilitate liaison groups for several operational minerals and waste sites.	Andy Hill / Mike Deaton
<b>1.3 Devon will be well prepared for emergencies such as flooding</b>				
	BT 1.3a Devon Local Flood Risk Management Strategy	Work with Risk Management Authorities to deliver the local strategy and reduce the risk of flooding to communities in Devon	The Local Flood Risk Management Strategy for Devon has been well received by all Risk Management Authorities (RMAs) within Devon and good relationships are being developed; in particular through the Devon Operational Drainage Group where all RMAs are represented at the quarterly meetings. Opportunities for partnership working are ongoing and have assisted in the delivery of a number of schemes from the 2014/15 Flood Risk Management Plan. As a result of the works so far delivered in 2014/15 by Devon County Council and in some cases through partnership working with RMAs and key stakeholders such as parish councils, up to 150 properties have been provided with increased flood defences, reducing the risk of further internal flooding. Other flood resilience works through initiatives such as the Defra funded Flood Resilience Community Pathfinder Project have provided increased benefit and flood resilience to many hundreds of properties in up to 20 communities.	Martin Hutchings
<b>Healthy</b>				
<b>2.1 Children will have the best possible start in life and be ready for school</b>				
	BT 2.1a District Councils' Local Plans	Ensuring Children's Centres and early years education provision are included	Ongoing. The planning team continues to work with internal colleagues and District Council partners to ensure that any requirements for Children's Centres and early years education are referenced appropriately in Local Plans. This requires significant liaison between the strategic planning and pupil place planning teams.	George Marshall
<b>2.2 More people will enjoy good health and avoid preventable illness</b>				
	BT 2.2a Low Emission Zone Strategy	Developing jointly with Exeter City Council	DCC supported Exeter City Council steering group from June 2014 to develop a Low Emissions Strategy for Exeter. The draft LES strategy was open to consultation in Dec 2014. Draft Strategy finalised 20 <sup>th</sup> Feb 2015 for approval by Exeter City Council committee in March 2015. Strategy to be implemented and monitored over the period 2015-2018.	James Anstee
	BT 2.2b District Councils' Local Plans	Ensuring sustainable transport measures are included	The planning team continues to work with internal colleagues and District Council partners to ensure that requirements for sustainable transport provision are referenced appropriately in Local Plans. There is also a significant programme of masterminding covering developments in various parts of the county which is considering more detailed elements of scheme delivery. This requires significant liaison between the strategic planning and transport teams.	George Marshall
<b>2.3 More people will lead happy and active lives</b>				
	BT 2.3a Cycling Strategy	Implementation (including Tarka Trail, Wray Valley, Exe Estuary and Drake's Trail)	Draft now complete - the strategy has been to Place Scrutiny and is now going to Cabinet in Spring 2015.	Liz Holloway
	BT 2.3b Project Partnership with the South West Coast Path Association	Includes the Business Development Partnership with the South West Coast Path Association, where DCC assists with the development of the Association, its fundraising and how this works together with our Coast Path Team. Also includes reinstating storm-damaged section of the path.	Work going well. Team worked with SWCPA to secure £1m from Coastal Communities Fund which is accelerating the programme.	Mark Owen

	BT 2.3c Explore Devon website	Provides the opportunity to access Devon's natural environment through promoting strategic walking and cycling routes in Devon.	Website launched June 2014 with associated promotional activity. Ongoing specific PR related particularly to encouraging healthy outdoor family activity related to Devon's environment.	Lesley Garlick
	BT 2.3d Bikeability	Free cycle proficiency courses in schools and free courses for adults. For 2014/15 there is funding for 2000 children to Level 1, for 7500 children to Level 2 and 350 adults per annum (subject to ongoing DfT grant).	Around 7000 children trained/booked (Bikeability) = £280,000 and around 250 adults trained/booked = £10,000 in 2014/15 financial year. No risk as Bikeability is paid by DfT on pay-per-delivery basis.	Colin Savage
	BT 2.3e Teign Estuary Trail	Develop proposals.	For the section from Kingsteignton to Bishopsteignton target to submit a planning application in summer 2015. Work is underway on preliminary designs and discussions with relevant landowners. As a follow up to an earlier meeting with the primary landowner, an accompanied site visit has been arranged to review the preliminary design. Further discussions with the Environment Agency and County Planners are ongoing. Exploring route options for Bishopsteignton to Teignmouth town Centre and on to Dawlish. Discussions are ongoing with Associated British Ports for alternative route avoiding the main part of the docks, while routes between Dawlish and Teignmouth have been investigated in more detail and topographic surveys are being organised. Funding sources for implementation yet to be identified.	Liz Holloway

## Prosperous


<b>3.1 More young people will lead fulfilling and productive lives</b>				
	BT 3.1a Employability and Skills Action Plan	Employability and skills action plan - includes upskilling the workforce to improve average wages	Skills research contract has been commissioned to SERIO and is delivering on targets with annual survey and report completed. We have supported two career events for young people - Big Bang Fair South West (26th June 2014) and Have A Go Skills Show (22nd October 2014). We continue to raise the profile of apprenticeships, graduate retention etc. through ongoing PR activities, stakeholder briefings, press releases and viewpoint pieces.	Rosie Bates / Jamie Evans
	BT 3.1b District Councils' Local Plans	Ensure provision of sufficient school places included	Ongoing. The planning team continues to work with internal colleagues and District Council partners to ensure that requirements for education provision are referenced appropriately in Local Plans. There is also a significant programme of masterminding covering developments in various parts of the county which is considering more detailed elements of school delivery. This requires significant liaison between the strategic planning and pupil place planning teams.	George Marshall
<b>3.2 More people will find employment, including those furthest from work</b>				
	BT 3.2a Growth Point	Growth Point, including Exeter Science Park	All on track.	Peter Quincey / Melanie Sealey
	BT 3.2b Facilitating appropriate work space and facilities	e.g. Devon Work Hubs network, strategic employment sites, RGN, attracting new investment and indigenous growth in rural locations.	The Devon Work Hubs network is in place, and a promotion and marketing campaign is underway to encourage further uptake of services. New workspace is being developed through the Rural Growth Network with, for example, modern office accommodation being completed at webbers Way, Dartington in Summer 2015.	Steve Turner / Peter Quincey
	BT 3.2c Working in partnership to ensure the provision of appropriate business support services	Includes providing support and resources from the Business Hub and Fab Lab at Exeter Library.	Business support provision via a series of contracts funded through a mix of DCC and external funding, providing initial diagnostic and brokerage, and specialist support to encourage women-led enterprise, food and drink manufacturing and innovation across the county. Innovation is also being through Fab Lab Devon with new outreach sessions in communities across the county, schools and businesses.	Steve Turner
<b>3.3 There will be more new jobs and business start ups, particularly in key knowledge sectors</b>				
	BT 3.3a Heart of the South West LEP Growth Deal - Transport	Delivery of schemes: Bridge Road (Exeter), A382 upgrades, A38 Deep Lane Sherford access, Newcourt Junction (Exeter), Heywood Road (Bideford), Roundswell Roundabout (Barnstaple) and Marsh Barton Station.	<p>The schemes below are a mix of Growth Deal 1 and Growth Deal 2 schemes, which are funded over several years.</p> <p>Growth Deal 1 Major Schemes (i.e. &gt;£5m)</p> <ul style="list-style-type: none"> <li>• Bridge Road, Exeter</li> </ul> <p>Detailed design was completed in March 2015 with tenders issued at end of April. The award of the contract is expected in November 2015, subject to resolution of Compulsory Purchase Orders, Final Business Case approval and confirmation of funding from the Local Enterprise Partnership. Start date anticipated in January 2016 and completion by Winter 2017. Key risks: resolution of Network Rail CPO objection. Late start may impact on Growth Deal spend in 2015/16.</p> <ul style="list-style-type: none"> <li>• Marsh Barton Station</li> </ul> <p>Timetabling work has been signed off and planning secured. Award of the contract is expected in September 2015, subject to Final Business Case approval and confirmation of funding from the Local Enterprise Partnership. Start date anticipated in December 2015 and completion in Spring 2016. Key risk: construction on mainline and disruption to rail services resulting in escalation of costs</p> <ul style="list-style-type: none"> <li>• A382 widening</li> </ul> <p>Consultation complete. Design is ongoing. Planning still required and funding not yet fully secured. Business case development ongoing. Key issues: planning and environmental issues</p> <p>Growth Deal 2 Major Schemes</p> <ul style="list-style-type: none"> <li>• Tiverton EUE</li> </ul> <p>Junction approved by Mid Devon Planning Committee. Detailed design due</p>	Jamie Hulland

	BT 3.3b Bids	Continue to make bids for key transport infrastructure schemes required to support employment growth.	Funding bids for key transport infrastructure are made through opportunistic one-off sources as they arise and ongoing structured programmes such as the Growth Deal. The authority has secured approx. £2m of funding for cycle schemes from the Government within the last month. Over £20m has also been secured for a number of transport schemes from the two first stages of the Growth Deal process in the last seven months. Work is underway to prepare scheme proposals for the next Growth Deal stages from later in 2015. A substantial bid of over £40m has recently been made for Highways Maintenance Challenge Funding which includes a number of enhancement schemes.	Andrew Ardley
	BT 3.3c LEP area GPF Fund - other	Includes skills and employment space	<ol style="list-style-type: none"> <li>1. DC Homes - Following an update to the May SIP, final details on one element of match funding are awaited. Planning conditions received from Sedgemoor DC.</li> <li>2. Science Park Centre The building has achieved practical completion and is in use for selected activities. The building will be fully open in June. The majority of the £4.55m loan has now been claimed, with the final claim due. Science Park Company have made a request to HotSW LEP to change the match funding structure for the project - swapping shareholder funds to shareholder loans – and this is under appraisal by TDA.</li> <li>3. Millfields - The project has achieved practical completion and received their total loan. Repayments commenced with a March 2015 payment, at minimum capital reimbursement as per their loan agreement. The interest payments are behind this, rolled into their outstanding balance.</li> <li>4. Ocean Studios The build is nearing completion. There is a meeting planned in June between the LEP, Plymouth CC and Ocean Studios to view the completed site and assess progress on revenue generation/business plan.</li> <li>5. Concise Homes The housing development continues to progress well and sales are in accordance with business plan projections. Repayments are being made as sales are completed and this is ahead of the minimum reimbursement schedule in the legal agreement.</li> <li>6. Plymouth City Deal - No update. EOI expected in near future, followed by a business case.</li> <li>7. Connecting Devon and Somerset - A grant has been formally committed by the LEP and the project team is working on developing the full business case. Funding agreement development is now also underway.</li> </ol>	Melanie Sealey / Peter Quincey
	BT 3.3d EU and External Funding	EU and external funding	Devon County Council has participated in joint working across the Heart of the South West area to agree the EU structural Investment Funds Strategy which is now in place. The team continues to monitor policy at an EU level and offer advice on which relevant funds to bid for.	Sofie Francis
	BT 3.3e Campaigns	Including the Devon Delivers inward investment campaign	The Digital marketing campaign is delivering well with targets on track and the Invest Devon website has been revamped. Focus is now on developing an ambassadors programme and business engagement. Marketing and PR have included: Devon Deliver leaflet, Ambassadors postcard, Relocation Pack, Devon Delivers branded taxi campaign in central London, and an advertising package with Exeter Chiefs (Sandy Park). Recently as part of the inward investment programme we have assisted a company in the relocation from Essex to Dartmouth.	Jamie Evans
<b>3.4 New ways of providing services at lower cost will flourish</b>				
	BT 3.4a Voluntary and Community Sector	Supporting Devon Council for Voluntary Service and the Community Council of Devon to provide advice and guidance to voluntary organisations	Funding agreements for 2015/16 being finalised with Devon Communities Together and with Devon Councils for Voluntary Service.	Roland Pyle
<b>3.5 A great deal of money will be saved and Devon's energy needs will be reduced</b>				
	BT 3.5a Energy Policy and Strategy	Achievement of the targets that commit the authority to reduce its own organisational energy consumption and carbon emissions from buildings and transport by at least 15% from 2010/11 levels by 2020, together with providing 15% of remaining energy consumption from renewable sources	The Environmental Performance Board is reviewing the Energy Strategy. This review is considering recommendations made by Place Scrutiny. The review is likely to be completed during the summer and considered by Cabinet in September. The authority's Energy Policy continues to be implemented alongside the review of the strategic approach.	Doug Eltham
	BT 3.5b Community energy grant fund and training	Ensure the distribution of the £45,000 fund administered by RegenSW to communities who can apply for up to £5000 each towards preparing a bid for the investigation and business case for renewable energy projects.	All grant money has been awarded to eight community energy groups - 361 Energy (Bideford), Greener Teign, Exeter Community Energy, Transition Newton Abbot, Peter Tavy Community Hydro, Tamar Energy Community, SID Energy (Sidmouth), Newton and Noss Environment Group – and five training workshops have been run on issues of joint concern (community engagement, legal structures, launching a community share offer, business planning, and competitive tendering). Twenty – thirty people have attended each event. Feedback from the events has been excellent.	Doug Eltham
	BT 3.5c Devon Waste Plan	Implementation of the plan to ensure the application of the Waste hierarchy.	The Waste Plan was adopted by the County Council in December 2014, and will be monitored annually. It is too early to judge whether its policies are achieving the Plan's objective of moving waste management up the waste hierarchy.	Andy Hill
	BT 3.5d SPD to accompany the Devon Waste Plan	Publication of the Supplementary Planning Document (SPD) that will provide District Councils and developers with guidance to ensure the prevention of waste.	Following adoption of the Waste Plan, a scoping consultation waste was held in January/February 2015 prior to subsequent consultation on a draft SPD and anticipated adoption in Summer 2015.	Andy Hill
	BT 3.5e Plymouth EfW plant	Deliver Plymouth EfW plant 2014/15	The EfW facility is now in hot commissioning and started accepting residual waste from Teignbridge, South Hams and West Devon District Councils on 30th April 2015 thereby diverting this waste from landfill. The plant is expected to become fully operational in July 2015.	Wendy Barratt



	BT 3.5f Devon Waste Partnership cluster	Deliver Devon Waste Partnership Cluster 2015/20	This is on hold until after the elections due to East Devon pulling out of the cluster (Devon, East Devon, Exeter, Teignbridge) that was proposed. We are continuing to look for ways of working in partnership in the meantime.	Wendy Barratt
	BT 3.5g Ivybridge Recycling Centre	Deliver Ivybridge Recycling Centre 2015/16	No award has been made following the receipt of a limited number of tenders. Options are being reviewed to re-procure the contract and this is likely to delay start of construction on site.	Wendy Barratt
	BT 3.5h North Devon residual waste tender	Let North Devon residual waste tender 2017	The contract was tendered but not let due to its unaffordability. Alternative solutions are being sought.	Wendy Barratt
	BT 3.5i Behavioural change	Increase impact of behavioural change work	Successful campaigns are being implemented and further are planned for 2015/16. Budget pressures are such that the future activities are under threat	Wendy Barratt
	BT 3.5j HNDU funded project to progress set up of an ESCO for Exeter-SW/Central schemes	Delivery of HNDU funded project to progress set up of an ESCO for Exeter - SW/Central schemes	Second tranche of HNDU funding received and individual business cases for 6 public sector partners in development, for completion during June 2015. This will enable Cabinet/Board approvals as appropriate, with a view to procurement for a private sector partner commencing Autumn 2015.	Melanie Sealey

## Connected

<b>4.1 Communities will be more cohesive and inclusive</b>				
	BT 4.1a Town and Parish Fund	Supporting collaboration between town and parish councils to meet local needs and priorities	<a href="http://www.devonnewscentre.info/community-projects-in-Devon-tap-into-funding">See press release at www.devonnewscentre.info/community-projects-in-Devon-tap-into-funding</a>	Roland Pyle
	BT 4.1b members' Locality Budget and Investing in Devon Capital Fund	Enabling DCC Members to support local projects	Ongoing. Councillors may only initiate the allocation of any monies from 2014/15 locality budgets and/or IID allocations (or any allocation likely to be carried forward into 2015/16) under the normal arrangements by no later than 12 March 2015; and any unspent carry-forwards or new funds allocated for 2015/16 may not be used until after the District/General Elections on 7 May 2015.	Roland Pyle
<b>4.2 People will be able to get about the county to meet their basic needs</b>				
	BT 4.2a Major Road Schemes	Completion of the following: Kingskerswell Bypass, Tiverton Eastern Urban Extension, Titebarn Link Road, Bridge Road.	Kingskerswell Bypass – main works on course for completion in December 2015. Current outturn is on budget. Titebarn Link Road, Exeter – scheme due for completion in end of June 2015 and will be opened in early July 2015, following completion of the complementary Science Park Drive works. Key risk: Judicial Review hearing outcome in respect of the Traffic Regulation Order in June 2015 Tiverton EUE – have covered this under 3.3a	Jamie Hulland
	BT 4.2b Devon Metro continuation	Developing new stations at Cranbrook, Newcourt and Marsh Barton; and in the long term, the reinstatement of the Tavistock Railway.	Detailed design continuing for Marsh Barton station and the Tavistock extension whilst Cranbrook and Newcourt stations are currently under construction albeit with delays.	Lewis Ward
	BT 4.2c Transport Infrastructure Plan	Implementation to continue forward planning of infrastructure delivery	Transport Infrastructure Plan and Cycling and Multi-Use Trail Network Strategy approved by Cabinet in April 2015. This document sets out infrastructure priorities to 2030. Design work is ongoing in 2015/16 on the following schemes to develop the next round of Growth Deal schemes: <ul style="list-style-type: none"> <li>• Park and Ride in vicinity of A30/A377 interchange, Exeter</li> <li>• Tavistock – Plymouth reopening of railway</li> <li>• Dinan Way extension, Exmouth</li> <li>• Exeter Cycle Routes (Monkerton, Newcourt and Pinhoe to city centre)</li> <li>• A382-A383 Houghton Barton Link Road, Newton Abbot</li> <li>• Rural Cycle Routes (completion of Wray Valley Trail, Tarka Trail, Ruby Way etc)</li> <li>• Feasibility design for North Devon Link Road and A303 strategic road schemes</li> <li>• Exeter - Honiton – Waterloo mainline passing loop study work</li> </ul>	Nicola McIntyre
	BT 4.2d District Councils' Local Plans	Ensuring sustainable transport measures are included	Ongoing. The planning team continues to work with internal colleagues and District Council partners to ensure that requirements for sustainable transport provision are referenced appropriately in Local Plans. There is also a significant programme of masterminding covering developments in various parts of the county which is considering more detailed elements of scheme delivery. This requires significant liaison between the strategic planning and transport teams.	George Marshall
<b>4.3 Businesses will be able to grow and people will benefit from digital opportunities</b>				
	BT 4.3a Connecting Devon and Somerset broadband project	At least 90% premises access superfast broadband by end 2016; with an ambition to reach a 100% by 2020. (this includes CDS and commercial delivery) AND Improve 4G mobile phone coverage	461 cabinets are now fibre enabled with over 88,700 premises now able to access superfast (24Mbps+) broadband - the programme being on target to achieve its 90% target by the end of 2016. In addition the programme has secured an additional ~£45 million for extending superfast coverage to 95% of premises by the end of 2017. The invitation to tender for this programme extension was launched on the 23 <sup>rd</sup> of February 2015	Edward Cross
	BT 4.3b Commission wifi in all community library pilots	Commission wifi in all community library pilots by 2016	Quotations requested from preferred suppliers. Risk of increased demand on library broadband connections under investigation.	Andrew Davey
<b>4.4 Connection to and respect for Devon's environment and heritage will be improved</b>				
	BT 2.3a Cycling Strategy	Implementation (including Tarka Trail, Wray Valley, Exe Estuary and Drake's Trail)	Draft now complete - the strategy has been to Place Scrutiny and is now going to Cabinet in spring 2015.	Liz Holloway

	BT 4.4a Seaton Jurassic	Aims to improve interpretation of, and education facilities, in the Jurassic Coast and other elements of the natural and cultural environment of the area including the Axe Wetlands, and the Axmouth-Lyme Regis Undercliffs National Nature Reserve through the provision of a new visitor centre. Access will be provided through enhancements to the South West Coast Path and development of the Stop Line Way multi-use trail.	Construction of visitor centre building started autumn 2014. Due to technical problems, there is a slight delay to the original programme which has resulted in the decision to have full high profile opening of the complete project next Easter 2016, as there is no viable business case to open post school holidays. Improved access via SWCP and Stop Line Way progressing, with work on SLW programmed to start in Summer 2015.	Lesley Garlick
--	-------------------------	---	---	----------------

## Safe

<b>5.4 Fewer people will be victims of crime, including domestic violence</b>				
	BT 5.4a Community Safety Partnerships and Crime Commissioner	Working with partners to meet and address priorities in relation to community safety.	Overall crime figures continue to fall in line with the long term trend. DV figures have risen but it is not known whether this is a response to the strategy to increase reporting, or if DV has risen. New areas of concern are developing in under-reported crimes such as 'cyber' crime, and child abuse including child sexual exploitation.	Nicola Channon
<b>5.5 Accidents, injuries and deaths will be kept as low as possible.</b>				
	BT 5.5a Road Safety and Road Maintenance	Working with partners to address priorities in relation to road safety	All key road casualty reduction initiatives are planned, funded and delivered on a partnership basis. Principal partners comprise Devon and Cornwall Police, Devon and Somerset Fire and Rescue Service *DSFRS), Plymouth, Torbay and Cornwall councils; Highways England, and a range of emergency services and proprietary road safety partnerships established to drive the larger projects. The latter includes the Peninsula Road Safety Partnership which manages our network of safety cameras; the Live-2-Learn partnership and the Honest Truth Partnership. DSFRS also embed a fire officer working full time on road safety with the Devon team. Partnerships also extend to communities - for example Speedwatch which empowers residents to monitor and tackle local speeding issues, and charities, social firms and special interest groups where there are shared interests in improved road user safety. We also have well established academic partnerships with Plymouth University - the collaboration comprising academic study opportunities offered by Devon road safety and research services offered by the university to monitor and evaluate the effectiveness of our projects. Progress on casualty reduction is published annually and Devon acts as the lead partner in determining long term strategic priorities. We then work with our partners to decide annual operational plans for projects designed to influence road user behaviour.	Jeremy Phillips





## Place Leadership Team Risk Overview Report

Report for AY 2014-15

Filtered by Flag: Include: Place Leadership Team Risk Register  
Exclude: Archive

### Key to Performance Status:

Mitigating Control:	<b>Review overdue</b>	<b>Red</b>	<b>Amber</b>	<b>Green</b>	<b>Completed</b>
Risks:	<b>Review overdue (0+)</b>	<b>Very high (21+)</b>	<b>High (13+)</b>	<b>Medium (10+)</b>	<b>Low (1+)</b>

Risk Code and Status	Scope of risk	Current Position, Action being taken, and Accountable Officer										
<p><b>Risk Code: TCS 1</b> <b>CRR</b></p> <p>Inherent Status: Very high (24) Current Status: Very high (24)</p> <p>Last Review Date: 05/03/2015</p>	<p><b>Public Transport Support Budget</b></p> <p>Additional Cost/ budget pressure due to: (a) withdrawal of commercial services, requiring DCC to respond to fill gaps in the bus network thorough additional support for services. (b) Risk of higher tender prices, given a prolonged period of lower tender prices. (c) funding reductions resulting in significant cuts in bus services. Refer to Cabinet report 10 June 2015</p>	<p>Risk Owner: Damien Jones Accountable Officer: John Smith Mitigating Control:</p> <table border="1"> <tr> <td data-bbox="1337 336 1429 440">Red</td> <td data-bbox="1429 336 2154 440">Operational, policy and administrative efficiencies</td> </tr> <tr> <td data-bbox="1337 440 1429 544">Red</td> <td data-bbox="1429 440 2154 544">Operational, policy and administrative efficiencies</td> </tr> </table>	Red	Operational, policy and administrative efficiencies	Red	Operational, policy and administrative efficiencies						
Red	Operational, policy and administrative efficiencies											
Red	Operational, policy and administrative efficiencies											
<p><b>Risk Code: HTM 3</b> <b>CRR</b></p> <p>Inherent Status: Very high (24) Current Status: Very high (24)</p> <p>Last Review Date: 10/03/2015</p>	<p><b>Lack of capacity or capability to effectively respond to Extreme weather events</b></p> <p>Flooding and structural damage to the highway affecting citizens and property</p>	<p>Risk Owner: Joe Deasy Accountable Officer: David Whitton Mitigating Control:</p> <table border="1"> <tr> <td data-bbox="1337 815 1429 871">Green</td> <td data-bbox="1429 815 2154 871">Asset Management</td> </tr> <tr> <td data-bbox="1337 871 1429 927">Green</td> <td data-bbox="1429 871 2154 927">Delivery of Planned works</td> </tr> <tr> <td data-bbox="1337 927 1429 983">Green</td> <td data-bbox="1429 927 2154 983">Highway Monitoring</td> </tr> <tr> <td data-bbox="1337 983 1429 1038">Green</td> <td data-bbox="1429 983 2154 1038">Preparedness</td> </tr> <tr> <td data-bbox="1337 1038 1429 1094">Green</td> <td data-bbox="1429 1038 2154 1094">Winter Service and Emergency Plan</td> </tr> </table>	Green	Asset Management	Green	Delivery of Planned works	Green	Highway Monitoring	Green	Preparedness	Green	Winter Service and Emergency Plan
Green	Asset Management											
Green	Delivery of Planned works											
Green	Highway Monitoring											
Green	Preparedness											
Green	Winter Service and Emergency Plan											
<p><b>Risk Code: HTM 2</b> <b>CRR</b></p> <p>Inherent Status: Very high (24) Current Status: Very high (24)</p> <p>Last Review Date: 10/03/2015</p>	<p><b>Lack of capacity or capability to respond effectively to highway safety related issues</b></p> <p>Potential for fatal and severe accidents to citizens due to lack of effective and timely repair or replacement of highway assets. This could be brought about by deteriorating highway condition, inability to meet policy level of service, inadequate procedures or poor</p>	<p>Risk Owner: Joe Deasy Accountable Officer: David Whitton Mitigating Control:</p> <table border="1"> <tr> <td data-bbox="1337 1270 1429 1326">Green</td> <td data-bbox="1429 1270 2154 1326">Highway Monitoring</td> </tr> <tr> <td data-bbox="1337 1326 1429 1382">Green</td> <td data-bbox="1429 1326 2154 1382">Programme flexibility</td> </tr> <tr> <td data-bbox="1337 1382 1429 1437">Amber</td> <td data-bbox="1429 1382 2154 1437">Safety repairs</td> </tr> </table>	Green	Highway Monitoring	Green	Programme flexibility	Amber	Safety repairs				
Green	Highway Monitoring											
Green	Programme flexibility											
Amber	Safety repairs											

	staff/contract performance.	
<p><b>Risk Code: ENP 1</b></p> <p>Inherent Status: Very high (30)</p> <p>Current Status: High (20)</p> <p>Last Review Date: 05/01/2015</p>	<p><b>Rising Energy Costs</b></p> <p>Cumulatively, over the period to 2020/21, a further £55m will be required to pay DCC's energy costs on top of the existing £18m per annum. The annual energy costs in 2020/21 are forecast to be £28m. This represents an average annual increase over the period to 2020/21 of £7m. The set of mitigating measures, if implemented in full, will reduce the energy costs in 2020/21 to £24m, meaning that a cost increase of £6m is still inevitable.</p>	<p>Risk Owner: Ian Bateman</p> <p>Accountable Officer: David Whitton</p> <p>Mitigating Control:</p> <p>Amber Energy Strategy - managed by Environmental Performance Board</p>
<p><b>Risk Code: SPOC 15 CRR</b></p> <p>Inherent Status: High (20)</p> <p>Current Status: High (16)</p> <p>Last Review Date: 19/01/2015</p>	<p><b>Failure to prevent discriminatory practice/adhere to the Equality Act &amp; Public Sector Equality Duty</b></p> <p>Ensuring the Council gives due regard to the need to eliminate discrimination (end prohibited conduct), advance equality and foster good relations as required by the Public Sector Equality Duty (Equality Act 2010).</p>	<p>Risk Owner: Jo Hooper</p> <p>Accountable Officer: Roland Pyle</p> <p>Mitigating Control:</p> <p>Green (Equality) Impact Assessment</p> <p>Green Communications Toolkit</p> <p>Amber Customer diversity monitoring</p> <p>Green Discriminatory Incident Reporting</p> <p>Amber Equality Framework for Local Government</p> <p>Green Equality Objectives (Fair for all Programme)</p> <p>Green Equality Policy</p> <p>Green Equality Reference Group</p> <p>Green Equality Standards in Procurement</p> <p>Green Equality Training and Competencies</p>

		<table border="1"> <tr><td>Green</td><td>Hate Crime Prevention</td></tr> <tr><td>Green</td><td>Impact Assessment Performance Measures</td></tr> <tr><td>Green</td><td>Information (Evidence base)</td></tr> <tr><td>Green</td><td>Learning from Judicial Review Project - implementing the recommendations</td></tr> <tr><td>Green</td><td>Staff Surveys</td></tr> <tr><td>Green</td><td>Sufficient allocation of staff with responsibility for equality/impact assessment</td></tr> <tr><td>Amber</td><td>Supporting employment policies</td></tr> <tr><td>Green</td><td>Workforce diversity data</td></tr> </table>	Green	Hate Crime Prevention	Green	Impact Assessment Performance Measures	Green	Information (Evidence base)	Green	Learning from Judicial Review Project - implementing the recommendations	Green	Staff Surveys	Green	Sufficient allocation of staff with responsibility for equality/impact assessment	Amber	Supporting employment policies	Green	Workforce diversity data
Green	Hate Crime Prevention																	
Green	Impact Assessment Performance Measures																	
Green	Information (Evidence base)																	
Green	Learning from Judicial Review Project - implementing the recommendations																	
Green	Staff Surveys																	
Green	Sufficient allocation of staff with responsibility for equality/impact assessment																	
Amber	Supporting employment policies																	
Green	Workforce diversity data																	
<p><b>Risk Code: TS 1</b></p> <p>Inherent Status: High (16)</p> <p>Current Status: High (16)</p> <p>Last Review Date: 07/04/2015</p>	<p><b><u>Animal Health Disease Control</u></b></p> <p>Additional costs and manpower requirements to respond to exotic animal disease spreading in the Devon and Somerset Communities</p>	<p>Risk Owner: Dolores Riordan</p> <p>Accountable Officer: Paul Thomas</p> <p>Mitigating Control:</p> <table border="1"> <tr><td>Green</td><td>Contingency Plans &amp; trained staff available via an emergency cascade system</td></tr> <tr><td>Green</td><td>Contingency Plans &amp; trained staff available via an emergency cascade system.</td></tr> </table>	Green	Contingency Plans & trained staff available via an emergency cascade system	Green	Contingency Plans & trained staff available via an emergency cascade system.												
Green	Contingency Plans & trained staff available via an emergency cascade system																	
Green	Contingency Plans & trained staff available via an emergency cascade system.																	
<p><b>Risk Code: TS 3</b></p> <p>Inherent Status: High (16)</p> <p>Current Status: High (16)</p>	<p><b><u>Potential legal costs/compensation for court cases or improper seizure or suspension of goods</u></b></p> <p>Potential of legal costs/compensation and damage to reputation of Service and Authority</p>	<p>Risk Owner: Steve Gardiner</p> <p>Accountable Officer: Paul Thomas</p> <p>Mitigating Control:</p> <table border="1"> <tr><td>Green</td><td>Staff Training</td></tr> </table>	Green	Staff Training														
Green	Staff Training																	

Last Review Date: 06/02/2015	due to officers wrongly impounding goods etc.							
<p><b><u>Risk Code: SPOC 1</u></b> <b><u>CRR</u></b></p> <p>Inherent Status: Very high (30)</p> <p>Current Status: High (16)</p> <p>Last Review Date: 27/05/2015</p>	<p><b><u>Failure to realise opportunities and insight derived from successful collaboration with key partners</u></b></p> <p>- RISK of not engaging effectively with partners exposes DCC to levels of uncertainty in terms of capacity, service delivery and finance; insight and learning not shared about opportunities to share resources/effect change; aspirations as system leaders not realised; Better Together and Operating Model not achieved. OPPORTUNITY for greater value-added benefits through co-operation with other agencies and place-based budgets. The following link defines partnerships in a RM context. <a href="http://staff.devon.gov.uk/services-for-communities/strategicintelligence/risk-management/devonway-riskmanagement/risk-management-partners/risk-management-in-partnerships.htm">http://staff.devon.gov.uk/services-for-communities/strategicintelligence/risk-management/devonway-riskmanagement/risk-management-partners/risk-management-in-partnerships.htm</a></p>	<p>Risk Owner: Simon Kitchen Accountable Officer: John Smith Mitigating Control:</p> <table border="1"> <tr> <td data-bbox="1339 331 1460 427">Amber</td> <td data-bbox="1460 331 2157 427">Communications between Partners (key individual networks)</td> </tr> <tr> <td data-bbox="1339 435 1460 531">Amber</td> <td data-bbox="1460 435 2157 531">Leadership and governance arrangements</td> </tr> </table>	Amber	Communications between Partners (key individual networks)	Amber	Leadership and governance arrangements		
Amber	Communications between Partners (key individual networks)							
Amber	Leadership and governance arrangements							
<p><b><u>Risk Code: EP 1</u></b></p> <p>Inherent Status: High (20)</p> <p>Current Status: High (16)</p> <p>Last Review Date: 07/04/2015</p>	<p><b><u>Inadequate DCC access to diesel during a fuel crisis</u></b></p> <p>In light of disposal of fuel bunker holding c. 5,000 litres of fuel, c.6% of weekly consumption. E.g. 5k litres of fuel would be enough to keep 100 essential workers delivering services for a week. Further a tentative agreement with SW Highways to supply diesel from their 8 depots around</p>	<p>Risk Owner: Keith Reed Accountable Officer: Nicola Channon Mitigating Control:</p> <table border="1"> <tr> <td data-bbox="1339 1233 1541 1329">Green</td> <td data-bbox="1541 1233 2157 1329">Contact details for Designated Filling Stations</td> </tr> <tr> <td data-bbox="1339 1337 1541 1433">Red</td> <td data-bbox="1541 1337 2157 1433">Delays to the review of the national plan</td> </tr> <tr> <td data-bbox="1339 1441 1541 1513">Completed</td> <td data-bbox="1541 1441 2157 1513">Local LRF Planning</td> </tr> </table>	Green	Contact details for Designated Filling Stations	Red	Delays to the review of the national plan	Completed	Local LRF Planning
Green	Contact details for Designated Filling Stations							
Red	Delays to the review of the national plan							
Completed	Local LRF Planning							

	<p>Devon has not been agreed. Other mitigating controls in development with partners. These arrangements are themselves at risk and may in any case be inadequate.</p>	<table border="1"> <tr> <td></td> <td></td> </tr> <tr> <td>Amber</td> <td>Mutual aid arrangements with others</td> </tr> <tr> <td>Amber</td> <td>National Fuel Plan</td> </tr> <tr> <td>Completed</td> <td>Small Tanker/Bowser Solution</td> </tr> <tr> <td>Amber</td> <td>Use of the military</td> </tr> </table>			Amber	Mutual aid arrangements with others	Amber	National Fuel Plan	Completed	Small Tanker/Bowser Solution	Amber	Use of the military
Amber	Mutual aid arrangements with others											
Amber	National Fuel Plan											
Completed	Small Tanker/Bowser Solution											
Amber	Use of the military											
<p><b>Risk Code: LE 3</b>  <b>Inherent Status: High (20)</b>  <b>Current Status: High (16)</b>  Last Review Date: 04/06/2015</p>	<p><b><u>Inadequate management of the Dartington C of E Primary school part rebuild</u></b>  Political / Reputational risk to DCC in having to undertake major remedial building work. Legal claim to recover costs on-going court papers issued. Regular governance board meetings set up to monitor progress.</p>	<p>Risk Owner: Chris Dyer  Accountable Officer: David Whitton  Mitigating Control:  <b>Red</b> Project governance</p>										
<p><b>Risk Code: SPOC 16 CRR</b>  <b>Inherent Status: Very high (30)</b>  <b>Current Status: High (16)</b>  Last Review Date: 08/06/2015</p>	<p><b><u>Failure to properly implement Impact Assessment in effective decision making</u></b>  Continuing issues with poor consideration of impacts, and the potential for legal challenge and further judicial reviews. There may continue to be staff who consider there to be 'no need' to do an impact assessment or are unaware of the need, or ignore guidance and produce poor quality assessments as a result; this would be reinforced if proposals are accepted at senior level without evidence of an impact assessment of sufficient quality. We may also encounter active resisters to change (in particular where we need to influence a change over other templates, guidance, procedures etc. Occurrence of this operational</p>	<p>Risk Owner: Jo Hooper  Accountable Officer: Roland Pyle  Mitigating Control:</p> <table border="1"> <tr> <td>Green</td> <td>Escalation</td> </tr> <tr> <td>Green</td> <td>Facilitation</td> </tr> <tr> <td>Amber</td> <td>Governance</td> </tr> <tr> <td>Green</td> <td>Monitoring and feedback</td> </tr> <tr> <td>Green</td> <td>Programme Management</td> </tr> </table>	Green	Escalation	Green	Facilitation	Amber	Governance	Green	Monitoring and feedback	Green	Programme Management
Green	Escalation											
Green	Facilitation											
Amber	Governance											
Green	Monitoring and feedback											
Green	Programme Management											

	risk will remove an effective mitigation from the Council's risk management approach and equality practice and threatens change programmes.	
<b>Risk Code: AD R 02</b> <b>Inherent Status: High (20)</b> <b>Current Status: High (15)</b> Last Review Date: 13/02/2015	<b><u>Fragmentation of local stakeholder networks</u></b> Greater call on Active Devon & NGB resources. Primary outcomes reduced. Opportunities missed.	Risk Owner: Matt Evans Accountable Officer: John Smith Mitigating Control: Green Proactive support of networks
<b>Risk Code: HM12 CRR</b> <b>Inherent Status: High (20)</b> <b>Current Status: Medium (12)</b> Last Review Date: 10/03/2015	<b><u>Failure to maintain the A and B road network effectively leading to reduced surface life</u></b> The risk of reduced life of the A and B road surfaces is influenced by several factors including the availability of an adequate budget to carry out work and deterioration factors such as severe winters and climate change.	Risk Owner: Joe Deasy Accountable Officer: David Whitton Mitigating Control: Amber Assessment of Highway Drainage Green Highways Asset Strategy Amber Materials Selection Amber Re-evaluation of our approach to preventative maintenance
<b>Risk Code: SP 1 CRR</b> <b>Inherent Status: High (20)</b> <b>Current Status: Medium (12)</b> Last Review Date: 22/12/2014	<b><u>Flood Risk Management</u></b> Devon County Council became the Lead Local Flood Authority as defined by Flood and Water Management Act (FWMA) 2010 and, as a consequence, is responsible for managing the risk of local flooding from surface water run-off, groundwater and ordinary watercourses. The Act sets out a number of specific roles for the LLFA. This includes the risks associated	Risk Owner: Martin Hutchings Accountable Officer: Dave Black Mitigating Control: Green Capacity of the Flood Risk Management Team Green Consider options for operation of Sustainable Drainage Approvals Body



	<p>with the obligations and expectations associated with this LLFA role, particularly in the light of the major flooding experienced in Devon in 2012 / early 2013 and the impending implementation of Schedule 3 of FWMA 2010 relating to Sustainable Drainage Systems (SuDS) [Note: no specific consideration here to the risk of flooding to DCC assets or the huge costs of responding to / recovering from flood events, particularly linked to highway flooding.]</p>	<p>Completed Flood Risk Management Strategy / Flood Resilience Community Pathfinder project</p>
<p><b>Risk Code: LE 2</b>  <b>Inherent Status: High (20)</b>  <b>Current Status: Medium (12)</b>  <b>Last Review Date: 03/06/2015</b></p>	<p><b><u>Fail to deliver the capital programme</u></b>  Recent reductions in staff and recourses have affected DCC's ability to deliver significant capital building programmes. Central Government Departments increasingly offer capital as grant conditioning short timescales for delivery.</p>	<p>Risk Owner: Chris Dyer  Accountable Officer: David Whitton  Mitigating Control:  <b>Amber</b> Governance of capital programme</p>
<p><b>Risk Code: AD O 08</b>  <b>Inherent Status: High (16)</b>  <b>Current Status: Low (6)</b>  <b>Last Review Date: 13/02/2015</b></p>	<p><b><u>Physical activity and sport's offer is ill-defined, confused or obscure</u></b>  Potential clients fail to engage. Clients misunderstood or have false expectations.</p>	<p>Risk Owner: Matt Evans  Accountable Officer: John Smith  Mitigating Control:  <b>Green</b> Marketing strategy</p>
<p><b>Risk Code: HTM 1 CRR</b>  <b>Inherent Status: Very high (24)</b></p>	<p><b><u>Failure to maintain C class and unclassified roads effectively.</u></b>  Deterioration of highway network due to insufficient planned and routine maintenance.</p>	<p>Risk Owner: Joe Deasy  Accountable Officer: David Whitton  Mitigating Control:  <b>Green</b> Highway Monitoring</p>



**Current Status:**  
Review overdue  
Last Review Date:  
01/12/2014

Green	Safety repairs
Green	Value for Money solutions

## **Appendix C – Performance through a “Community Lens”**

As part of exploring a new approach to performance and how information is shared and presented to different audiences, we have developed the following to see performance through a “community lens”

### **Better Together – Vision and priorities**

A set of measures - has been developed, around the five *Better Together* themes, to help develop a picture of “community resilience”. The measures have been selected based on their appropriateness, usefulness and availability at a community / Devon Town level.

### **Presentation**

The radar chart - allows multiple datasets to be displayed which will help identify the commonalities and outliers amongst the data and comparison between communities.

The spine chart - includes the actual data values or range and comparison to both a Devon and national average where available. It shows at a glance where the value for each measure falls in terms of the other Devon Towns.

### **How to read guide**

The radar chart shows how an area fares against a number of indicators. The chart ranges from zero to ten. A low score shows that an area fares badly on an indicator; a high score suggests that the area is faring well. In a ‘perfect’ area all indicators would score ten.

A radar chart is a useful tool as it allows comparison of a number of indicators at once. An area may score highly on a number of indicators but it is easy to identify those that may need more attention.

Over time, if an area is doing better against a particular indicator its score will increase. The aim is to have as large an area inside the radar chart as possible as this shows an area is doing well against a lot of the indicators.

The radar chart can be read in conjunction with the spine chart. This shows where an area sits in comparison to Devon and, where possible, the country as a whole. It also shows where an area sits within the range of values for all areas.

### **Tell the story**

Alongside the new ways of sharing and presenting performance data at a community level it is a proposal to help tell the story about the data. This will include a narrative around what activity / interventions we may be involved in as an organisation to achieve better outcomes.

Included as an example Safe: Victims of Crime and Road Safety – members are asked to note this continues to be an area of development

## **Set of Measures – Community resilience**

### **Resilient:**

Proportion of people who use services who have control over their daily life (ASCOF 1B)  
Proportion of people who use services and carers who find it easy to find information about services (ASCOF 3D)

### **Healthy**

Children in Poverty. (PHOF 1.01 PH / HWB)  
Alcohol-Related Admissions (PHOF 2.18 PH / HWB)  
Healthy Life Expectancy (PHOF 0.01 PH / HWB)  
Injuries Due to Falls (PHOF 2.24 PH / HWB)  
Dementia Diagnosis Rate (PHOF 4.16 PH / HWB/ BCF)

### **Prosperous**

JSA Claimant count, total claimants – rate. (ESD 165: Source ONS)  
Achievement of 5 or more A\*-C grades at GCSE or equiv. incl. English and Maths (NI 75)  
New business registration rate. (ESD 42: Source ONS)  
Fuel Poverty  
% in Knowledge based industries  
Annual Survey of Hours and Earnings - averages, range and quartiles (District level as proxy for Town level)

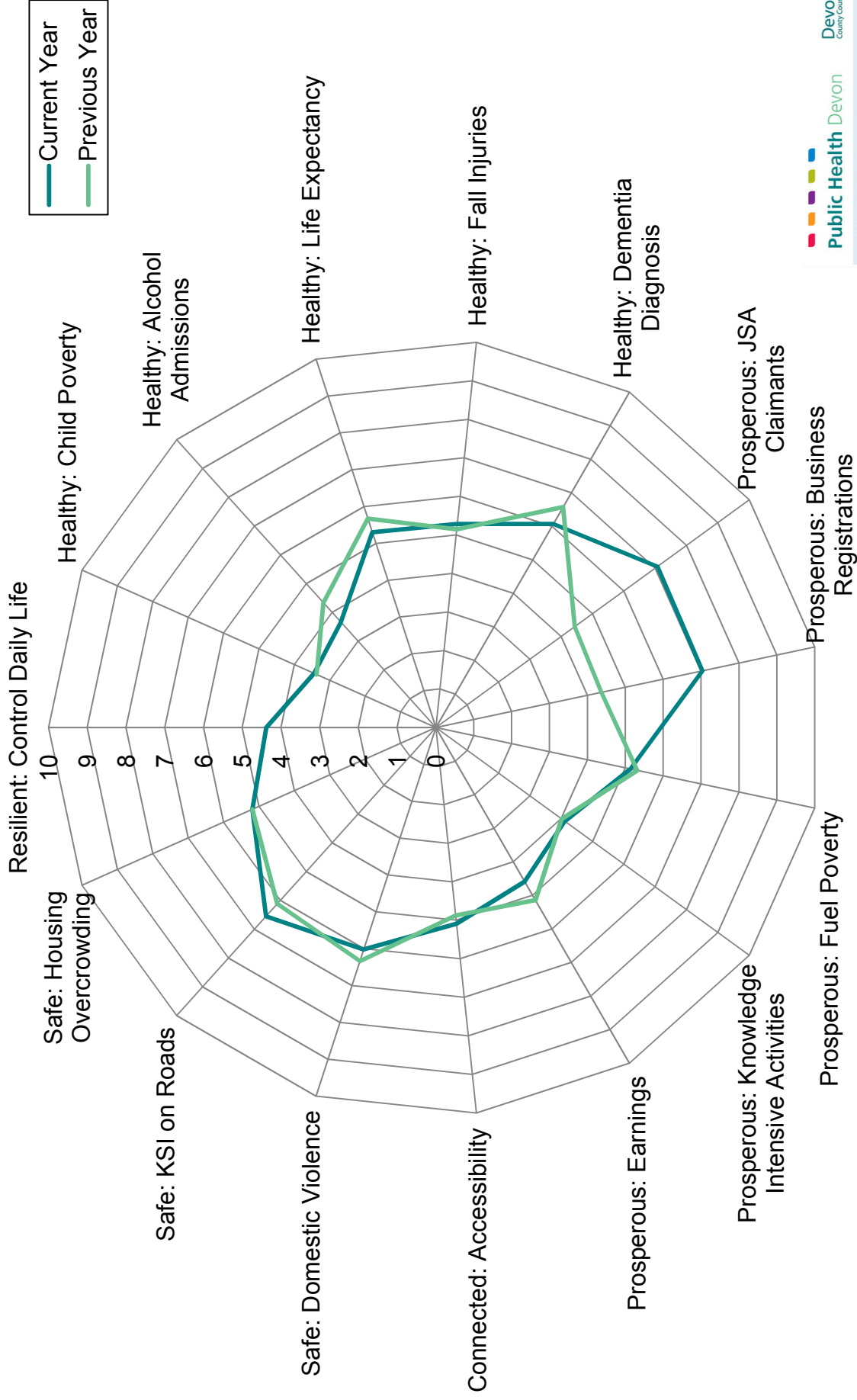
### **Connected**

Transport connectivity and accessibility of key services (covering food stores, education, health care, town centres and employment centres)  
Broadband coverage / mobile coverage

### **Safe**

Domestic Violence incident rate. PH (PHOF 1.11 - to be updated with local breakdown)  
KSI on roads (PHOF 1.10 PH)  
Housing measure - quality / safety of housing stock - HHSRS data - category one hazards in the home - safety of properties (Needs defining, but not sure if available below district level)

# Ashburton/Buckfastleigh: Devon County Council Better Together Outcomes Diagram for Town (1 is worst in Devon, 10 is best in Devon) WORKING DRAFT



# Devon County Council Better Together Outcomes Summary: Ashburton/Buckfastleigh

Indicator	Number	Town Rate	Devon Rate	England Rate	Town / Dev / Eng	Best in Devon	Position in Devon	Worst in Devon
01 Resilient: Control Daily Life	-	75.0%	76.5%	76.8%		88.9%		67.7%
02 Resilient: Find Information Easily								
03 Healthy: Child Poverty	270	19.58%	12.70%	19.22%		6.99%		19.58%
04 Healthy: Alcohol-Related Admissions	203	1926.4	1582.5	1951.1		925.4		2277.6
05 Healthy: Life Expectancy	92	81.3	82.3	81.1		84.6		79.1
06 Healthy: Fall Injuries	23	535.8	453.6	545.3		339.7		574.2
07 Healthy: Dementia Diagnosis Rate	87	50.35%	52.34%	57.39%		63.46%		36.29%
08 Prosperous: JSA Claimants	61	1.30%	1.10%	2.40%		0.42%		2.00%
09 Prosperous: GCSE Achievement								
10 Prosperous: Business Registrations		5.4				5.9		4.0
11 Prosperous: Fuel Poverty	-	12.41%	10.26%	10.41%		8.27%		15.56%
12 Prosperous: Knowledge Intensive Activities		30.58%				50.89%		22.44%
13 Prosperous: Earnings		£449.70				£541.60		£433.30
14 Connected: Accessibility		45.47%				97.70%		0.00%
15 Connected: Network Coverage								
16 Safe: Domestic Violence		13.3				4.4		23.3
17 Safe: Killed or Seriously Injured on Roads	4	38.3	37.7	39.7		12.4		80.8
18 Safe: Household Overcrowding		2.14%				1.10%		3.12%

## Definitions

03. Percentage of children living in households dependent on benefits or tax credits, 2011. 04. Alcohol-Related Admissions (broad definition) direct age standardised rate per 100,000 population, 2013-14. 05. Average Life Expectancy at Birth, 2009 to 2013. 06. Emergency admissions to hospital following accidental fall, direct age standardised rate per 100,000 population, 2013-14. 07. Persons on GP Practice Dementia Register as a percentage of estimated number with condition, December 2014. 08. Jobseekers Allowance Claimants as a percentage of the working age population, 2014. 11. Percentage of population in household affected by fuel poverty, 2012. 17. Persons killed or seriously injured on roads, crude rate per 100,000 population, 2011 to 2013.

## **Tell the story**

### **Safe**

#### **Priority: Fewer people will be victims of crime, including domestic**

Overall crime figures continue to fall in line with the long term trend.

Domestic violence figures have risen but it is not known whether this is a response to the strategy to increase reporting, or if DV has risen. New areas of concern are developing in under-reported crimes such as 'cyber' crime, and child abuse including child sexual exploitation.

The vision for the Safer Devon Partnership is to work together to ensure Devon's communities are places where

- Feel, and are safe from crime and anti-social behaviour
- Feel, and are safe from abuse, discrimination and harassment
- Have a sense of belonging to their local neighbourhood and/or "community of interest"
- Have access to a range of support services in relation to community safety
- Can identify key community safety issues/concerns and contribute to shaping the solutions to these

The aim is to reduce the risk of serious harm and provide appropriate responses to safeguard individuals and their families from violence and abuse.

They will support and initiate where appropriate, awareness raising activities amongst victims and perpetrators of domestic abuse.

<http://www.devon.gov.uk/sdp-strategic-plan-2014-17.pdf>

### **Safe**

#### **Priority: Accidents, injuries and deaths will be kept as low as possible**

2014 road casualty outturns compared with previous 5 year average shows casualties of all severities down by 7%. However, the most serious casualties (killed or seriously injured) are up by 25%. Work with public and private sector partners is well established and strengthening, with increasing level of inter-county collaboration; inter agency working and wider (and more frequent) activities undertaken with private sector partners.

All key road casualty reduction initiatives are planned, funded and delivered on a partnership basis. Partnerships also extend to communities – for example Speedwatch which empowers residents to monitor and tackle local speeding issues, and charities, social firms and special interest groups where there are shared interests in improved road safety.

# Highways

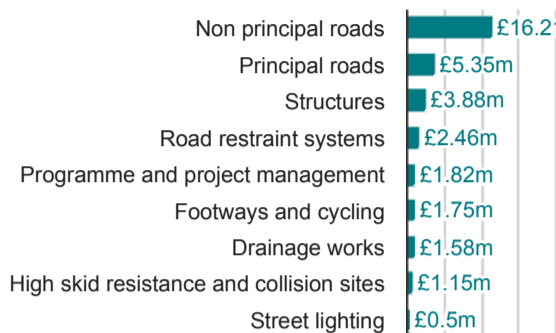
The data story behind highways repair and maintenance.

## A. Revenue budget (£ millions)



Revenue budget - Highways 2014/15

## B. Capital budget (£ millions)



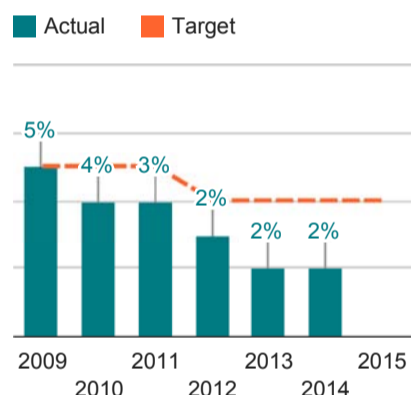
Capital budget - Highways 2014/15

## C. Expenditure per head (£)



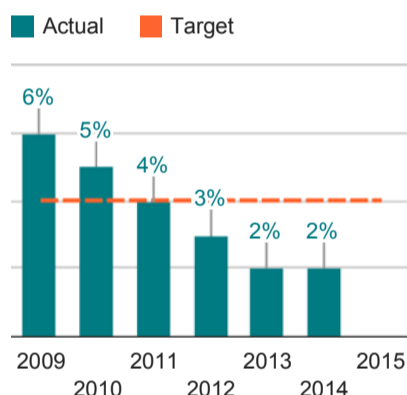
Revenue expenditure on highways and transport services per head of population (rounded up to nearest £)  
Financial year: 2013/14  
Source: LG Inform

## D. Road condition: A roads



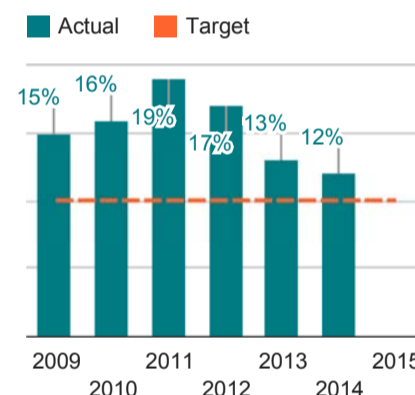
Percentage of A roads where maintenance should be considered  
Source: Devon County Council Highways Team - Road Condition Index  
NB Road Condition Index data for 2015 will be available in October; these charts will be updated then.

## E. Road condition: B roads



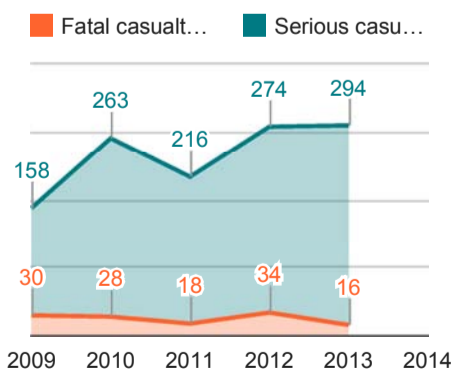
Percentage of B roads where maintenance should be considered  
Source: Devon County Council Highways Team - Road Condition Index

## F. Road condition: C roads



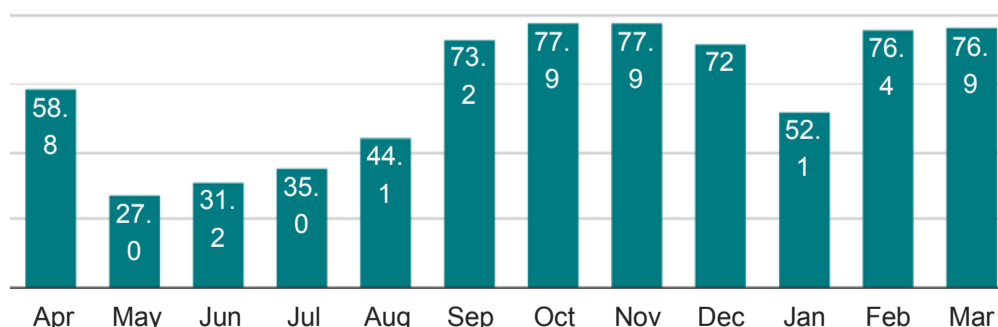
Percentage of C roads where maintenance should be considered  
Source: Devon County Council Highways Team - Road Condition Index

## G. Road safety



Reported casualties in Devon - number of people killed or seriously injured  
Source: Department for Transport

## H. Safety defects



Percentage of Category 1 safety defects on maintenance category 3 to 6 roads responded to within timescale  
Period: FY 2014/15  
Source: Devon County Council Highways Team

## J. Assets (buildings, land and depots)

ID	Name	Locality	Town	Tenure
031101	EXMOUTH CAMPERDOWN DEPOT		EXMOUTH	Leasehold
031201	EAST ALLINGTON TORR DEPOT	EAST ALLINGTON	KINGSBRIDGE	Freehold
031301	SOUTH MOLTON PATHFIELDS SALT DEPOT	PATHFIELDS INDUSTRIAL ESTATE	SOUTH MOLTON	Freehold
033101	BRAYHAMS DEPOT		OKEHAMPTON	Mixed Tenure
035201	EXETER WINTER MAINTENANCE COMPOUND	SOWTON INDUSTRIAL ESTATE	EXETER	Freehold
035701	TORRINGTON LOCAL SERVICE GROUP		TORRINGTON	Freehold
039101	PIXON LANE SALT DEPOT		TAVISTOCK	Freehold
116401	RYDON QUARRY SALT DEPOT	KINGSTEIGNTON	NEWTON ABBOT	Freehold
171201	CREDITON FORDTON SALT DEPOT	FORDTON	CREDITON	Freehold
247801	BARNSTAPLE SIGN SHOP	POTTINGTON INDUSTRIAL ESTATE, UPCOTT AVENUE	BARNSTAPLE	Freehold but entirely leased off by others
249101	IVYBRIDGE DEPOT	WESTOVER INDUSTRIAL ESTATE	IVYBRIDGE	Freehold
254601	MORETONHAMPSTEAD SALT DEPOT	STATION ROAD	MORETONHAMPSTEAD	Freehold
260001	PETROCKSTOWE DEPOT STATION YARD		PETROCKSTOWE	Freehold
264601	LEMONFORD DEPOT	LEMONFORD FARM	BICKINGTON	Freehold
265101	PARRACOMBE BEACON DOWN DEPOT	BEACON DOWN, MARTINHOE	PARRACOMBE	Leasehold
269701	HAYES TOR DEPOT	STICKLEPATH	OKEHAMPTON	Freehold
273901	BURRINGTON DEPOT	ADJOINING RIVERSIDE GARAGE, SOUTH MOLTON ROAD	BURRINGTON	Freehold
283601	OKEHAMPTON SALT STORE AND DEPOT		OKEHAMPTON	Freehold
286501	LOWER MOOR DEPOT	TIVERTON BUSINESS PARK, LOWER MOOR	TIVERTON	Freehold
294701	COPSTONE SALT DEPOT	PARKHAM	BIDEFORD	Freehold
294901	STONEY BRIDGE DEPOT	KNOWLE	BRAUNTON	Freehold
295001	DOLTON BEACON SALT DEPOT	ASHREIGNEY	WINKLEIGH	Freehold
339801	HONITON HIGHWAYS SALT DEPOT	HEATHPARK INDUSTRIAL ESTATE	HONITON	Freehold
431701	AVOCET ROAD WINTER MAINTENANCE DEPOT	SOWTON INDUSTRIAL ESTATE	EXETER	Licence

Property assets relating to Highways work areas.

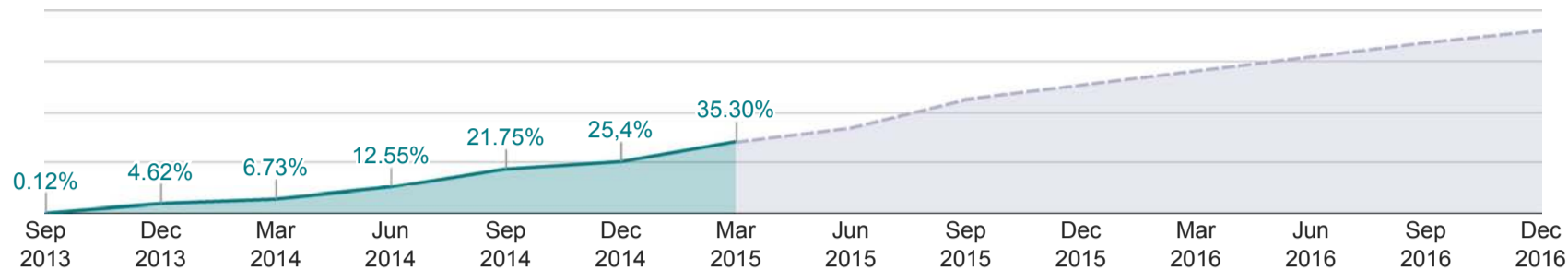
Source: Devon County Council Asset Management Team 2014



# Connecting Devon and Somerset

The data story behind bringing broadband coverage to Devon and Somerset.

## Cumulative percentage coverage



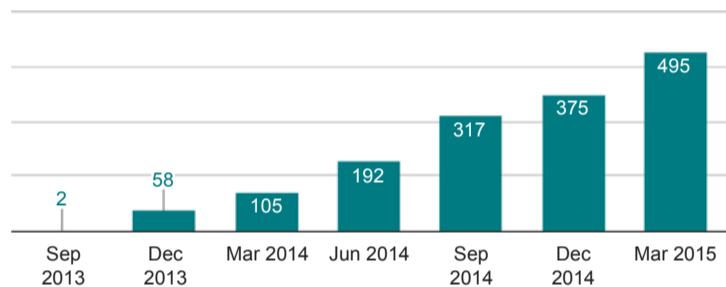
Cumulative percentage coverage across the whole project area including Devon and Somerset.

The percentage coverage is proportional to the total number of premises required to reach 90% superfast coverage by the end of 2016, which is itself proportional to the total number of premises as they stood back in 2012 and dependent on delivery of private providers 2012 rollout plans.

**NOTE that the grey shaded section represents a simple projection from the current percentage coverage to the 90% end-of-project goal; however the line itself does not represent target figures or milestones.**

Source: Devon County Council Economy Team

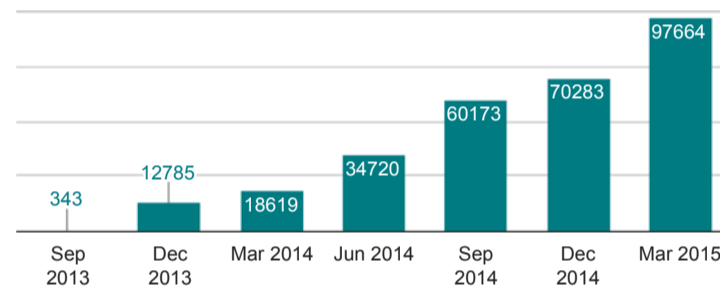
### A. Cabinets



Number of cabinets connected to date.

Source: Devon County Council Economy Team

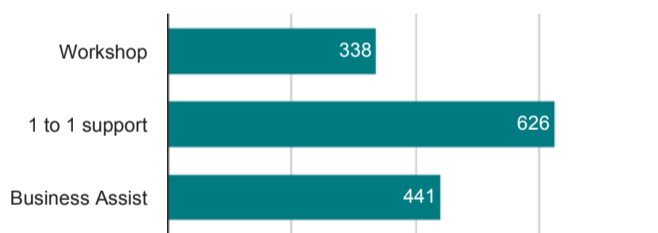
### B. Premises (superfast)



Number of premises connected to superfast (>24Mbps) lines to date.

Source: Devon County Council Economy Team

### D. Business support



Number of businesses attending events

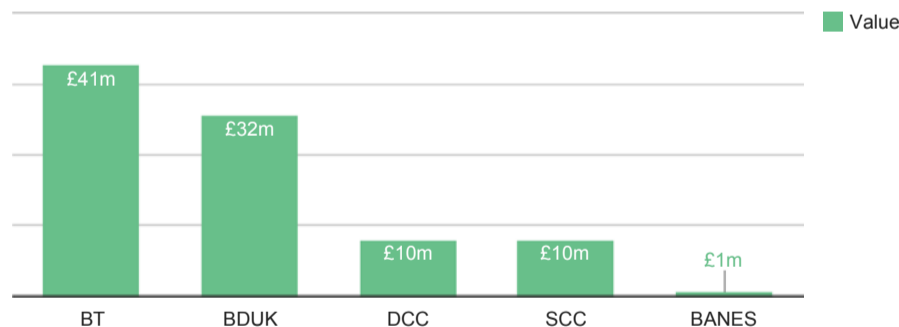
Workshops: Information events with multimedia presentation.

1 to 1 support: Advisory sessions that that respond to action plan needs.

Business Assist: Assessment, diagnostic and action planning session.

Source: Superfast Business Mid-Term Evaluation Report July 2014

### E. Project funding (£m)



Proportion of project funding from each party (Phase 1)

Source: Devon County Council Economy Team

