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To: The Chair and Members

of the Cabinet

County Hall Topsham Road

Exeter Devon EX2 4QD

Date: 5 March 2024 Contact: Karen Strahan, 01392 382264

Email: karen.strahan@devon.gov.uk

### **CABINET**

Wednesday, 13th March, 2024

A meeting of the Cabinet is to be held on the above date at 10.30 am in the Committee Suite (DAW) - County Hall to consider the following matters.

Donna Manson Chief Executive

### AGENDA

## PART I - OPEN COMMITTEE

- 1 Apologies for Absence
- 2 Declarations of Interest

Members of the Council will declare any interests they may have in any item to be considered at this meeting, prior to any discussion taking place on that item.

The other registrable interests of Councillors of Devon County Council, arising from membership of City, Town or Parish Councils and other Local Authorities will automatically be recorded in the minutes.

For details of District and or Town and Parish Twin Hatters – please see here <u>CouncillorListDistrictTownandParishCouncils2024.pdf (devon.gov.uk)</u>

3 Minutes

Minutes of the meeting held on 9 February 2024, (previously circulated).

- 4 <u>Items Requiring Urgent Attention</u>
  - Items which in the opinion of the Chair should be considered at the meeting as matters of urgency.
- 5 Announcements
- 6 Petitions
- 7 Question(s) from Members of the Council

### **FRAMEWORK DECISIONS**

NIL

### **KEY DECISIONS**

8 <u>Delivery of Parking Management Policy: New Pay and Display Schemes</u> (Pages 1 - 98)

Report of the Director of Climate Change, Environment and Transport (CET/24/17) on proposals for new pay and display schemes, attached.

An Impact Assessment has been prepared for the attention of Members at the meeting, is attached and available at <a href="New Pay and Display Schemes Impact">New Pay and Display Schemes Impact</a> Assessment.

Electoral Divisions(s): All in East Devon; All in Mid Devon; All in North Devon; All in South Hams; All in West Devon

9 Future of Learning Disability Services (Day Care) (Pages 99 - 162)

Report of the Director of Integrated Adult Social Care, (IASC/24/04) on proposals for the future of adult day care services, attached.

An impact Assessment has been prepared and is also attached for the attention of Members at the meeting and is available on the web at - <u>Day Services - Impact Assessment</u>)

Electoral Divisions(s): All Divisions

### 10 North Devon Link Service (Pages 163 - 192)

Report of the Director of Integrated Adult Social Care, (IASC/24/05) on proposals for the North Devon Link Service, attached.

An impact Assessment is also attached for the attention of Members at the meeting and is available on the web at the following link - North Devon Link Mental Health and Wellbeing Service (Update) - Impact Assessment.

Electoral Divisions(s): All in North
Devon

11 Flood Risk Management Action Plan 2024/2025 (Pages 193 - 244)

Report of the Director of Climate Change, Environment and Transport (CET/24/16), presenting the Flood Risk Management Action Plan for 2024/2025, attached.

An Impact Assessment was previously prepared and is now attached for the information of Members at the meeting and available on the website at Flood Risk Management Strategy - Impact Assessment (devon.gov.uk).

Electoral Divisions(s): All Divisions

12 <u>M5 Junction 28 and Town Centre Relief Road submission of Strategic Outline</u> Case (Pages 245 - 274)

Report of the Director of Climate Change, Environment and Transport (CET/24/18) outlining proposals for the submission of a Strategic Outline Case for M5 Junction 28 and a Town Centre Relief Road, attached.

An Impact Assessment has been prepared for the attention of Members, is attached, and can be found on the website at - M5 Junction 28 and Cullompton Town Centre Relief Road - Impact Assessment.

Electoral Divisions(s): Cullompton & Bradninch

13 <u>Endorsement of the Devon, Cornwall and Isles of Scilly Climate Adaptation</u> <u>Strategy</u> (Pages 275 - 418)

Report of the Director of Climate Change, Environment and Transport (CET/24/19) seeking endorsement of the Devon, Cornwall and Isles of Scilly Climate Adaptation Strategy, attached.

An Impact Assessment has been prepared for the attention of Members at the meeting, is attached, and can also be found at - <a href="https://www.devon.gov.uk/impact/climate-adaptation-strategy/">https://www.devon.gov.uk/impact/climate-adaptation-strategy/</a>

Electoral Divisions(s): All Divisions

14 <u>Blundell's Road Traffic Calming Phase 2a (Barberry Way to Gornhay Orchard)</u> (Pages 419 - 444)

Report of the Director of Climate Change, Environment and Transport (CET/24/20) seeking approval for Blundell's Road Traffic Calming Phase 2a (Barberry Way to Gornhay Orchard), attached.

An Impact Assessment has been prepared for the attention of Members at the meeting, is attached, and available at - <u>Blundells Road Traffic Calming - Impact Assessment</u>.

Electoral Divisions(s): Tiverton East

15 <u>Budget Monitoring - Month 10 - Performance Progress</u> (Pages 445 - 452)

Report of the Director of Finance and Public Value (DFP/24/40) on the budget monitoring position at Month 10 and an update on performance progress, attached.

Electoral Divisions(s): All Divisions

16 <u>Change Programme Priorities</u> (Pages 453 - 458)

Report of the Director of Transformation and Business Services (TBS/24/5), on a framework to deliver change, improvement and performance across the Council, attached.

Electoral Divisions(s): All Divisions

17 Residential Short Break Provision for Children with Disabilities - Robins Provision (Pages 459 - 476)

Report of the Director of Children and Young People's Futures, (CS/24/10) on proposals for Residential Short Break Provision for Children with Disabilities - Robins Provision, attached.

An impact Assessment is also attached for the attention of Members at the meeting and is available on the web at - <u>Published Impact Assessments - Impact Assessment (devon.gov.uk)</u>.

Electoral Divisions(s): All Divisions

### **OTHER MATTERS**

18 People First Strategy - Action Plan (6 Month Progress Report) (Pages 477 - 504)

Report of the Director of People and Culture (PC/24/1) giving a progress report on the People First Strategy - Action Plan, attached.

A copy of the presentation to be given at the meeting is also attached.

Electoral Divisions(s): All Divisions

### STANDING ITEMS

### 19 Question(s) from Members of the Public

### 20 Minutes

Minutes of the bodies shown below are circulated herewith for information or endorsement as indicated therein (i.e. any unstarred minutes):

- a <u>Standing Advisory Council on Religious Education 6 February 2024</u> (Pages 505 508)
- b Farms Estate Committee 19 February 2024 (Pages 509 512)
- c <u>Farms Estate (Interviewing) Committee 7 March 2024</u>
  The minutes of this meeting will be published here shortly <u>Farms Estate</u> (Interviewing) Committee.

[NB: Minutes of County Council Committees are published on the Council's Website:

### 21 Delegated Action/Urgent Matters

The Register of Decisions taken by Members under the urgency provisions or delegated powers is available on the website in line with the Council's Constitution and Regulation 13 of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012. The decisions taken and associated information can be found here.

### 22 Forward Plan (Pages 513 - 538)

In accordance with the Council's Constitution, the Cabinet is requested to review the list of forthcoming business (previously circulated) and to determine which items are to be defined as key and/or framework decisions and included in the Plan from the date of this meeting.

The Forward Plan is available on the Council's website.

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

NIL

Members are reminded that Part II Reports contain exempt information and should therefore be treated accordingly. They should not be disclosed or passed on to any other person(s). They need to be disposed of carefully and should be returned to the Democratic Services Officer at the conclusion of the meeting for disposal.

#### MEETINGS INFORMATION AND NOTES FOR VISITORS

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#### **Access to Information**

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Members of the public may also use social media to report on proceedings.

### **Declarations of Interest for Members of the Council**

It is to be noted that Members of the Council 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.

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**Induction Loop available** 



CET/24/17 Cabinet 13 March 2024

Delivery of Parking Management Policy – New Pay & Display Schemes Report of the Director of Climate Change, Environment and Transport

Please note that the following recommendations are subject to consideration and determination by the Cabinet (and confirmation under the provisions of the Council's Constitution) before taking effect.

## 1) Recommendation

That the Cabinet be asked to:

- (a) Recognise the benefits of identifying through the consultation the need to address the complex parking issues identified in the communities and the differing impacts on business and residents at varying times of the years.
- (b) Not proceed with the proposals for pay and display parking in the towns of Braunton, Crediton, Dartmouth, Honiton, Okehampton, Salcombe, Sidmouth and Tavistock.
- (c) Invite proposals from the communities on how they would wish to address their parking issues so that joint sustainable solutions can be developed in the future.

## 2) Background

Pay & display (P&D) is often used to manage on-street parking opportunities for traffic visiting our key communities. Tariffs are set to assist in managing parking stock, to minimise congestion and assist in ensuring the right parking opportunities are available to support town centres.

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

This report provides an update of work undertaken in the past year along with the outcome of the formal advertising process for new traffic orders for those 8 communities.

## 3) Proposal

Schemes have been developed and advertised for the 8 communities identified in the November 2022 report.

Details of the proposals for the 8 communities are attached at Appendix 2 and shown on the plans contained in the supplementary information to this report.

## 4) Options

The following alternative options have been considered:

Option A: Implement the schemes as advertised

Option B: Modify proposals based on feedback through the consultation process.

There has been significant objection to the principle of new pay & display registered across all communities, and therefore to implement the schemes as advertised would not be listening to the concerns of the communities. Therefore, Option A was rejected as a potential solution.

There have been no comments received through the consultation process that identifies specific changes (such as times of operation or changes to streets / areas being considered) that would allow the proposals to be modified to better suit the needs of communities. As a consequence, Option B was rejected as a current solution. However, within the comments received there is evidence of parking problems within the communities and as such if/when communities identify potential solutions, these could be considered at a future date.

## 5) Consultations

Following the resolution to adopt the Policy at Cabinet in November 2022, officers have engaged with community representatives to develop proposals. These meetings were held between July and September 2023.

Braunton, Crediton, Dartmouth, Honiton, Okehampton, and Tavistock Town Councils expressed that they were unable to support proposals presented to them.

On 5<sup>th</sup> October a letter was sent to Councillor Stuart Hughes, from Tavistock Town Council, on behalf of those Town Councils requesting that formal consultation be deferred and that evidence supporting County Policy was presented.

In November officers met again with Town Council representatives in a meeting chaired by Devon Association of Local Councils (DALC), the community's concerns were discussed, and officers committed to providing evidence as had been requested (see Appendix 3).

Discussions with Salcombe Town Council allowed a comprehensive scheme to be developed with the intention of addressing parking issues throughout the community. This included new restrictions advertised at North.

It is a legal requirement to consult the public by advertising proposals for a minimum of 21 days, due to the Christmas period proposals were advertised for 31 days. Proposals were advertised during the following periods:

Braunton 7th December 2023 – 7th January 2024
Crediton 7th December 2023 – 7th January 2024
Dartmouth 7th December 2023 – 8th January 2024
Honiton 6th December 2023 – 7th January 2024
Okehampton 7th December 2023 – 7th January 2024
Salcombe 14th December 2023 – 25th January 2024
Sidmouth 15th December 2023 – 14th January 2024
Tavistock 7th December 2023 – 7th January 2024

During the advertising period 5,323 representations were received in total. These are summarised by community below:

Community	Total	Support	Opposed	Neutral
		Number	Number	Number
Braunton	181	5	175	1
Crediton	200	6	194	0
Dartmouth	831	39	792	0
Honiton	477	3	474	0
Okehampton	697	6	691	0
Salcombe	31	1	30	0
Sidmouth	175	15	160	0
Tavistock	2731	24	2707	0

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

During the formal consultation process (in the period between 7<sup>th</sup> December and 25<sup>th</sup> January depending on community) Braunton, Crediton, Honiton, Okehampton, and Tavistock Town Councils have formally objected to the proposals advertised.

Local elected County Councillors were engaged in conversation throughout the informal and formal consultation period. During the formal consultation process Councillor's provided feedback and the feedback was taken into account.

An objection was received from West Devon Borough Council.

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

The comments received from all respondents to the consultation have been carefully considered. The full summary of all comments received for each community is included in Appendix 4. Where appropriate some comments, if very similar, have been grouped together, so the scale of what people are objecting to can be easily seen. It is believed that every comment has been included.

The key themes raised are as follows:

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

Additionally, a petition of over 3,000 signatures was received from Dartmouth Against Metered Parking (DAMP) on the 22<sup>nd</sup> December. In addition to the details required for a petition (Name and Address) there was opportunity for each signatory to add their comments in relation to the proposals. In total 1,579 signatories chose to provide additional comments which have been summarised in Appendix 5. The key themes of those comments aligned with comments received through the advertising process, these are summarised above and in Appendix 4. In line with the Devon County Council petition scheme this will be considered as part of this report.

A petition was also received at Council on 15<sup>th</sup> February against the introduction of Pay & Display in Crediton. At the time of writing this report, an analysis of the content has not been possible, a verbal update will be given to Cabinet.

## 6) Strategic Plan

The recommendation aligns with the 'Best Place' Strategic Plan 2021 – 2025, as this provides a commitment to being a Trusted Council, that leads and collaborates well and makes good decisions.

## 7) Financial Considerations

The introduction of pay & display is not designed to create an income but to influence travel and parking choices, and as such there are no financial implications associated with the recommendation.

## 8) Legal Considerations

The statutory consultation has been carried out in line with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. This includes a public notice placed in the local press and statutory bodies (e.g. emergency services) being notified of the proposals. It is a legal requirement to advertise proposals for 21 days, due to the Christmas period, proposals have been advertised for 31 days.

When making a legal order, it is the County Council's responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 that states that it is the duty of a local authority, so far as practicable, to secure the expeditious, convenient, and safe movement of traffic (including pedestrians and cyclists) and provision of parking facilities.

When considering the application of on-street charges legislation (Road Traffic Regulation Act 1984, Section 45) directs that Authorities shall have regard for: -

- the need for maintaining the free movement of traffic, i.e. congestion management
- the need for maintaining reasonable access to premises, i.e. turnover and availability of on-street parking places
- the extent to which off-street parking accommodation, is available, i.e. promoting use of existing off-street car parks

The Council has considered these issues throughout all stages of this project, however significant objections have been received to the proposals that were advertised, and therefore the recommendation is the proposals are not progressed and therefore the legal order is not made.

## 9) Environmental Impact Considerations (Including Climate Change, Sustainability and Socio-economic)

The introduction of new traffic management schemes (including pay & display) encourages use of longer stay car parks, reducing the recirculation of traffic; minimising traffic congestion and improving air quality, so the potential environmental benefits of implementing the advertised proposals will not be achieved.

Concerns have been raised by respondents to the consultation regarding the impact of the advertised proposals on Devon's historic streetscapes, conservation and world heritage area by the introduction of pay and display machines. Not proceeding with the advertised proposals, removes these concerns.

There are no clear findings nationally or detailed studies that show a correlation with the economic performance of a community and pay & display; it is fair to say that narrative is varied and inconclusive.

## 10) Equality Considerations

Where relevant to the decision, the Equality Act 2010 Public Sector Equality Duty requires decision makers to give due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other prohibited conduct;
- advance equality by encouraging participation, removing disadvantage, taking account of disabilities and meeting people's needs; and
- foster good relations between people by tackling prejudice and promoting understanding.

taking account of age, disability, race/ethnicity (includes Gypsies and Travellers), gender and gender identity, religion and belief, sexual orientation, pregnant women/ new and breastfeeding mothers, marriage/civil partnership status in coming to a decision, a decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.

In progressing these proposals, an Impact Assessment has been prepared taking into account the above requirements and circulated separately to Cabinet Members. This is available alongside this Report on the Council's website at: New Pay and Display Schemes

<u>Impact Assessment - October 2022 - Impact Assessment (devon.gov.uk)</u>, which Members will need to consider for the purposes of this item.

## 11) Risk Management Considerations

The proposals have been assessed and all necessary safeguards or actions have been taken/included to safeguard the Council's position.

## 12) Summary / Conclusions / Reasons for Recommendations

It is important that the authority applies the correct parking restrictions in order to manage traffic in Devon's communities and ensure effective and sustainable parking enforcement; to encourage use of longer stay car parks, reducing the recirculation of traffic; minimising traffic congestion and improving air quality. Additionally, not proceeding with the proposals does not provide the efficiency of enforcement which would benefit other parts of the communities, as well as assisting in the problems of vehicles overstaying the time limits.

It is also important that the Council recognises the significant level of objections that have been received and it is therefore recommended that proposals are not implemented.

### **Meg Booth**

Director of Climate Change, Environment and Transport

**Electoral Divisions**: All

Cabinet Member for Highway Management: Councillor Stuart Hughes

## Local Government Act 1972: List of background papers

Nil

### **Contact for enquiries:**

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Delivery of Parking Management Policy - New Pay & Display Schemes - Final

## Appendix 1 to CET/24/17 - Policy - Parking Management in Communities

To effectively manage traffic visiting our key communities pay & display is often used to manage on-street parking opportunities. Tariffs are set to assist in managing parking stock effectively, to minimise congestion and assist in ensuring the right parking opportunities are available to support town centres.

It is helpful to ensure that tariffs for longer stays (of more than an hour) are at least equal or higher than equivalent off-street tariffs to encourage parking in longer stay car parks, reducing the recirculation of traffic; minimising traffic congestion and improving air quality. On street shorter stays / higher turnover will be encouraged to increase footfall for businesses.

To maintain a high quality streetscape and reduce capital and revenue costs, cashless parking options will be promoted. This will mean that promotion of telephone and app based payment will be promoted rather than physical machines being installed where appropriate. Existing schemes may also be reviewed to remove machines, reducing costs and improving streetscape where appropriate.

This Policy position aligns with the Authority's Strategic Plan 2021-2025 to address climate change; by reducing carbon emissions and encouraging sustainable lifestyles whilst continuing to support economic activity. The Policy position also aligns with the Local Transport Plan.

The following factors will be considered when prioritising communities for review:

#### 1. Need

The busiest areas of our communities will be prioritised for review, for example town centre or seafront locations. These locations are more likely to be affected by congestion and recirculation of traffic looking for parking opportunities.

Where reviews are carried out there will normally be alternative off-street parking opportunities, tariffs will be set to encourage the use of these for longer stays (over 1 hour).

### 2. Economy

The local economy will be considered when prioritising schemes. Busier and less-deprived communities will be prioritised and consideration will be given to the Deprivation Index for that area. Retail vacancy rates will be low (below national average), and not in significant decline. These locations are more likely to have more traffic and footfall needing improved management of traffic and parking.

#### 3. Design

Areas that do not already have (or have very little) pay & display will be prioritised.

New schemes will focus on the conversion of existing limited waiting restrictions to pay & display, typically there will be no change to hours / days of operation, or maximum stay.

A free parking period (20 or 30 minutes) will be considered where appropriate to encourage shorter stays, high turnover and improve availability of parking opportunities in high street locations.

Cashless options (pay by phone / app) will be promoted and removal of physical machines will be considered where appropriate.

In all schemes existing national exemptions for Blue Badge Holders would apply allowing free parking as close as possible to the blue badge holders destination. Along with Health & Care Worker permits for those delivering care to residents in central areas.

# **Appendix 2 to CET/23/17 - Details of Restrictions Proposed in Each Community**

Existing Restrictions	Proposed Restrictions	Roads Affected
Braunton		
Limited Waiting 9am-6pm 1 Hour No Return Within 2 Hours	Pay & Display (Tariff Braunton A) 9am-6pm 1 hour free 2 hours 80p (Max Stay 2 Hours)	Exeter Road
Taxi Rank (1 bay)	Taxi Rank (2 bays)	Exeter Road
Disabled Badge Holders Only At Any Time (1 bay)	Disabled Badge Holders Only At Any Time (1 bay) (amended location)	Exeter Road
Crediton		
Limited Waiting Mon-Sat 8am-6pm 45 Minutes No Return Within 2 Hours	Pay & Display (Tariff Crediton A) Mon- Sat excl Bank Hols 8am-6pm 1 hour free 2 hours £1.50 (Max Stay 2 Hours)	High Street Market Street North Street Parliament Street Searle Street St Saviours Way
Limited Waiting Mon-Sat 8am-6pm 2 Hours No Return Within 4 Hours	Pay & Display (Tariff Crediton A) Mon- Sat excl Bank Hols 8am-6pm 1 hour free 2 hours £1.50 (Max Stay 2 Hours)	Town Park
Loading Only Mon-Sat 8am-2pm	Loading Only Mon-Sat excl Bank Hols 8am-6pm	High Street
Limited Waiting Mon-Sat 2pm-6pm 45 Minutes No Return Within 2 Hours	OR Pay & Display (Tariff Crediton A) Mon- Sat excl Bank Hols 8am-6pm 1 hour free 2 hours £1.50 (Max Stay 2 Hours)	
Limited Waiting Mon-Sat 8am-6pm 45 Minutes No Return Within 2 Hours	Limited Waiting Mon-Sat excl Bank Hols 8am-6pm 45 Minutes No Return Within 2 Hours	Belle Parade St Lawrence Green
Loading Only Mon-Fri 8am-2pm	Loading Only Mon-Fri excl Bank Hols 8am-2pm	Landscore
Limited Waiting Mon-Fri 2pm-6pm and Sat 8am-6pm 30 Minutes No Return Within 2 Hours	Limited Waiting Mon-Fri excl Bank Hols 2pm-6pm 30 Minutes No Return Within 2 Hours	

Existing Restrictions	Proposed Restrictions	Roads Affected		
Limited Waiting Mon-Sat 8am-6pm 30 Minutes No Return Within 2 Hours	Limited Waiting Mon-Sat excl Bank Hols 8am-6pm 45 Minutes No Return Within 2 Hours	High Street Landscore		
Limited Waiting Mon-Sat 8am-6pm 45 Minutes No Return Within 2 Hours	Unrestricted Parking (Restriction Revoked)	Union Road		
Limited Waiting Mon-Sat 8am-6pm 45 Minutes No Return Within 45 Minutes	Limited Waiting Mon-Sat excl Bank Hols 8am-6pm 45 Minutes No Return Within 45 Minutes	East Street		
Dartmouth				
Limited Waiting 9am-6pm 1 Hour No Return Within 1 Hour	Pay & Display (Tariff Dartmouth A) 9am-6pm 1 hour free 2 hours £1.50 (Max Stay 2 Hours)	Spithead The Quay		
Limited Waiting 9am-6pm 2 Hours No Return Within 2 Hours	Pay & Display (Tariff Dartmouth A) 9am-6pm 1 hour free 2 hours £1.50 (Max Stay 2 Hours)	Mayors Avenue		
Limited Waiting 9am-6pm between 01 May and 30 Sep 2 Hours No Return Within 2 Hours	Pay & Display (Tariff Dartmouth A) 9am-6pm 1 hour free 2 hours £1.50 (Max Stay 2 Hours)	College Way Mayors Avenue North Embankment		
Honiton				
Limited Waiting Mon-Sat 9am-6pm 1 Hour No Return Within 2 Hours	Pay & Display (Tariff Honiton A) Mon-Sat 9am-6pm 1 hour free 2 hours £1.50 (Max Stay 2 Hours)	High Street		
Okehampton				
Limited Waiting Mon-Sat 9am-6pm 1 Hour No Return Within 2 Hours	Pay & Display (Tariff Okehampton A) Mon-Sat 10am-5pm 1 hour free 2 hours £1.00 (Max Stay 2 Hours)	Kempley Road Park Row		
Limited Waiting Mon-Sat 10am-5pm 1 Hour No Return Within 2 Hours	Pay & Display (Tariff Okehampton A) Mon-Sat 10am-5pm 1 hour free 2 hours £1.00 (Max Stay 2 Hours)	Fairplace Terrace George Street Kempley Road Mill Road Park Row St James Street		

Existing Restrictions	Proposed Restrictions	Roads Affected			
Salcombe					
Limited Waiting 8am-6pm 2 Hours No Return Within 2 Hours	Pay & Display (Tariff Salcombe A) 8am-6pm 1 hour free 2 hours £2.00 (Max Stay 2 Hours)	Cliff Road			
Limited Waiting 8am-6pm 1 Hour No Return Within 1 Hour	Pay & Display (Tariff Salcombe A) 8am-6pm 1 hour free 2 hours £2.00 (Max Stay 2 Hours)	Buckley Street Fore Street Island Street Market Street Shadycombe Road			
Limited Waiting 8am-6pm 1 Hour No Return Within 1 Hour	Pay & Display (Tariff Salcombe B) 8am-6pm 30 mins free 1 hour £1.00 (Max Stay 1 Hour)	Fore Street			
Limited Waiting 8am-6pm between 01 May and 30 Sep 2 Hours No Return Within 2 Hours	Pay & Display (Tariff Salcombe C) 8am-6pm between 01 May and 30 Sep 1 hour free 2 hours £2.00 (Max Stay 2 Hours)	Devon Road			
Limited Waiting 8am-6pm 2 Hours No Return Within 2 Hours	Pay & Display (Tariff Salcombe D) 6am-10pm 1 hour free 2 hours £2.00 (Max Stay 2 Hours) No Motor Caravans	Cliff Road			
Sidmouth	No Waiting 10pm-6am				
Limited Waiting 8am-8pm 30 Minutes No Return Within 1 Hour Exemption for Zone A Permit Holders	Pay & Display (Tariff Sidmouth B) 8am-8pm 30 mins free 1 hour £1.00 (Max Stay 1 Hour) Exemption for Zone A Permit Holders	Fortfield Terrace			
Unrestricted Parking	Pay & Display (Tariff Sidmouth C) 10am-6pm 1 hour free 2 hours £1.50 (Max Stay 2 Hours)	The Esplanade			
Tavistock					
Limited Waiting Mon-Sat 9am-6pm 1 Hour No Return Within 2 Hours	Pay & Display (Tariff Tavistock A) Mon-Sat 9am-6pm 1 hour free 2 hours £1.30 (Max Stay 2 Hours)	Brook Street Duke Street Plymouth Road Russell Street West Street			

## Appendix 3 to CET/24/17 – Data provided to Town Councils 29<sup>th</sup> November 2023

It is the County's position that adopting a policy to utilise P&D in key communities will assist in managing parking stock effectively, minimising congestion and assisting in ensuring the right parking opportunities are available to support town centres. Cabinet resolved to proactively review parking management in our communities with 8 identified for the first tranche.

### **Efficiency**

As has previously been explained Limited (LW) is the most labour intensive restriction to enforce, a Civil Parking Enforcement Officer (CEO) will need to visit the street and log all vehicle registrations, they will then need to plan their beat to return to that location to repeat the process after the end of the limited waiting period (but before the "no return" period expires). This is extremely laborious, and the presence of the CEO becomes well known meaning that abuse restriction is more likely and that spaces do not turn over as frequently as would be desired.

With P&D there is only one visit required and only data relating to vehicles parked in contravention needs to be gathered. There is a time saving and improved compliance meaning spaces will turn over more readily.

The team have looked at 2 comparable locations with each restriction; Exmouth Esplanade where P&D is applied and Dartmouth Embankment where LW is applied. Both with similar footprints (468m and 607m respectively) and capacity for parking (120 spaces and 116 spaces respectively). Over the 2 days of study Exmouth demanded an average of 44 minutes of officer time to be managed, no PCNs were issued. Dartmouth demanded an average of 107 minutes of officer time, 4 PCNs in total were issued. When taking into account length and capacity it is clear that LW can demand over 100% more time to manage compared to equivalent areas of Pay and Display (please see figure 1 Comparison of Enforcement Time).

In practical terms the time saving in Exmouth allows officers to attend to residents parking and other communities on that mobile beat, in this case Seaton. Within Dartmouth officers remain fully committed to the Town Centre and are not able to attend parking in adjacent areas such as Kingswear or Townstal which are served via other beats.

### **Contraventions**

The team has reviewed data relating to the level of contravention across all 8 communities over the past 12 months, you will see that overstays in LW are overrepresented making up 45% of all PCNs issued in the past 12 months (3140 out of a total of 6970). Given the labour intensive mechanism of enforcing LW (explained above) it would suggest that there are many contraventions which are not detected each day. (See figure 2. PCN issue by community by contravention)

It is fair to point out the outlier, Braunton, where there is a much lower contravention rate (14.6%) within LW. There could be a number of reasons for this including a good level of compliance amongst visitors. Although it is worth noting that there is a relatively small amount of LW and with limited other duties officers will move between communities to make

best use of their time, i.e. moving between Braunton and Georgham and Croyde, this can mean that opportunities to provide a good attendance to limited waiting can be missed. This has been more pronounced in the past 12 months due to vacancies within the team meaning a need to combine more communities to provide coverage to the North Devon area. This is now addressed with a number of new appointments. The use of P&D will enhance service to Braunton.

116 Vehicles

Figure 1 Comparison of Enforcement Time

Community Location/s restrictions Stock

Exmouth Esplanade Approx Length of P&D/Limited Waiting restrictions Stock

468m (Mixed parallel and echelon) 120 Vehicles

Dartmouth North Embankment/South 607m (All parallel to kerb)

Embankment/Rue de Courseulles Sur Mer

Location **Observations PCNs** issued Time invested by Parking Date Time spent in Time invested Stock **Location on Date** re LW / P&D by Linear Metre 00:00:24 13/08/2023 Exmouth 00:48:07 4 00:00:06 0 13/08/2023 Dartmouth 01:30:43 66 00:00:09 00:00:47 1 17/08/2023 Exmouth 00:40:00 6 0 00:00:05 00:00:20 17/08/2023 Dartmouth 02:04:35 121 3 00:00:12 00:01:04

Additional time required for LW: 144.3% 88.4% 152.8%

Figure 2 PCN issue by community by contravention

riguic	ZFUIV	1000	∪ ~y C		I	Ly Dy	5511	aut	,,,,,,,																		
community by the state of the s	Total PCNs	01 Parked in a restricted street	02 Loading in restricted street	05 Parked after payment expired	11 Parked without payment	12 Parked in a residents' place	16 Parked in a permit space	19 Parked in a residents' place	21 Parked in a suspended bay	22 Re-parked in the same place	23 Wrong class of vehicle	24 Not parked correctly	25 Parked in a loading place	26 Double parking	27 Dropped footway	28 Parked adjacent to a raised footway or crossing	30 Parked longer than permitted	%	40 Disabled person's parking	42 Police vehicles	45 Taxi rank	46 Clearway	47 Restricted bus stop or stand	73 Parked without payment	82 Parked after payment expired	83 Parked without clear display	99 Pedestrian crossing
<b>G</b> raunton	171	124	3							1			8				25	14.62%	5		2	3					
Crediton	806	269	26							5	2		53		8		392	48.64%	35	4	6		4				5
Dartmouth	1839	521	217			16	29		22	5	6	4	26	3	1		954	51.88%	9	7			7				2
Honiton	667	230	32							4		4	41	1	9		254	38.08%	14		8		47				23
Okehampton	590	150	30							4		2	46	2	27		326	55.25%	17				11				6
Salcombe	945	212	31		2	77	16	13						1			515	54.50%	7		4		3	30	1	33	<sub>∞</sub> Agenda
Sidmouth	779	240	89	6	13		21		58	2	22	3	74	6	6		212	27.21%	13		13		1				d
Tavistock	1173	319	161							12	10	1	152		1	1	462	39.39%	46		2		3				හි
	6970																3140	45.05%									=

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## Appendix 4 to CET/24/17 – Summary of Comments Received

Comment	Count
Braunton	
Opposes the proposals	158
Supports the proposals	5
Respondent feels that pay and display restrictions will have a negative	79
impact on businesses in the town centre	
Respondent would like the parking to remain as it is now	35
Respondent feels there will be increased parking in residential areas	18
where spaces are already limited	
This is just a money making scheme	18
Respondent comments that the changes will negatively impact residents	15
with mobility issues	
Respondent comments that elderly and disabled residents use the on-	11
street parking to access local businesses, many cannot walk far and may	
find it difficult getting a ticket	
Respondent feels that the pay and display will discourage people from	11
visiting the town	
Proposals will deter people from coming into town, they will use	10
supermarkets instead	
Respondent comments that a taxi rank is not needed in the village, taxis	9
are private hire and do not use the existing space	
Respondent does not agree with statement of reasons	9
Respondent feels that there are already pay and display car parks nearby	9
which can be used for longer visits.	
Short free parking allows locals & visitors a chance to pop into the town &	9
shop local	
Respondent why Taxi ranks are being extended when few taxis are	7
available in the area.	
The proposals will not improve congestion	7
Parking meters are detrimental to the look of the town	6
Respondent comments that the proposals are not wanted/ not required	6
The respondent feels the proposals will force people to park	6
inappropriately elsewhere	
Doubling the parking period will reduce the turnover of vehicles and	5
availability of parking	
Respondent comments that the changes will discourage people who just	5
want to pop into the shops quickly	
Respondent says there is no evidence presented to support the proposal's	5
objectives	
Respondent will visit the town less if pay and display is implemented	5
It is a waste of public money	4
The proposals will increase congestion	4
The proposals will not improve air quality	4
Charges will be detrimental to the community	3
Elderly people will just not come into the town if these changes are	3
implemented	

Comment	Count
Respondent comments that the changes will be detrimental to local	3
businesses as people rely on being able to park along the road for a short	
period of time, especially the elderly	
Respondent comments that the changes will create more traffic as people	3
will to try and find a free space on the surrounding roads	
Respondent comments that there has never been an issue with people	3
parking for too long	
Respondent comments that this scheme will not benefit the local	3
community	
Respondent feels people will choose to shop out of town where parking is	3
free	
Respondent feels that it isn't fair to charge people extra on top of the high	3
cost of living in the area	-
Respondent feels the proposals will not make any difference to pollution or	3
pedestrian safety	· ·
Vehicles in Braunton currently receive less penalty charge notices than in	3
the other communities where pay and display is proposed & no complaints	Ü
have been received by DCC about overparking on the A361 in the last five	
years (information received from an FOI request) so DCC have no reason	
to introduce pay and display in Braunton	
Access to town shops will be limited and costly to elderly population	2
Council has not provided any justifiable reason for these unnecessary	2
proposals.	۷
Free parking encourages locals and visitors into the town	2
It will mainly disadvantage families with small children and the elderly.	2
Once the restrictions are in place, DCC might increase the charges	2
Respondent comments that introducing pay and display will make it more	2
difficult to access shops in the area	2
Respondent comments that the machines should be located close to the	2
·	2
disabled bays as this will reduce the walking distance	2
Respondent comments that the money collected is unlikely to offset the cost of installation and maintenance	2
	2
Respondent comments that the proposals will not improve the current	2
situation and will only make things worse	
Respondent comments that there are rarely parking infringements along	2
the road, this is evidenced by the small amount of penalty charge notices	
issued over a short period between seven months and a year.	
Respondent comments that there is already limited waiting along this	2
stretch of road	
Respondent comments that this proposal is unnecessary and makes no	2
sense. It's not what the residents of the area want.	
Respondent does not feel that there will be much change to the current set	2
up	
Respondent feels that a very long stretch of parking with a single pay and	2
display machine that won't accept cards is unacceptable	

Comment	Count
Respondent feels that the proposals will affect access for the elderly and	2
disabled, as it will take them longer to carry out their business than the	
suggested free parking times	
Respondent feels your raising money at the cost of local communities	2
Respondent is a business owner and feels that the proposals will	2
negatively affect their business as well as other businesses	
Respondent requests better signage to off-street car parks	2
Respondent requests evidence to support the proposals	2
Respondent requests more enforcement	2
Respondent says there will be a negative environmental impact with all	2
those unnecessary paper tickets the machine will produce	
Respondent suggests installing a red-light camera on the crossroads as	2
there are several infringements there every single school run and	
throughout the day. This would generate revenue and improve safety	
Respondent suggests that the taxi bay is replaced with a loading bay	2
The proposals will kill off the town and trade	2
These proposals will increase turnover	2
Will the free first hour parking sooner or later be replaced with a charge?	2
At times the main car parks are full, even in winter. In the summer tourists	1
park here and car parks are often full	
Better signage to 'long stay' car parks would help visitors who are likely to	1
stay more than 2 hours.	ı
Charges made in Devon and Cornwall are exorbitant compared to	1
Northern England where charges are much more realistic and reasonable.	ı
These charges are likely designed to rip off tourists as often charges	
increase in the summer months.	
Charges would put additional financial strain on the citizens	1
<u> </u>	1 1
Concern is payment charges. Would hope there can be a minimum charge approx. 50p for 30 mins to allow people to "pop in" to an	ı
• • • • • • • • • • • • • • • • • • • •	
establishment quickly and easily. Equally if maximum payment charges	
are £1 hour or £5/day, I think more people would pay.	1
DCC should listen to the Parish Councillors as they understand the	1
Community  Deven County Council has not provided a plan of costs which shows how	1
Devon County Council has not provided a plan of costs which shows how	1
surplus funds (after improved enforcement) will be used to offset the local	
service costs or how much the scheme will cost and how it is funded	
Does not indicate if they support or oppose	1
Doing away with free parking may encourage people to drive further thus	1
increasing the carbon footprint	
I understand that the Parish Council do not support the scheme and have	1
been trying to get it stopped	
if the town/village has a pay and display car park, any on street parking	1
should also be pay and display.	
Instead of paying out for parking meters, use the money to fix all the	1
potholes around town	
Money generated isn't enough to warrant such action	1
Money wasted on installing the meters and maintaining them	1

Comment	Count
Parking machines are composed of non-recyclable materials, lithium ion	1
batteries, plastics and other nasties. These are exactly what residents are	•
working to eradicate vis a vis sustainability.	
Parking meters will mean people will park for longer	1
Proposed changes do not take into account a stay in excess of 2 hours	1
Respondent asked if the cost of installing meters and monitoring be	1
justified by any revenue received	•
Respondent comments that efforts should be made at improving the traffic	1
flow at the main junction, this causes pollution and congestion due to the	·
poor layout of the junction and positioning of traffic lights	
Respondent comments that elderly residents depend on this parking area	1
because of their mobility	-
Respondent comments that if the council want to increase revenue they	1
should look at installing additional parking bays along The Esplanade,	
Woolacombe for motor homes	
Respondent comments that local residents are unlikely to pay for parking	1
in their own town	
Respondent comments that money could be spent elsewhere to improve	1
the area	
Respondent comments that parking is already difficult for disabled people	1
and these changes will make matters worse for the disabled community	
Respondent comments that public transport in the area is inadequate and	1
expensive	
Respondent comments that the added hassle of getting a ticket may deter	1
disabled people from wanting to go out, so could end up being detrimental	
to their mental health	
Respondent comments that the changes will be detrimental to the majority	1
of the elderly population of the community	
Respondent comments that the changes will lead to higher prices, reduced	1
choice of goods and services and loss of local identity	
Respondent comments that the cost outlay is not justified	1
Respondent comments that the council should be promoting less	1
restrictions on parking, not more	
Respondent comments that the current disabled bays in Caen Street car	1
park are too far away to access the shops located on Exeter Road	
Respondent comments that the current situation brings people into the	1
town which keeps the shops going in the current economic climate	
Respondent comments that the inconvenience of having to get a ticket will	1
deter people from shopping in the area	
Respondent comments that the main problem of poor air quality is on	1
Caen Street. The only measures which have been implemented to try and	
improve this, is the removal of the lollipop person during the school run.	
Respondent comments that the meters will cause major problems as	1
people won't have cash at hand in an area designated as free parking	
Respondent comments that the proposal to allow one hour free for people	1
to complete local shopping, with an addition fee for the second hour seem	
sensible	

Comment	Count
Respondent comments that the road needs more disabled bays not less and definitely not further down the road.	1
Respondent comments that the road needs more disabled bays. The main car park has several spaces, however it is a long way to walk from there to the main shops and post office	1
Respondent comments that the scheme is not relevant, as the stated benefits will not work at this location	1
Respondent comments that the suggested benefits will only occur if the number of people using the parking bays is significantly reduced, this will have an adverse affect on the local economy	1
Respondent comments that these changes are being introduced to resolve a problem that does not exist	1
Respondent comments that they have limited mobility and these changes will reduce their use of nearby shops.	1
Respondent comments that visitors and locals should be able to access free parking within the centre to make it accessible to all	1
Respondent does not feel that these proposals will increase car turnover	1
Respondent feels it will cause too much disruption to residents while the scheme is being implemented	1
respondent feels meters will decrease revenue as this will drive people away	1
Respondent feels that drivers should not be responsible for subsidising buses	1
Respondent feels that it should be one of the council's highest priorities to maintain a vibrant and diverse community to include independent trade.	1
Respondent feels that parking should be improved in Wrafton Road which should include measures to slow down the traffic	1
Respondent feels that the council should look into a new relief road to take traffic away from the centre of Braunton, this will improve air quality for school children especially during the summer season.	1
Respondent feels the proposed parking charges are too high	1
Respondent feels there will be payment problems for elderly people who don't use payment apps or smart phones	1
respondent feels this will impact the poor far greater than the wealthy	1
Respondent objects to the shortening of the disabled bay on Exeter Road, Braunton	1
Respondent questions how far apart the meters will be, as the road is pretty long and will be difficult for elderly and disabled people to access.	1
Respondent questions what is the aim of charging? How much officer time will be spent on this project?	1
Respondent questions whether they need to decide how long they intend to stay when they first arrive or if they can purchase a 2 hour ticket after 1 hour free parking?	1
Respondent requests better signage for the Caen Street car park	1
Respondent says there is no financial benefit for the town commerce or residences	1

Comment	Count
Respondent suggests better communication and engagement with town councils	1
Respondent suggests creating more disabled bays	1
Respondent suggests extending the existing disabled bay into a double	<u>.</u> 1
Respondent suggests that the taxi rank be replaced with a loading bay or more disabled parking	1
Respondent wonders how the proposals will create a safer environment	1
Respondents asks to see plans of proposed restrictions in Caen Street, Braunton as they are on the draft traffic order but no plan is available	1
The existing businesses in the town centre do not report a problem with the restrictions as they are	1
The free parking enables many people, especially the elderly who may otherwise avoid visiting the town, access the shops without them having to walk too far.	1
The high levels of pollution will continue as people will still drive around looking for a parking space	1
The introduction of pay and display will constrain the Braunton Masterplan from being able to go ahead. The masterplan includes plans to introduce build outs, wider footpaths and cycle provision on Exeter Road.	1
The proposals show a loss of disabled bays and that the space will be limited to 6.6 metres which assumes that vehicles used by blue badge holders are very small	1
the proposals will increase turnover, therefore cars manoeuvring into spaces will block the flow of traffic, creating more congestion on the main road	1
The proposals will penalise locals who already struggle with the cost of living	1
The respondent feels the proposals will negatively impact parking for locals	1
There is an adequate off-street car parks in the town centre already. Why are these not being utilised?	1
There is no evidence to suggest that paid parking maintains free movement of traffic better than the existing limited waiting	1
There will be extra expense of installing and running of the scheme	1
These proposals are a waste of money	1
Will affect those with compromised mobility but not eligible for a Blue Badge.	1
Will not solve congestion or pollution.	1
Would the Council also consider overnight (6pm-8am) Motorhome parking allocations for £8-£10, as respondent thinks this would bring extra funds into the location.	1

Comment	Count
Crediton	Journ
Opposes the proposals	158
Supports the proposals	6
Respondent feels that pay and display restrictions will have a negative	115
impact on businesses in the town centre	110
Respondent would like the parking to remain as it is now	44
This is just a money making scheme	40
Proposals will deter people from coming into town, they will use	29
supermarkets instead	25
Respondent feels that the pay and display will discourage people from visiting the town	27
Doubling the parking period will reduce the turnover of vehicles and availability of parking	22
Respondent feels that there are already pay and display car parks nearby which can be used for longer visits.	14
Once the restrictions are in place, DCC might increase the charges	10
The proposals will not improve air quality	9
The respondent feels the proposals will force people to park	9
inappropriately elsewhere	
This scheme will not achieve goals set out in the Statement of Reasons.	9
Respondent feels there will be increased parking in residential areas	8
where spaces are already limited	
More vehicles driving around searching for spaces will increase emissions.	7
Respondent will visit the town less if pay and display is implemented	7
The proposals will not improve congestion	7
Money should be spent on fixing the roads	5
Money wasted on installing the meters and maintaining them	5
Respondent feels that getting a free 1 hour ticket from the machine will cut into free time	5
Respondent feels there will be payment problems for elderly people who	5
don't use payment apps or smart phones	
The proposals will increase congestion	5
The respondent feels the proposals will negatively impact parking for locals	5
Meters will block pavements and make it harder for the pedestrians,	4
disabled and people with mobility issues	-
Parking meters are detrimental to the look of the town	4
Respondent comments that this scheme will not benefit the local	4
community	
Respondent feels that it isn't fair to charge people extra on top of the high cost of living in the area	4
Respondent says there is no evidence presented to support the proposal's	4
objectives  Cashless parking creates an impossible barrier for those without	3
smartphones.	2
If the goal is to reduce congestion, make a proper bus stop to avoid queuing traffic and extra pollution on the main road.	3

Comment	Count
Respondent comments that the changes will negatively impact residents	3
with mobility issues	
Respondent does not agree with statement of reasons	3
Respondent does not feel properly consulted.	3
Respondent does not feel there is a congestion problem	3
Respondent feels DCC's proposals lack clarity	3
Respondent feels people will choose to shop out of town where parking is	3
free	
Respondent requests evidence to support the proposals	3
1 hour Free parking and the option to pay for 2 hours parking will allow for	2
more flexible shopping and a turnover of cars	
Due to Crediton's location, it relies on through trade being able to park	2
easily.	
Parking will be made worse not better	2
Respondent comments that the money collected is unlikely to offset the	2
cost of installation and maintenance	
Respondent does not agree with the revocation of 45 minute limited	2
waiting on Union Road.	
Respondent does not feel that these proposals will increase car turnover	2
Respondent feels that Pay & Display will push people away from the town	2
centre, particularly elderly and vulnerable people.	
Respondent feels the same proposals are being applied across different	2
towns without consideration for their individual circumstances	
Respondent feels there are not enough parking facilities available for	2
workers that work in town	
Respondent is a business owner and feels that the proposals will	2
negatively affect their business as well as other businesses	
Respondent questions how far apart the meters will be, as the road is pretty long and will be difficult for elderly and disabled people to access.	2
Respondent requests enforcement in Park Street, Crediton	2
•	2
Respondent suggests limiting the free parking in some areas to 30 minutes	
Respondent supports proposal to extend free parking to 1 hour	2 2
Respondent supports the proposals, given that free parking remains indefinitely and charges aren't raised	2
there has been no evidence provided that the current restrictions don't	2
work.	2
What will be the cost of installation and running meters?	2
Congestion is caused from buses waiting and double parked lorries	1
loading, not from on-street parking.	·
Elderly people may get confused when using the machines	1
Elderly people visiting Crediton town centre park on-street to do their	<u>·</u> 1
shopping, as some of them cannot walk up the steep hill to St Saviours car	-
park.	
Enforcement will be costly	1
Existing public transport is poor, people have to use their cars	1
If machines are installed they need to accept credit cards and cash and	1
not to be solely accessible via a mobile phone app.	

Comment	Count
If public transport services were improved, this scheme would be viable.	1
If someone parks in Market Street disabled bays, the first hour is free but a	1
ticket must be paid for and displayed. If they don't need to be there for	
more than 1 hour, they are out of pocket.	
Low income families are really going to struggle with the new proposed	1
changes to parking.	
Motorists already make a disproportionate contribution to UK taxation,	1
some of the money gained from special car tax, fuel taxes and VAT on	
motoring goods should be used to provide proper parking facilities which	
encourage citizens to use our dying High Streets.	
Parking machines are composed of non-recyclable materials, lithium ion	1
batteries, plastics and other nasties. These are exactly what residents are	
working to eradicate vis a vis sustainability.	
Pay & Display metres will only add to the street furniture, respondent	1
would like to see a form of survey on what can be done to reduce street furniture e.g. discouraging businesses from putting out boards.	
Respondent agrees 2 hour restrictions in some areas would help	1
encourage visitors and may reduce congestion	'
Respondent believes it should be no return within 1 hour, instead of 2.	1
Respondent comments that the changes will discourage people who just	1
want to pop into the shops quickly	
Respondent comments that the proposals are not wanted/ not required	1
Respondent comments that the proposals will reduce access to shops and	1
public buildings	
Respondent comments that the scheme is not relevant, as the stated	1
benefits will not work at this location	
Respondent does not feel that there will be much change to the current set	1
up	
Respondent feels 1 hour of free parking is not enough	1
Respondent feels parking charges are already too high.	1
Respondent feels that pay and display will have a positive impact on	1
businesses in the town centre	
Respondent feels that the meters will be vandalised	1
Respondent feels that the way this has been advertised makes it confusing	1
and unclear how to respond	
Respondent feels the proposal is unreasonable for people with mobility	1
issues that do not have a disabled badge	
Respondent feels the proposals will negatively impact people that work	1
and park in town	1
Respondent feels the proposals will reduce short parking ability by extending to two hours rather than one present	1
Respondent feels the proposed parking charges are too high	1
Respondent feels there are no issues with air quality	1
Respondent feels this appears to be a further residents and visitors tax	1
Respondent lived in Wales where parking is free, even in some multi-	1
storeys and town centres thrive, DCC should learn from this.	•
,	

Comment	Count
Respondent lives in a flat without parking and relies on the free parking to	1
be able to drop off their toddler etc.	
Respondent lives on "Market Street extension spur" and says visitors and	1
volunteers for Council events often use this lane as access when they	
should not. Respondent is concerned proposed parking charges will lead	
to people parking on their private land.	
Respondent questions where will the residents park?	1
Respondent questions whether they need to decide how long they intend	1
to stay when they first arrive or if they can purchase a 2 hour ticket after 1	
hour free parking?	
Respondent questions why East Street is being proposed for Pay &	1
Display when there are no shops, only residents. Where are residents of	
East Street supposed to park?	
Respondent questions why Pay & Display tariffs are different in different	1
areas, for example Okehampton is £1 and Crediton is £1.50	
Respondent reports that there is not enough available on-street parking in	1
the town centre	
Respondent says not everyone can pay by phone or have the correct	1
change	
Respondent says the proposals discriminates against and affects the least	1
well-off and vulnerable people	
Respondent says the road from Market Square to High Street is too steep,	1
and therefore often move their car further up the road, with ticketing this is	
no longer feasible	
Respondent suggests extending the current free 45 minute parking in	1
Crediton to 1 hour and removing the option to pay to extend this, to	
maintain vehicle turnover.	
Respondent suggests improving the car parks	1
Respondent suggests introducing residents parking permits	1
Respondent suggests proposals should be advertised to reach a wider	1
audience through local press, radio and tv	
Respondent supports the proposal to lift the 45 minute restrictions on	1
Union Road.	
Respondent supports the proposals to exclude bank holidays from charges	1
and the removal of restrictions on certain roads.	
Respondent why Taxi ranks are being extended when few taxis are	1
available in the area.	
Respondent will consider moving out of Crediton if they're made to pay to	1
park.	
Respondent wonders how the proposals will create a safer environment	1
Ridiculous proposals that only benefits tourism which already makes daily	1
life more stressful.	
Short free parking allows locals & visitors a chance to pop into the town &	1
shop local	
Some elderly people cannot carry large amounts of shopping and will go	1
back and forth to their car, lack of free parking will mean they have to shop	
elsewhere.	

Comment	Count
The app used to pay for parking charges extra, this can be costly for frequent visitors.	1
The hassle to download apps to pay will likely drive visitors away.	1
The intention to attract more motorised visitors goes against the promotion	1
of sustainable transport alternatives such as walking and cycling, as more	
motorists makes this more dangerous.	
The loading bay on St Lawrence Green should be turned into parking as	1 1
the shop it was implemented for is now gone and is now hardly ever used.	
The mobile app to pay for parking is confusing.	1
The proposals will encourage people to shop online	1
The reasons given are generalised and do not reflect the situation in	1 1
Crediton	
The respondent suggests the first 2 hours should be free	1
The solution to improve air quality and reduce emissions on the High	1 1
Street is to create a bypass.	
The use of paper tickets is environmentally unfriendly and increases	1
littering.	
There is no evidence supporting the claim that it will improve air quality.	1
There is, for the most part, a period of free parking long enough to pop into	1
the shops. Those that want to be in town longer, should have to pay.	
These proposals are a waste of money	1
This proposal is unfair for those who live above the shops.	1
This proposal will reduce the amount that off-street parking is used.	1
This scheme will affect the overall quality of life for those living in the area	1
This would penalise local people from parking in the town and pushing	1
them to park in the off street car parks	
Will a third party be taking a percentage of the monies extracted from	1
taxpayers? Will this scheme be cashless, via an app?	1

Comment	Count
Dartmouth	
Opposes the proposals	638
Supports the proposals	35
Respondent feels that pay and display restrictions will have a negative	280
impact on businesses in the town centre	
Respondent feels that the pay and display will discourage people from	190
visiting the town	
Respondent would like the parking to remain as it is now	140
This is just a money making scheme	134
The respondent feels the proposals will negatively impact parking for	69
locals	
Respondent will visit the town less if pay and display is implemented	46
The proposals will not improve congestion	45
Respondent does not agree with statement of reasons	44
The max stay should be increased	33
Respondent feels the proposals will negatively impact people that work	31
and park in town	
Respondent suggests extending the Park & Ride service	30
The proposals will not improve air quality	30
I do not want to pay for parking	29
Respondent suggests introducing residents parking permits	26
Respondent feels the proposals will not make any difference to pollution or	23
pedestrian safety	
Respondent feels there will be increased parking in residential areas	23
where spaces are already limited	
Respondent reports that there is not much available off-street parking in	23
the town centre	
Respondent questions where will the residents park?	22
The respondent requests a year round Park & Ride service for Dartmouth	18
The respondent feels the proposals will force people to park	17
inappropriately elsewhere	
Respondent suggests parking should be free for locals	15
Respondent requests all day parking for residents and workers of the town	14
Respondent works in town and feels they won't be able to use on street	14
parking to park for work anymore	
Respondent suggests more buses to and from the town	13
Respondent is a business owner and feels that the proposals will	11
negatively affect their business as well as other businesses	
Respondent feels 1 hour of free parking is not enough	10
Respondent feels there are not enough parking facilities available for	10
workers that work in town	
Respondent questions where the workers park will	10
Charges would put additional financial strain on the citizens	8
I do not support the proposed parking charges	8
Respondent does not feel there is a congestion problem	7
Parking meters are detrimental to the look of the town	6
Respondent feels the proposed parking charges are too high	6

Comment	Count
Respondent requests evidence to support the proposals	6
The respondent suggests cheaper Park & Ride service	6
The respondent suggests parking up to 4 hours	6
Access to town shops will be limited and costly to elderly population	5
It's about time the powers that be listen to the residents/town's people	5
what they want /need as it's them that matter not decisions made by	
outsiders.	
Respondent feels people will choose to shop out of town where parking is	5
free	
Respondent suggests implementing existing summer restrictions all year	5
round	
Respondent suggests free parking at Park & Ride for workers	4
Respondent suggests keeping the current winter restrictions, charge for	4
parking during the summer	
The proposals will increase congestion	4
The respondent suggests the first 2 hours should be free	4
Proposed changes do not take into account a stay in excess of 2 hours	3
Respondent feels that it isn't fair to charge people extra on top of the high	3
cost of living in the area	
Respondent feels the proposals will force the festivals and events out of	3
Dartmouth	
Respondent suggests better communication and engagement with town	3
councils	
Respondent suggests improving the car parks	3
Respondent suggests year round limited waiting parking	3
Will now have to pay to provide care to vulnerable patients who require home visits	3
	2
I cannot afford to pay for parking	2
Leave the parking as it is, but remove the free parking in the winter months  Meters will block pavements and make it harder for the pedestrians,	2
disabled and people with mobility issues	2
Respondent comments that the changes will negatively impact residents	2
with mobility issues	2
Respondent feels DCC's proposals lack clarity	2
Respondent feels pay & display may stop people wanting to volunteer in	2
Dartmouth	_
Respondent feels there is not enough free parking as it is	2
Respondent requests more enforcement	2
Respondent says there is no evidence presented to support the proposal's	2
objectives	
Respondent suggests investing into electric charging points	2
Respondent suggests using the full length of the College Way verges for	2
parking	
The max stay should remain at 2 hours	2
The proposal fails to meet the basic requirements of section 45 of the	2
Road Traffic Regulation Act 1984	

Comment	Count
The respondent suggests the area around The Quay and Mayors Avenue could be seasonal	2
This scheme will not achieve goals set out in the Statement of Reasons.	2
Will impact residents who do not have off-street parking	2
Will not solve congestion or pollution.	2
[FOI] Respondent requests details of all parking restrictions, traffic-related proposals in Dartmouth under the "Freedom of Information Act 2000"	1
[Motorhomes] Respondent requests more parking options for Motor Caravans along the Embankment	1
3007 forms received from Dartmouth Against Metered Parking (DAMP) with signatures, addresses and comments opposing the introduction of pay and display in Dartmouth	1
A local issue that should be decided locally with any changes and revenue staying in the local area.	1
An analysis of the existing parking availability and the effects of the changes needs to be carried out	1
At times the main car parks are full, even in winter. In the summer tourists park here and car parks are often full	1
Doubling the parking period will reduce the turnover of vehicles and availability of parking	1
Existing public transport is poor, people have to use their cars	1
Has any consideration been given to tradesmen and their livelihood, if these proposals are implemented?	1
Locals will be using the parking spaces more than visitors to the town	1
More and more properties are owned by second home owners who often buy off-street parking spaces	1
More vehicles driving around searching for spaces will increase emissions.	1
No publication of cost v return (cost/benefit analysis). This should be mandatory.	1
Nowhere in the proposal is there any consideration or scheme for the parking requirements of the residents of affected roads.	1
Once the restrictions are in place, DCC might increase the charges	1
Please put alternative parking options in place before you restrict what is currently available.	1
Proposals will deter people from coming into town, they will use supermarkets instead	1
Respondent agrees 2 hour restrictions in some areas would help encourage visitors and may reduce congestion	1
Respondent already struggles to find a space with a residents permit and feels this will only get worse	1
Respondent asks where will the revenue be reinvested in?	1
Respondent comments that Residents should not have to pay to park in their own town.	1
Respondent comments that the proposals are not wanted/ not required	1
Respondent comments that the proposals will reduce access to their premises	1

Comment	Count
Respondent comments that this scheme will not benefit the local	1
community	
respondent feels a park and ride would be more beneficial	1
Respondent feels only new parking restrictions should be on caravans	1
parking along the embankment	
Respondent feels that the way this has been advertised makes it confusing	1
and unclear how to respond	
Respondent feels the proposal is unreasonable for people with mobility	1
issues that do not have a disabled badge	
Respondent feels the proposals will increase the town's visitors	1
Respondent feels the same proposals are being applied across different	1
towns without consideration for their individual circumstances	
Respondent feels there will be payment problems for elderly people who	1
don't use payment apps or smart phones	
Respondent feels this appears to be a further residents and visitors tax	1
respondent feels this is a further tax on motorists	1
Respondent is a coastguard rescue officer who needs their vehicle to	1
respond to emergency incidents, parking outside of town will mean slower	
response times.	
Respondent questions whether they need to decide how long they intend	1
to stay when they first arrive or if they can purchase a 2 hour ticket after 1	
hour free parking?	
Respondent reports a petition totalling 3059 signatures, organised by	1
resident E.C. and supported by the Town Council was presented to DCC	
on Friday 22nd December.	
Respondent reports that there is not enough available on-street parking in	1
the town centre	1
Respondent requests reviewing parking restrictions and signs in Week Hill	1
and Lower Castle Road as they often get gridlocked/very congested	1
Respondent says the proposals discriminates against and affects the least well-off and vulnerable people	1
Respondent says the proposals will negatively affect people that volunteer	1
in town and rely on free parking	ı
Respondent says there should be a parking exemption for people who	1
work or volunteer in town	•
Respondent suggests 12 hour restricted parking for workers along the	1
embankment	·
Respondent suggests 12 hours and no return out of season parking	1
Respondent suggests adding (6pm-8am) motorhome parking allocations in	 1
Dartmouth for £8-£10	-
Respondent suggests adding Hauley Road to the proposal and to charge	1
for parking from 10am to 4pm	
Respondent suggests allowing at least 3 hours of free parking for local	1
residents	
Respondent suggests creating a car free zone	1
Respondent suggests introducing electric buses to help improve pollution	1
levels	

Comment	Count
Respondent suggests limiting the free parking in some areas to 30 minutes	1
Respondent suggests making seafront parking free up to 3 hours for year round	1
Respondent suggests retaining the free parking during the winter around Coronation Park	1
Shops are already struggling	1
The high levels of pollution will continue as people will still drive around looking for a parking space	1
The proposals do not propose any initiatives to encourage workers to make more sustainable travel choices	1
The proposals don't create more spaces	1
The proposals will encourage people to shop online	1
The proposals will increase the risk of harm to pedestrians and cyclists.	1
The respondent questions the reasons why this proposal is being introduced	1
The respondent suggests to provide the locals with free parking permits and make visitors to pay in the Mayors Ave or Park and Ride facilities.	1
There are a lot of vacant shop units in town already	1
These proposals contradict the 'Strategic Plan 2021-2025' Best Place	1
These proposals will increase turnover	1
Use of the Park & Ride service should be encouraged, especially for tourists	1
What problem is trying to be solved by metering spaces that currently are not?	1
Will enforcement officers have to check whether those who have bought a 1 hour ticket have extended it to 2 hours?	1
Will there be resident parking permits available?	1
Would residents have the option to buy permits?	1

Comment	Count
Honiton	
Opposes the proposals	438
Supports the proposals	3
Respondent feels that pay and display restrictions will have a negative	238
impact on businesses in the town centre	200
Respondent feels that the pay and display will discourage people from	66
visiting the town	
This is just a money making scheme	63
Respondent would like the parking to remain as it is now	40
Respondent will visit the town less if pay and display is implemented	39
Respondent does not agree with statement of reasons	25
The respondent feels the proposals will negatively impact parking for	22
locals	
The proposals will not improve congestion	18
Respondent feels there will be increased parking in residential areas	15
where spaces are already limited	
I do not want to pay for parking	13
Parking meters are detrimental to the look of the town	12
Respondent feels people will choose to shop out of town where parking is	12
free	
Respondent is a business owner and feels that the proposals will	8
negatively affect their business as well as other businesses	
Respondent feels 1 hour of free parking is not enough	7
Respondent requests more enforcement	7
Money wasted on installing the meters and maintaining them	6
Respondent reports 2 hour stay is not needed and will reduce the car	6
turnover	
Charges would put additional financial strain on the citizens	5
Respondent comments that the changes will negatively impact residents with mobility issues	5
Respondent requests evidence to support the proposals	5
Respondent does not feel that these proposals will increase car turnover	4
Respondent does not feel there is a congestion problem	4
Respondent feels DCC's proposals lack clarity	4
Respondent feels that getting a free 1 hour ticket from the machine will cut	4
into free time	
The proposals will not improve air quality	4
The respondent questions the reasons why this proposal is being	4
introduced	
It will cost more to fit the machines in the High Street than you get in return	3
Meters will block pavements and make it harder for the pedestrians,	3
disabled and people with mobility issues	
Respondent agrees with the statement of reasons	3
The proposals will increase congestion	3
Free parking encourages locals and visitors into the town	2

of commerce in mid 2023 showed that of 1200 respondents, only 3 supported the introduction of pay and display. The other 1197 respondent said that they would reduce their visit to Honiton if pay and display was implemented.  Icannot afford to pay for parking  Money should be spent on fixing the roads  Money should be spent on other services  Proposals will deter people from coming into town, they will use supermarkets instead  Respondent asks how motorcycles would be catered for under the new proposals?  Respondent comments that this scheme will not benefit the local community  Respondent feels the proposals will not make any difference to pollution or proposals?  Respondent says there is no evidence presented to support the proposal's pobjectives the same proposals were rejected 10 years ago  This scheme will not achieve goals set out in the Statement of Reasons.  We already pay council tax  Will the regular markets on a Tuesday, Thursday and Saturday be proposals?  Access to town shops will be limited and costly to elderly population  It will encourage people who need more time in the town centre who are not able to walk long distances to car parks  Maintaining the meters will cost small revenue  No publication of cost v return (cost/benefit analysis). This should be mandatory.  Parking should be for a maximum of one hour  Parking will be made worse not better  Please put alternative parking options in place before you restrict what is currently available.  Pleased to see plans to reduce/restrict car use in town  Respondent cannot walk very far. Elderly Sunday church goers and market hall users at weekends need parking. Also, all users of St Paul's in the evening, mostly elderly.  Respondent comments that elderly residents depend on this parking area because of their mobility  Respondent feels parking charges are already too high.  Respondent feels that Pay & Display will push people away from the town	Comment	Count
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	centre, particularly elderly and vulnerable people.	1

Comment	Count
Respondent feels that pay and display will have a positive impact on	1
businesses in the town centre	
Respondent feels that the meters would create additional health and safety	1
risks alongside the open drain system alongside parts of the pavement	
Respondent feels the proposals will increase the town's visitors	1
Respondent opposes to pay for the parking where they live.	1
Respondent questions whether they need to decide how long they intend	1
to stay when they first arrive or if they can purchase a 2 hour ticket after 1	
hour free parking?	
Respondent reports that there is not much available off-street parking in	1
the town centre	
Respondent requests all day parking for residents and workers of the town	1
Respondent suggests 30min free parking for on street and off street car	1
parks	
Respondent suggests adding a 30 min pay option to 1 hour FREE parking	1
Respondent suggests designated parking areas or public transportation	1
Respondent suggests double yellow lines at the bottom end of town on	1
one side to allow traffic to flow	
Respondent suggests improving the car parks	1
Respondent suggests more buses to and from the town	1
Respondent suggests parking should be free for locals	1
Respondent suggests to consult with other councils outside of the area	1
Respondent suggests to move to the parking disc scheme as used in Cumbria	1
Respondent would like to know how long will take to recoup the cost of	1
installing meters? Will market traders have to pay?	
Respondent would like to know how the blue badge holders will be	1
affected by the proposals and will there be more or less disabled spaces.	
Respondent would like to know payment options available	1
Shops are already struggling	1
Supports idea of increasing revenue from on road parking	1
The existing businesses in the town centre do not report a problem with	1
the restrictions as they are	
The hassle to download apps to pay will likely drive visitors away.	1
The proposal will have people parking in Jerrard Crescent to avoid the	1
parking charge.	
The respondent suggests to provide the locals with free parking permits	1
and make visitors to pay in the Mayors Ave or Park and Ride facilities.	
Will the road markings be refreshed if these proposals are implemented?	1

Comment	Count
Okehampton	
Opposes the proposals	602
Supports the proposals	6
Respondent feels that pay and display restrictions will have a negative	241
impact on businesses in the town centre	
Respondent would like the parking to remain as it is now	150
Respondent feels that the pay and display will discourage people from	89
visiting the town	
This is just a money making scheme	85
The proposals will kill off the town and trade	63
Respondent feels there will be increased parking in residential areas	44
where spaces are already limited	
Respondent will visit the town less if pay and display is implemented	34
The proposals will increase congestion	29
The proposals will not improve congestion	23
Respondent requests evidence to support the proposals	22
Shops are already struggling	22
Respondent does not agree with statement of reasons	21
The respondent feels the proposals will negatively impact parking for	21
locals	
Meters will block pavements and make it harder for the pedestrians,	18
disabled and people with mobility issues	
Short free parking allows locals & visitors a chance to pop into the town &	18
shop local	
The proposals will encourage people to shop online	18
Respondent does not feel there is a congestion problem	17
respondent feels this is a further tax on motorists	17
Respondent feels that it isn't fair to charge people extra on top of the high	16
cost of living in the area	
Doubling the parking period will reduce the turnover of vehicles and	14
availability of parking	
Respondent feels that there are already pay and display car parks nearby	14
which can be used for longer visits.	
Respondent says the proposals would lead people to double park when	14
shoppers' short term parking spaces are blocked with 2 hour parkers	
The proposals will not improve air quality	14
Respondent feels people will choose to shop out of town where parking is	12
free	
Charges would put additional financial strain on the citizens	11
More vehicles driving around searching for spaces will increase emissions.	11
Respondent comments that the changes will discourage people who just	11
want to pop into the shops quickly	
These proposals are a waste of money	11
Once the restrictions are in place, DCC might increase the charges	10
Parking meters are detrimental to the look of the town	10
Respondent feels 3 supermarkets in one place is ridiculous. this are the	10
areas with congestion	

Comment	Count
Existing public transport is poor, people have to use their cars	9
Free parking encourages locals and visitors into the town	9
Respondent comments that the changes will negatively impact residents	9
with mobility issues	Ü
Respondent feels there will be payment problems for elderly people who	9
don't use payment apps or smart phones	Ü
It is a waste of public money	8
It will de-value our homes	8
Proposals will deter people from coming into town, they will use	8
supermarkets instead	Ü
Respondent questions where will the residents park?	8
Respondent is a business owner and feels that the proposals will	7
negatively affect their business as well as other businesses	,
there has been no evidence provided that the current restrictions don't	7
work.	,
We can drive 20 minutes down A30 to get free parking in Launceston.	7
Charges will be detrimental to the community	6
In some places the width of the pavement is not wide enough to	6
accommodate a meter & allow a wheel chair user to pass	Ü
Maybe time would be better spent sorting the traffic issues around the 3 in	6
town supermarkets where there would be considerable air pollution at busy	·
times.	
Parking charges will affect the short term shoppers	6
Respondent feels there is not enough free parking as it is	6
Respondent feels this appears to be a further residents and visitors tax	6
Respondent wonders how the proposals will create a safer environment	6
Station Road needs to be looked at due to congestion	6
Will not solve congestion or pollution.	6
Town requires more infrastructure for shoppers with supermarkets located	5
elsewhere to relieve central town traffic and parking issues.	
Cashless payment is not always easier	5
DCC talk to local residents	5
I do not support the proposed parking charges	5
It is difficult enough for businesses and events to attract people to the	5
town. Introducing parking charges is another factor for any potential	
visitors to choose to go elsewhere	
Meters are costly to install.	5
Proposals are a barrier to accessibility	5
Respondent does not feel that there will be much change to the current set	5
ир	
Respondent does not feel that these proposals will increase car turnover	5
Respondent says there is no evidence presented to support the proposal's	5
objectives	
Respondent suggests introducing residents parking permits	5
Respondent suggests more buses to and from the town	5
The congestion that exists has more to do with poorly synchronised traffic	5
lights than on street parking.	

Comment	Count
As a council you are not allowed to use the revenue from parking charges	4
for anything other than upholding of the parking restrictions.	
Cashless parking creates an impossible barrier for those without	4
smartphones.	
Councils must not force people to use smartphones to pay for parking	4
Elderly people may get confused when using the machines	4
If machines are installed, they need to accept credit cards and cash and	4
not to be solely accessible via a mobile phone app.	
Instead of paying out for parking meters, use the money to fix all the	4
potholes around town	
Local access needs addressing	4
Money should be spent on other services	4
No consideration of disabled drivers.	4
Okehampton has extraordinary housing developments, approved by DCC	4
(with no investment in local services).	•
Respondent comments that elderly and disabled residents use the on-	4
street parking to access local businesses, many cannot walk far and may	-
find it difficult getting a ticket	
Respondent does not feel properly consulted.	4
Respondent feels there are no issues with air quality	4
The proposals will penalise locals who already struggle with the cost of	4
living	_
The traffic in Okehampton has nothing to do with parking. It is the	4
allowance of large supermarkets to be placed down a cul-de-sac.	
There will be extra expense of installing and running of the scheme	4
Will impact residents who do not have off-street parking	4
It will mainly disadvantage families with small children and the elderly.	3
Money wasted on installing the meters and maintaining them	3
Not many people abuse the use of the free hour that is currently available	3
Okehampton Council have already held a public consultation on the	3
proposed parking scheme and the result was a resounding 97% against it.	•
Parking will be made worse not better	3
Reduce cost of parking in car parks so people will use them	3
Respondent believes that the real reason for these meters is to raise	3
money for buses.	J
Respondent comments that the inconvenience of having to get a ticket will	3
deter people from shopping in the area	•
Respondent comments that the proposals will not improve the current	3
situation and will only make things worse	-
Respondent comments that this scheme will not benefit the local	3
community	-
Respondent feels its less carbon friendly due to needing power to pay and	3
display machines	-
respondent feels meters will decrease revenue as this will drive people	3
away	
Respondent feels parking meters will cause inconvenience to loading and	3
unloading	

Comment	Count
Respondent feels that the proposals will affect access for the elderly and	3
disabled, as it will take them longer to carry out their business than the	· ·
suggested free parking times	
Respondent feels this would create a fairer environment	3
Respondent feels you're going to go ahead regardless of objections	3
Respondent requests free parking permits for residents	3
Respondent would like to know payment options available	3
The Borough Council considers that the proposals fail to consider properly	3
the social, economic and environmental implications of introducing	-
charges for on-street parking	
The requirement for parking meters will cause extra obstructions on	3
pavements often outside private houses.	
There is an adequate off-street car parks in the town centre already. Why	3
are these not being utilised?	
There is no evidence supporting the claim that it will improve air quality.	3
What evidence is there of lack of health and safety to pedestrians?	3
What will be the cost of installation and running meters?	3
Will affect those with compromised mobility but not eligible for a Blue	3
Badge.	
Will there be resident parking permits available?	3
You currently pay for Traffic Wardens so that wouldn't change.	3
A full time civil enforcement officer will be needed to police the meters or	2
expensive cameras installed.	
An analysis of the existing parking availability and the effects of the	2
changes needs to be carried out	
Any income gained from increased meter use will be offset by the need to	2
employ additional traffic wardens to monitor the parking situation.	
Appointments will become ever more stressful as the appointment time	2
does not coincide with the meter time.	
Area is one of the few where there is free parking in the town.	2
At this time there seems to be no detailed plans as to where the meters	2
will be located and what effect they may have on pavement width	
restrictions (1200mm is required)	
Charges would put additional financial strain on workers	2
Council has not provided any justifiable reason for these unnecessary	2
proposals.	
Current parking has made the respondent avoid the town	2
DCC should listen to Town Councils as they oppose the proposals	2
Even though the first hour is going to be free, people will not want the	2
hassle of going to a machine to get a ticket	
feels this will lead to social isolation	2
Greatly harm the town centre's trade putting people off visiting and do	2
nothing more than provide further revenue for DCC and clog up residential	
streets.	
I cannot afford to pay for parking	2
I do not want to pay for parking	2

Comment	Count
If any premises access has been blocked, signage warning of clamping or graphic symbols painted on the road would be more effective, such as a yellow grid.	2
If public transport services were improved, this scheme would be viable.	2
If some streets were made one way it would be simpler.	2
If you don't fit them, there is no costs, so no charge needed	2
Improved weight restriction signage would be more appropriate if big vehicles are causing blockages.	2
In Okehampton's case these streets are used in the majority by people within a ten mile radius, not tourists who are visiting the seaside or wild areas of Dartmoor.	2
It's about time the powers that be listen to the residents/town's people what they want /need as it's them that matter not decisions made by outsiders.	2
Linking Fore Street and Market Street pedestrian crossing with main traffic lights feels it would ease traffic flow	2
Locals will be using the parking spaces more than visitors to the town	2
Money should be spent on fixing the roads	2
No publication of cost v return (cost/benefit analysis). This should be mandatory.	2
Offers nothing for Okehampton except further damage by DCC to the town.	2
Okehampton is a very pleasant provincial town, this scheme is the beginning of the death knell	2
parking just needs to be easy and accessible	2
Parking meters will mean people will park for longer	2
Parking should not be limited or charged for on bank holidays.	2
Pensioners with limited mobility but who do not qualify for a disabled badge, still need to pop into the post office to pay bills & only need to park for 5 minutes.	2
Queues trying to get out of supermarket car parks onto Fore Street will be much longer. Quite normal now to spend 30 minutes trying to exit.	2
residents feel it's already difficult to park in station road due to people parking in that street for work/shopping/station	2
Respondent asks why is payment required for short stays?	2
Respondent comments that the changes will create more traffic as people will to try and find a free space on the surrounding roads	2
Respondent comments that the money collected is unlikely to offset the cost of installation and maintenance	2
Respondent comments that this proposal is unnecessary	2
respondent feels a park and ride would be more beneficial	2
Respondent feels that drivers should not be responsible for subsidising buses	2
Respondent feels that social interaction will greatly reduce	2
Respondent feels that the meters will be vandalised	2
Respondent feels that they are having meters inflicted upon them	2

Respondent feels the proposal is unreasonable for people with mobility issues that do not have a disabled badge Respondent feels the proposals will not make any difference to pollution or pedestrian safety Respondent feels the same proposals are being applied across different towns without consideration for their individual circumstances respondent feels this will impact the poor far greater than the wealthy	
issues that do not have a disabled badge  Respondent feels the proposals will not make any difference to pollution or pedestrian safety  Respondent feels the same proposals are being applied across different towns without consideration for their individual circumstances	
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pedestrian safety  Respondent feels the same proposals are being applied across different towns without consideration for their individual circumstances	
Respondent feels the same proposals are being applied across different towns without consideration for their individual circumstances	
towns without consideration for their individual circumstances	
Respondent feels your raising money at the cost of local communities 2	
Respondent reports 2 hour stay is not needed and will reduce the car 2	
turnover	
Respondent requests more enforcement 2	
Respondent states the proposals will make it harder for people to shop 2	
local	
Respondent suggests adding more free parking to boost the local 2	
economy.	
Respondent suggests investing into electric charging points 2	
Respondent suggests parking should be free for locals 2	
Respondent will not be able to afford to shop in town along with a lot of 2	
people.	
Ridiculous idea, spending money disrupting pavements for something not 2	
needed or wanted	
Some residents have stated they would prefer a rise in council tax than to 2	
be penalised on parking	
The max stay should be increased 2	
The proposed charges will prevent people using the off-street car parks 2	
The respondent feels the proposals will force people to park 2	
inappropriately elsewhere	
The respondent suggests the first 2 hours should be free 2	
The strategy that DCC has taken in deciding to implement this policy 2	
without thorough consultation is undemocratic means that DCC will easily	
be able to go back on that promise once meters have been installed.	
The use of paper tickets is environmentally unfriendly and increases 2	
littering.	
This scheme will affect the overall quality of life for those living in the area 2	
We are a rural town where everyone will go to town for a bit of shopping 2	
and to see people. It is good for mental health	
We should be encouraging new business and employment 2	
West Devon Borough Council is requesting a face-to-face meeting with the 2	
County Council, Borough Council, Okehampton and Tavistock Town	
Councils and other key stakeholders	
When the scheme is set up, how long is it before the costs are met and 2	
where is the money coming from?	
Why should we not have some free parking areas within the town?	
[Congestion] The proposed changes to parking in Okehampton are 1	
purportedly in order to alleviate congestion in the town.	
For those of us living in villages there is no sympathetic bus service,	
walking is impossible to access Okehampton and taxis cost too much	

Comment	Count
A local issue that should be decided locally with any changes and revenue staying in the local area.	1
A paid for 2 hr will surely cost more than the potential returns and inhibit visits.	1
A proper consultation would take the information out to the residents - not hide it away and hope no one notices until it is too late	1
A trip to the cinema frequently requires more time. Are you trying to damage Carlton Cinema's business?	1
Assumes this as a tax on enjoyment of those visiting and spending time (and money) in a quality in the resort.	1
Because I live on one of those streets	1
Better signage to 'long stay' car parks would help visitors who are likely to stay more than 2 hours.	1
Better spend money enforcing existing parking regulations, laws, and acts of parliament.	1
Bringing Okehampton into line with other comparable sized local towns is not a justifiable reason to introduce parking charges.	1
Can something be done about Blue Badge Holders parking wherever they choose regularly?	1
Commuters will be taking over all day parking and the residents will lose the opportunity to park and shop at their leisure	1
Conservation areas should not have street furniture	1
Could the Old Bostocks site in Okehampton to be turned into a car park?	1
Could the proposals be complemented by development of safer cycling routes and pedestrian only areas in the shopping centre?	1
DCC consider the government to be imposing on their rights to charge for disposal of some kinds of waste at recycling centres – yet are doing just this to the towns affected by the implementation of pay and display parking proposals.	1
Don't think proposals for 1 hour free and max of 2 hours is going to help. If people don't know how long they need to stay they will pay for the extra hour and then make sure they use it.	1
Elected councillors are supposed to represent the electors, not allowing wish lists of council employees.	1
Enforcement will be costly	1
Everyone wants to keep our lovely independent shops	1
Footfall will affect our residential privacy	1
For the many 100's of people plus the elderly who have no online/email facilities where do they send the form to?	1
Funds could be better spent on other more worthwhile schemes such as improving the hospital provision for the town.	1
Has any consideration been given to tradesmen and their livelihood, if these proposals are implemented?	1
Have DCC produced any costings in relation to this proposed exercise? If so, please can the information be made public? If not, why not?	1
Having to pay for parking will make me less likely to want to go into town	1

Comment	Count
Holidaying second home owners create more emissions when running to	1
and from their rural escapes than locals do on a day to day basis	
Hope there can be a minimum charge (approx. 50p) for half an hour.	1
Hopefully the proposals will ease congestion in town	1
How about resurfacing the main access road (Exeter Road) and putting in	1
traffic calming measures to slow the vehicles down that race down (and	
up) Exeter Road.	
How does designating paid parking spaces on the highway maintain free	1
movement of traffic and reasonable access to premises?	
How much is this costing?	1
I am a Pensioner having to pay would impact a lot on my finances.	1
If maximum payment charges are £1 hour or £5 per day, respondent thinks	1
more people would pay.	
if the town/village has a pay and display car park, any on street parking	1
should also be pay and display.	
If there was a bus available each day from Northlew then respondent	1
thinks this could be justified	
If you go ahead with your proposals, you will actually be in breach of	1
paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act	
1995 (air quality) and I believe that Okehampton Town Council would be	
entitled to take legal action against DCC for this breach.	
If you want to reduce congestion and emissions then start by improving	1
services.	
If you want to save money reduce either salary of top executives or reduce	1
number of them or both	
If you're saying it will improve air quality, you're saying fewer people will be	1
in the town.	
Implementation of pay and display parking will enable DCC future	1
opportunities to future expand the scheme to other areas.	
Imposing quite unnecessary changes to people who live in residential	1
roads such as Kempley Road and Park Road	
In order to help local businesses, town centres and encourage visitors,	1
West Devon Borough Council have not raised their car parking charges	
since 2018	
Inconvenience and time wasted while paying for parking, and disruption	1
from defective ticket machines	
Introduction of parking permits in Park Road and Kempley Road	1
It is not clear how any money raised will benefit the town or its shoppers	1
and businesses.	
It will cost more to fit the machines in the High Street than you get in return	1
Low income families are really going to struggle with the new proposed	1
changes to parking.	
Many ways to achieve the outcomes proposed such as a better car park	1
on the edge of town enabling those wishing to shop for longer the	
opportunity to park and walk in	
Meters may sometimes not be working as at Okehampton Station resulting	1
in fines and inability to park.	

Comment	Count
Meters will damage the accessibility of the pavements that are already	1
narrow	•
meters won't stop motorists overstaying	1
No economic impact assessment has been carried out by DCC who when	1
asked for evidence said the council needed to take the officers opinion that	•
it will.	
No evidence has been provided as requested by the town/parish councils	1
with the exception of PCN figures.	•
Nowhere in the proposal is there any consideration or scheme for the	1
parking requirements of the residents of affected roads.	
Okehampton is currently a thriving diverse town	1
Parking should be for a maximum of one hour	1
Parking time is being extended to 2 hours reducing available car parking	1
spaces available by half	
paying for the second hour will stop people staying longer and visiting	1
more places in the town	•
Please schedule a public meeting in town to gauge opinion in the new year	1
(2024)	
Presumably Devon County are aware this is a conservation area?	1
Proposals should encourage people to get out of cars and walk & cycle	1
instead. Benefit health.	,
Proposals will cause light pollution	1
Proposed changes do not take into account a stay in excess of 2 hours	1
Questions posed to Councillor Lois Samuels, have not been properly	1
addressed or answered, why is this?	•
Refused to delay the consultation, as requested by a number of the	1
affected town/parish councils, until January so that it did not coincide with	
the Christmas and New Year period with no reasons or explanation having	
been given.	
Resident feels this will create noise pollution	1
Resident from Crediton Rd supports proposal as" motor tech" garage uses	1
the roads as a free car park and pay & display would prevent this	
Respondent agrees proposals will increase air quality	1
Respondent agrees that enforcement will be easier if meters were installed	1
regardless of whether payment was required or not	
Respondent agrees with the statement of reasons	1
Respondent asked if the cost of installing meters and monitoring be	1
justified by any revenue received	
Respondent askes how do you believe monitoring pay and display only	1
requires one visit whilst limited parking requires constant monitoring	
Respondent askes how much has it cost Devon County Council to just get	1
to this point	
Respondent asks have you ever successfully run your own business?	1
Respondent asks how about access to our shops especially in the arcade	1
where owners don't have parking available to them and rely on street	
parking to onload goods.	

Comment	Count
Respondent asks how long will it take to recoup the outlay on installing the	1
meters.	
Respondent asks how the spare machines that DCC have in storage are	1
paid for	4
Respondent asks how this will be enforced when its currently not being regularly monitored	1
Respondent asks if disabled bays will remain at 2 hours maximum stay	1
Respondent asks if there are any proposals relating to the cost of annual	1
permits, included in this proposal due to the reduction of available parking	•
spaces	
Respondent asks where will the revenue be reinvested in?	1
Respondent comments that elderly residents depend on this parking area	1
because of their mobility	
Respondent comments that introducing pay and display will make it more	1
difficult to access shops in the area	
Respondent comments that local residents are unlikely to pay for parking	1
in their own town	1
Respondent comments that money could be spent elsewhere to improve the area	ı
Respondent comments that parking is already difficult for disabled people	1
and these changes will make matters worse for the disabled community	•
Respondent comments that the changes will be detrimental to local	1
businesses as people rely on being able to park along the road for a short	
period of time, especially the elderly	
Respondent comments that the changes will be detrimental to the majority	1
of the elderly population of the community	
Respondent comments that the council should be promoting less	1
restrictions on parking, not more	1
Respondent comments that the current situation brings people into the town which keeps the shops going in the current economic climate	1
Respondent comments that the proposal to allow one hour free for people	1
to complete local shopping, with an addition fee for the second hour seem	•
sensible	
Respondent comments that the proposals are not wanted/ not required	1
Respondent comments that the proposals will reduce access to shops and	1
public buildings	
Respondent comments that these changes are being introduced to resolve	1
a problem that does not exist	
Respondent comments that visitors and locals should be able to access	1
free parking within the centre to make it accessible to all	1
Respondent feels 1 hour free parking will be "open to abuse" by DCC, eventually being reduced to 30 min, then none at all.	1
Respondent feels as if being misled as notices were removed within a few	1
hours	•
Respondent feels it will cause too much disruption to residents while the	1
scheme is being implemented	

Comment	Count
Respondent feels like this is income generation with little or no regard for	1
residents	
Respondent feels parking is currently too expensive	1
Respondent feels that pay and display will have a positive impact on	1
businesses in the town centre	
Respondent feels that the town is already dying	1
Respondent feels the proposals will undermine the objectives of the Local	1
Transport Plan	
Respondent feels there are not enough parking facilities available for	1
workers that work in town	
Respondent feels this appears to be an underhand way of generating	1
council funds	
Respondent feels you are forced into entering your personal details to	1
complete the consultation form	·
Respondent is a business owner and feels that the proposals will positively	1
affect their business	·
Respondent is unlikely to vote for councillors and candidates that supports	1
the new proposals	·
Respondent owns properties where there are already issues with	1
unauthorised parking on private property. These proposals will make it	·
worse.	
Respondent questions where will the workers park	1
Respondent raises objection to this consultation happening at the busiest	1
time of the year for customers and traders	·
Respondent refuses to pay for this as a tax payer	1
Respondent requests all day parking for residents and workers of the town	1
Respondent says money would be better spent on employment and	<u>·</u> 1
increased CEO presence	·
Respondent says not everyone can pay by phone or have the correct	1
change	·
Respondent says the proposals discriminates against and affects the least	1
well-off and vulnerable people	•
Respondent says there is no financial benefit for the town commerce or	1
residences	•
Respondent says there will be a negative environmental impact with all	1
those unnecessary paper tickets the machine will produce	•
Respondent states that DCC could raise money in another way	1
Respondent states that more enforcement would be required so cost to	<u>·</u> 1
residents would increase	•
Respondent states that the car parks are always full so don't need to	1
charge for on street parking as well	
Respondent suggests better communication and engagement with town	1
councils	'
Respondent suggests charging 2nd home owners higher council tax rates	1
to increase revenue	1
Respondent suggests improving the car parks	1
Respondent suggests limiting the free parking in some areas to 30 minutes	1

Comment	Count
Respondent suggests rerouting lorries away from the town centre	1
Respondent suggests relocating the college to out of town and to stop	1
building more houses on green fields	
Respondent suggests to massively ease congestion at busy times around	1
the roundabouts open up an exit in the Waitrose car park onto Oaklands	
Drive.	
Respondent supports proposal to extend free parking to 1 hour	1
Respondent supports the proposals as lots of houses have multiple	1
vehicles and some are dormant for weeks on end	
Respondent understands the meters have already been purchased	1
Respondent understands there is a need for revenue, but this is a false	1
economy as business rates will drop when the shops shut up for good.	
Respondent would like to know how the blue badge holders will be	1
affected by the proposals and will there be more or less disabled spaces.	
Respondent would only support this if it was from Monday to Friday and if	1
not would oppose	
Revenue from parking should be kept local to keep costs for residents	1
down, not be put into funds to be used for the whole of Devon	
short term point of view without looking at the future cost	1
Spend the money on things needed, pavements so people can walk to	1
school and garden centre.	
stop wasting tax payers money	1
Stopping for a few minutes is common if I only need to drop a document to	1
the accountant or solicitor. I would double my parking time if I had to pay	
Suggests residents parking permits for Okehampton. DCC would still get	1
money from permits.	
Supports idea of increasing revenue from on road parking	1
Tax payers are paying for services which DCC are not providing across all	1
the road systems and streets in Okehampton, yet DCC, have voted to	
spend money on unwanted and unneeded projects	
Tax payers money best spent inspecting and repairing the streets and	1
roads	
The council could consider measures to improve areas for pedestrians and	1
enable a free flow of traffic	
The council don't do anything with the money we give them already our	1
town's roads are shocking	4
The council is trying to encourage less use of cars, however this is when	1
local transport is inadequate	1
The free parking enables many people, especially the elderly who may	1
otherwise avoid visiting the town, access the shops without them having to walk too far.	
The high levels of pollution will continue as people will still drive around	1
looking for a parking space	ı
The max stay should remain at 2 hours	1
The only congestion near the roads covered by the proposals is for the	1
short time when buses deliver and collect many of the pupils of	'
Okehampton College.	
Champion College.	

Comment	Count
The only congestion occurs when the children are going to school AM and	1
leaving school PM.	
The only cost would be installing meters.	1
The parking situation in the town is already confusing enough with all 3	1
supermarket car parks operating different parking rules.	
The police station resurfacing their car park was a complete waste of	1
public money	
The proposals will negatively impact tourism.	1
The proposed changes do not deal with the areas where there is	1
congestion like Station Road, rather they apply where local residents park	
to do their shopping.	
The psychology of paying to park over-rides any extra costs of shopping	1
and this must be explained to Devon Highways by Shop Owners	
The public should not be paying to fund council money making schemes	1
as this is what it is.	
The respondent feels the proposals will provide more chance to park for	1
locals, especially the elderly and families	
The respondent suggests that we need to monitor surrounding streets if	1
proposals go ahead as displaced parking may warrant expanding	
residents parking areas and areas where key workers can find parking at a	
fair price	
The same proposals were rejected 10 years ago	1
The suggestion of payment after an hour gives the perception of "paid	1
parking"	
There are a lot of vacant shop units in town already	1
There are three good long term parks.	1
There is a lack of parking currently	1
There may be payment issues due to poor mobile and/or internet signal in	1
the town centre	
These proposals will increase turnover	1
They are not competently contributing to our local businesses and	1
therefore job creation and deprive local people of affordable homes to live	•
in.	
This is not a cost-effective use of public funds	1
This will cause people to remain in parking bays all day, it is therefore	1
limiting parking	
this will reduce short term parking	1
To help residents, tourist and businesses car parking charges should be	<u>.</u> 1
reduced or got rid of completely.	•
To truly reduce congestion and journey times you would need to build a	1
new bridge, so the town centre could be one-wayed.	-
Too many parking restrictions already that put locals and visitors off	1
shopping in or coming to town	
Traders/shops who are face to face and speak daily with shoppers oppose	1
the plan saying it will negatively affect their business. Why would Council	-
planners deliberately make a decision that is highly likely to cause a down	
turn in trade? Surely this is counterproductive.	

Comment	Count
We already pay council tax	1
We are a town that needs all the business we can get. Making car parks as expensive as Exeter car parks will just make more and more travel that way to shop. We don't have all of our shops with a business and sitting empty.	1
What the town requires is a new car park instead	1
What's next? A type of ULEZ?	1
When budgets are tight, the cost of installing a parking system with no benefit is totally unnecessary.	1
Why has planning been allowed for the new railway station to be opened at the top of a hill away from where most of the residents are?	1
Why was this proposed scheme not advertised in the local area being literature available on lamp posts or posted to affected roads?	1
Will now have to pay to provide care to vulnerable patients who require home visits	1
With the construction of new housing developments, Devon County Council have failed to provide necessary infrastructure which creates congestion	1
Would it not be more useful for a one way link from School Way to North Street, which I think was proposed when Lidl were granted planning permission!	1
Would residents have the option to buy permits?	1
Would the Council also consider overnight (6pm-8am) Motorhome parking allocations for £8-£10, as respondent thinks this would bring extra funds into the location.	1
You will be contributing to Rural Poverty	1
You will ignore the result from the public consultation anyway	1

Opposes the proposals Supports the proposals Supports the proposals Supports the proposals 1 This is just a money making scheme Respondent would like the parking to remain as it is now 4 Respondent feels that pay and display restrictions will have a negative impact on businesses in the town centre Respondent feels that the pay and display will discourage people from visiting the town Doubling the town Doubling the parking period will reduce the turnover of vehicles and availability of parking (Residents Parking Egremont Terrace] Request for residents parking as one of few areas of the lower area of town which has no residents parking and not allowed to apply for other designated areas in the town.  People with camper vans should be able to park at North Sands like anyone else, but not camp overnight At risk of deterring all those who rely on private transport and simply cannot use private transport - would take 5 hours to travel to mother by bus, 1 hour by car.  Businesses such as the Yacht Club, Pilates, Yoga classes and charities such as the RNLI all rely on access by car without excessive charging Cars have become even larger further reducing capacity.  Charges made in Devon and Cornwall are exorbitant compared to 1 Northern England where charges are much more realistic and reasonable. These charges are likely designed to rip off tourists as often charges increase in the summer months.  Charges would put additional financial strain on the citizens 1 Concern is payment charges. Would hope there can be a minimum 1 charge approx. 50p for 30 mins to allow people to "pop in" to an establishment quickly and easily. Equally if maximum payment charges are £1 hour or £5/day, I think more people would pay.  Elderly people will just not come into the town if these changes are Implemented Even though the first hour is going to be free, people will not want the hassle of going to a machine to get a ticket Few places for camper van drivers to park in town 1 Has any consideration been given to tradesmen and their livelihoo	Comment	Count
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should also be Pay & Display		
		•
	Improve the Park & Ride and ensure it is operating in season.	1

Comment	Count
It will require extra capital investment that the Council doesn't have,	1
reduce footfall into the retailers that are the lifeblood of the community and	
discourage mainly elderly residents from quick journeys to town for	
essentials such as pharmacy visits.	
Large cars which stay in Creek Car Park for a whole week are happy to	1
pay the fine because they can afford to - clamp the car and impose a large	
fine for return.	
Local residents are not super rich. Limit parking to 1 hour, don't charge for	1
the second hour.	
Many Salcombe residents are elderly and need to be able to drive in their	1
car to access shops. Cost of putting meters that are not suitable for South	
Hams infrastructure plus cost of enforcement will offset any revenue taken	
in parking fees	
More vehicles driving around searching for spaces will increase emissions.	1
Nearby villages, such as Kingsbridge, still provide opportunities to access	1
High Street shops, pubs and scenic walks without paying for parking on	
many streets. Many people, both tourists and locals alike, are already	
avoiding Salcombe town centre and its businesses due to cost and	
sparsity of parking spaces.	
Nothing in proposals which will improve the traffic situation in Salcombe.	1
There are better ways of raising revenue without making life more	
complicated for both residents and visitors.	_
Nowhere in the proposal is there any consideration or scheme for the	1
parking requirements of the residents of affected roads.	
Paid for parking will have to be used mostly by people that need access to	1
home/work and shops.	1
Parking meters are detrimental to the look of the town	1
Parking will be made worse not better	<u></u>
Please put alternative parking options in place before you restrict what is currently available.	ı
Respondent does not agree with statement of reasons	1
Respondent feels that it isn't fair to charge people extra on top of the high	1
cost of living in the area	
Respondent feels there are not enough parking facilities available for	1
workers that work in town	•
Respondent will visit the town less if pay and display is implemented	1
Ridiculous proposals that only benefits tourism which already makes daily	1
life more stressful.	•
Salcombe is a beautiful place. The monetisation of the town while often	1
important to ensure its financial stability, must not be prioritised over its	•
accessibility and liveability to local residents.	
Salcombe will suffer financially if plans go ahead.	1
SHDC have given planning consent for so many holiday homes to create	1
wide driveways on their front gardens thus reducing on road parking.	-

Comment	Count
The bays in Island Street should have much shorter max stay period	1
(suggest 30 mins). Many residents use bays to park when going to Co-op	
to shop. Allowing vehicles to park for up to 2 hrs would significantly reduce	
the available parking opportunities.	
The proposals will increase congestion	1
The respondent feels the proposals will negatively impact parking for	1
locals	
Think there does need a better more inclusive Park & Ride scheme before	1
you change parking on streets.	
This scheme will affect the overall quality of life for those living in the area	1
Unless you provide passes to all the businesses in Salcombe so their staff	1
can park (I had this when I worked in Dartmouth so it is possible) this is not	
fair to the people that work there.	
Will impact residents who do not have off-street parking	1
Will there be resident parking permits available?	1
Would make parking more difficult for hospitality venue workers as they	1
would not like to pay for an hourly charge to park their vehicle. They	
already have to park some distance from their workplace.	
Would the Council also consider overnight (6pm-8am) Motor home parking	1
allocations for £8-£10 as I think this would bring extra funds into the	
location.	

Comment	Count
Sidmouth	
Opposes the proposals	146
Supports the proposals	15
Respondent would like the parking to remain as it is now	36
Respondent feels that pay and display restrictions will have a negative	35
mpact on businesses in the town centre	
Respondent feels that the pay and display will discourage people from visiting the town	29
Parking meters are detrimental to the look of the town	28
This is just a money making scheme	21
The respondent feels the proposals will negatively impact parking for	16
locals	4.5
Respondent feels there will be increased parking in residential areas	15
where spaces are already limited	4.5
The proposals will increase congestion	15
More vehicles driving around searching for spaces will increase emissions.	12
Respondent does not agree with statement of reasons	12
Respondent already struggles to find a space with a residents permit and feels this will only get worse	9
Respondent feels that there are already pay and display car parks nearby	9
which can be used for longer visits.	
Respondent will visit the town less if pay and display is implemented	7
Meters will block pavements and make it harder for the pedestrians,	6
disabled and people with mobility issues	
Respondent states that Fortfield Terrace is a dead end road with no	6
turning area. Vehicles reverse out onto the main road and vehicles have	
been scratched and buildings damaged	
These proposals will increase turnover	6
It is a regency town, it will spoil it.	5
Once the restrictions are in place, DCC might increase the charges	5
Respondent asks how this will be enforced when its currently not being	5
regularly monitored	_
Shops are already struggling	5
Conservation areas should not have street furniture	4
Doubling the parking period will reduce the turnover of vehicles and	4
availability of parking	-•
Pay & Display in Fortfield Terrace will be one of the cheapest in Sidmouth,	4
this will cause immense parking for residents and members of	-
tennis/cricket clubs.	
Respondent comments that this scheme will not benefit the local	4
community	-•
Respondent feels parking charges are already too high.	4
Respondent feels that it isn't fair to charge people extra on top of the high	4
cost of living in the area	7
The proposals will not improve air quality	4
At times the main car parks are full, even in winter. In the summer tourists	3
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Comment	Count
Existing public transport is poor, people have to use their cars	3
Increased traffic to the area may cause damage to buildings due to drivers	3
manoeuvring poorly	
It's about time the powers that be listen to the residents/town's people	3
what they want /need as it's them that matter not decisions made by	
outsiders.	
Presumably Devon County are aware this is a conservation area?	3
Respondent does not feel that these proposals will increase car turnover	3
Respondent feels the proposals will negatively impact people that work	3
and park in town	
Respondent questions where will the residents park?	3
Respondent requests more enforcement	3
Respondent suggests introducing residents parking permits	3
The proposals will increase the risk of harm to pedestrians and cyclists.	3
The proposals will kill off the town and trade	3
The proposals will not improve congestion	3
The road is dangerous as they don't have pavements and more parked	3
cars will put pedestrians at risk	Ü
Will there be resident parking permits available?	3
Charges would put additional financial strain on workers	2
Congestion is due to the zebra crossing on the Esplanade, not from on-	2
street parking.	_
Free parking encourages locals and visitors into the town	2
Hotels rely on the free parking for guests to park near the seafront hotels.	2
Meters will damage the accessibility of the pavements that are already	2
narrow	2
Nowhere in the proposal is there any consideration or scheme for the	2
parking requirements of the residents of affected roads.	_
Pleased to see plans to reduce/restrict car use in town	2
Request for residents parking only in Fortfield Terrace	2
Respondent comments that the changes will negatively impact residents	2
with mobility issues	2
Respondent does not feel there is a congestion problem	2
Respondent feels people will choose to shop out of town where parking is	2
free	2
Respondent feels there are not enough parking facilities available for	2
workers that work in town	2
respondent feels this is a further tax on motorists	2
Respondent is a business owner and feels that the proposals will	2
negatively affect their business as well as other businesses	2
The proposals will encourage people to shop online	2
The respondent feels the proposals will provide more chance to park for	2
	۷
locals, especially the elderly and families  This scheme will affect the overall quality of life for those living in the area.	2
This scheme will affect the overall quality of life for those living in the area	2 2
This will stop cars parking all day on the Esplanade. At most seafronts you	۷
have to pay	2
We already pay council tax	2

Comment	Count
What is the money made from on street parking going towards?	2
What problem is trying to be solved by metering spaces that currently are not?	2
Assumes this as a tax on enjoyment of those visiting and spending time (and money) in a quality in the resort.	1
At times the main car parks are full, this will help to provide additional parking space in town	1
Can something be done about Blue Badge Holders parking wherever they choose regularly?	1
Charges made in Devon and Cornwall are exorbitant compared to Northern England where charges are much more realistic and reasonable. These charges are likely designed to rip off tourists as often charges increase in the summer months.	1
Charges will be detrimental to the community	1
Charges would put additional financial strain on the citizens	1
Concern is payment charges. Would hope there can be a minimum charge approx. 50p for 30 mins to allow people to "pop in" to an establishment quickly and easily. Equally if maximum payment charges are £1 hour or £5/day, I think more people would pay.	1
Could the proposals be complemented by development of safer cycling routes and pedestrian only areas in the shopping centre?	1
Councillors have already taken away too much free on street parking from Sidmouth with the implementation of loading bays, taxi ranks and disabled spaces, much of which is not used 90% of the time.	1
Current parking has made the respondent avoid the town	1
Currently relies on people's honesty when unable to park using permit and checks which cars have permits and who is about to leave in existing Limited waiting	1
Hopefully the proposals will ease congestion in town	1
Hopefully the proposals will make parking easier for residents.	1
How much is this costing?	1
How will this proposed scheme measure success?	1
I do not want to pay for parking	1
If machines are installed they need to accept credit cards and cash and not to be solely accessible via a mobile phone app.	1
If the proposals go ahead, it will add 20 minutes on top of an hours commute to work each day	1
If the town/village has a Pay & Display car park any on street parking should also be Pay & Display	1
If you're saying it will improve air quality you're saying fewer people will be in the town.	1
Is this a test case to install a pay machine along our High Street in the future?	1
it seems that the District Council is out of touch with what is required to keep the unique Seaside town	1
It will be very confusing for visitors.	1

Comment	Count
It will bring in some income which could be used to fund and encourage	1
sustainable travel alternatives like walking, cycling, and public transport.	
Money should be spent on fixing the roads	1
Money should be spent on other services	1
Parking is a premium and there are very few opportunities to park for free.	1
Parking meters will mean people will park for longer	1
Partial parking ban has been successful at times that parking is allowed	1
and other times restricted/ not allowed would surely allow a far better	
experience on the sea front.	
Please see my response for Honiton, as my reasons for opposing this	1
unnecessary proposal are the same.	
Proposals don't address key issues already associated within the area	1
Provide free parking in the winter months	1
Requesting a permit to park on the seafront if the proposals go ahead	1
Require local sports clubs to make permanent on-site parking provision for	1
its members; closer regulation/verification of parking permits which are	
'acquired' by club members.	
Respondent asking how tradesman will access and park along Fortfield	1
Terrace	
Respondent asks if there are any proposals relating to the cost of annual	1
permits, included in this proposal due to the reduction of available parking	
spaces	
Respondent believes the proposals have errors and are legally	1
challengeable, no mention of 30 mins free or the no return within 1 hour on	
draft order and statement of reasons	
Respondent comments that elderly and disabled residents use the on-	1
street parking to access local businesses, many cannot walk far and may	
find it difficult getting a ticket	
Respondent comments that the cost outlay is not justified	1
Respondent does not object to the restrictive parking measures proposed	1
on The Esplanade and Fortfield Terrace as this would align these streets	
with the High Street and Fore Street. However, they do object to it being	
pay and display	
Respondent feels 1 hour free parking will be "open to abuse" by DCC,	1
eventually being reduced to 30 min, then none at all.	
Respondent feels DCC's proposals lack clarity	1
Respondent feels like this is income generation with little or no regard for	1
residents	
respondent feels meters will decrease revenue as this will drive people	1
away	
Respondent feels that the proposals will pose potential challenges that	1
could adversely affect our community's economic landscape	
Respondent feels the loading bays should be available to park in after 6pm	1 1
to allow customers to support local pubs and restaurants	
Respondent feels the proposal is unreasonable for people with mobility	1
issues that do not have a disabled badge	
Respondent feels the proposals will increase the town's visitors	1

Comment	Count
Respondent feels the proposals will not make any difference to pollution or	1
pedestrian safety	
Respondent feels there are no issues with air quality	1
Respondent feels there are too many loading only spaces in town that are	1
empty all night and asks to make these available all night and day as	
before (with short term in the day)	
Respondent feels there is a shortage of parking spaces available and this	1
needs addressing before implementing pay and display	
Respondent feels there is not enough free parking as it is	1
Respondent feels this appears to be a further residents and visitors tax	1
Respondent refuses to pay for this as a tax payer	1
Respondent reports that there is not enough available on-street parking in	1
the town centre	
Respondent reports that there is not much available off-street parking in	1
the town centre	
Respondent requests evidence to support the proposals	1
Respondent requests free parking permits for residents	1
Respondent says parking spaces won't be big enough for 4x4 vehicles or	1
vans	
Respondent says the proposals discriminates against and affects the least	1
well-off and vulnerable people	
Respondent says there is no evidence presented to support the proposal's	1
objectives	
Respondent says there is no financial benefit for the town commerce or	1
residences	
Respondent suggests improving the car parks	1
Respondent suggests limiting the free parking in some areas to 30 minutes	1
Respondent suggests more buses to and from the town	1
Respondent suggests more local research is needed	1
Respondent supports proposal to extend free parking to 1 hour	1
Respondent works in town and feels they won't be able to use on street	1
parking to park for work anymore	
Ridiculous proposals that only benefits tourism which already makes daily	1
life more stressful.	
Shift workers will feel more vulnerable if having to walk further away,	1
especially at night	
Short free parking allows locals & visitors a chance to pop into the town &	1
shop local	
Sidmouth is not allowed to have a pelican crossing due to it being a	1
conservation area, why should pay and display be implemented?	4
Since the local council doubled the cost of parking in town we have seen	1
these charges have had a detrimental effect on our business	1
Some consideration of pedestrians needs in the town generally would be	1
Welcome. The choop parking will attract more people	1
The cheap parking will attract more people  The High Street is increased by the cheap parking wheelshair upon as payaments are too.	1
The High Street is inaccessible for wheelchair users as pavements are too	1
narrow and it favours cars	

Comment	Count
The hotels have front terraces where visitors and residents sit, along with	1
people on the promenade, none of whom wish to be subjected to more	
unhealthy exhaust in the sea air	
The max stay should be increased	1
The max stay should remain at 2 hours	1
The meters on Peak Hill are not practical for those wanting to visit the	1
beach all do, either remove them or, preferably, extend the time period.	
The only long stay car park is too far away and will not be able to carry	1
heavy shopping for such a long distance	
The proposals will negatively impact tourism.	1
The respondent feels the proposals will force people to park	1
inappropriately elsewhere	
The respondent suggests that we need to monitor surrounding streets if	1
proposals go ahead as displaced parking may warrant expanding	
residents parking areas and areas where key workers can find parking at a	
fair price	
The seafront should be pedestrian focused	1
The town is in an AONB and the sea front makes a significant contribution	1
to that.	
There were proposed plans for these back in 2011 which DDC did a U	1
Turn on after the consultation period which all of the towns back then	
objected to and we believe these same towns are objecting again.	
These proposals are a waste of money	1
This is an area with a lot of retired residents and the idea that you are	1
going to encourage to get people on their bikes or walk is unrealistic	
This is just a bureaucratic exercise, this scheme will have no benefits in	1
this location.	
This scheme will not achieve goals set out in the Statement of Reasons.	1
Traders/shops who are face to face and speak daily with shoppers oppose	1
the plan saying it will negatively affect their business. Why would Council	
planners deliberately make a decision that is highly likely to cause a down	
turn in trade? Surely this is counterproductive.	
who will be responsible for paying for damage caused by vehicles	1
Would be interesting to see the Equality Impact Assessment on these	1
proposed restrictions as it will mean disabled people would not be able to	
park near to the Esplanade for any significant period of time.	
Would the Council also consider overnight (6pm-8am) motor home parking	1
allocations for £8-£10 as I think this would bring extra funds into the	
location	

Comment	Count
Tavistock	Count
Opposes the proposals	2206
Supports the proposals	24
Respondent feels that pay and display restrictions will have a negative	1026
impact on businesses in the town centre	1020
Respondent feels that the pay and display will discourage people from	596
visiting the town	000
Respondent would like the parking to remain as it is now	487
This is just a money making scheme	227
Parking meters are detrimental to the look of the town	157
Proposals will deter people from coming into town, they will use	156
supermarkets instead	100
Respondent feels people will choose to shop out of town where parking is	149
free	110
Respondent will visit the town less if pay and display is implemented	143
Doubling the parking period will reduce the turnover of vehicles and	109
availability of parking	
The proposals will kill off the town and trade	95
Respondent feels that there are already pay and display car parks nearby	89
which can be used for longer visits.	
Respondent reports 2 hour stay is not needed and will reduce the car	89
turnover	
Respondent does not agree with statement of reasons	85
Respondent feels there will be payment problems for elderly people who	51
don't use payment apps or smart phones	
Once the restrictions are in place, DCC might increase the charges	50
Respondent feels there will be increased parking in residential areas	46
where spaces are already limited	
The proposals will not improve air quality	46
Respondent says there is no evidence presented to support the proposal's	42
objectives	
The proposals will encourage people to shop online	42
The proposals will not improve congestion	40
Shops are already struggling	38
Free parking encourages locals and visitors into the town	33
It will spoil the whole look of Tavistock especially as we are a world	32
heritage site	
Meters will block pavements and make it harder for the pedestrians,	32
disabled and people with mobility issues	
The proposals will increase congestion	32
Parking meters will mean people will park for longer	30
Respondent does not feel there is a congestion problem	29
The proposals will penalise locals who already struggle with the cost of	27
living	
Respondent is a business owner and feels that the proposals will	26
negatively affect their business as well as other businesses	

Respondent comments that the changes will discourage people who just want to pop into the shops quickly Charges would put additional financial strain on the citizens 21 Respondent requests evidence to support the proposals 21 I do not want to pay for parking Respondent does not feel that these proposals will increase car turnover 20 The respondent feels the proposals will negatively impact parking for locals More vehicles driving around searching for spaces will increase emissions. 17 respondent feels this is a further tax on motorists 17 Inconvenience and time wasted while paying for parking, and disruption from defective ticket machines there has been no evidence provided that the current restrictions don't work.  Money wasted on installing the meters and maintaining them 15 Respondent feels it is unfair that people can only respond by using the online form. This is not fair to those who do not use the internet.  Even though the first hour is going to be free, people will not want the hassle of going to a machine to get a ticket Access to town shops will be limited and costly to elderly population 35 Short free parking allows locals & visitors a chance to pop into the town & shop local Charges will be detrimental to the community Respondent comments that this scheme will not benefit the local community The proposed charges will prevent people using the off-street car parks 12 The respondent feels the proposals will force people to park inappropriately elsewhere Respondent raises objection to this consultation happening at the busiest time of the year for customers and traders Elderly people may get confused when using the machines 10 Existing public transport is poor, people have to use their cars 10 Parking charges will affect the short term shoppers 10 Meters are costly to install. 9 Respondent comments that it isn't fair to charge people extra on top of the high	Comment	Count
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Respondent feels that it isn't fair to charge people extra on top of the high 9		
	Respondent feels that it isn't fair to charge people extra on top of the high	9
	cost of living in the area	
	Respondent feels there are no issues with air quality	9
·	Respondent feels there is not enough free parking as it is	9
	Tavistock has many independent shops and has so much to offer for locals	
	and visitors and need help to bring in customers to keep going	
• • • •	There may be payment issues due to poor mobile and/or internet signal in	9
	the town centre	
	These proposals are a waste of money	9

Comment	Count
Money should be spent on fixing the roads	8
Respondent comments that the inconvenience of having to get a ticket will	8
deter people from shopping in the area	
Respondent says DCC haven't conducted an impact study to show that	8
the current system needs to change	
Respondent states that if they have to pay to park, they will go to	8
supermarkets	
I cannot afford to pay for parking	7
Parking time is being extended to 2 hours reducing available car parking	7
spaces available by half	
Respondent feels that Pay & Display will push people away from the town	7
centre, particularly elderly and vulnerable people.	
This scheme will not achieve goals set out in the Statement of Reasons.	7
What will be the cost of installation and running meters?	7
Will not solve congestion or pollution.	7
Council has not provided any justifiable reason for these unnecessary	6
proposals.	
Having to pay for parking will make me less likely to want to go into town	6
Proposals are a barrier to accessibility	6
Respondent comments that the changes will be detrimental to the majority	6
of the elderly population of the community	
Respondent comments that these changes are being introduced to resolve	6
a problem that does not exist	
Respondent feels 1 hour of free parking is not enough	6
Respondent feels the proposals will not make any difference to pollution or	6
pedestrian safety	
Respondent says there is no financial benefit for the town commerce or	6
residences	
Respondent suggests creating more disabled bays	6
Respondent suggests parking should be free for locals	6
There is an adequate off-street car parks in the town centre already. Why	6
are these not being utilised?	
Cashless payments discriminate against people who do not have access	5
to smart phones	
feels this will lead to social isolation	5
Instead of paying out for parking meters, use the money to fix all the	5
potholes around town	
Money should be spent on other services	5
Respondent comments that the changes will be detrimental to local	5
businesses as people rely on being able to park along the road for a short	
period of time, especially the elderly	
Respondent does not feel properly consulted.	5
Respondent suggests more buses to and from the town	5
The free parking enables many people, especially the elderly who may	5
otherwise avoid visiting the town, access the shops without them having to	
walk too far.	
The hassle to download apps to pay will likely drive visitors away.	5

Comment	Count
There is no evidence supporting the claim that it will improve air quality.	5
Councils must not force people to use smartphones to pay for parking	4
DCC might make the pay and display machines cashless in the future	4
If machines are installed, they need to accept credit cards and cash and	4
not to be solely accessible via a mobile phone app.	7
It is a waste of public money	4
Low income families are really going to struggle with the new proposed	4
changes to parking.	7
No publication of cost v return (cost/benefit analysis). This should be	4
mandatory.	7
Respondent comments that local residents are unlikely to pay for parking	4
in their own town	7
Respondent comments that the money collected is unlikely to offset the	4
cost of installation and maintenance	7
Respondent feels that the town is already dying	4
Respondent feels that the town is already dying  Respondent feels the proposal is unreasonable for people with mobility	4
issues that do not have a disabled badge	4
Respondent feels the proposed 1 hour free parking will cause confusion	4
, , , , , , , , , , , , , , , , , , , ,	4
with people being unsure as to whether or not they need to get a parking	
ticket if they are staying for under 1 hour	4
Respondent feels this appears to be a further residents and visitors tax	
Respondent requests more enforcement	4
Respondent says not everyone can pay by phone or have the correct	4
change	4
Respondent says the proposals discriminates against and affects the least	4
well-off and vulnerable people	4
Respondent would like to know payment options available	4
The proposals will negatively impact tourism.	4
We already pay council tax	4
Cashless parking creates an impossible barrier for those without	3
smartphones.	
Elderly people will just not come into the town if these changes are	3
implemented	
Granite slab pavements which are historic in Tavistock and are listed will	3
be ruined by parking meters being installed.	
It's about time the powers that be listen to the residents/town's people	3
what they want /need as it's them that matter not decisions made by	
outsiders.	
Locals will be using the parking spaces more than visitors to the town	3
Respondent asks how long will it take to recoup the outlay on installing the	3
meters.	_
Respondent comments that parking is already difficult for disabled people	3
and these changes will make matters worse for the disabled community	_
respondent feels a park and ride would be more beneficial	3
Respondent suggests better communication and engagement with town	3
councils	
Respondent suggests investing into electric charging points	3

Comment	Count
Respondent suggests to create a pedestrian zone in the main High street	3
Respondent would like to know how the blue badge holders will be	3
affected by the proposals and will there be more or less disabled spaces.	3
The requirement for parking meters will cause extra obstructions on	3
· · · · · · · · · · · · · · · · · · ·	3
pavements often outside private houses.	3
The respondent questions the reasons why this proposal is being introduced	3
	2
The respondent suggests the first 2 hours should be free	3
This plan goes against the core values of Tavistock and the surrounding	3
area as a community which supports its town and values its local	
businesses	
We should be supporting local businesses by facilitating ease of access	3
Will impact residents who do not have off-street parking	3
1 hour Free parking and the option to pay for 2 hours parking will allow for	2
more flexible shopping and a turnover of cars	
Any income gained from increased meter use will be offset by the need to	2
employ additional traffic wardens to monitor the parking situation.	
As the first hour is free, the small charge for the second hour is a great	2
idea.	
Concentrate on fixing existing parking like no lifts and no lights in brook	2
street carpark	
Congestion in Tavistock is because it's the main route to and from	2
Plymouth, not from parking issues.	
Current parking has made the respondent avoid the town	2
Failure to carry out a full Heritage Impact Assessment in the case of the	2
World Heritage Site specifically would leave the scheme open to review by	
UNESCO via their advisers ICOMOS as part of the current round of State	
of Conservation reporting that the CMWHS Office has to provide.	
How much is this costing?	2
If this was a serious attempt to reduce pollution and congestion within	2
Tavistock town centre as well as improve safety for all then surely the	
proposal should be for complete pedestrianisation of the area.	
If you're saying it will improve air quality you're saying fewer people will be	2
in the town.	
It is a regency town, it will spoil it.	2
It is not clear how any money raised will benefit the town or its shoppers	2
and businesses.	
No consideration of disabled drivers.	2
Not all road users have online facilities to pay for parking and with	2
reducing bank outlets/cashpoints in town finding parking funds just adds	
another frustration	
Nowhere in the proposal is there any consideration or scheme for the	2
parking requirements of the residents of affected roads.	
Proof is what has happened in Callington and Cornwall Council have	2
admitted that it is the biggest drop in foot fall, most of the small	
independent shops have closed and I feel this is what will happen with	
Tavistock	

Comment	Count
Proposals do not take into account the view of, or the survey carried out by	2
Tavistock Business Improvement District (BID Co)	
Proposals may increase crime and vandalism in the area	2
Respondent asks, has the Council carried out an economic assessment of	2
the impact on shops and the town centre as a whole?	
Respondent comments that elderly and disabled residents use the on-	2
street parking to access local businesses, many cannot walk far and may	
find it difficult getting a ticket	
Respondent comments that the current situation brings people into the	2
town which keeps the shops going in the current economic climate	
Respondent comments that the proposals are not wanted/ not required	2
Respondent comments that the scheme is not relevant, as the stated	2
benefits will not work at this location	
Respondent feels DCC's proposals lack clarity	2
respondent feels meters will decrease revenue as this will drive people	2
away	
Respondent feels the proposals will negatively impact people that work	2
and park in town	
Respondent feels the same proposals are being applied across different	2
towns without consideration for their individual circumstances	
respondent feels this will impact the poor far greater than the wealthy	2
Respondent opposes to pay for the parking where they live.	2
Respondent questions where will the residents park?	2
Respondent requests free parking permits for residents	2
Respondent says they are disabled and on a limited income as are a lot of	2
Tavistock residents and feel persecuted for supporting their local town	
Respondent suggests adding more free parking to boost the local	2
economy.	
Respondent suggests exploring alternative solutions such as improved	2
signage, designated parking areas, and time limited parking zones	
Respondent suggests improving the car parks	2
Respondent suggests limiting the free parking in some areas to 30 minutes	2
Ridiculous proposals that only benefits tourism which already makes daily	2
life more stressful.	
Seeing a civil enforcement officer walking around puts me off parking in	2
case I over run my stay	
Tavistock is a beautiful town but needs its high street shops and market to	2
survive	
The Borough Council considers that the proposals fail to consider properly	2
the social, economic and environmental implications of introducing	
charges for on-street parking	
The council don't do anything with the money we give them already our	2
town's roads are shocking	
The current parking restrictions encourage easy access for less able	2
bodied and elderly shoppers who do not qualify for a disability badge.	
The proposals will increase the risk of harm to pedestrians and cyclists.	2
There will be extra expense of installing and running of the scheme	2

Comment	Count
There's not sufficient long stay pay and display spaces	2
This is not a cost-effective use of public funds	2
This scheme affects the Cornwall and West Devon Mining Landscape	2
World Heritage Site, the Tavistock Conservation Area and a number of	
Listed Buildings.	
We are mostly rural so rely on Tavistock for most of our shopping needs.	2
West Devon Borough Council is requesting a face-to-face meeting with the	2
County Council, Borough Council, Okehampton and Tavistock Town	
Councils and other key stakeholders	
What is the money made from on street parking going towards?	2
When budgets are tight, the cost of installing a parking system with no	2
benefit is totally unnecessary.	
Will affect those with compromised mobility but not eligible for a Blue	2
Badge.	
Will now have to pay to provide care to vulnerable patients who require	2
home visits	
Worries about price increases, meters not working	2
Worries about the cost and disruption of fitting and maintaining the metres.	2
You'll lose out eventually by not having income from business rates	2
A full Heritage Impact Assessment (HIA) is required as well as plans to	1
show what development/infrastructure is required as part of this scheme in	
order to assess the potential impacts upon these designated heritage	
assets.	
A well positioned and affordable Park and Ride system is the obvious	1
choice for reducing pollution, increasing access, possible	
pedestrianisation, improved road safety and improving the look of the town	
by removing the wall of parked cars currently lining most town roads.	
Adding more charges for parking throughout the town will limit those who	1
cannot afford to pay parking charges from accessing the town centre.	
Air Quality will gradually get better as electric vehicles are adopted	1
Are you going to borrow this money and what interest against the income	1
of	
Scheme?	
As an owner of a small business where we are going to park our car?	1
As DCC is doing this across Devon & not only Tavistock the respondent	1
see's it purely as a fund raising exercise with no regard for the locals	
anywhere.	
At this time there seems to be no detailed plans as to where the meters	1
will be located and what effect they may have on pavement width	
restrictions (1200mm is required)	
Better signage to 'long stay' car parks would help visitors who are likely to	1
stay more than 2 hours.	
Car parks at Meadows, Abbey Bridge & Pixon Lane should be made free.	1
Cashless payment is not always easier	1

Comment	Count
Charges made in Devon and Cornwall are exorbitant compared to	1
Northern England where charges are much more realistic and reasonable.	•
These charges are likely designed to rip off tourists as often charges	
increase in the summer months.	
Charges would put additional financial strain on workers	1
Close Duke Street to cars	1
Concern is payment charges. Would hope there can be a minimum	1
charge approx. 50p for 30 mins to allow people to "pop in" to an	·
establishment quickly and easily. Equally if maximum payment charges	
are £1 hour or £5/day, I think more people would pay.	
Conservation areas should not have street furniture	1
Council needs to understand that small business needs a level playing	1
field	
DCC fails to recognise that responsibility for energy and transport planning	1
and provision is to be ceded to Regional Energy Strategic Planning groups	
within 12-months	
DCC has not amended its proposals to accommodate Government Policy	1
for fully autonomous transport (Level-4). Introduction of autonomous pods	
should be prioritised over parking places for private cars	
DCC should listen to Town Councils as they oppose the proposals	1
Devon County Council has not provided a plan of costs which shows how	1
surplus funds (after improved enforcement) will be used to offset the local	
service costs or how much the scheme will cost and how it is funded	
Doing away with free parking may encourage people to drive further thus	1
increasing the carbon footprint	
Don't try and champion your cycling routes because the only safe one is to	1
the edge of Plymouth, the rest are along busy roads.	
Enforcement will be costly	1
Everyone wants to keep our lovely independent shops	1
If you want to increase town centre parking then redevelop the current	1
eyesore that was the site of the old Woolworths building into short term	
parking.	
Failed to consult with WDBC Conservation Officer or Council	1
Archaeologist to see how the proposals will impact on the Tavistock CA &	
WHS and OUV	
Failure to carry out a full Heritage Impact Assessment could threaten the	1
status of the WHS if not subject to full HIA and any harm that may result	
from this lack of assessment.	
Focus should be on road safety around the new estates, namely speed	1
cameras or speed bumps on Callington Road, where we walk our kids to	
school whilst cars fly down at 60mph with no consequences.	
For those with no mobility issues it will drive cars into residential areas,	1
thereby discriminating against those who have limited mobility	
Further advice should be sought on this matter with the relevant adviser in	1
DCC Archaeology unit, West Devon Borough Council's conservation	
specialists and the CMWHS Office (in relation to full Heritage Impact	
Assessment).	

Comment	Count
Have DCC produced any costings in relation to this proposed exercise? If so, please can the information be made public? If not, why not?	1
Housing developments in the Tavistock and surrounding area have not been matched with public transport investments.	1
How about using the money it would cost to install the meters to supply shops with fold away mobility ramps, providing better access for those with limited mobility?	1
How does designating paid parking spaces on the highway maintain free movement of traffic and reasonable access to premises?	1
How many additional management and other staff will this scheme add up to?	1
I am a Pensioner having to pay would impact a lot on my finances.	1
I believe it to be so detrimental to businesses on the High Street, to the degree that we are currently evaluating whether we should risk renewing our lease.	1
I feel that once the machines are in the 1 hour free parking will go.	1
I oppose the installation of payment meters in the centre of our historic town.	1
I suggest that the number of disabled places should be cut, as often you go into Tavistock and see 4 empty disabled places and then the blue badge holders using, (as is their right) the single yellow lines to park.	1
I suspect that the true objective(s) of these proposals have been intentionally omitted and that these include increased parking revenues.	1
I would also resent paying on a street which is riddled with potholes which has cost me money damaging my car.	1
I would propose that the council spend time considering other resolutions to reduce pollution (such as encouraging EV vehicles by installing chargers).	1
If a parking fee was charged for the supermarkets would they get as many customers?	1
If income generation is needed to cover shortfalls due to lack of government funding then please be open and honest as I think people will review differently	1
If maximum payment charges are £1 hour or £5 per day, respondent thinks more people would pay.	1
If the Council has not observed the destruction of nearly every other high street with such an ill thought move then they need to do the research urgently	1
If this is to be monitored it will need a full time warden at extra cost to the taxpayer in addition to the cost of installing the meters.	1
If you persist in trying to fit meters there will be legal challenges that may delay installation for years and end up costing Authorities which local tax payers will end up having to pay.	1
If you were really concerned about the environment then you would do something about the appalling river water quality in Devon	1
If you wish to reduce traffic through the town, better to alter traffic flows and speeds, and improve routes which bypass the town centre.	1

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Petition received from Tavistock BID with 164 signatures  Please prioritise the residents - not just the retired, but also the hardworking businesses and their needs  Pleased to see plans to reduce/restrict car use in town  1 Proposal will be detrimental to pedestrian safety, I firmly believe motorists may well travel faster down Duke Street  Proposals should encourage people to get out of cars and walk & cycle instead. Benefit health.  Proposals will affect events like farmers market and Butchers Hall  Proposals will cause light pollution  Requesting a permit to park on the seafront if the proposals go ahead  Respondent agrees proposals will increase air quality  1 Respondent agrees with the statement of reasons  1 Respondent asks how do the restrictions preserve or improve the amenities of the area?  Respondent asks how motorcycles would be catered for under the new proposals?  Respondent asks where will the revenue be reinvested in?  Respondent asks where will the revenue be reinvested in?  Respondent asks where a survey has been conducted to determine the impacts the proposals will have on disabled and vulnerable people - they believe this may be a legal requirement  Respondent asks will DCC provide details of the number of people who support and the number of people who oppose the proposed changes  Respondent comments that elderly residents depend on this parking area because of their mobility  Respondent comments that the added hassle of getting a ticket may deter disabled people from wanting to go out, so could end up being detrimental to their mental health  Respondent comments that the proposals will create more traffic as people will to try and find a free space on the surrounding roads  Respondent comments that the proposals will reduce access to their premises  Respondent comments that the proposals will not improve the current stituation and will only make things worse  Respondent comments that they have limited mobility and these changes will reduce their use of nearby shops.  Respondent comments	Comment	Count
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Respondent feels 1 hour free parking will be "open to abuse" by DCC, 1		1
		1
	eventually being reduced to 30 min, then none at all.	•

Comment	Count
Respondent feels installing on street P&D adjacent to two town surgeries would impact resident's ability to access medical treatment	1
Respondent feels it will cause too much disruption to residents while the scheme is being implemented	1
Respondent feels like this is income generation with little or no regard for residents	1
Respondent feels no research has been undertaken into how this plan will improve the community or have a positive impact on the environment.	1
Respondent feels on street parking in shopping areas should be limited to 1 hour	1
Respondent feels parking charges are already too high.	1
Respondent feels parking meters will cause inconvenience to loading and unloading	1
Respondent feels that as a career in the community they will likely be rushed, trying to keep tight deadlines and likely forget to get a ticket which would result in a fine.	1
Respondent feels that pay and display will have a positive impact on businesses in the town centre	1
Respondent feels that the meters will be vandalised	1
Respondent feels that the proposals will affect access for the elderly and disabled, as it will take them longer to carry out their business than the suggested free parking times	1
Respondent feels the proposals will reduce short parking ability by extending to two hours rather than one present	1
Respondent feels the proposals will undermine the objectives of the Local Transport Plan	1
Respondent feels the proposed parking charges are too high	1
Respondent feels there are not enough parking facilities available for workers that work in town	1
Respondent feels your raising money at the cost of local communities	1
Respondent finds it disrespectful that in the areas you plan to put parking meters there are three churches in that area and as a religious person I would have to pay now to park my car just to go to church.	1
Respondent questions how far apart the meters will be, as the road is pretty long and will be difficult for elderly and disabled people to access.	1
Respondent refuses to pay for this as a tax payer	1
Respondent reports parking issues and no effort to solve them around the Market street Co-Op - parking on pavements, double yellow lines, double parking, blocking the road	1
Respondent reports that there is not much available off-street parking in the town centre	1
Respondent reports West Devon Borough Council, Tavistock Town Council, Tavistock BID and Tavistock Chamber of Commerce are all opposing the plan	1
Respondent requests 30 min free parking in Duke, Brook and West Street and accurate enforcing of the mentioned streets to support businesses	1

Comment	Count
Respondent says money would be better spent on employment and	1
increased CEO presence	
Respondent says parking spaces won't be big enough for 4x4 vehicles or	1
vans	
Respondent says the abuse of loading bays should be better monitored	1
Respondent says the proposals would lead people to double park when	1
shoppers' short term parking spaces are blocked with 2 hour parkers	
Respondent says there will be a negative environmental impact with all	1
those unnecessary paper tickets the machine will produce	
Respondent says they would support the proposals if evidence of benefits	1
to introducing charges to increase availability of spaces could be brought	
forward	
Respondent says this directive is counterintuitive to a thriving community	1
Respondent states that more enforcement would be required so cost to	1
residents would increase	
Respondent states that the car parks are always full so don't need to	1
charge for on street parking as well	
Respondent states the proposals will make it harder for people to shop	1
local	•
Respondent suggests adding a car park with a shuttle outside the town as	1
it would increase revenue, allow less parking on the streets	•
Respondent suggests charging 2nd home owners higher council tax rates	1
to increase revenue	•
Respondent suggests creating a car free zone	1
Respondent suggests creating a car park for the residents and a Park &	1
Ride.	·
Respondent suggests creating an out of town Park & Ride, it would lessen	1
the volume of traffic coming through town	
Respondent suggests increasing WDBC tax to "raise funds, rather than	1
installing P&D meters	
Respondent suggests introducing parking discs to control parking instead	1
of P&D	
Respondent suggests introducing residents parking permits	1
Respondent suggests making Duke Street/Brook Street and West Street	1
pedestrianised for market day (Friday) and/or Saturdays, especially in the	
summer months	
Respondent suggests parking restriction should not extend past 5pm as	1
very few people visit this late in the day	
Respondent suggests proposals should be advertised to reach a wider	1
audience through local press, radio and tv	
Respondent suggests shared spaces for pedestrians and vehicles	1
Respondent supports proposal to extend free parking to 1 hour	1
Respondent wonders how the proposals will create a safer environment	1
Respondent works in town and feels they won't be able to use on street	1
parking to park for work anymore	

Comment	Count
Respondent would encourage a thorough and transparent assessment that takes into account the potential economic repercussions on the local	1
businesses	
Respondent would rather have off-street car park charges raised and retain free on-street parking.	1
Respondent states there should be policies that protect small towns and village centres, core to the policy should be free/low cost parking	1
Restrictions should be introduced to prevent blue badge holders using spaces for longer than everyone else, plenty of other places they can stay for free	1
Revenue gained could support other amenities such as public toilets which have been an issue in recent times.	1
Ruin my ability to use services and shops in Tavistock	1
Safe cycle routes in and around the town do not exist	1
Second tier could be added to part of Bedford car Park or Abbey Rise. It is sad to see the circling of cars looking for space at prime seasons to stop and spend in our town and then driving out and away disappointed.	1
Since the local council doubled the cost of parking in town we have seen these charges have had a detrimental effect on our business	1
Some drivers simply park for free in Abbey Surgery car park and walk off to the shops, thereby leaving no spaces for people with doctor's appointments, perhaps that should be prevented.	1
Some elderly people cannot carry large amounts of shopping and will go back and forth to their car, lack of free parking will mean they have to shop elsewhere.	1
Sort out WDBC and their car parks first of all before imposing unwanted road furniture (signs, machines) and charges.	1
Suggest the crossings in Tavistock are converted to zebra crossings rather than courtesy.	1
Suggests alternative income stream by installing traffic calming measures on Whitchurch Road.	1
Supports idea of increasing revenue from on road parking	1
Supports proposals if the parking is for one hour only.	1
Tavistock Access Group fought to have 9 designated Disabled Parking bays for residents in Plymouth Road, Duke Street and West Street, will these remain if meters are installed?	1
Tavistock enjoys the rollover of visitors who can park up for a quick hour or so, relish in the delights of the Town and help boost the economy.	1
Tavistock is a country town that is already over policed by wardens, however if the system allowed an hour free then charged residents could use the spaces all day without fear of a ticket!	1
Tavistock is not particularly inviting as it is as due to lack of relevant shops and services (such as banks)	1
Tavistock needs a long-term transport, a renewed emphasis on frequent affordable public transport and free shuttle services into town centres would be a start	1

Comment	Count
Tavistock prides itself on its local community and independent shops, who	1
have done so well despite the financial crisis.	
Tavistock thrives on small shops footfall and tourists	1
Tavistock Town Council objects in the strongest terms to the DCC	1
proposal for the detailed reasons as set out in the accompanying letter, despatched by first class post, recorded delivery, and dated 4th January	
2024.	
The biggest contributor to both these issues is the significant amount of	1
housing development on the outskirts of town that has massively	
increased the amount of traffic, congestion and air quality.	
The carbon footprint of installing and maintaining the parking meters and	1
signage outweighs the benefits.	
The council are already forcing out small businesses due to the incredibly	1
high business rates	
The council could consider measures to improve areas for pedestrians and	1
enable a free flow of traffic	1
The council is trying to encourage less use of cars, however this is when local transport is inadequate	I
The council needs to be building trust with locals, not looking like they are	1
wanting yet more revenue for their decreasing services.	•
The establishment of marked bays with parking meters will reduce the	1
number of cars able to park in the town centre because of the necessary	
size of bays.	
The existing businesses in the town centre do not report a problem with	1
the restrictions as they are	
The installation of parking meters throughout our UNESCO World Heritage	1
site town will detract from Tavistock's beauty and charm.	4
The meters will be offensive in a town of cultural heritage, which we are committed to maintaining its identity.	1
The Parking Meter concept is 50 years out of date and has no part in	1
forward-thinking strategic planning for this region.	•
The proposal fails to meet the basic requirements of section 45 of the	1
Road Traffic Regulation Act 1984	
The proposals don't create more spaces	1
The proposals will make residents parking much more difficult, as	1
someone who lives on Bannawell Street it is already incredibly difficult at	
times to park there, and introducing parking meters will make it almost	
impossible.	
The public should not be paying to fund council money making schemes	1
as this is what it is.  The respondent states they have never had a problem parking in town	1
The respondent states they have never had a problem parking in town The survey, carried out by local traders, indicates that 88 percent of	1 1
shoppers are likely to either avoid the town completely or reduce the	ı
amount of time they spend visiting if parking charges are implemented.	
The use of paper tickets is environmentally unfriendly and increases	1
littering.	

Comment	Count
There is no evidence to suggest that paid parking maintains free	1
movement of traffic better than the existing limited waiting	
There will be no environmental benefit as a result of the proposals and no	1
impact on emissions	
There will be significant damage to the local environment in order to fit	1
parking meters	
These charges are likely designed to rip off tourists as often charges	1
increase in the summer months. We need a tourist industry.	
These proposals will take away the joy and freedom of living in our own	1
town for the purpose of profiteering to better the town for tourists only	
This proposal ignores "The Law of Unintended Consequences"	1
This proposal will reduce the amount that off-street parking is used.	1
This scheme will affect the overall quality of life for those living in the area	1
this will reduce short term parking	1
This would penalise local people from parking in the town and pushing	1
them to park in the off street car parks	
Too many parking restrictions already that put locals and visitors off	1
shopping in or coming to town	
Turning the small number of free waiting areas into paid bays will prevent	1
people from picking up and dropping off those with limited mobility	
Use the money to put on a bus that circles Tavistock, going to all the main	1
estates and car parks.	
Visitors are already well catered for by the large Riverside car park so why	1
not increase the fares for a 2 hour stay there instead?	
Wasting public money on investments in equipment that benefits the	1
parking meter suppliers and their shareholders.	
WDBC has offered enforcement in Tavistock as they think it can be carried	1
out more efficiently and more often	
We need residents permit parking in town as shoppers and town workers	1
fill the residents' streets	
We travel to Tavistock several times a week and rely heavily on the free	1
road parking that is available whilst my children do various sports clubs	
and activities.	
What's wrong with continuing to use traffic wardens?	1
When the scheme is set up, how long is it before the costs are met and	1
where is the money coming from?	
Why should the residents of West Street have to pay and display outside	1
their own properties.	
Why should we not have some free parking areas within the town?	1
Will affect carers who only have limited time to pop out.	1
Will make it more difficult to visit or family that live there.	1
Will the free first hour parking sooner or later be replaced with a charge?	1
Will this scheme be cashless, via an app?	1
With society becoming more and more cashless finding change for a meter	1
will deter some drivers.	
You currently pay for Traffic Wardens so that wouldn't change.	1

Comment	Count
You have still failed to bring in a train line after years of banging on about	1
it.	

# Appendix 5 to CET/24/xx – Summary of Comments Received from Dartmouth Against Metered Parking (DAMP) Petition

Comment	Count
Opposes the proposals	2247
Supports the proposals	1
Respondent feels that pay and display restrictions will have a negative	342
impact on businesses in the town centre	
Respondent feels that the pay and display will discourage people from	303
visiting the town	
The respondent feels the proposals will negatively impact parking for locals	192
The proposals will kill off the town and trade	169
Respondent would like the parking to remain as it is now	101
Parking meters are detrimental to the look of the town	63
This is just a money making scheme	58
Respondent questions where will the workers park	55
The proposals will penalise locals who already struggle with the cost of living	43
The proposals will negatively impact tourism.	39
Shops are already struggling	31
Respondent will visit the town less if pay and display is implemented	25
Respondent comments that this scheme will not benefit the local community	23
Respondent comments that this proposal is unnecessary	21
Respondent feels there are not enough parking facilities available for workers that work in town	21
Respondent feels there is not enough free parking as it is	21
I do not want to pay for parking	20
Charges would put additional financial strain on workers	19
respondent feels this is a further tax on motorists	18
Respondent feels the proposals will negatively impact people that work and park in town	16
We already pay council tax	16
Charges will be detrimental to the community	15
Respondent feels parking is currently too expensive	15
Free parking encourages locals and visitors into the town	14
Respondent suggests parking should be free for locals	14
Will impact residents who do not have off-street parking	14
I cannot afford to pay for parking	13
Proposals will deter people from coming into town, they will use supermarkets instead	13
Respondent feels proposals will make life more difficult for the residents	13
Respondent suggests introducing residents parking permits	13
Existing public transport is poor, people have to use their cars	11
None of the revenues raised will go to Dartmouth.	11

Comment	Count
Respondent comments that the proposals are not wanted/ not	11
required	
Respondent feels there will be increased parking in residential areas	10
where spaces are already limited	
Will make it more difficult to visit or family that live there.	10
Respondent feels the proposed parking charges are too high	9
It will make shopping and working in Dartmouth more expensive.	8
Respondent feels that the town is already dying	8
Parking will be made worse not better	7
The town is too small and it would cause even more problems.	7
Charges would put additional financial strain on the citizens	6
Having to pay for parking will make me less likely to want to go into	6
town	
Respondent does not agree with statement of reasons	6
Respondent feels that it isn't fair to charge people extra on top of the	6
high cost of living in the area	
Respondent questions where will the residents park?	6
Elderly people will just not come into the town if these changes are	5
implemented	
Low income families are really going to struggle with the new	5
proposed changes to parking.	
Meters will damage the accessibility of the pavements that are already	5
narrow	
respondent feels a park and ride would be more beneficial	5
Short free parking allows locals & visitors a chance to pop into the	5
town & shop local	
Park and ride that runs all year round would be advantage	4
Respondent requests all day parking for residents and workers of the	4
town	
Access to town shops will be limited and costly to elderly population	3
feels this will lead to social isolation	3
It is a regency town, it will spoil it.	3
More vehicles driving around searching for spaces will increase emissions.	3
Need space in Dartmouth for people who work here all year.	3
Parking charges will affect the short term shoppers	3
Respondent comments that local residents are unlikely to pay for	3
parking in their own town	
Respondent comments that parking is already difficult in the town	3
Respondent is a business owner and feels that the proposals will	3
negatively affect their business as well as other businesses	
Respondent suggests keeping the current winter restrictions, charge	3
for parking during the summer	
Respondent will not come to Dartmouth again if this happens.	3
The proposals will encourage people to shop online	3
There is not enough residents parking in Dartmouth	3
Allow workers to park easily in the winter.	2

Comment	Count
Current parking has made the respondent avoid the town	2
Doubling the parking period will reduce the turnover of vehicles and availability of parking	2
How much is this costing?	2
I am a Pensioner having to pay would impact a lot on my finances.	2
I do not support the proposed parking charges	2
If proposals are introduced in Dartmouth, parking in Kingswear will soar out of control and it is already bad.	2
If public transport services were improved, this scheme would be viable.	2
Installing parking meters is a deterrent, not an enticement	2
It is a waste of public money	2
It is not clear how any money raised will benefit the town or its shoppers and businesses.	2
It will destroy Dartmouth in the winter.	2
It will totally disrupt the parking flow movement making it more difficult for the flow of traffic.	2
Leave the parking as it is, but remove the free parking in the winter months	2
Money should be spent on other services	2
Nowhere in the proposal is there any consideration or scheme for the parking requirements of the residents of affected roads.	2
Proposed changes do not take into account a stay in excess of 2 hours	2
Provide free parking in the winter months	2
Raise the Council tax - not the cost of parking.	2
Respondent comments that the changes will negatively impact residents with mobility issues	2
Respondent comments that the proposals will not improve the current situation and will only make things worse	2
Respondent does not have a parking space so have the need for on- street parking	2
Respondent feels people will choose to shop out of town where parking is free	2
Respondent feels that they are having meters inflicted upon them	2
Respondent feels there is a shortage of parking spaces available and this needs addressing before implementing pay and display	2
Respondent feels this appears to be a further residents and visitors tax	2
Respondent says there is no financial benefit for the town commerce or residences	2
Respondent states that if they have to pay to park, they will go to supermarkets	2
Ridiculous idea, spending money disrupting pavements for something not needed or wanted	2
The max stay should remain at 2 hours	2

Comment	Count
The respondent feels the proposals will force people to park	2
inappropriately elsewhere	
this will reduce short term parking	2
Too many parking restrictions already that put locals and visitors off	2
shopping in or coming to town	
A paid for 2 hr will surely cost more than the potential returns and inhibit visits.	1
	1
As a second homeowner I would sell up, as pay and display would be too restrictive.	ı
As administrator am aware that crew called for training twice weekly	1
would have to pay for parking. Due to nature of training could cause	•
overrun of parking payment.	
At times the main car parks are full, even in winter. In the summer	1
tourists park here and car parks are often full	
Cashless payments discriminate against people who do not have	1
access to smart phones	
Conservation areas should not have street furniture	1
Council has not provided any justifiable reason for these unnecessary	1
proposals.	
Currently issue with vehicles long-term parking 2 weeks at a time in	1
Mount Boone Way - introduced residents/time limited parking here and Mount Boone.	
Expiry reminders and SMS confirm are additional "hidden" charges.	1
Free parking along the sea front is good for locals and encourages	1
tourists.	•
Has any consideration been given to tradesmen and their livelihood, if	1
these proposals are implemented?	
Holidaying second home owners create more emissions when running	1
to and from their rural escapes than locals do on a day to day basis	
Hotels rely on the free parking for guests to park near the seafront	1
hotels.	
If Council wants businesses to survive they should provide more long-	1
term free parking.	
If machines are installed they need to accept credit cards and cash and not to be solely accessible via a mobile phone app.	1
Improve coastal bus service.	1
It's about time the powers that be listen to the residents/town's people	1
what they want /need as it's them that matter not decisions made by	•
outsiders.	
Levelling up Secretary (April 2023] has told Councils they must not	1
force drivers to use Smart phone to pay for parking spaces as it	
disproportionately excludes elderly and vulnerable.	
Locals will be using the parking spaces more than visitors to the town	1
Meters will block pavements and make it harder for the pedestrians,	1
disabled and people with mobility issues	
No consideration of disabled drivers.	1

Comment	Count
Paid for parking will have to be used mostly by people that need	1
access to home/work and shops.	
Please put alternative parking options in place before you restrict what	1
is currently available.	
Proposals are a barrier to accessibility	1
Respondent asks if there are any proposals relating to the cost of	1
annual permits, included in this proposal due to the reduction of	
available parking spaces	
Respondent comments that Dartmouth does not have a Train station,	1
therefore visitors have to drive or get the bus	
Respondent comments that elderly residents depend on this parking	1
area because of their mobility	
Respondent comments that free parking boosts the local economy	1
during the low season	
Respondent comments that introducing pay and display will make it	1
more difficult to access shops in the area	
Respondent comments that Mayors Avenue car park is not large	1
enough, especially as so many spaces are use up by holiday let	
permits, also the RingGo app does not allow you to renew your ticket	
for the next day.	
Respondent comments that parking meters will reduce the experience	1
of visiting the town centre	
Respondent comments that pay and display will make it too expensive	1
to visit the town on a daily basis	
Respondent comments that residents rely on free parking during the	1
low season to enable family members to visit. Elderly residents also	
depend on family visits for support	
Respondent comments that SHDC have introduced low season	1
charges at the park and ride, however there is no bus service to town,	
therefore parking options for visitors are extremely limited	
Respondent comments that the changes will be detrimental to the	1
majority of the elderly population of the community	
Respondent comments that the existing 2 hour spaces already	1
encourage traffic flow	
Respondent comments that the money collected is unlikely to offset	1
the cost of installation and maintenance	
Respondent comments that the proposals will negatively impact	1
people who live and work in the town	
Respondent comments that the proposals will reduce access to shops	1
and public buildings	
Respondent comments that the proposals will reduce access to their	1
premises	
Respondent comments that this proposal is unnecessary and makes	1
no sense. It's not what the residents of the area want.	
Respondent does not feel properly consulted.	1
Respondent feels 1 hour of free parking is not enough	1
Respondent feels DCC's proposals lack clarity	1

Comment	Count
Respondent feels parking charges are already too high.	1
Respondent feels that Pay & Display will push people away from the	<u></u>
town centre, particularly elderly and vulnerable people.	'
Respondent feels that the proposals will affect access for the elderly	1
and disabled, as it will take them longer to carry out their business	ı
than the suggested free parking times	
Respondent feels that there are already pay and display car parks	1
nearby which can be used for longer visits.	'
Respondent feels there will be payment problems for elderly people	1
who don't use payment apps or smart phones	'
	1
Respondent refuses to pay for this as a tax payer	<u> </u>
Respondent reports that there is not much available off-street parking	I
in the town centre	
Respondent requests free parking permits for residents	1
Respondent says the proposals will negatively affect people that	1
volunteer in town and rely on free parking	
Respondent says this directive is counterintuitive to a thriving	1
community	
Respondent states the proposals will make it harder for people to	1
shop local	
Respondent suggests adding more free parking to boost the local	1
economy.	
Respondent suggests charging 2nd home owners higher council tax	1
rates to increase revenue	
Respondent suggests creating a car free zone	1
Respondent suggests creating more disabled bays	1
Respondent suggests implementing existing summer restrictions all	1
year round	
Respondent suggests improving the car parks	1
Respondent suggests raising money by re-introducing rates for	1
holiday homes and Airbnb	
Respondent suggests retaining the free parking during the winter	1
around Coronation Park	
Respondent understands there is a need for revenue, but this is a	1
false economy as business rates will drop when the shops shut up for	
good.	
Respondent works in town and feels they won't be able to use on	1
street parking to park for work anymore	
Restrictions on The Embankment should stay seasonal	1
Ridiculous proposals that only benefits tourism which already makes	1
daily life more stressful.	
Should be a limit on how many season permits are issued for Mayors	1
Avenue Car Park so that more paid parking is accessible in the car	
park.	
Signs should be up for motor homes "no overnight parking" and limit	1
to 2 hours.	
Some vehicles are left for 5 months in the winter - too much abuse!	1

Comment	Count
The free parking enables many people, especially the elderly who may	1
otherwise avoid visiting the town, access the shops without them	
having to walk too far.	
The hassle to download apps to pay will likely drive visitors away.	1
The proposals don't create more spaces	1
The proposals will increase congestion	1
The proposals will not improve congestion	1
The respondent questions the reasons why this proposal is being	1
introduced	
The respondent requests a year round Park & Ride service for Dartmouth	1
The town is in an AONB and the sea front makes a significant contribution to that.	1
The town looks appalling with weeds everywhere.	1
There are no parking charges in neighbouring out of town shopping	1
complexes so why introduce them into the town centre.	
There is no evidence supporting the claim that it will improve air	1
quality.	
There's not sufficient long stay pay and display spaces	1
These proposals are a waste of money	1
This will make parking worse in Dartmouth and force more	1
residents/workers to park in already overfilled Mayors Car Park	
This would penalise local people from parking in the town and pushing them to park in the off street car parks	1
What problem is trying to be solved by metering spaces that currently are not?	1
Why not use cardboard clock faces to display in cars to show length of	1
time parked - drivers need to purchase these.	'
Will affect carers who only have limited time to pop out.	1
Will now have to pay to provide care to vulnerable patients who	1
require home visits	1
Winter parking permits for residents for longer than 2 hours.	1

# Impact Assessment



Assessment of: New Pay & Display Schemes

Service: Climate Change, Environment and Transport

Head of Service: Meg Booth

Version / date of sign off by Head of Service: 25 October 2022

Assessment carried out by (job title): Traffic Management Team Manager

1. Description of project / service / activity / policy under review

Proposal to review on-street parking restrictions in communities, and to implement pay & display where there is benefit to traffic management

#### 2. Reason for change / review

The proposals intend to allow a review of on-street parking and to implement pay & display where there is benefit to traffic management.

When considering the application of on street charges legislation (Road Traffic Act 1984, Section 45) directs that Authorities shall have regard for: -

- the need for maintaining the free movement of traffic, i.e. congestion management
- the need for maintaining reasonable access to premises, i.e. turnover and availability of on-street parking places
- the extent to which off-street parking accommodation, is available, i.e. promoting use of existing off-street car parks.

Any new scheme will consider:

1. Need - The busiest areas of our communities will be prioritised for review, for example town centre or seafront locations. These locations are more likely to be affected by congestion and recirculation of traffic looking for parking opportunities.

Where reviews are carried out there will normally be alternative off street parking opportunities, tariffs will be set to encourage the use of these for longer stays (over 1 hour).

- 2. Economy The local economy will be considered when prioritising schemes. Busier and less-deprived communities will be prioritised and consideration will be given to the Deprivation Index for that area. Retail vacancy rates will be low (below national average), and not in significant decline. These locations are more likely to have more traffic and footfall needing improved management of traffic and parking.
- 3. Design Areas that do not already have (or have very little) pay & display will be prioritised.

New schemes will focus on the conversion of existing limited waiting restrictions to pay & display, typically there will be no change to hours / days of peration, or maximum stay.

free parking period (20 or 30 minutes) will be considered where appropriate to encourage shorter stays, high turnover and improve availability of parking opportunities in high street locations.

Cashless options (pay by phone / app) will be promoted and removal of physical machines will be considered where appropriate to minimise impact on pedestrians and streetscape whilst reducing capital installation costs and revenue maintenance costs.

In all schemes existing national exemptions for Blue Badge Holders would apply allowing free parking as close as possible to the blue badge holders destination. Along with Health & Care Worker permits for those delivering care to residents in central areas.

### 3. Aims / objectives, limitations and options going forwards (summary)

The parking charges review contributes to the effective management of traffic by:

- Encouraging turnover of on street parking to benefit businesses
- Enabling enforcement to be undertaken efficiently

- Encouraging longer term visitors to use off street car parks
- Encouraging those working in the town make more sustainable travel choices eg CarShare, Public Transport, Walking and Cycling

The success of the review will be monitored by the Traffic Management Team, informed by Member and customer feedback. Data from Civil Parking Enforcement will also be analysed to monitor compliance levels.

### 4. People affected, diversity profile and analysis of needs

Residents, local businesses, or visitors within / or visiting areas subject to on-street parking charges.

The review has equal impact across all population profiles and characteristics.

With exception of blue badge holders who will remain able to park without charge or time restriction in areas of Pay & Display.

#### 3. Stakeholders, their interest and potential impacts

The review will affect local residents, visitors / shoppers, and local businesses.

The parking review contributes to the effective management of traffic by:

- Encouraging turnover of on street parking to benefit businesses
- Enabling enforcement to be undertaken efficiently
- Encouraging longer term visitors to use off street car parks
- Encouraging those working in the town make more sustainable travel choices eg CarShare, Public Transport, Walking and Cycling

Therefore the scheme should have a positive impact on reducing congestion, pollution, improving local air quality, and supporting local business.

#### 6. Additional research used to inform this assessment

Benchmarking against relevant off-street charges has been conducted.

#### 7. Description of consultation process and outcomes

If approved new schemes will be subject to the legal Traffic Regulation Order Advertising process, any comments and objections to the proposals will be considered before deciding whether schemes should be progressed, modified or abandoned. Notices will be placed at locations where new restrictions are being proposed and in the local press.

#### 8. Equality analysis

#### Giving Due Regard to Equality and Human Rights

The local authority must consider how people will be affected by the service, policy or practice. In so doing we must give due regard to the need to: eliminate unlawful discrimination, harassment and victimisation; advance equality of opportunity and foster good relations.

where relevant, we must take into account the protected characteristics of age, disability, gender, gender reassignment, pregnancy and maternity, marriage and civil partnership, sexual orientation, race, and religion and belief. This means considering how people with different needs get the different services they require and are not disadvantaged, and facilities are available to them on an equal basis in order to meet their needs; advancing equality of opportunity by recognising the disadvantages to which protected groups are subject and considering how they can be overcome.

We also need to ensure that human rights are protected. In particular, that people have:

- A reasonable level of choice in where and how they live their life and interact with others (this is an aspect of the human right to 'private and family life').
- An appropriate level of care which results in dignity and respect (the protection to a private and family life, protection from torture and the freedom of thought, belief and religion within the Human Rights Act and elimination of discrimination and the promotion of good relations under the Equality Act 2010).
- A right to life (ensuring that nothing we do results in unlawful or unnecessary/avoidable death).
- The Equality Act 2010 and other relevant legislation does not prevent the Council from taking difficult decisions which result in service reductions or closures for example, it does however require the Council to ensure that such decisions are:

- o Informed and properly considered with a rigorous, conscious approach and open mind, taking due regard of the effects on the protected characteristics and the general duty to eliminate discrimination, advance equality and foster good relations.
- o Proportionate (negative impacts are proportionate to the aims of the policy decision)
- o Fair
- Necessary
- o Reasonable, and
- o Those affected have been adequately consulted.

The parking charges review maintains the availability of affordable parking within key communities, ensuring financial impact is moderated with no charge increasing by more than 100%. Disabled Drivers are permitted to park within Pay & Display bays without charge.

Care Providers (for example medical professionals, social workers etc, including those employed by Devon County Council), typically benefit from an exemption to these restrictions when visiting clients in the community (full details here:

https://new.devon.gov.uk/roadsandtransport/parking/parking-permits/exemptions-careworkers/ )

All residents (include generic equality provisions) Page 88	Potential or actual issues for this group.  [Please refer to the Diversity Guide and See RED]  Within Pay & Display areas the impact for all drivers is that payment will be required in bays that were previously "Limited waiting" where payment was not required.  Cashless payment will promoted where appropriate requiring use of mobile telephone / app.	<ul> <li>How will the project / service / policy / activity:</li> <li>eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary.</li> <li>advance equality (meet needs / ensure access, encourage participation, make adjustments for disabled people, 'close gaps').</li> <li>foster good relations between groups (tackled prejudice and promoted understanding), if relevant?</li> <li>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</li> <li>Are you complying with the DCC Equality Policy?</li> <li>Within Pay and Display areas drivers will have improved access to on street parking provision for short term visits by improving turnover and encouraging those that wish to stay longer to use off street facilities.</li> </ul>
Age	The change does not affect any particular group specifically.	The change does not affect any particular group specifically.
Disability (incl. sensory, mobility, mental health, learning disability, neurodiversity, long term ill health) and carers of	Disabled Drivers will continue to need to display their blue badge when parking in areas of pay and display.	Within areas of pay and display, disabled drivers are exempt from restrictions when displaying a blue badge.  They will benefit from improved access due to increased turnover in areas of pay and display.

Characteristics	Potential or actual issues for this group.  [Please refer to the <u>Diversity Guide</u> and <u>See RED</u> ]	<ul> <li>How will the project / service / policy / activity:</li> <li>eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary.</li> <li>advance equality (meet needs / ensure access, encourage participation, make adjustments for disabled people, 'close gaps').</li> <li>foster good relations between groups (tackled prejudice and promoted understanding), if relevant?</li> <li>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</li> <li>Are you complying with the <a href="DCC Equality Policy">DCC Equality Policy</a>?</li> </ul>
Page 89	Whilst provision of care from groups of medical professionals, social workers etc are normally covered by a general exemption to these restrictions (full details here: <a href="https://new.devon.gov.uk/roadsandtransport/parking/parking-permits/exemptions-careworkers/">https://new.devon.gov.uk/roadsandtransport/parking/parking-permits/exemptions-careworkers/</a> )  The installation of pay & display machines can reduce footway widths, cashless payment will promoted where appropriate to minimise this impact.	
Culture and ethnicity: nationality/national origin, ethnic origin/race, skin colour, religion and belief	The change does not affect any particular group specifically.	The change does not affect any particular group specifically.
Sex, gender and gender	The change does not affect any	The change does not affect any particular group specifically.

Characteristics	Potential or actual issues for this group.  [Please refer to the <u>Diversity Guide</u> and <u>See RED</u> ]	<ul> <li>How will the project / service / policy / activity:</li> <li>eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary.</li> <li>advance equality (meet needs / ensure access, encourage participation, make adjustments for disabled people, 'close gaps').</li> <li>foster good relations between groups (tackled prejudice and promoted understanding), if relevant?</li> <li>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</li> <li>Are you complying with the <a href="DCC Equality Policy">DCC Equality Policy</a>?</li> </ul>
identity (including men, women, non-binary and transgender people), and pregnancy and maternity concluding women's right obreastfeed)	particular group specifically.	
Sexual orientation and marriage/civil partnership	The change does not affect any particular group specifically.	The change does not affect any particular group specifically.
Other relevant socio- economic factors such as family size/single people/lone parents, income/deprivation, housing, education and skills, literacy, sub-cultures, 'digital exclusion', access to transport options, rural/urban	Within Pay & Display areas the impact for all drivers is that payment will be required in bays that were previously "Limited waiting" where payment was not required.  The tariffs will be set to ensure stays of up to 1 hour are of low cost.  Tariffs for longer stays will be	None.

Characteristics	Potential or actual issues for this group.  [Please refer to the <u>Diversity Guide</u> and <u>See RED</u> ]	<ul> <li>How will the project / service / policy / activity:</li> <li>eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary.</li> <li>advance equality (meet needs / ensure access, encourage participation, make adjustments for disabled people, 'close gaps').</li> <li>foster good relations between groups (tackled prejudice and promoted understanding), if relevant?</li> <li>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</li> <li>Are you complying with the <a href="DCC Equality Policy">DCC Equality Policy</a>?</li> </ul>
	informed by near by City / District Borough car parks.	

### 9. Human rights considerations:

The change does not affect any particular group specifically.

# 10. Supporting independence, wellbeing and resilience. Give consideration to the groups listed above and how they may have different needs:

In what way can you support and create opportunities for people and communities (of place and interest) to be independent, empowered and resourceful?

Within Pay and Display areas drivers will have improved access to on street parking provision for short term visits by improving turnover and throughout the stay longer to use off street facilities.

In what way can you help people to be safe, protected from harm, and with good health and wellbeing? Within *Pay and Display* areas drivers will have improved access to on street parking provision for short term visits by improving turnover and encouraging those that wish to stay longer to use off street facilities. By encouraging drivers to use off street car parks for longer stays congestion and carbon emissions will be reduced, improving local air quality.

In what way can you help people to be connected, and involved in community activities? Within *Pay and Display* areas drivers will have improved access to on street parking provision for short term visits by improving turnover and encouraging those that wish to stay longer to use off street facilities.

#### 11. Environmental analysis

An impact assessment should give due regard to the following activities in order to ensure we meet a range of environmental legal duties. The policy or practice does not require the identification of environmental impacts using this Impact Assessment process because it is subject to (please mark X in the relevant box below and proceed to the 4c, otherwise complete the environmental analysis table):

Devon County Council's Environmental Review Process	
Planning Permission	
Environmental Impact Assessment	
Strategic Environmental Assessment	

Describe any actual or potential negative consequences.	Describe any actual or potential neutral or positive outcomes.
(Consider how to mitigate against these).	(Consider how to improve as far as possible).
Additional pay & display machines will be needed	Where possible the use of pay & display machines will be
in new schemes. Signing will also need to be	minimised with cashless payment options promoted. In
replaced to reflect new restrictions.	some instances machines from existing schemes may be
	redeployed and reused in new areas.
There is no specific impact to this activity	There is no specific impact to this activity
There is no specific impact to this activity	There will be a positive impact on congestion which will
	improve public spaces.
, , ,	Where possible the use of pay & display machines will be
in new schemes.	minimised with cashless payment options promoted. In
	some instances machines from existing schemes may be
	redeployed and reused in new areas.
There is no specific impact to this activity	Implementation of pay & display schemes contributes to
	the effective management of traffic by:
	Encouraging turnover of on street parking to benefit
	businesses
	Enabling enforcement to be undertaken efficiently
	Encouraging longer term visitors to use off street car
	<ul><li>parks</li><li>Encouraging those working in the town make more</li></ul>
	sustainable travel choices eg CarShare, Public Transport,
	Walking and Cycling
( ( ) i i	Consider how to mitigate against these).  Additional pay & display machines will be needed in new schemes. Signing will also need to be replaced to reflect new restrictions.  There is no specific impact to this activity  There is no specific impact to this activity  Additional pay & display machines will be needed in new schemes.

		Therefore the scheme should have a positive impact on reducing congestion, pollution and improving local air quality.
Minimise pollution (including air, land, water, light and noise):	There is no specific impact to this activity	Implementation of pay & display schemes contributes to the effective management of traffic by:  • Encouraging turnover of on street parking to benefit businesses  • Enabling enforcement to be undertaken efficiently  • Encouraging longer term visitors to use off street car parks  • Encouraging those working in the town make more sustainable travel choices eg CarShare, Public Transport, Walking and Cycling  Therefore the scheme should have a positive impact on reducing congestion, pollution and improving local air quality.
Contribute to reducing water consumption:	There is no specific impact to this activity	There is no specific impact to this activity
Ensure resilience to the future effects of climate change (warmer, wetter winters; drier, hotter summers; more intense storms; and rising sea level):	There is no specific impact to this activity	There is no specific impact to this activity
Other (please state below):	N/A	N/A

### 12. Economic analysis

	Describe any actual or potential negative consequences.	Describe any actual or potential neutral or positive outcomes.	
	(Consider how to mitigate against these).	(Consider how to improve as far as possible).	
Impact on knowledge and skills:	None	None	
Impact on employment levels:	None	None	
Impact on local business:  Page 96	None	Implementation of pay & display schemes contributes to the effective management of traffic by:  • Encouraging turnover of on street parking to benefit businesses  • Enabling enforcement to be undertaken efficiently  • Encouraging longer term visitors to use off street car parks Therefore, a positive impact on businesses is expected.	

# 13. Describe and linkages or conflicts between social, environmental and economic impacts (Combined Impacts):

No specific links

### 14. How will the economic, social and environmental well-being of the relevant area be improved through what is being proposed? And how, in conducting the process of procurement, might that improvement be secured?

Main benefits will be in regards of enhanced access to local parking for residents and short term visitors/shoppers, along with better management and reduced demand for parking on street.

#### 15. How will impacts and actions be monitored?

The success of the review will be monitored by the Traffic Management Team, informed by Member and customer feedback. Data from Civil Parking Enforcement will also be analysed to monitor compliance levels.

IASC/24/04 Cabinet Date 13<sup>th</sup> March 2024

#### The Future of Devon County Council Adult Day Services

#### Report of the Director of Integrated Adult Social Care

Please note that the following recommendations are subject to consideration and determination by the Cabinet (and confirmation under the provisions of the Council's Constitution) before taking effect.

#### 1. Recommendation

That the Cabinet be asked to:

a) Consider the information in this report relating to the rationale for change and the consultation process, and agree the recommendation to close the Learning Disability and Older Persons Services listed below, which currently have one or no people attending. The usage rates are not the only reason prompting this recommendation.

#### **Learning Disability Services**

Lyric, Okehampton Newholme, Honiton Rosalind House, Tiverton Silverhill, Barnstaple Tumbly Hill, Kingsbridge

**Older Persons Services** 

Tumbly Hill, Kingsbridge

#### 2. Background

- 2.1 The recommendation to close these services stems from the following changes first introduced in 2014 and followed by various consultations, engagement strategies and service changes with the most recent being in 2023. Integrated Adult Social Care remains committed to promoting an individual's independence and their access to community opportunities to meet their varying needs in different ways.
- 2.2 In 2014, Devon's Community Life Choices Strategy recommended the modernisation of the day opportunity offer based upon:
- a) The changing needs and demands of vulnerable people for a more flexible range of community-based day opportunities and increased choice (evidenced by an increased use of community services funded by personal budgets);

- b) Falling demand for traditional service models which are seen as not fitting the needs and circumstances of vulnerable people and their carers. Overall attendances at day centres had been falling. The increasing numbers of personal budgets have accelerated this trend.
- 2.3 At this time, a full review of Devon County Council's (DCC) adult day services was completed. A total of 30 consultation meetings were held across Devon to enable service users, carers, councillors, staff and stakeholders to comment on the proposals for each day centre. Feedback was received from face-to-face meetings with 775 service users, carers and stakeholders, 264 completed questionnaires and 627 written responses. Several themes emerged from this feedback including the value of the current provision, socialisation and familiarity, the impact on vulnerable adults and risk of isolation, the lack of alternative provision and the impact on carers respite.
- 2.4 This feedback helped to inform the identification of a series of updated recommendations that were agreed at a full council meeting in May 2014 and endorsed by Cabinet in June 2014. The final recommendations of the report clearly stated that 'DCC will cease to be a provider of day services for older people and adults with a learning disability, except in areas of insufficient alternative supply and where there are no providers expressing an interest in expanding local provision'. Additionally, it recommended that, 'DCC should use its resources in the most cost-effective way and continue to support vulnerable individuals who are eligible for day services'. It was recommended and agreed that most services are commissioned from the independent sector.
- 2.5 In 2017, a series of engagement events ran across the county with the service users, parents / carers and staff of the councils learning disability day opportunity and respite centres. Service users, carers, staff and stakeholders were asked What is important; what do you enjoy doing; what else would you like to do; and if you have any bright ideas? The feedback received focused on the importance of stimulation and included the types of activities people wanted to experience. Additionally, having a safe, familiar, and respectful environment offering flexible opening hours and high-quality support. It was clear that carers found the day centres invaluable as they could have a break from their caring role and focus on other household priorities.
- 2.6 A series of follow up events took place during June and July of 2018 where DCC Officers shared their thinking and tested out whether the ideas reflected what people attending the services, families and staff said at the events.
- 2.7 Attendees at these events confirmed:
- Positive feedback relating to defining outcomes in an improved way with a focus on more specific and realistic goals.
- Promoting independence for all, including people with the most complex needs is important to carers, family members and staff.
- The importance of providing support for people with complex needs.
- The importance of carers being kept well informed.
- 2.8 In recent years, the support to disabled people has expanded with the Council's Reaching for Independence (RFI) service which began operating in April 2019. The RFI service promotes and enables more community inclusion through access to everyday community resources and employment opportunities.

- 2.9 In March 2020, the Covid 19 pandemic halted all provision of day services, including the DCC directly provided services. Family members generally looked after their loved ones at home, until government guidance evolved to a point at which services could restart.
- 2.10 When government guidance altered to the point where it was possible to recommence day services in July 2021, the numbers attending were very much lower than had been attending pre pandemic. This was for a number of reasons such as:
  - The individual had moved into supported living.
  - The individual had found preferred alternative things to do.
  - The individual had found employment,
  - The individual was using a Personal Assistant (PA) to support them in more communitybased activity.
  - Unfortunately, one individual died.
  - There was increased capacity available in the independent market and few new referrals into the current services.
- 2.11 Others may well have different views as to the reasons for this, for example that reduced awareness of these services may have impacted on the take up at that time. The numbers returning are detailed in the next section but represented a 78% reduction from pre-pandemic numbers.
- 2.12 In July 2022, a family representative from each of the active day services was invited to a co-production event, to explore future options for day services. Information about the take up of services, as business returned to normal, following the pandemic was shared. At that time, 7 attendees had returned to Rushbrook, 5 attendees to Abbey Rise, 5 attendees to Nichols, and 2 attendees to Rosalind House. Participants were asked to consider the low numbers of attendees at services offered and additionally to consider options which would maintain the quality of the provision whilst achieving the best use of the public purse.
- 2.13 Following this event, a public consultation paper was written, describing a proposal to reduced days of opening, with higher numbers of people attending services each day and to close other day services. This public consultation was launched in February 2023, on the future of DCC Adult Day services. However, this process was halted midway to enable the Council to carefully review the comments raised from stakeholders. This led to a revised approach, with a new consultation on the future of DCC Adult Day services being launched on the 14 November 2023.
- 2.14 In November 2023, DCC launched a consultation on the future of the following specific inhouse day services.

#### **Learning Disability Services**

- Lyric, Okehampton
- Newholme, Honiton
- Rosalind House, Tiverton
- Silverhill, Barnstaple
- Tumbly Hill, Kingsbridge

#### **Older Persons Services**

- Tumbly Hill, Kingsbridge
- 2.15 Section 5 of this report describes the process and the feedback received, and how this has helped to inform the recommendations within this paper.

### 3. Proposal

3.1 The proposal is that DCC withdraw from the direct provision of the in-house day services listed in section 12 of this paper. The full recommendations formed are presented in section 12 for due consideration and, if appropriate, approval.

#### In-house provision

- 3.2 Currently, DCC operates 10 in-house day care services over eight sites. The services proposed for closure currently have no people in attendance, except for Rosalind House, which has one person, albeit the individual is currently accessing another service.
- 3.3 The number of eligible people accessing the Councils in-house learning disability day services has reduced in the last eight years. From 116 in 2015, to 85 in 2020. Current attendance is now at twelve people, these twelve people are accessing four services (Abbey Rise, Nichols, Rosalind House, and Rushbrook), albeit the individual accessing Rosalind House is currently accessing another service. It may be thought that these services would gain users in the future if they were promoted. However, the research suggests this will not be the case because the numbers coming through are likely to remain at relatively consistent levels and people's expectations of how outcomes can be met have changed.
- 3.4 The detail of the building provision is contained in Appendix C.

#### Current and future need and supply

- 3.5 The Council has recently undertaken a needs assessment and gained a better understanding of day service supply across Devon.
- 3.6 The findings indicate that the number of people with autism, emotional and mental health needs, and needs associated with their speech and language will increase. The needs assessment suggests that current and projected future demand for people eligible for these services should be able to be adequately met by the independent and voluntary sector. The assessment includes a series of maps outlining the alternative day services supply estimated to be within a 30-minute drive of each of the in-house centres in scope.
- 3.7 The future requirement for day services for people (18 64 years) with a learning disability has been calculated using activity data from the recent past. It shows that approximately 204 to 246 individuals with a learning disability are likely to require day opportunities support in the next few years.
- 3.8 When reviewing young people with an Education Health and Care Plan (EHCP), those people with the area of need of severe or profound learning disability is predicted to remain consistent over future years. There is greater growth in the moderate learning disability area of need. This area encompasses a broad spectrum of needs.

- 3.9 When tracking young people with an EHCP for moderate learning disability (MLD) into adult day services, we found few individuals' needed day services. Specifically, in 2016, of 47 people with a MLD, 2 people went on to receive a day service. In 2023, of the 152 with a MLD, 8 people went on to receive a day service from adult social care. Therefore, historically, most young people within this EHCP area of need have not required a day service on transitioning from children's into adult's services. This data suggests that the numbers of people with a learning disability who require a day service are not likely to increase significantly. There may be people who would disagree with this analysis, but the evidence is believed to be one reason why there are low numbers coming through the service at this point in time.
- 3.10 The PANSI (Predicting Adult Needs and Service Information system) methodology for predicting population growth, suggests that numbers of all individuals with a moderate to severe learning disability in Devon will increase from a baseline of 2499 in 2020, to 2567 in 2025, and up to 2674 in 2040 (age range 18 to 64 years).
- 3.11 The Council currently commissions 81 independent sector providers, to deliver day services in Devon, and 53 of these services support individuals with a learning disability.
- 3.12 There are currently approximately 481 people receiving a day service in Devon (In-house and commissioned services). Of those receiving a day service approximately 253 people have a learning disability, 169 people are aged 65+ and 69 people have other types of needs e.g.: they require mental health support or have a physical disability.
- 3.13 Prior to the pandemic DCC saw an overall reduction in the number of people using the inhouse learning disability day services. This is in line with the strategies described in section 2. Since the pandemic the numbers of individuals using a day opportunity with an eligible need has increased. The independent market has been able to accommodate this demand (See Appendix B).

#### National research

- 3.14 A brief scoping review to examine the extent, range, and nature of research activity on adult social care day service provision in the UK was conducted. The reason for the review was to identify key factors within the provision from 2011 to present day. Data was collected from national and local engagement groups, academic research, and reports from the Local Government Association (LGA) and the Association Directors of Adult Social Service (ADASS). Academic research on the topic was found to be sparse. However, key factors found from within the data explored, demonstrate a changing pattern of day service provision. More specifically, a reduction in traditional day service provision is leading to new models of day care emerging.
- 3.15 In January 2023, the LGA published a report on bespoke support for people with learning difficulties and autistic people. The report explores 'new, current, and emerging models of support for autistic people and people with a learning disability to assess efficiency and effectiveness in meeting individuals' aspirations; that draw on care and support which upholds human rights, enables citizenship, and empowers people to have choice and control over their lives and the impact this has on outcomes'. This report is narrative based and draws on lived experiences from people with learning disabilities and autism, their families and relevant support organisations to offer both best practice and potential long-term solutions.
- 3.16 Additionally, the provider market appears willing to work in this bespoke way but needs support from commissioning to do things differently, demonstrating change is occurring away from traditional ways of day care.

#### Feedback: Public consultation on the future of Devon County Councils adult day services

- 3.17 DCC have received twenty-one written responses and seventeen attendees at the consultation meetings relating to the future of these services. DCC made significant efforts to publicise this consultation widely (see below) and thirty-eight responses were received. DCC expected to hear from people who may have or intended to use these services in the future. DCC reached out to the Learning Disability Partnership Board which is a representative body of people who may use the service and the consultation was communicated, with relevant accessible information, across a wide range of networks and organisations.
- 3.18 There was no strong consensus towards any of the options described below. Feedback from this consultation can be found in Section 6 of this report. The full feedback report from Living Options Devon is contained in appendix A.
- 3.19 Living Options Devon is an independent user-led organisation that supports disabled people and Deaf British Sign Language users. DCC commissioned the organisation to undertake the engagement sessions and construct an independent report on their findings.

### 4. Options / Alternatives

4.1 The options identified for the in-house day services that were considered as part of the considered were as follows:

Option	Description
1	To continue to operate all six in-house day services in five locations for five days per week.
2	To continue to operate all six in-house day services in five locations, and operate some, or all units, on a reduced number of days.
3	To continue to operate some of the six in-house day services in five locations for five days per week and cease providing services from the other units.
4	To continue to operate some of the six in-house day services in five locations and cease providing services from the others. Those that remain open, to operate some, or all units on a reduced number of days.
5	To cease providing day services from all six of the in-house day services in the five locations.

- 4.2 Further options were suggested by those who responded to the consultation:
  - A sub-lease to the community would enable services to be expanded and prevent this
    valuable community space where one of the centres is currently hosted from being lost
  - Request additional funding for this service from central government.
  - Providing an individual one to one service provision to the current single user and close the centres
  - Make the day care provision properly funded and user centric so that users can choose what the group does.
  - Having the six services and five locations on a rolling rota so 1-2 a week offered somewhere at these locations.
- 4.3 Whilst the alternatives were carefully considered, option 5 was chosen as the preferred option for the reasons described within this report.
- 4.4 DCC will continue to comply with its obligation to meet a person's eligible needs, following a Care Act assessment and support plan.

#### 5. Consultation

5.1 The public consultation commenced on 14th November 2023. A series of engagement events were hosted by Living Options on behalf of DCC. In total, 17 people attended the focus groups (5 in person and 2 on-line). Figure 1 below provides a breakdown of those who booked and those who attended.

Location and date	Number booked	Attendees
Tiverton 20/11/23	2	0
Honiton 21/11/23	0	0
Barnstaple 27/11/23	5	1 parent carer
		3 providers
Kingsbridge 04/12/23	3	2 parent carers
		1 DCC staff member
		1 member of the public
Okehampton 05/12/23	1	1 provider
Online 05/11/23	4	1 parent carer
		1 educator
		1 Day Centre professional
		1 Councillor
Online 15/01/24	9	2 providers
		1 charity lead
		1 Councillor
Total attendees		17

Figure 1: Attendance

- 5.2 Living Options found that several people had not read the document prior to the meetings. However, at the start of every focus group Living Options went through a short summary presentation of the consultation document to aid understanding.
- 5.3 Information about the consultation was sent by DCC to the family of the one registered user of these DCC day centres and to families of the people who attend other DCC in-house day centres.
- 5.4 The consultation was communicated, with relevant accessible information, across a wide range of networks and organisations. This included through specialist schools, the Provider Engagement Network, SEND website, the Parent Carer forum, the Have your say DCC webpages, social media and through other key organisations.
- 5.5 The consultation document and draft impact assessment were published on the DCC website. The website enabled any member of the public to complete the consultation questionnaire online and submit electronically. Paper copies were available on request and could be sent via post, or could be downloaded. A Frequently Asked Questions document was added to the webpage following the engagement sessions to ensure answers to any questions raised were available to all.

#### 6. Feedback

- 6.1 In total DCC received 10 email responses and 11 on-line responses about the consultation. This was in addition to the 17 people who attended the focus groups.
- 6.2 The following table shows the themes that emerged from the focus groups, that were organised by Living Options, and the number of times that the respective themes were mentioned:

ID	Emerging Theme	Times mentioned in the consultation
1	Person centred care is still key and the need to consider respite needs; the impact of new routines; people's complex needs; and support for	In all 5 Focus Groups
	mental health	14 comments
2	Assessment of need- concerns raised about the perceived increasing thresholds to access funding for day activity provision and addressing	In 4 Focus Groups
	unmet need	12 comments
3	Minimal communication, (particularly by social care practitioners) about decisions; alternative provision; and signposting to other services	In all 5 Focus Groups
		13 comments
4	Funding / provision being reduced because of increasing staffing and transport costs.	In 4 Focus Groups 12 comments
5	Impact of travel - having to travel longer distances to alternative provision is often a challenge to coordinate and a further demand on parent/carers	In 3 Focus Groups
	time	10 Comments
6	Awareness of alternatives - it was consistently reported that providers don't know the details of alternative provision.	In 3 Focus Groups
		10 comments
7	Quality of provision - concerns about PA support and the lack of regulation in comparison to CQC regulated care home provision.	In 3 Focus Groups
		11 comments
8	Impact of transition between CYP and adult services - concerns that the transition between CYP and adult services is not thorough enough,	In 3 Focus Groups
	particularly in respect of health needs	11 comments
9	Funding - complexities on managing direct payments, of how health needs are funded and the lack of funding to help tackle loneliness for example	In 4 Focus Groups
		9 comments
10	Provider involvement - providers commented that they are not included in ASC annual reviews despite service users being at their service daily	In 2 Focus Groups
		4 comments
11	Awareness of provision - Professionals are needing to search for diverse day services when young people leave school provision. It was reported to	In 4 Focus Groups
	be a struggle to find where these services are and how young people will be supported.	8 Comments
12	Provision for complex care needs - there were concerns that this proposal could discriminate against those who need personal care and / or are	In 4 Focus Groups
	most severely disabled.	9 comments
13	Importance of peer interaction - peer interaction is so important and 1 to 1 enablers are not always able to provide this.	In 3 Focus Groups
		12 comments

ID	Emerging Theme	Times mentioned in
14	Service gap between children's and adult services. Discrepancies are not often explained to parents and who are not always aware of entitlement	In 3 Focus Group
		8 comments
15	Geographical need - Devon is a rural county. With the alternative provision detailed on the maps clustered around the larger towns what is there for	In 3 Focus Groups
	anyone who can't access these?	11 comments
16	Reasons for low attendance at the day centres - there was a consistent view that the reasons for low attendee numbers should be explored and	In all 5 focus groups
	there must not be an assumption made that needs are being met just because people are not turning up to these services.	14 comments
17	Staff and facilities - there was a consensus that staff should be appropriately redeployed if provision is being reduced and that the already	In 4 focus groups
	accessible and adapted buildings should still be utilised, whether this is via the county council or in the VCSE sector.	6 comments
18	Holistic approach - It was agreed that any changes to provision will impact the whole family, and so any assessment of need must be holistic.	In all 5 focus groups
		15 comments
19	Prevention - regardless of provision, a consistent theme was that prevention is key. It is essential to "actually meet people's needs" before	In 4 focus groups
	crises start. The transition between children and adult services is particularly key.	13 comments
20	Transparency - it was widely requested that, whatever the next steps are in the consultation, that DCC are transparent about the decisions made.	In 3 focus groups
		6 comments

6.3 The feedback through the Living Options paper is participants consistently found the final question of Day Centre closure options hard to answer. Example responses:

"No options on that sheet are good. If these services are taken away the families will have to provide these things and they're under enough stress at the moment."

"If there are no plans to recruit actively for new service users then option 5 as there is no point. If actively recruiting, then definitely option 1. It is an all or nothing situation".

6.4 Living Options added, 'many others were only interested in keeping their specific locality provision active'. The table below shows the themes from the comments received by DCC (Online and via email). The percentages are worked out based upon the total number of comments received.

ID	Emerging Theme	Times Mentioned
1	Respondents commented on the value of the current DCC provision and the Importance of Socialisation, friendship groups and familiarity. This theme also included concerns around the continuity of care.	12
2	Questions were raised about eligibility criteria and the fall in people using centres. This theme also included comments relating to the awareness of these services and Impact of Covid and how DCC managed the recovery of the services.	15
3	Feedback was received relating to vulnerable adults and the impact that the proposed changes might have on them. This theme includes the impact on mental and physical health and the impact that any change process will have on them.	8
4	Concerns were raised about the perceived lack of suitable alternative provision in Devon for vulnerable adults.	6
5	Feedback was received relating to the Impact the proposed changes might have on carers respite and their ability to cope.	7
6	Feedback was received relating to the low occupancy of these inhouse day services and the importance of spending on services that are well utilised	2
7	General concerns relating to the impact of financial situation on the future of all services for vulnerable adults including support for younger adults who have an ECHP plan	1
8	Concerns were raised about the potential loss of community facility/buildings.	2
9	Respondents commented on the importance of transport and were worried about potential increased costs and travelling time for clients.	1
10	Concerns were raised about the quality of care in independent sector & about markets ability to care for the most vulnerable clients.	2
11	Feedback was received about the use of Personal Budgets and Direct Payments and ensure alternative provision is suitable for the service users and carers. This theme identified a need for further information to be available to clients and carers.	1
12	Feedback relating to the Consultation process	4
13	Feedback from suppliers relating to opportunities in the independent sector.	1

6.5 In conclusion there was no strong consensus towards any of the options described in the consultation document.

#### 7. Financial Considerations

- 7.1 This is a time of significant change and opportunity for English local government. Despite the government increasing funding for councils over recent years, a combination of high inflation and rising demand has left local authorities facing some of their toughest budgetary decisions to date.
- 7.2 Growing demand, increasing complexity of need and higher than anticipated inflationary pressures have created much uncertainty and risk within the public sector. This is resulting in an unprecedented and increasing number of Local authorities facing deep financial distress resulting in 'bankruptcy notices', referred to as a section 114 notice, being considered. Devon County Council like all councils needs to consider the public purse.

7.3 These unutilised services still have staff identified against them as their formal work base along with the costs associated with running the buildings, the savings associated with this should a decision be made to close these services is around £300k. There is the potential that on approval of the proposal the buildings could be used for other service areas of the Authority or made available for disposal.

### 8. Legal Considerations

8.1 The lawful implications and or consequences of the recommended proposal have been considered and taken into account in the preparation of this report. Devon County Council will continue to fulfil its statutory duty to provide support where eligibility is determined through a Care Act assessment, some, or all of this support may be satisfied through a community-based offer which is appropriate for meeting the individuals need.

# 9. Environmental Impact Considerations (Including Climate Change, Sustainability and Socio-economic)

- 9.1 A summary of all environment and environmental related issues are described within the equality impact assessment prepared and published as supporting material for the consultation process.
- 9.2 There are no actual or potential impacts, positive or neutral in the following areas:
  - Reduce, reuse, recycle and compost
  - Conserve and enhance wildlife
  - Safeguard the distinctive characteristics, features and special qualities of Devon's landscape:
  - Conserve and enhance Devon's cultural and historic heritage:
  - Minimise greenhouse gas emissions:
  - Minimise pollution (including air, land, water, light and noise):
  - Contribute to reducing water consumption
  - Ensure resilience to the future effects of climate change (warmer, wetter winters; drier, hotter summers; more intense storms; and rising sea level):

### 10. Equality Considerations

- 10.1 Where relevant, in coming to a decision the Equality Act 2010 Public Sector Equality Duty requires decision makers to give due regard to the need to:
  - eliminate discrimination, harassment, victimisation and any other prohibited conduct;
  - advance equality by encouraging participation, removing disadvantage, taking account of disabilities and meeting people's needs; and
  - foster good relations between people by tackling prejudice and promoting understanding in relation to the protected characteristics (age, disability, gender reassignment, marriage and civil partnership (for employment), pregnancy and maternity, race/ethnicity, religion or belief, sex and sexual orientation).

- 10.2 A decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.
- 10.3 In progressing this proposal, an Impact Assessment has been prepared which has been circulated separately to Cabinet Members and also is available on the Council's website at <a href="https://www.devon.gov.uk/impact/published">https://www.devon.gov.uk/impact/published</a>
- 10.4 Members will need to consider the Impact Assessment for the purposes of informing the decision regarding the approval of the proposed closure of 5 learning disability and 1 older peoples day service.
- **10.5** A full draft impact assessment was published. DCC received no comments about this assessment as part of the consultation.

### 11. Risk Management Considerations

- 11.1 This proposal has been assessed and all necessary safeguards or action have been taken to safeguard the Council's position.
  - Risks to current service users low risk as only one service user and their family access
    these services and they currently attend another day service. This arrangement could
    continue moving forward.
  - Risks to potential future service users low risk as the needs assessment and supply
    analysis suggests that although the demand is likely to increase, but not significantly,
    alternative services are available locally in the independent and voluntary sector.
  - Risk to day services staff dependent on the decision to approve the proposal there may be a need to undertake a staff consultation affecting the individuals in the service.
  - Risk that buildings will be left unused low risk as it has been determined there is potential interest from other services areas within, and external to the authority.
  - Reputational low risk as the authority will continue to discharge its statutory duty under the Care Act 2014 and commission care and support from the independent sector where there is a requirement for such services. Potential reputational risk through continued inaction.

### 12. Summary

- 12.1 The consultation closed on 16<sup>th</sup> January 2024. The issues and concerns raised within the received feedback from the twenty-one written responses and seventeen attendees at the consultation meetings has been carefully considered.
- 12.2 The received feedback has been weighed against:
  - 1. The current usage.
  - 2. The projected numbers of likely new users who require this style of service.
  - 3. The County Council's ability to discharge its statutory duty under the Care Act 2014 without these inhouse services.
  - 4. The national evidence pointing toward a need for more diverse forms of day opportunity.
  - 5. The Council's requirement to consider the public purse.
- 12.3 Additionally, the Impact Assessment has been consulted upon and has been updated following the consultation process where appropriate to do so. The Impact Assessment is provided to the decision maker along with this report.
- 12.4 The resulting recommendations formed are now presented for due consideration and, if appropriate, approval. The recommendations regarding the future of directly provided day care are:
- 12.5 DCC should withdraw from direct provision at the following Devon County Council Day services:

#### **Learning Disability Services**

- Lyric, Okehampton
- Newholme, Honiton
- Rosalind House, Tiverton
- Silverhill, Barnstaple
- Tumbly Hill, Kingsbridge

#### **Older Persons Services**

- Tumbly Hill, Kingsbridge
- 12.6 Formal closure to take place from the 1<sup>st</sup> April 2024. Service users, carers and staff would be informed of any such changes.
- 12.7 DCC to continue to work with the independent and voluntary sector to encourage the continued development of suitable alternatives.
- 12.8 DCC's positions toward inhouse day service provision remains as in 2014, the organisation will continue to cease to be a provider of day services for older people and adults with a learning disability except in areas of insufficient alternative supply and where there are no providers expressing an interest in expanding local provision.
- 12.9 DCC to give due consideration to repurpose the properties to support vulnerable individuals before any decision is taken to dispose of the above properties.

#### **Tandra Forster**

Director of Integrated Adult Social Care

**Electoral Divisions**: All

#### **Councillor James McInnes**

Cabinet Member for Integrated Adult Social Care

#### Local Government Act 1972: List of background papers

Consultation paper: <a href="https://www.devon.gov.uk/haveyoursay/consultations/public-consultation-on-the-future-of-devon-county-councils-adults-day-services-where-there-are-currently-no-people-or-one-person-accessing-the-service/">https://www.devon.gov.uk/haveyoursay/consultations/public-consultation-on-the-future-of-devon-county-councils-adults-day-services-where-there-are-currently-no-people-or-one-person-accessing-the-service/">https://www.devon.gov.uk/haveyoursay/consultations/public-consultation-on-the-future-of-devon-county-councils-adults-day-services-where-there-are-currently-no-people-or-one-person-accessing-the-service/</a>

Impact assessment: Direct Link: Impact Assessment

DCC Impact Assessment website: <a href="https://www.devon.gov.uk/impact/published">https://www.devon.gov.uk/impact/published</a>

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Appendix A – Living Options Report

# Public consultation on the future of Devon County Council's Adult Day Services Report

**Living Options Devon** 

January 2024

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#### 1.0 Introduction

As part of the Devon Engagement Service Living Options were asked by Devon County Council (DCC) to facilitate a series of focus groups to gain the views of stakeholders on the potential future of in house day centre. This provision is in Honiton, Tiverton, Okehampton, Kingsbridge and Barnstaple.

Devon County Council wanted to hear feedback from service users who have a learning disability and their carers, in the geographical areas affected (and older people in Kingsbridge) and from people who may require a day service in the future. This feedback will then form a key part of the decision-making process.

#### 2.0 Methodology

This consultation ran from November 2023 to January 2024. In consultation with commissioners at the County Council, it was agreed that Living Options would independently facilitate five locality-based focus groups and two online opportunities, one of which ran in the early evening. This third-party independence was to ensure that all participants felt able to share their views knowing there was an unbiased filter and without concern of impact. It was agreed that any questions about provision raised by participants would be collated and answered in a FAQ section on the Have Your Say consultation page on the council's website.

Once there had been final sign off on the 13<sup>th</sup> November this consultation opportunity was then communicated, with relevant accessible information, across a wide range of Devon County Council and other organisational networks including Special Educational schools, the Joint Engagement Forum and Carer forums. The invitations to attend the focus groups were set up via Eventbrite and the links were embedded in the specific consultation page on the Have your Say website.

The focus groups were designed to explore the same set of questions as asked in the questionnaire part of the online consultation. We were clear about the provision that was out of scope at this time; that all responses would be anonymised; and that provision specific questions would be added to an FAQ section on the consultation website. After a brief summary presentation, the focus groups explored each of the following questions:

- Is there an impact on individuals and their families if one or more of the day services concerned reduced their operating days or closed?
- How would this affect individuals or their families in Devon?
- Day centre closure options (participants were provided with a summary of possible scenarios)
- Facilitated group discussion depending on option chosen.

The face to face sessions lasted 2 hours and the online sessions were 1.5 hours. All venues were accessible. In total, 17 people attended the focus groups. Figure 1 provides a breakdown of attendees.

Location and date	Number booked	Attendees
Tiverton 20/11/23	2	0
Honiton 21/11/23	0	0
Barnstaple 27/11/23	5	1 parent carer
		3 providers
Kingsbridge 04/12/23	3	2 parent carers
		1 DCC staff member
		1 member of the public
Okehampton 05/12/23	1	1 provider
Online 05/11/23	4	1 parent carer
		1 educator
		1 Day Centre professional
		1 Councillor
Online 15/01/24	9	2 providers
		1 charity lead
		1 Councillor
Total attendees		17

Figure 1: Attendance

#### 3.0 Findings

This section provides a summary of the key themes arising from discussions. Section 3.1 outlines some key points raised consistently across all the focus groups and by parents, providers and professionals. For simplicity, feedback is then reported thematically under each of the three attendee roles: parent carers (3.2); providers (3.3) and professionals (3.4), with location specific information included when relevant.

#### 3.1 Overarching themes

Across all the focus groups, the substantial majority of the discussion focused on the diverse impacts of possible closure or changes in provision. The majority of attendees had not read the consultation in advance.

#### Day centre closure options

Participants consistently found the final question of Day Centre closure options hard to answer. Example responses:

"No options on that sheet are good. If these services are taken away the families will have to provide these things and they're under enough stress at the moment."

"If there are no plans to recruit actively for new service users then option 5 as there is no point. If actively recruiting, then definitely option 1. It is an all or nothing situation".

Some participants wanted to know the reasons why the attendee numbers at the day centres were so low before being able to decide. It was noted by a number that the consultation documents gave "no evidence whatsoever as to which are the correct reasons". There was a consistent view that there must not be an assumption made that needs are being met just because people are not turning up to these services.

Many others were only interested in keeping their specific locality provision active.

#### Staff and facilities

There was a consensus that staff should be appropriately redeployed if provision is being reduced and that the already accessible and adapted buildings should still be utilised, whether this is via the county council or in the VCSE sector. The right staff and facilities are needed.

#### **Peer interaction**

There was acknowledgement of the importance of peer interaction and that the current inhouse provision might not be able to meet these needs with such low attendee numbers. Localised provision is vital to help strengthen diversity within communities.

#### Holistic approach

It was agreed that any changes to provision will impact the whole family, and so any assessment of need must be holistic.

#### Possible discrimination

There was also concern that these proposals could create discrimination against those who are most severely disabled, because private providers may "cherry pick those who are easiest to provide for or who don't need personal care". Alongside this it was highlighted that that the Reaching for Independence programme was not that well known amongst participants.

#### Prevention

Regardless of provision, a consistent theme was that prevention is key. It is essential to "actually meet people's needs" before crises start. The transition between children and adult services is particularly key.

#### **Transparency**

It was widely requested that whatever the next steps are in the consultation that DCC are transparent about the decisions made.

#### 3.2 Parents

This section summarises the points raised by parents across all the focus groups.

#### Person centred care is still key

 Loved ones are now not getting the stimulation needed away from family environments.

"My son goes to Rushbrook, if that closes he'll have nothing apart from Stretch and Move on Monday afternoon". "Otherwise stuck at home with mum and dad." (Kingsbridge)

"My daughter used to love going out and doing activities: dancing, swimming etc. Very difficult now other children are adults for parents to do all this". (Barnstaple)

Very little daily respite for parents/carers now.

"My son has a care coordinator - lucky if he sees her every 6 weeks. It's not hands on. So, it's on us to make sure he's healthy".

- Many service users struggle with change and new routines.
- Many service users will have had long term friendships uprooted by these changes increasing isolation.

"He has autism - takes a long time getting to know people. Takes me a long time to be sure that he's safe and not worry he'll be taken advantage of".

 The more complex needs of this client group are not always matched by Personal Assistants/enabling or the Reaching for Independence programme.

"Reaching for independence is not possible for the profoundly disabled".

- Parent Carers reported concerns about the quality of professional care vs community care / voluntary sector.
- More support needed for mental health is needed.

#### **Assessment of need**

- There were concerns raised about the perceived increasing thresholds to access funding for day activity provision.
- There is also concern that these thresholds are then increasing a substantial unmet need for social care which is particularly impactful for unpaid carers.

"Why do they need to be assessed/ reviewed every year to when needs are complex and don't change? The assessment and review process can be stressful".

#### Communication

 A consistent theme across all focus groups was how the council had communicated provision changes, particularly after the Covid pandemic. There were concerns reported that communication had been minimal and therefore many parents had found it hard to know where to look for alternatives.

"Need to fight for services, don't know what you don't know as a parent".

 Alongside this was a lack of communication from ASC practitioners, who some described as under informed about alternative provision options. • It was reported that it is hard for parent/carers to know who to contact if support was needed as there are no longer allocated social workers.

#### **Funding**

- Concerns over provision being reduced because of increasing staffing and transport costs.
- It was felt that financial assessments made assumptions about what PIP was able to cover particularly around the ability of use in relation to Motability vehicles.
- Direct payments, although offering choice, can be complex to manage. A parent carer stated that the process does not make it possible to find the care for complex need at 2:1 to engage safely within communities.
- There was an acknowledgement that in-house services are more expensive to run and queries about what the allocated staff are currently doing and whether this was 'good value'.
- Within the current cost of living crisis, any PIP entitlement is now even more needed just to cover general household disability expenses and likely to be able to contribute to day activities.
- Motability vehicles were discussed in terms of parents using that to support service users accessing provision but would not be able to potentially drive to and from Duchy college for example.

"My son's award does not cover weekends. We're always on lookout for other activities. He has quite an active life but it's facilitated by us, if we weren't around then it would all collapse".

#### Travel

• Having to travel longer distances to alternative provision is often a challenge to coordinate and a further demand on parent/carers time.

"Totnes is long way from Kingsbridge. An adult with Learning Disability has a taxi provided - but a lot can happen in the half hour it would take us to drive there, we're a long way away".

"He used to have escort with taxi - then with 1:1 support. So we could have a rest and not need to use our rest time to take him somewhere".

#### 3.3 Providers

This section summarises feedback given by providers across all the focus groups.

#### Awareness of alternatives

- It was consistently reported that providers don't know the details about other
  alternatives. DCC needs to ensure that alternative provisions are advertised,
  highlighted and accessible, especially at educational establishments and for parent
  carers. A variety of communication is needed including letters, telephone numbers,
  emails addresses to enable them to connect with providers.
- Many providers reported waiting lists for their provision.

#### Example comments

"Parents feeling lack of support and stuck. They just don't know where to go and they need to be able to have that support to know where to go and somewhere to go".

"We have got people coming through our doors or phoning up quite regularly."

"Are the council "actively looking for people to join these day services or are they just not telling anyone they're there so nobody knows they are there?"

#### Quality of provision

- Concerns about PA support and the lack of regulation in comparison to CQC regulated care home provision.
- Some providers stated that although rated good by the CQC, they had been made to feel second-rate and feel challenged about the amount spent on food and redecorating home etc.
- Providers stated that they are obliged to meet requirements for choice and individuality.
- Concern that community groups would not have the skills required to support complex needs.

#### Example comments

"Service provision and supporting people is not black and white - needs to be fluid and about whole person and flexible".

#### Impact of transition between CYP and adult services

- Concerns that the transition between CYP and adult services is not thorough enough, particularly in respect of health needs so that future provision does not match need.
- The move from a Paediatrician to GP services can create a range of unmet health needs and create more complexity for a parent carer to deal with.
- Educational Health and Care Plans stopping at end of school often means not having a plan for the future in place. "So, it's a terrifying time for these families, and nobody seems to be picking it up".
- Speech and Language, Physio and OT input might be daily as a child. After moving into adult care people almost never get that. This lack of monitoring substantially reduces preventative health interventions.
- Not every child working with the 0-25 team has a social worker and now this "*leaves* people having to figure it all out on their own".
- It was stated that the Annual Review process in schools is not considered particularly thorough at present.
- There were comments that DCC being overspent should not be brought up during placement assessments and reviews with parents. They just want to help their children.

#### Example comments

"Specialist provision should be signposting these matters for parents as part of next steps."

"No one seems to be able to find where these services are. If no one else can find provision, then placements breakdown and young people coming back home."

"Young people are not supported through that process, so we get families coming to us and they have no idea how to access things like even things like OT or physio."

#### **Funding**

- Direct payments concerns that DCC feel that this process will solve all problems however direct payments do not make it possible to find the care for complex need 2:1 to engage within community safely.
- Some providers stated that a problem is that a few years ago they would get commissioned purely for companionship and loneliness. Within elderly care now somebody has to demonstrate a care need in order to get funding and for addressing loneliness. This is a significant unmet social care need.
- People are being assessed as having a need for physiotherapy, occupational therapy, speech and language therapy but they are not being funded for it because it's healthrelated therapy or because the provision must be community based where it is often too expensive or with limited capacity.

#### **Provider involvement**

- Providers commented that they are not included in ASC annual reviews despite service users being at their service daily; decisions are made not even discussing activities they have been taking part in.
- NEET young people can fall through nets if suitable provision is not available or ASC teams not aware of all provision.
- Another example was for older people:

"If you go to clinic to have to have a dementia diagnosis, then historically somebody from the Alzheimer's Society would be part of that second appointment where you got your diagnosis. They would then signpost to say things you need to know about claiming attendance allowance etc. Devon County Council now pulled that contract out. So, without this signposting more people are going to fall through the cracks because they're not going to know what services are out there".

#### 3.4 Professionals

#### Awareness of provision

- Professionals are needing to search for diverse day services when young people leave school provision. It was reported to be a struggle to find where these services are and how young people will be supported.
- There was feedback that past pupils in their 30's are losing their funding and not receiving any support.
- The importance of ensuring explanations of service changes are clearly communicated to families was noted.

 Participants recommended a centralised resource for all of the providers in the area that DCC fund places into.

#### **Provision for complex care needs**

- There were concerns that this proposal could discriminate against those who need personal care.
- Professionals questioned the ability of alternative provisions to provide personal care as this is not always possible due to registration requirements.
- There were comments about over reliance on volunteers. This often makes alternative
  provision competitive, but consideration should be given as to whether this results in
  appropriate support for people with complex care needs.
- There are not enough services for people with complex needs who are unable to access the alternative community provisions.
- The importance for many to have a base was noted: "a base to start out from for the days adventure. Many people find it harder start out their journeys straight from home".
- Current day centres don't have high turnovers of staff like alternative provisions /enablers. They often have staff who have worked there for 20-30 years.
- It was acknowledged that current in-house services might be "boring" because of the lack of interaction if attendee numbers are low.
- Transport can be challenging. Sharing journeys extend drive times resulting in cases
  where people are being collected at 6.30am for a 9am start. This can have further
  implications, for example if the travel time is too long some people will have toileting
  incidents. This then requires a shower after each journey.
- A lack of continuity of social workers was reported as problematic. Social workers
  close cases as they can't do anything further. Consequently, when people come back
  again they have to go through another assessment and have no background with new
  social worker.

Example comment

"Social support model and inclusive cafes and clubs are great but they don't meet needs of those with significant medical care needs."

#### **Peer Interaction**

- Peer interaction is so important and 1 to 1 enablers are not providing this.
- Isolation will be a huge issue if there are no opportunities for social peer-based aspects for day services.

#### Example comments

"During COVID we saw how isolating it was for them to be at home and for them to come back and be with their peers and spend time in a community."

"It's being with their peers on a day to day basis is really important, not being with someone that's there paid to look after you but being with someone that's there, that's your friend."

#### Service gap between children's and adult services

- Discrepancy between children's and adult's respite. This is often not explained to parents and parents are not clear of entitlements to physio, OT etc.
- Concerns were reported over recent changes to the Preparing for Adulthood team and the transition to adult social care. This team are not seen to be attending Annual Reviews now so what is their role?
- Careers Southwest is an option but not appropriate for the level of need of complex care children.
- When CYP go onto 100% health support EHCP stops and disappears, so this does not help with placements.

#### Geographical need

- Devon is a rural county. With the alternative provision detailed on the maps clustered around the larger towns what is there for anyone who can't access these?
- All of the efforts are to try to keep people living independently at home but this can increase social isolation if there are no other social opportunities available.
- Public transport is unreliable, under resourced and not always accessible for some service users.

#### 4.0 Summary and recommendations

It is widely understood that Devon County Council is under considerable budgetary pressures and that challenging decisions are needing to be made about adult social care provision. Across all the focus group conversations there was a consensus that there needs to be full transparency about any future decisions.

#### Recommendations

- Provision that can meet everybody's needs "... so that everybody, no matter what their disability and no matter what their medical or care needs are, they can be like everybody else in the environment".
- Any next steps must ensure that the more severely disabled people are not discriminated against because their needs are more complex.
- Enabling peer interaction, in whatever form, is seen as vital.
- Staff should be appropriately redeployed.
- The already accessible and adapted buildings should still be utilised and used imaginatively.
- Holistic, preventative and person-centred assessments of family need, including consideration of locality provision.
- To improve the transition between children's and adult services, importantly including health provision.
- An up to date and accessible list of alternative provision with clear information about how each meets specific care or health needs that is shared with parents, carers, providers and ASC team members.
- Clear communication pathways:
  - o parent carers need to understand where they can access support if needed;

- ASC team members need to be able to explain funding decisions;
- Alternative provision opportunities need to be widely shared and promoted with ASC teams, with educational establishments, with other providers and elements of the health service so that this can be cascaded appropriately to families.

These recommendations should all help minimise families need to fight for services.

#### **Day Centre Consultation Theme Summary**

Total number of attended focus groups = 5

Total number of participants = 17

If a theme was raised it was then widely discussed by participants in that focus group

Across all 5 focus groups the discussion around impact were wide ranging and included perspectives from parents, providers and professionals depending on who attended. The sessions were facilitated to keep focused on the impacts of Day Centre closure so any extraneous comments have not been included.

Where a participant makes a comment more than once conveying the same point, this is counted as one comment.

ID	Emerging Theme	Times mentioned in the consultation
1	Person centred care is still key and the need to consider respite needs; the impact of new routines; people's complex needs; and support for	
	mental health	14 comments
2	Assessment of need- concerns raised about the perceived increasing thresholds to access funding for day activity provision and addressing unmet need	•
3	Minimal communication, (particularly by social care practitioners)	
	about decisions; alternative provision; and signposting to other	•
	services	13 comments
4	Funding / provision being reduced because of increasing staffing and transport costs.	In 4 Focus Groups
		12 comments
5	Impact of travel - having to travel longer distances to alternative	In 3 Focus Groups
	provision is often a challenge to coordinate and a further demand on	
	parent/carers time	10 Comments
6	Awareness of alternatives - it was consistently reported that providers don't know the details of alternative provision.	In 3 Focus Groups
	·	10 comments
7	Quality of provision - concerns about PA support and the lack of	In 3 Focus Groups
	regulation in comparison to CQC regulated care home provision.	
		11 comments
8	Impact of transition between CYP and adult services - concerns that the transition between CYP and adult services is not thorough enough,	· · · · · · · · · · · · · · · · · · ·
	particularly in respect of health needs	11 comments

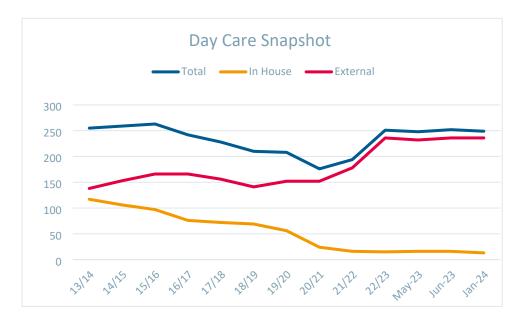
9	Funding - complexities on managing direct payments, of how health needs are funded and the lack of funding to help tackle loneliness for example	
10	Provider involvement - providers commented that they are not included in ASC annual reviews despite service users being at their	In 2 Focus Groups
11	Awareness of provision - Professionals are needing to search for diverse day services when young people leave school provision. It was reported to be a struggle to find where these services are and how young people will be supported.	·
12	Provision for complex care needs - there were concerns that this proposal could discriminate against those who need personal care and / or are most severely disabled.	
13	Importance of peer interaction - peer interaction is so important and 1 to 1 enablers are not always able to provide this.	In 3 Focus Groups 12 comments
14	Service gap between children's and adult services. Discrepancies are not often explained to parents and who are not always aware of	In 3 Focus Group
15	Geographical need - Devon is a rural county. With the alternative provision detailed on the maps clustered around the larger towns what is there for anyone who can't access these?	
16	Reasons for low attendance at the day centres - there was a consistent view that the reasons for low attendee numbers should be explored and there must not be an assumption made that needs are being met just because people are not turning up to these services.	In all 5 focus groups
17	Staff and facilities - there was a consensus that staff should be appropriately redeployed if provision is being reduced and that the already accessible and adapted buildings should still be utilised, whether this is via the county council or in the VCSE sector.	
18	Holistic approach - It was agreed that any changes to provision will impact the whole family, and so any assessment of need must be holistic.	
19	Prevention - regardless of provision, a consistent theme was that prevention is key. It is essential to "actually meet people's needs" before crises start. The transition between children and adult services is particularly key.	13 comments
20	Transparency - it was widely requested that, whatever the next steps are in the consultation, that DCC are transparent about the decisions made.	

### Appendix 1 Frequently Asked Questions (FAQs) and answers

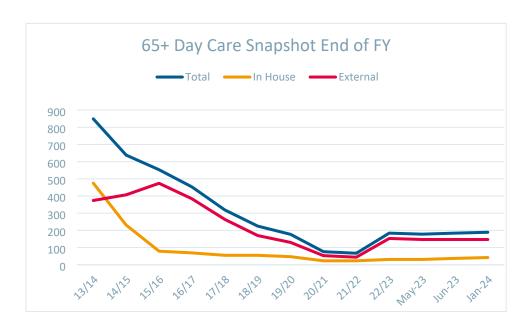
The FAQs from the Living Options report have been removed as they are an old version. The latest version of the Frequently Asked Questions can be found here: <a href="https://www.devon.gov.uk/haveyoursay/consultation-on-the-future-of-devon-county-councils-adult-day-services-faqs/">https://www.devon.gov.uk/haveyoursay/consultation-on-the-future-of-devon-county-councils-adult-day-services-faqs/</a>

#### Appendix B – The use of Day services across Inhouse and the Independent Sector.

The graph shows the directly commissioned day services for people with a learning disability within Devon County Council across its Inhouse and Independent Sector provision.



The graph shows the directly commissioned day services for older people within Devon County Council across its Inhouse and Independent Sector provision.



## Appendix C - Descriptions of the buildings in the scope of this consultation are detailed below:

#### Newholme, Honiton

The building is an extended domestic dwelling, The areas formerly used by the learning disability day services are configured as follows. The ground floor has 3 rooms for service delivery, sized  $36m^2$ ,  $27m^2$  and  $10m^2$  respectively. Additionally, there is 1 changing place, 3 toilets and bathroom. The lift to the first floor offers kitchen, dining room, toilet, and bathroom.

#### Lyric, Okehampton

The building is in the form of a domestic dwelling. The areas used by the learning disability day services are configured as follows. The ground floor has a lounge 14m², kitchen, conservatory 17m² and toilet, steep and narrow staircase to the first-floor rooms sized 6m², 9m² and 14m² respectively, plus a toilet.

#### **Tumbly Hill, Kingsbridge**

The specific area for the day service building is leased from Anchor Housing with shared access to the stairwell. The areas formerly used by the older people's day services are configured as follows. The ground floor has 2 rooms for service delivery sized  $79m^2$  and  $13m^2$ , assisted bathroom, conventional toilet, kitchen, office and reception area. The internal square metreage is  $125 m^2$ . The areas formerly used by the learning disability day services are configured as follows. Lift to the first floor, 4 rooms for service delivery,  $34m^2$ ,  $23m^2$ ,  $12m^2$ ,  $11m^2$  respectively and 3 assisted toilets plus 1 conventional toilet.

#### Silverhill Learning Disability Service, Barnstaple

The building was purpose-built for social care services. The areas formerly used by the learning disability services are configured as follows. There are 5 rooms for service delivery sized 43m<sup>2</sup>, 27m<sup>2</sup>, 34m<sup>2</sup>, 9m<sup>2</sup>, and 9m<sup>2</sup> respectively plus a small kitchen, shared toilet facilities, 3 separate toilets and 1 shower room.

#### Rosalind, Tiverton

The building was a former domestic dwelling which has been extended in the past. The areas currently identified for use by the learning disability day services are configured as follows. On the ground floor there are 3 rooms for service delivery sized  $21m^2$ ,  $13m^2$ , and  $38m^2$  respectively. Plus a small toilet, assisted changing room, and an office.

#### Appendix D - Location of day services

The Council commissions 81 independent sector providers, to deliver day services in Devon, and 53 of these services support individuals with a Learning Disability.

The table below shows the Devon County Council commissioned independent providers within an approximate 30-minute drive of the Devon County Council centres within the scope of this consultation. Source: Devon County Council Commissioning Data

Name	Number of day care services within an approx 30-minute drive time  NB: providers could be included in more than one drive time zone	
Lyric, Okehampton	10 (plus 2 Services for people with other needs)	
Newholme, Honiton	12 (plus 8 Services for people with other needs)	
Rosalind House, Tiverton	11 (plus 3 Services for people with other needs)	
Silverhill, Barnstaple	8 (plus 4 Service for people with other needs)	
Tumbly Hill, Kingsbridge (Older people and LD services)	5 Learning disability services No service for people with other needs	

Map 1 – Learning Disability Day Services



Map 1 shows locations of all 53 commissioned learning disability independent sector day services and in-house learning disability day services in Devon and surrounding areas. This includes the services within an approximate 30-minute drive as displayed in the table as well as those further away. (Please note some of the blue circles represent more than 1 day service)

#### Map 2 – Service for people with other needs

There are no day services for older people within an approximate 30-minute drive of Tumbly Hill day service in Kingsbridge.



Map 2 shows locations of independent sector day services for people with other types of needs, and the in-house older person's services in and out of scope. This shows the services within an approximate 30-minute drive as displayed in the table as well as those further away. (Please note some of the blue circles represent more than 1 day service)

# Consultation on the future of Devon County Councils Adult Day Services, November 2023 – January 2024.

### Frequently Asked Questions (FAQ)

Version 2 updated 01.02.24

The questions listed in this FAQ have been asked by respondents to the Consultation on the future of Devon County Councils (DCC) Adult Day Services. New questions will be added, and new versions of this documents will be published once we receive further questions from respondents.

## 1. If there is no one attending these day services how will Devon County Council save money if they closed the service?

Devon County Council committed to consult on any changes to our day services. The reasons for embarking on the public consultation to consider our options are not solely based on finances. The consultation document describes several other reasons for considering the future of these services. If after carefully considering the feedback from the public consultation it is considered necessary to reduce the working hours of staff who work within the service(s) or to close the service altogether, this would trigger engagement with recognised trade unions and staff to propose changes. Feedback from that process would be carefully considered prior to any final decisions made.

# 2. How did individual parents/carers find out about this consultation and about the in-house day services that are available across Devon?

We have written to all the head teachers in the Special Schools within Devon about the consultation and asked this be shared with pupils and their carers. We also asked for posters to be put on notice boards at each of the schools. We distributed information across a wide range of local organisations who support both older people and people with a learning disability, with support from Living Options Devon.

The service communicated with the Devon Parent Carers Group about the consultation and requested this be shared with prospective parents and young people as well. This was in addition to the overall media campaign. For example, the consultation has appeared on Devon Live and Devon Air Gold. We have done this to widely publicise the consultation, enabling all to contribute.

The learning disability in-house day centres mainly support people with profound and complex learning disabilities.

Access to Devon County Council commissioned and in-house day opportunities are only available following a Care Act assessment, where the support plan identifies an eligible care need and where it is appropriate to be met through the provision of a day service. This is possibly why the services are not as well known as others in the local area.

Devon County Council, like other Councils, is a commissioning authority. This means it buys most of its services from the independent and voluntary sector.

Any person, or their carer, is free to privately purchase day opportunities from the independent market.

#### 3. Has the consultation document been sent to ex-users of the in-house day services?

Devon County Council has widely published the consultation through media campaigns and writing to specific groups. Individuals who have previously used the services are able to contribute to the consultation by completing the written response form, by email or attending one of the face-to-face or online meetings. All former users of the day services in scope of the consultation with eligible needs are having those needs met on an individual basis.

This has specifically included sending information to the public via a press release which was run by Devon Live, current users across the county, on the internet via the County Council and the Have your Say websites and Facebook (seven times), all special schools in Devon, the Special Educational Needs website and newsletter, the LD partnership board, Independent sector providers, DCC staff and members, Voluntary sector groups, and NHS partners.

## 4. How do people find information about alternative day services and other types of support and how they can access them?

There are several ways to find information about alternative providers in your area. If you are looking for support, please follow the links below.

For adult day services, respite and enabling services please go to <u>Do you need personal care</u> within your own home? Care at home - day services, enabling and personal care | Devon County Council

For *not-for-profit* organisations who provide support in your local area please go to <u>Devon Connect</u> <u>- Connecting Communities in Devon.</u>

For personal assistants and micro-enterprises please go to Find a personal assistant (PA) - Adult Social Care | Devon County Council

For *care homes and personal care agencies* please go to Find and compare services - Care Quality Commission (cqc.org.uk)

In addition, the Council's website has a range of information and advice available through its self-help tool and people can also call Care Direct Plus on 0345 155 1007, to speak to a representative from social care to discuss services in their area. These services are not universal, and an assessment to access these services is required.

### 5. What happens to individuals when they don't have, or no longer have family to support them?

We appreciate that people's circumstances change. The Council is committed to supporting people to remain independent, for as long as possible. Our services enable people to retain or regain further independence where this is possible. Where people need further support the Council would undertake an assessment to identify their needs and locate support that would best meet their eligible needs.

The Council's website has a range of information and advice available through its self-help tool and people can also call Care Direct Plus on 0345 155 1007 to speak to a representative from social care to discuss services in their area.

#### 6. Why are the services underused as there is a need for these services in the area.

The consultation documentation outlines some possible reasons for under use of these services. Some of the reasons for the reduction include:

- People moving into supported living
- People moving to alternative day opportunities, where peer groups are more suited to the individual
- People accessing a Personal Assistant / Direct Payment
- People moving into paid / voluntary employment
- Deterioration in people's health
- People moving out of Devon
- People dying
- People seeking alternatives to day services e.g. enabling

The above represents the Council's thinking on this. Others may well have different views as to the reasons for this.

People who are in favour of retaining these services have in the past made a number of points, including the following.

Some people have suggested that the reduced number of users is due to the service not being promoted widely, or to operational practice of sourcing care and support in the independent sector. It has also been suggested that the reduction in the use of in-house day care has been engineered by the Council.

People who live in the surrounding areas of each of the services will have different needs and there will be a variety of factors for the underuse that we are seeing. The Council has seen an increase in the purchase of day opportunities within the independent sector.

From Autumn 2021 the service was promoted to social work teams who were assessing people's needs within the Kingsbridge locality. This did not generate additional referral numbers.

### 7. Carers often run groups and activities for people with a learning disability. What would happen if they didn't facilitate these activities?

People's circumstances do change and where people were once supported by a friend or family member, they may not be able to do so in the future. Our Reaching for Independence or Social Care Reablement service are ways we support people to connect to their community. Carers are an important part of supporting people and we do support carers through our Devon Carers service. Where carers are no longer able to support an individual, we would work with the individual and the carers to see what support would be suitable to meet their needs in the future.

### 8. Have Devon County Council thought about transport to these places? It is a challenge for many carers.

It is recognised that transport is an issue in a number of areas around Devon, and options are available to Devon County Council to ensure transport requirements can be met where someone is eligible.

9. "We don't have a social worker". How can we get in touch with a social worker without having to chase around when we need something.

To contact our social care services, please contact Care Direct Plus on 0345 155 1007. Alternatively, the Council's website has a range of information through its self-help tool. If you are seeking information, then please use https://www.devon.gov.uk/adult-social-care/

#### 10. Which professionals should be aware of day services providers?

Many local GP surgeries offer social prescribing services and can provide information about local support services.

The Voluntary sector operates a directory of services for individuals called Devon connect <u>Devon</u> <u>Connect - Connecting Communities in Devon</u>.

In addition, the Council's website has a range of information through its self-help tool and people can also call Care Direct Plus on 0345 155 1007 to speak to a representative from social care to discuss services in their area.

If you look after an adult, Devon Carers will provide information, advice and support to you in your caring role. You can find information on their website <a href="Home-Devon Carers">Home - Devon Carers</a>, ask a question via their Live Chat 'ask' or call Devon carers on 03456 434 435.

For adult day services, respite and enabling services please go to <a href="Do you need personal care">Do you need personal care</a> within your own home? Care at home - day services, enabling and personal care | Devon County <a href="Council">Council</a>

### 11. How can elderly carers and perhaps other digitally excluded people access this type of consultation?

The Council has run a number of face-to-face meetings facilitated by Living Options, in order to provide an opportunity for people who may be digitally excluded, to have their say.

Posters were sent to all special schools and placed on notice boards. They were also sent to a variety of organisations and groups who support older people and people with learning disabilities and their carers.

Paper copies of the consultation document have been sent to service users and carers, who would be directly affected by any of the proposed options.

In addition to this the service, with support from Living Options Devon communicated with the Devon Parent Carers Group about this consultation and requested this be shared with prospective parents and young people as well as the media campaign. The consultation has appeared on Devon live and Devon Air Gold for example. We have done this to widely publicise the consultation enabling all to contribute.

### 12. The consultation appears similar to a process which was halted in early 2023. Is this the case?

The 2023 process did not contain any proposals. The current consultation is a very different process from that which was halted in early 2023.

# 13. If some services close, will the most disabled people in society be disproportionately affected, will they be left with little or no service?

The County Council has a statutory obligation under The Care Act 2014 to (amongst other things) meet eligible needs of individuals and carers, this by its nature includes the needs of the most disabled.

The County Council has consulted providers and is confident that there is sufficient skilled provision available in the independent sector for it to meet its statutory obligations to all eligible individuals and their Carers, including those who have the highest level of need.

The County Council does not consider that there will be a disproportionate effect on the "most disabled" should, for example, a decision be made to close or reduce opening times in any of these services.

#### 14. Are there providers with facilities that can meet the needs of the most disabled people?

The County Council has consulted providers and is confident that there is sufficiently skilled provision available, with appropriate facilities, in the independent sector for it to meet its statutory obligations to all eligible individuals.

#### 15. Is it the case that there is little or no tendency for an increase in the number of future users?

The future requirement for day services for people (18 - 64 years) with a learning disability has been calculated using activity data from the recent past. It shows that approximately 204 to 246 individuals with a learning disability are likely to require day opportunities support in the next few years.

When reviewing young people with an Education Health and Care Plan (EHCP), those people with the area of need of severe or profound learning disability is predicted to remain consistent over future years. There is greater growth in the moderate learning disability area of need. This area encompasses a broad spectrum of needs.

When tracking young people with an Education Health and Care Plan (EHCP) for moderate learning disability (MLD) into adult day services, we found few individuals' needed day services. Specifically, in 2016, of 47 people with a moderate learning disability, 2 people went on to receive a day service. In 2023, of the 152 with a moderate learning disability, 8 people went on to receive a day service from adult social care. Therefore, historically, most young people within this Education Health and Care Plan area of need have not required a day service on transitioning from children's into adult's services. This data suggests that the numbers of people with a learning disability who require a day service are not likely to increase significantly.

The PANSI (Predicting Adult Needs and Service Information system) methodology for predicting population growth suggests that the number of individuals with a moderate to severe learning disability in Devon will increase from a baseline of 2499 in 2020, to 2567 in 2025, and up to 2674 in 2040 (age range 18 to 64 years).

16. Will the proposed implementation of certain options have a disproportionate effect on the most disabled? Will those who are least able to strive for independence and / or who have greater difficulties in accessing community inclusion (through lack of infrastructure or basic public services), and /or who are more challenging and costly to assist, be in danger of not being provided for by the private sector? If so, will they be left with little or no service?

The County Council has a statutory obligation under The Care Act 2014 to (amongst other things) meet eligible needs of individuals and carers, this by its nature should include the needs of the most disabled.

The duty to meet a person's eligible needs under The Care Act 2014 is not dependent on their difficulties in accessing the services they need through a perceived lack of infrastructure or basic public services. How the County Council meets a person's needs is person-specific following a

personalised care-planning process and is dependent on a lot of factors. The Care Act Statutory Guidance makes it clear that services can be provided/arranged in a variety of ways and not necessarily one specific mode of care and support provision.

The County Council has consulted providers and is confident that there is sufficient skilled provision available in the independent sector for it to meet its statutory obligations to all eligible individuals and their Carers, including those who have the highest level of need. Accordingly, the County Council does not consider that there will be a disproportionate effect on the "most disabled" should, for example, a decision be made to close any of these services.

17. Currently, as stated in the Consultation, many private providers do not have facilities for personal care (assisted bathrooms, changing facilities) or wellbeing (quiet spaces etc.). This generates exclusion from private services. Who will provide for them?

The County Council has consulted providers and is confident that there is sufficient skilled provision available, with appropriate facilities, in the independent sector for it to meet its statutory obligations to all eligible individuals.

The County Council assesses and reviews individuals regularly in order to maintain an accurate picture of needs. Where there is any perceived or potential shortfall in appropriate provision the County Council's Commissioning and Market Management teams work with the provider market to increase options.

18. The costs of private provision may look more favourable to D.C.C. only because they do not currently need to meet the needs of the most vulnerable. Once public provision is withdrawn, may the costs of private providers climb and exceed those of the public sector? In this sense, the least cost public burden argument is likely to fail. If the reliance upon private providers fails, then there could be the high costs of re-commissioning publicity services. Thus, the public savings look more questionable.

It is not the case that DCC or private providers "do not currently need to meet the needs of the most vulnerable". As mentioned above, the County Council has a statutory duty to meet the needs of certain individuals under the Care Act 2014. That duty applies whether there is private or public provision.

There are services that do meet the needs of the most vulnerable. These services compete for business which controls costs. The County Council fulfils its statutory requirement to meet these needs in ways that are sufficient and appropriate for each individual.

19. Can the private sector continue to deliver service to the most vulnerable, and offer stability to service users (for some, continuous change is more than disruption, it can be traumatic)?

The County Council has statutory social care duties. Local authorities across the country engage the private sector to deliver services to a great deal of the "most vulnerable" and can often provide stability. It is not correct to characterise the sector as having been subject to "continuous change". Nor is it necessarily the case that provision by the public sector is less disruptive.

The County Council has consulted providers and is confident that they can continue to provide for all groups.

20. What other models for service delivery have been evaluated (including council led but agency supported provision that combines services, and delivers for a wider range of needs)?

In the consultation we asked for alternative options from consultees, and this will be considered as part of developing the proposals for a decision.

There are a broad range of ways of meeting outcomes and not 'one size fits all'.

The County Council decided the direction of travel in a 2014 Cabinet paper, that day services will be met through the independent sector.

The final recommendations of that Cabinet paper stated that 'DCC will cease to be a provider of day services for older people and adults with a learning disability, except in areas of insufficient alternative supply and where there are no providers expressing an interest in expanding local provision'.

Our analysis shows that the independent sector can meet the needs within the population.

21 I have read --- in the Consultation paper -- D.C.C.'s summary of the points made in the past by people who are in favour of retaining services. You have very kindly listed 7 such points on page 6. ("People who are in favour of retaining these services have made a number of points, including the following. Some people ...should be eligible for these services ") Further, at the foot of page 9, you have referred back to reasons which have been suggested for "the reduced number of users". Should not D.C.C. address those points before reducing the in-house services?

People are meeting their eligible outcomes in different ways.

Please refer to page 9 of the consultation document for more information.

22. The Consultation does mention various possible reasons for the reduction of the number of Users; but neither the Paper nor the Equality Impact Assessment indicate that an attempt has been made to explore those reasons with the potential Users (or their Carers) to discover which possible reason was most pertinent. Apart from this Consultation, was any effort made to obtain their views?

The County Council decided the direction of travel in a 2014 Cabinet paper, that day services were likely to be met primarily through the independent sector. The final recommendations of that Cabinet paper stated that 'DCC will cease to be a provider of day services for older people and adults with a learning disability, except in areas of insufficient alternative supply and where there are no providers expressing an interest in expanding local provision'.

During the consultation, views have been explored from special schools and other key stakeholders. We received a very limited response.

23. I think that there may have been an intention (mentioned in the earlier Consultation papers) to carry out 1:1 interviews to obtain the views of Users and/or Parent / Carers. Did those 1:1 interviews take place? If so, what was the result of those interviews? On what basis, has D.C.C. decided that there is a real reduction in need?

There is only 1 family using the potentially affected centres. We have offered to meet with them. The Council has worked with the family.

24. Further, ought not D.C.C. seek to investigate why there is a reduced number of users, when – at the same time – there are difficulties in accessing privately-provided services because they are over-subscribed?

As already stated, people are choosing to have their eligible needs met in different ways, and this has been happening over many years.

Oversubscription of some independent sector providers is likely to be down to the personal choice of individuals. Many providers have capacity to provide more.

25. To repeat: one major objection to this Consultation is the same as the main objection to the previous Consultation; namely that D.C.C. has not explored sufficiently the views of firstly past Users of the Services (many of whom had to cease to be Users at the time of Covid) and secondly potential future Users (i.e. those who will be leaving School or College in the future)

Widespread consultation has been carried out.

This has specifically included sending information to the public via a press release which was run by Devon Live, current users across the county, on the internet via the County Council and the Have your Say websites and Facebook 7 times, special schools in Devon, the Special Educational Needs website and newsletter, the LD partnership board, Independent sector providers, DCC staff and members, other relevant stakeholders, and NHS partners.

Accordingly, DCC considers that it has explored sufficiently the views of all those who may potentially be affected or have an interest, and that a sufficient opportunity to provide views has been given.

26. Beyond that objection it also appears that many of those Persons have not participated in the Consultation because, perhaps, they have never heard of these Day Centres and/or the Consultation about these Day Centres

The County Council refers to its answer under question 25. above and notes that, the consultation was widely advertised on social media, the SEND website, the County Council's website, and letters were sent to special schools.

These services are not universal, and an assessment to access these services is required.

The County Council considers that it has sufficiently advertised the consultation and taken steps to see that persons interested or affected by it can contribute if they wish.

26. Finally, ( & further to above ), if, for whatever reason ( good or bad ) --- the result of the Services currently provided by D.C.C. at the Centres which are the subject of these proposals are not good "value for money" but D.C.C. wishes to encourage Private Providers to replace those Services with their own services ( which will be "value for money" ), then would it not be appropriate for D.C.C. to grant leases of the current premises to those Private Providers on very favourable terms (e.g. with a nominal rent only )? Although the current premises may not be ideal, it is likely that those premises are more suitable for i) the Users and ii) for the provision of the Services, which they need, than other premises, which are currently available. ( Obviously, the Users may have particular needs; such as that the premises are on the ground floor). It would seem to be a mistake for the current premises to be "lost" to the Services Users, before there are suitable other premises for them to use

This point will be considered as part of the consultation.

## Impact Assessment



### Assessment of:

Any changes to Devon County Councils Adult Day Services

Learning Disability Day and Older Peoples Day Services in scope of this consideration.

### **Learning Disability Services**

Lyric, Okehampton
Newholme, Honiton
Rosalind House, Tiverton
Silverhill, Barnstaple
Bumbly Hill, Kingsbridge
Oder Persons Services
Tumbly Hill, Kingsbridge

Head of Service: Keri Storey

Version / date of sign off by Head of Service: Draft V1.2 February 2024

**Assessment carried out by (job title):** Di Combe, Richard Day, Steve Robinson. (Resource Managers) Hannah Hurrell (Senior Project/Change Manager).

### 1.0 Description of project / service / activity / policy under review

Day services provide a social and stimulating environment to people. As with other services they aim to increase a person's independence and ultimately to reduce and delay the need for current or future services.

Day services also provide a replacement care function for a carer, with this type of eligible need. The main reason for accessing a day service is often a balance between these two, that is providing a social and stimulating environment and fulfilling a need for replacement care.

Currently, Devon County Council runs ten-day care services over eight sites. Six of these services currently have no people or one person accessing the service. All services, which have more than one person using that service, currently operate five days a week.

This service provides daytime replacement care for people with moderate to severe learning disabilities and associated physical/sensory disabilities. Activities within the service will seek to enhance the independence of those attending and may include the introduction of technology and equipment.

Any person, or their carer, is free to privately purchase day opportunities from the independent market. Access to Devon County Council commissioned and in-house day opportunities is only available following a Care Act assessment, and where the support plan identifies the requirement of a day service.

Provision will be mainly buildings based with activity planned and provided to engage a range of interests.

Devon County Council in-house day services buildings are compliant with legal requirements for facilities for disabled people. Full physical descriptions of the five centres can be found in section 2.2 of the Public Consultation document.

Ansport is not provided by the service. Eligibility for funded transport is considered as part of any support plan. Where required, transport will be provided in the most cost-efficient way to ensure travel to and from the service.

### 2.0 Reason for change / review

There are several drivers which led the service to consider its current day care service provision. The full rationale for considering any service changes is included within the consultation documentation.

#### 2.1 Needs assessment and future demand for day services (see needs assessment data in Section 4)

It has been raised that young people with a learning disability transitioning from Children's services, may need day services in the future.

The Council has recently undertaken a needs assessment and supply mapping of day services in Devon and the findings indicate that the number of people with autism, and emotional and mental health needs, and needs associated with their speech and language will increase.

The future requirement for day services for people (18 - 64 years) with a learning disability has been calculated using activity data from the recent past. It shows that approximately 204 to 246 individuals with a learning disability are likely to require day opportunities support in the next few years.

When reviewing young people with an Education Health and Care Plan (EHCP), those people with the area of need of severe or profound learning disability is predicted to remain consistent over future years. There is greater growth in the moderate learning disability area of need. This area encompasses a broad spectrum of needs.

When tracking young people with an Education Health and Care Plan (EHCP) for moderate learning disability (MLD) into adult day services, we found few individuals' needed day services. Specifically, in 2016, of 47 people with a moderate learning disability, 2 people went on to receive a day service. In 2023, of the 152 with a moderate learning disability, 8 people went on to receive a day service from adult social care. Therefore, historically, most young people within this Education Health and Care Plan area of need have not required a day service on transitioning from children's into adult's services. This data suggests that the numbers of people with a learning disability who require a day service are not likely to increase significantly.

The PANSI (Predicting Adult Needs and Service Information system) methodology for predicting population growth suggests that the number of individuals with a moderate to severe learning disability in Devon will increase from a baseline of 2499 in 2020, to 2567 in 2025, and up to 2674 in 2040 (age range 18 to 64 years).

### 2.2 Current Day services provision

Ecouncil's in-house day services currently support a small number of people with profound and complex learning disabilities within each setting. A table showing the current occupancy at these centres can be found in Section 2.1 of the Consultation document.

The number of eligible people accessing the Councils in-house learning disability day services days has reduced in the last 8 years. From 116 in 2015, to 85 in 2020. Current attendance is now at 13 people, these 13 people are accessing 4 services (Abbey Rise, Nichols, Rosalind House, and Rushbrook), albeit the individual accessing Rosalind House is currently accessing another service.

Some of the reasons for the reduction include:

- People moving into supported living
- People moving to alternative day opportunities, where peer groups are more suited to the individual
- People accessing a Personal Assistant / Direct Payment
- People moving into paid / voluntary employment
- Deterioration in people's health
- People moving out of Devon
- People dying
- People seeking alternatives to day services e.g., enabling

The following narrative contains views put forward by people who are in favour of retaining these services.

Some people have suggested that the reduced number of users is due;

to the service not being promoted widely

T

operational practice of sourcing care and support in the independent sector

They may also conclude that the reduction in use of in-house day care has been engineered by the Council.

Feedback received suggests that some people have sought alternative day opportunity as they were not satisfied with the stimulation provided at the Devon County Council services.

People may also be worried the Council is relying on too great an extent on the independent market to provide the required day care, rather than Council owned and run services.

Without a range of day services in various locations, people may be concerned they have to travel further to access a day service.

Further related text can be found in section 2.1 of the Public Consultation document.

won County Council has six services across five sites that are currently not operating due to having no service-users, although the reasons for that may be pen to debate. The learning disability service in Tiverton, Rosalind House has one current service user, this one individual has temporarily moved to an alternative provision with consent from the family whilst there are no other people accessing the service in Tiverton.

The Council understands that support to disabled and older people is important. In recent years, the support to disabled people has expanded with the Council's Reaching for Independence offer, which promotes and enables more community inclusion, through access to everyday community resources and employment opportunities.

The Council commissions 81 independent sector providers, to deliver day services in Devon, and 53 of these services support individuals with a Learning Disability.

The table below shows the Devon County Council commissioned independent providers within an approximate 30-minute drive of the Devon County Council centres within the scope of this consultation. Source: Devon County Council Commissioning Data

Name	Number of day care services within an approx 30-minute drive time  NB: providers could be included in more than one drive time zone	
Lyric, Okehampton	10 (plus 2 Services for people with other needs)	
Newholme, Honiton	12 (plus 8 Services for people with other needs )	
Rosalind House, Tiverton	11 (plus 3 Services for people with other needs)	
Silverhill, Barnstaple	8 (plus 4 Service for people with other needs )	
Tumbly Hill, Kingsbridge (Older people and LD services)	5 Learning disability services No service for people with other needs	

(C)
(D)
The consultation document provides maps which show locations of all commissioned and in-house day services in Devon. 43 2.3

### **Financial Considerations and Best Value Duty**

This is a time of significant change and opportunity for English local government. Despite the government increasing funding for councils over recent years, a combination of high inflation and rising demand has left local authorities facing some of their toughest budgetary decisions to date.

Growing demand, increasing complexity of need and higher than anticipated inflationary pressures have created much uncertainty and risk within the public sector. This is resulting in an unprecedented and increasing number of Local authorities facing deep financial distress resulting in 'bankruptcy notices', referred to as a section 114 notice, being considered.

Devon County Council has a best value duty; the requirement is set out in the Local Government Act 1999 to "secure continuous improvement in the way in which its functions are exercised, having regard to a combination of economy, efficiency and effectiveness.".

One aspect of best value is the price the Council pays for its services. In reviewing the average costs of day services, and those day services within this consultation, the costs of providing the service in-house is 35% more than the independent and voluntary sector. A Council's terms and conditions, for example provision of a local government pension scheme, is one reason behind the higher cost for services, which any Council provides.

#### Aims / objectives, limitations and options going forwards 3.0

To reach a position where the Council can decide on the future of its Devon County Council in-house day services listed below;

### **Learning Disability Services**

Lyric, Okehampton Newholme, Honiton Rosalind House, Tiverton Silverhill, Barnstaple Tumbly Hill, Kingsbridge

#### **Older Persons Services**

Tumbly Hill, Kingsbridge

will consultation will take place in November 2023. Full details about this consultation including any supporting documents are available at www.devon.gov.uk/haveyoursay/categories/social-care/

The options being considered are:

Option	Description
1	To continue to operate all six in-house day services in five locations for five days per week.
2	To continue to operate all six in-house day services in five locations, and operate some, or all units, on a reduced number of days.
3	To continue to operate some of the six in-house day services in five locations for five days per week and cease providing services from the other units.
4	To continue to operate some of the six in-house day services in five locations and cease providing services from the others. Those that remain open, to operate some, or all units on a reduced number of days.
5	To cease providing day services from all six of the in-house day services in the five locations.

There may be additional options that the Council should consider, if you feel there are alternative options, please give your views on these alternative options in your response to the consultation.

Whichever option is finally chosen, the Council will continue to comply with its obligation to meet a person's eligible outcomes, following a Care Act assessment.

### 4.0 People affected, diversity profile and equality data

### 4.1 People affected

The proposed changes will impact on the following groups of people:

- People with an established eligible need under the Care Act and their carers who are looking for care and support from a day service now or in the future.
- Individuals and carers who currently receive day services at these 5 centres (1 family is likely to be directly impacted if any changes are agreed)
- Individuals and carers who currently receive day services at other in-house and independent sector day services.
- Devon County Council In-house day services staff
- Independent day care providers
- Partners eg: NHS
- Care management staff
- Devon County Council and Health Commissioners

### 4.2 Population and Equality data

- There are approximately **1.5 million** people with a learning disability in the **UK**.
- The population of Devon is 814,440 according to mid-2021 population figures published by The Office of National Statistics.
- Devon's population growth rate between mid-2020 and mid-2021 was 1.0% per year.
- Devon covers an area of 6,564 square kilometres (2,535 square miles) and has a population density of 124 people per square kilometre (km2), based on the latest population estimates taken in mid-2021.
- Of 100 adults in Devon 3 have a learning disability, 11 have a physical disability and 18 have a mental health condition based on national prevalence
- Of 100 adults in Devon with a learning disability receiving adult social care services 7 are in employment compared to 5 nationally.
- According to the latest 2021 census, the population in Devon is predominantly white (96%), with non-white minorities representing the remaining 4% of the population.
- The median average age in Devon in 2021 was 48.0, with over 18's representing 85.3% of the population.
- The gender ratio was 94.5 males to every 100 females.
- The largest religious group in Devon is Others who account for 52% of the population.

- English is spoken as the main language by 97.3% of people in Devon and spoken either well or very well by 2% of the population. 0.3% reported having poor English language skills.
- 68% of Carers in Devon are aged 50 or over, which is higher than the average in England at 60%. Those who provide the most intense care (over 20 hours per week) are in the over 65 age category (17%), followed by those 50 to 64 years of age (15%).
- According to the 2021 Census 49% of Carers reported being "Economically active: in employment" and 29% of Carers reported being "Economically inactive: Retired".
- According to the 2021 Census in Devon 60% of Carers are female.
- Looking at age groups,
  - o the highest percentage of female Carers were in both the 25 to 49 and 50 to 64 groups at 63% of the carer population

#### Source: ONS

#### Day services in Devon 4.3

- There are currently approximately 527 people receiving a day service in Devon (In-house and commissioned services).
- Commissioned and in-house day services are provided across all age groups: 14% of people accessing these services are 18 24 years, 49% are aged between 25-64 years, and 37% are aged 65+.
- The highest percentage people using commissioned and in-house day services are those in working age groups.

Stakeholders, their interest and potential impacts
Please give details of Positive, Negative Impacts and any mitigations being proposed if there are changes to the current service delivery.

Stakeholder and their interest	Positive and neutral Impacts	Negative Impacts	Mitigations
People with an assessed eligible need under the Care Act and their carers who are looking for care and support from a day service now or in the future.	Alternatives could be more socially stimulating and of a different model of day activity and better meet their needs.  The independent and voluntary sector market will be able to develop around current and future service users' needs and service expectations, this includes operating different models of support, to	Individuals may be concerned about the availability and quality of alternative provision.  Some or all these in-house services under consideration may not be available to people with eligible need in the future depending on what option is agreed.  Individuals not eligible for transport as part of their assessed needs may need to use	Public consultation on a series of options and any additional options identified by participants during the consultation. Target potential future users and anyone who currently attends a day centre and their carers.  Modelling future demand for day services based on population and need. Market assessment to understand whether independent day services

	include those people with the most	other means of transport, e.g. Motability	market is able to respond to any current
	complex needs.	transport.	and future demand
Page 147		Individuals may have to travel greater distances to access a day service. This will mean spending longer in a vehicle than they might otherwise have had to do.  There is a greater reliance on the independent day care market, these companies may not be as resilient as the Council services. If these services close, people with eligible needs may struggle to find alternative day services.  Some people may believe that the complex needs of this client group are not always best matched by Personal Assistants	Support with transport will be offered if it features within the individuals' eligible needs.  For some individual's vehicle travel is not problematic. For those where it is problematic individual work and support will be needed but may not mitigate all the issues associated with travelling.  Markets Management and Commissioning teams would work with providers to look at their sustainability.  DCC has undertaken a survey of the independent and voluntary Day Service market across the county which has indicated that facilities, capacity and skills are available to support people with complex needs.
Individuals and carers who currently receiving Day services at these centres (1 family could be directly	Alternatives could be more socially stimulating and better meet their needs.	One individual will be affected by any change to their service and may need to travel from their own community to access	One person and their carers could be directly impacted, this person currently uses an alternative service with the family's agreement.

affected by any changes)		alternative in house or independent day services further away.  The carers of the person using one of the services, will be affected if there is a change to that service. They will need to get the person ready to travel away from own community to access alternative in house day service further away	Public consultation on a series of options and any additional options identified by participants during the consultation.  Due to eligibility a DCC funded taxi might be required to take the person to alternative an alternative provision.
Individuals and carers who currently receive Day services at other In-house and independent sector day Services.	Occupancy may increase at the other in-house and independent sector services if any changes are made to the services in-scope, offering a more stimulating environment to service users at the remaining centres. It might provide opportunities to expand individuals friendship and social group.  Other in-house services will become more viable for DCC to continue to run.	New people joining the service may disrupt established friendship groups or cause anxiety and potential increases in behaviour that challenges.	Changes for individuals both joining and new to a service will need to be introduced and managed sensitivity informed by a person centred and tailored transition plan.  Public consultation on a series of options and any additional options identified by participants during the consultation.
In-house Day Services Staff	Future position will be defined and with a clear way ahead.	Currently staff are uncertain about the future.  It may require a redeployment process into roles and settings with more people attending in them.  Potential increased travel to revised work bases	Public consultation on a series of options and any additional options identified by participants during the consultation.  Staff Consultation on any future changes following the public consultation and a decision relating to the future of these services.

		There could be a risk of redundancy for some individuals	The application of the appendix E policy for affected staff to support with travel and time implications.
Page 149	There are some vacancies in the independent sector for people looking for a day service in Devon, these could be filled supporting the viability of these services. (see consultation document for further details)  There is a potential opportunity to develop/expand replacement care services for people with eligible need in the areas potentially affected.  The independent and voluntary sector market will be able to develop around current and future service users' needs and service expectations, this includes operating different models of support, to include those people with the most complex needs.	There may be an increased pressure on the independent day care market, and they may be unable to meet the increased demand.  People may be concerned that the independent sector cannot meet the needs for people with complex disabilities.	Social care staff will have access to any service vacancy information that has been obtained – this will support referrals into a day service where eligible need have been identified  Include independent sector services in the consultation on the future of these services, to seek their views.  Market assessment to understand whether independent day services market is able to respond to any current and future demand. Some Providers have expressed a willingness to develop/expand replacement care services  Markets Management and Commissioning teams would work with providers and the market to shape and develop services both current and into the future to meet a wide range of needs.  DCC has undertaken a survey of the independent and voluntary Day Service market across the county which has indicated that facilities, capacity and skills are available to support people with complex needs.

Partners e.g: NHS		There could be an impact on Health partners needing to work with patients whilst receiving replacement care for example Physio, IATT, SALT may need to travel to other locations which may sit outside their normal catchment area.	Health service staff currently operate across all of Devon. DCC would work with them to minimise any risk if any changes were agreed to these services.
Care management staff  Page 150		Access to In-house day services could cease to be available as an option in these locations. This could make it difficult for staff to find a suitable service following a care act assessment.  May need to explore alternative services in area for people who are eligible for replacement care.  If in house provision is the preferred option for replacement care the person with eligible needs may need to consider travel arrangements outside their own community. Staff will need to ensure all options and preferences are explored in full.	Market assessment to understand whether independent day services market is able to respond to any current and future demand.  Social care staff will have access to any service vacancy information that has been obtained – this will support referrals into a day service where eligible need have been identified
DCC and Health	Potential release of building stock for	Access to In-house day services could	Market assessment to understand
Commissioners	alternative services or uses.	cease to be available as an option in these locations.  Markets Management and Commissioning	whether independent day services market can respond to any current and future demand.
		may need to plan for future service in	Markets Management and
		localities if there is unmet need for	Commissioning teams would work with
		replacement care for people with eligible	providers and the market to shape and
		needs for day services.	develop services both current and into the future.
		The Market Management and	

All Residents  Page 151	A differently commissioned service may be better value to the Council and therefore to all residents.  Potential release of building stock for alternative services or uses may give rise benefits upon the whole community.	Commissioning teams will consider in its future commissioning what positive impacts that can be brought about as a result of change, for the protected groups.  Any reduction or cessation of these services could be perceived as a negative impact on some local communities in Devon.  These day services are provided to older people and people with a learning disability who are eligible for social care support, options which reduce in house services may reduce the overall level of support available. This could increase pressures in other parts of the system.	Public consultation on a series of options and any additional options identified by participants during the consultation.  Market assessment to understand whether independent day services market is able to respond to any current and future demand.  Other providers exist and can enter the market within Devon.  DCC has undertaken a survey of the independent and voluntary Day Service market across the county which has indicated that facilities, capacity and skills are available to support people with complex needs.  Modelling future demand for day services based on population and need.
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### 6.0 Consultation and Engagement to date

### 6.1 Council's previous consultation and engagement

The following views were taken from the Council's previous consultation (February/ March 2023), with people who use the day services and their carers.

Through the period the public consultation was live, the service obtained ideas and valuable feedback on the initial proposals. The public consultation was halted whilst the service reconsidered any future proposals in relation to our in-house services. These views helped to inform this consultation and identify the options listed in section 1.2 of the Public Consultation Document.

- 'There has been limited promotion of the in-house day services'
- 'Carers are critical to the wellbeing of the person they care for and make a significant contribution to the sustainability of the health and social care system. These services are important to them
- 'Concerns over current usage within in-house services. Why are people not accessing these day services?'
- 'The importance of consistency and quality of service'
- Transport is important to people
- "Confidence in an alternative offer' 'An ability for any future provider to meet the care needs of individuals'.
- 'A need for a suitable transition plan for individuals if there were changes'
- What about people who need to access day services in the future, this needs consideration

The responses summarised below were identified following a series of engagement events, focusing on services for people with a learning disability in 2017/18.

- For us to be in a safe environment, with people who understand us
- To have purpose in activities we take part in
- To have consistency and familiarity in what we do, who we are with, and where we are too.
- Change is difficult for some of us, so it needs to be taken at the right pace.
- Skilled staff who have the right training to be able to give us the best chance to thrive, whatever our level of need
- If possible, we would like to access help and support locally, so we can reduce the time spent travelling and be closer to our families
- Most of us consider our friendships with people we spend time with during day and overnight as very important. These relationships are with our family
  and loved ones as well as with carers and other people who use services which have taken a long time to build

#### 6.2 Market Feedback

Recent market feedback suggests that the external day care market has the capacity to take on additional individuals, as either a day care or for replacement care.

Summary of Information collated from Day Service providers - July 2023

- 38 providers of the 53 respondents, deliver services to individuals with a learning disability and 27 of these had vacancies.
- Of the 15 providers who deliver services to older people, people with a physical disability and people with other needs, 4 had vacancies.
- 68% of the 53 respondents said they would consider expanding in the future.
  - 5 services that support older people and people with a physical disability.
  - 31 learning disability day services.
- 15 providers support older people, people with a physical disability and people with other needs.
- 30 learning disability providers have full wheelchair access in communal areas
- 19 learning disability providers have assisted bathrooms.
- 25 learning disability providers have communal spaces and spaces to enable individuals to have quiet time.
- 12 learning disability providers have hoist/tracking
- 55% of respondents offer replacement care/respite for carers. 23 learning disability providers and 6 providers who support other needs offer replacement care/ respite for carers.

### 7.0 Equality analysis

U

ving Due Regard to Equality and Human Rights

Anof Devon County Council practices, processes and procedures give due regard to the Human Rights Act 1998, the Mental Capacity Act 2015, the Care Act 2014 and the Equality Act 2010. The following assessment is predicated on changes to the current service delivery.

Characteristics	Negative Impact	Mitigations	Neutral or Positive Impact
Age	These services are provided to adults with a learning disability or older people who are eligible for support. Any reduction in service will reduce future options.  Local Authority provision in the buildings identified may be reduced or not available to people of working or older age with eligible needs in the future and	Public consultation on a series of options and any additional options identified by participants during the consultation.  Market assessment to understand whether an independent day services market is able to respond to any current and future demand.	All support for people who are eligible will continue to be provided on the basis of assessed social care needs/outcomes, so the impact of any change should be neutral. Although this reduces choice, sufficient alternatives are available.  There may be other types of day opportunity in the area rather than a traditional day service model. These

Characteristics	Negative Impact	Mitigations	Neutral or Positive Impact
	thus there could be a reduced spectrum of offer.	Modelling future demand for day services based on population and need.	opportunities are based in the 'leaders' home and are based around smaller
Page	DCC or other traditional day care provision might not be available to older people with eligible need in that specific locality. Meaning older people will need to travel or use alternatives.  Increased demand on independent sector services, this could result in a reduction in quality of experience and in the amount and range of stimulating activities for people accessing day services.	based on population and need.	groups of people.
sability (incl.  ensory, mobility, mental health, learning disability, neurodiversity, long term ill health) and carers of disabled people	Change may be difficult for people who have a disability, any transition would need to be sensitively managed.  People may lose friendship groups and support networks if one or more of the centres close.  Reduced choice and availability of support.  Provision in the buildings identified may not be available to people with eligible needs in the future.  If DCC in house provision is the preferred option for the carer(s), people with	Public consultation on a series of options and any additional options identified by participants during the consultation.  Market assessment to understand whether independent day services market is able to respond to any current and future demand.  Modelling future demand for day services based on population and need.  Support with transport where it features within the individuals' eligible needs.  Where people move services as a result	DCC and independent sector providers will continue to meet the needs of all Care Act eligible people with a learning disability, so the impact of any change should be neutral.  Alternative ways of meeting eligible needs could provide a more social and/or personalised experience for individuals and their carers.
	option for the carer(s), people with eligible need may need to travel out of	whole people move services as a result	

Characteristics	Negative Impact	Mitigations	Neutral or Positive Impact
Characteristics	their own community to access the service.  Any reduction or cessation of services identified may result in people of working age with an eligible need for replacement care not being able to access DCC provision in those areas.  Any potential increased in demand on the independent sector services could result in a reduction in quality and in the amount and range of stimulating activities for people with a disability.	of change their transition will be supported through the application of a person centred and tailored transition plan.  Independent services are likely to want to retain their quality and will manage increases accordingly. The quality of services is monitored through Devon County Councils Quality Improvement team.	Neutral of Positive Impact
Page 1	Service users may need to travel further to access alternative support, this could lead to negative emotions and behaviours for the person travelling and add to the pressures of the carer and could increase costs.	Markets Management and Commissioning teams would work with providers and the market to shape and develop services both current and into the future to meet a wide range of needs.	
155	People may be anxious the independent sector cannot manage complex levels of need.	For those where it is problematic individual work and support will be needed but may not mitigate all the issues associated with travelling.	
Culture and ethnicity: nationality/national origin, ethnic origin/race, skin colour, religion, and belief	There is no specific ethnic or cultural group impacted by the proposed changes.  There is a minimal risk that alternative day services may not take into consideration individuals cultural, and ethnicity needs such as particular foods	Public consultation on a series of options and any additional options identified by participants during the consultation.  Market assessment to understand whether the independent day services market is able to respond to any current and future demand.	The culture and ethnicity of individuals being served through DCC is respected in a person-centred way. DCC undertook a race audit in 2021 which has led to a greater focus on these issues particularly on addressing inequalities and racism

Characteristics	Negative Impact	Mitigations	Neutral or Positive Impact
	or practices.	Modelling future demand for day services based on population and need.	from the assessment process and meeting outcomes.
		Capturing individuals needs in the support planning process and sourcing care that is focused on respecting individual preferences arising from race, ethnicity and belief.	The service continues to meet the needs of referred individuals to the remaining building-based services in a personcentred way which respects individual preferences arising from race, ethnicity and belief.
			DCC have equality clauses embedded in our contractual terms when commissioning services from the independent sector.
Sex, gender and Gender identity (including men, Jomen, non-binary and transgender	Most informal carers are female.  Changes to the service may impact on the opportunity for replacement care. Any impacts may subsequently affect females	Market assessment to understand whether independent day services market is able to respond to any current and future demand.	
people), and pregnancy and maternity (including	disproportionately.	Modelling future demand for day services based on population and need.	
women's right to breastfeed)		Capturing individuals needs in the support planning process and sourcing care that is focused on respecting individual preferences arising from their Sex, gender and gender identity.	
		The sex, gender and gender identity of individuals being served through DCC should always be respected in a personcentred way.	

Characteristics	Negative Impact	Mitigations	Neutral or Positive Impact
		DCC have equality clauses embedded in	
		our contractual terms when commissioning services from the	
		independent sector.	
		•	
Sexual orientation		Public consultation on a series of options	We have no reason to believe that people with different sexual orientation will be
and marriage/civil partnership		and any additional options identified by participants during the consultation.	specially impacted.
		Market assessment to understand	
		whether independent day services market	
		is able to respond to any current and future demand.	
		Modelling future demand for day services	
		based on population and need.	
Page		Capturing individuals needs in the support	
ge		planning process and sourcing care that is	
157		focused on respecting an individual's	
57		sexual orientation and marriage/civil	
		partnership	
Other relevant socio-	There is a potential negative impact for	Public consultation on a series of options	Any review could look at how alternative
economic factors such as family	people of working age who have eligible	and any additional options identified by	support can be sourced within peoples
size/single	needs for replacement care and choose a DCC in house provision in the locations	participants during the consultation.	own communities, which should result in a
people/lone parents,	where services may reduce or close and	Market assessment to understand	positive impact.
income/deprivation, housing, education	may not be able to access a DCC day	whether independent day services market	Alternative ways of marchine a limit law and
and skills, literacy,	care provision and an independent sector	is able to respond to any current and	Alternative ways of meeting eligible needs could provide a more social and/or
sub-cultures, 'digital	provision may be required.	future demand.	personalised experience for individuals.
exclusion', access to transport options,	There is a potential negative impact for	Capturing individuals needs in the support	,
rural/urban	older people in Kingsbridge where	planning process and sourcing care that is	
	services may reduce or close who have		

Characteristics	Negative Impact	Mitigations	Neutral or Positive Impact
	eligible needs for day care and may not be able to access a DCC day care provision and an independent sector provision may be required.  Current Day Care services have supported people in specific locations which are sometimes outside of their own communities.	focused on respecting individuals' other relevant socio-economic factors.	
Unpaid Carers Page 158	Carers may struggle to find time to do shopping or to have a rest.  Carers may lose friendship groups and support networks if one or more of the centres close.  If there is additional travel time, carers who transport their person will have less respite time available to them.	Public consultation on a series of options and any additional options identified by participants during the consultation.  Target unpaid carers of people who attend day services or are likely to require a day service in the future.  Local alternatives and other forms of transport will be considered in the first instance.  Carers can receive their own assessment of need.	The service alongside the independent sector providers will continue to meet the needs of all Care Act eligible people and their carers. The service will continue to offer replacement care in centres it continues to operate,  The impact of any change should be neutral.

### 8.0 Human rights considerations:

Provision of adult social care support is a way of upholding human rights, and this will continue to be the case in community-based as well as buildings-based offers.

- 9. 0 Supporting independence, wellbeing and resilience. Give consideration to the groups listed above and how they may have different needs:
- 9.1 In what way can you support and create opportunities for people and communities (of place and interest) to be independent, empowered and resourceful?

Replacement care is designed to support wellbeing but more effective support is possible in terms of supporting independence and resilience when services are commissioned from communities, rather than being buildings-based.

The option of direct payments is available for eligible people, and they can seek their own bespoke support to meet their identified needs.

### 9.2 In what way can you help people to be safe, protected from harm, and with good health and wellbeing?

Devon County Council's assessment and support planning process is designed for people to stay safe and promote health and wellbeing.

Our assessment process and support we commission is designed for people to stay safe and promote health and wellbeing. Within the Council is a team which supports providers with their quality of service.

### In what way can you help people to be connected, and involved in community activities?

Re replacement care provision helps carers to maintain their caring role, which prevents people needing to move from their community due to carer breakdown.

### 10.0 Environmental analysis

**a** 

Devon County Council's Environmental Review Process				
Planning Permission				
Environmental Impact Assessment				
Strategic Environmental Assessment				
	Describe any actual or potential negative consequences. (Consider how to mitigate	Describe any actual or potential neutral or positivoutcomes. (Consider how to improve as far as possible).	/e	
against these).				
Reduce, reuse, recycle and compost:  N/A				

Conserve and enhance wildlife:	N/A	
Safeguard the distinctive characteristics, features and special qualities of Devon's landscape:	N/A	
Conserve and enhance Devon's cultural and historic heritage:	N/A	
Minimise greenhouse gas emissions:	N/A	
Minimise pollution (including air, land, water, light and noise):	N/A	
Contribute to reducing water consumption:	N/A	
Ensure resilience to the future effects of climate change (warmer, wetter winters; drier, hotter summers; more intense storms; and rising sea level):	N/A	
Other (please state below):	N/A	

### 紹 (C) 19.0 Economic analysis

	Describe any actual or potential negative consequences.	Describe any actual or potential neutral or positive outcomes.
	(Consider how to mitigate against these).	(Consider how to improve as far as possible).
Impact on knowledge and skills:	N/A	
Impact on employment levels:	Some staff could be placed at risk of redundancy. Staff affected would be supported to use the Devon County Council redundancy process to initially seek	The impact would be neutral for displaced staff who will be redeployed into new roles.
	alternative employment in other roles within the Council. Following this process some individuals may be made redundant	Any staff made redundant may be required to seek alternative employment from the wider job market.
Impact on local business:	N/A	

### 12.0 Describe and linkages or conflicts between social, environmental and economic impacts (Combined Impacts):

There is a link between the potential increase in community-based support for people with a learning disability arising from this review and the development of new independent community provision.

IASC/24/05 Cabinet 13 March 2024

# Proposal for the North Devon Link Service Report of the Director of Integrated Adult Social Care

Please note that the following recommendations are subject to consideration and determination by the Cabinet (and confirmation under the provisions of the Council's Constitution) before taking effect.

### 1) Recommendation

The Council and Devon Partnership NHS Trust together have conducted a public consultation on proposals to close the North Devon Link Service. The recommendation to Cabinet takes into account the feedback from the consultation and is as follows:

- 1. To close the North Devon Link Service Drop-in services that run from the Link Centres in Barnstaple, Bideford and Ilfracombe.
- To note that the closure would include ceasing the short-term enabling support to those service users in receipt of Care Act 2014 eligible services. The Council and Devon Partnership Trust will assist those people to access alternative equivalent support.
- 3. To work with Devon Partnership NHS Trust and the Devon Mental Health Alliance to support all service users in their transition to alternative community support over a period of 3 months minimum.

### 2) Background

- 2.1 The North Devon Link Service was originally established in 1992 to provide a range of social, leisure, support, guidance and educational opportunities for adults with mental health issues that do not require specialist NHS care. Proposals are not based on service user numbers, but we know that 130 people have attended the centres in the last 18 months.
- 2.2 The service is delivered in three towns across North Devon (Barnstaple, Bideford and Ilfracombe), based in buildings owned by Devon County Council. The Council does not commission any equivalent services elsewhere in Devon; the Link Service is inconsistent with service delivery across the county.
- 2.3 The service is funded by the Council and managed by Devon Partnership NHS Trust (DPT) under a Section 75 agreement. The service costs £485k per year to run (mostly staff costs). The Council also owns the buildings, but it is the service and not the buildings which is subject to consultation.

- 2.4 The Council is committed to supporting adults with mental health and wellbeing needs in the best way that it can. To do this well we must constantly review everything we do to make sure people are getting the best possible outcomes from the resources we have available, and that access is as equitable as possible for everyone across the county.
- 2.5 The recommendation within this report means that people with <u>eligible needs as defined</u> within the Care Act will continue to have their eligible needs met.

### 3) Main Body

- 3.1 In 2022, national Community Mental Health Framework funding was used to establish the Devon Mental Health Alliance which has been working with local partners to develop services for local people, both directly and through wider community development. As a result, local people in North Devon can now access mental health support services in ways they could not previously. These new services are accessed through GP practices and the wider primary care team, and they are developing in reach and number.
- 3.2 During the consultation in February 2023, service users described themselves as having severe mental health needs or that their mental health needs are too complex to be managed in <u>primary care</u>, <u>but not severe enough for secondary care</u>. They reported that they felt the drop-ins were the only support available to them.
- 3.3 While the Council acknowledges the strength of feeling on this matter, the service is commissioned to meet social care needs, it is not commissioned to provide support for mental health needs that are too complex to be managed in primary care.
- 3.4 In recent years, there has been a national focus and national investment to improve and develop the way community mental health services are delivered, and to address the gap between primary and secondary care. This means improved accessibility to mental health services and an increased range of support with the introduction of the Devon Mental Health Alliance (DHMA): a partnership between six voluntary, community and social enterprise (VCSE) organisations dedicated to providing support for people experiencing challenges in their mental health. The Alliance works in partnership with Devon Partnership NHS Trust to develop good connectivity across voluntary and community organisations, Multi-Agency Teams and urgent care services as part of the community mental health framework.
- 3.5 Devon Mental Health Alliance provides support to 1500 people each year across Devon, and staff are visiting the Link Centres to listen to service users about what they need in order to help inform their offer in North Devon. The Alliance is not expecting to replicate the Link Service, but it can provide drop-in group sessions and one to one support. They can also support people to access other mental health services offered in the local area, using a process referred to as a "warm handover" where they accompany people to help

them settle in. They also provide advice and training for people who run their own formal and informal peer support networks, and have recently offered that to a Link Centre Service user who has set up their own peer support group. (See appx 1 for examples of alternative services).

- 3.6 Each GP surgery, as part of a Primary Care Network, has a Mental Health Multi Agency Team (MAT) which can offer support in the first instance and refer people to Devon Mental Health Alliance or other community-based services. This new Multi-Agency Team approach in mental health establishes a shared approach to meeting population mental health needs. By establishing a virtual team across service boundaries, the MAT approach seeks to understand the needs of the whole person in the context of their support networks and communities and enable a single person-centred plan to be developed. The Mental Health MAT will also collectively ensure that available resources are meeting needs, developing future services and strengthening community assets in addressing any gaps in provision.
- 3.7 These services were not available at the time the Link Service started, and that forms an important part of the rationale for proposing the Link Service closure. With specific national funding provided to the NHS to develop community health and wellbeing support, and the new model of multi-agency teams and links with primary care, it is reasonable to question whether Council funding should be used to fund very similar services.
- 3.8 The successful transfer of the Holsworthy Link service to Holsworthy Youth and Community Hub, a community-led centre which offers a wide range of community support, also helped inform this proposal. It is a community-led centre which works with other organisations in the town and offers a wide range of community support sessions.
- 3.9 We have received interest from some organisations who would like to run various community groups from the Link Centre buildings, and we have also advised the DMHA that they can use the buildings to run sessions. This would be the case whatever the decision on the future of the Link Service as the buildings are not used all of the time. (The youth service run by SPACE will soon be co-located in the Barnstaple Link Centre for example).
- 3.10 The recommendation does not affect peoples' right to support under the Care Act 2014. Where it is identified that people have eligible care and support needs that require a Care Act 2014 assessment, we will ensure that one is carried out. In addition, all service users are entitled to request a care needs assessment.

### 4) Options

The tables below set out the analysis of options for the future of the North Devon Link Service. Option 1 is the original proposal set out in the public consultation. Following feedback from the public consultation alternative options have been developed. All options have been assessed against the same criteria and scored according to arrive at the recommended approach.

### Option 1: the initial consultation. Score 22

Close the North Devon Link Service drop-in service in Barnstaple, Bideford and Ilfracombe and work with current service users to confirm their needs and agree alternative support, including those in receipt of outreach support. Cease the short-term enabling support to those service users in receipt of Care Act 2014 eligible services, including assessments, and provide this support in different ways. Enable opportunities to think differently about the future use of the buildings. Targeted investment in the voluntary and community sector may be considered to support the development of alternative services if not readily accessible. A transition plan will be developed with staff and service users around the closure.

	Assessment	
Service provision for people with Care Act 2014 eligibility	People currently using the service with Care Act 2014 eligibility will receive support in a different way.	5
Accessible local services delivered by CVS	The consultation period has seen increasing interest from the community and voluntary sector and several offers to host drop-in sessions and / or follow the Holsworthy model	4
Effective use of resource	Council Adult Social Care funding can instead be targeted to those with Care Act eligible needs, meeting our statutory duties. Best use of Community and Voluntary sector support that is already in place.	5
Promoting Independence	Reviews will indicate whether other support in the community is required. Information about other services will be made available.	5
Listening to consultation feedback	Drop-in sessions and one to one support will be offered by the DMHA, but it will not be a replica of the NDLS and will not be multiple times a week.	3

	Option 2: Request from consultation response. Score 6			
Expand the services – open for groups.	Expand the services – open for more hours with open access. NDLS staff continue to provide support with more classes and groups.			
	Assessment			
Service provision for people with Care Act 2014 eligibility	This will continue to be a service for people without Care Act 2014 eligibility	0		
Accessible local services delivered by CVS	No engagement with CVS	0		
Effective use of resource	This option would cost more than the current service, with no budget identified to do this.	0		
Promoting Independence	No evidence this would support people to independence	1		
Listening to consultation feedback	Most of the feedback has been to keep the services as they are or return to pre-pandemic model.	5		

### Option 3: Request from consultation response. Score 11

Create Specialist Hubs. Keep drop ins run by current staff. Maintain the buildings in each town. Allow voluntary/community organisations to use the building for groups and classes. Allow local business to use the buildings to reduce stigma and improve trust. Charge for the use of the buildings to generate income.

	Assessment	
Service provision for people with Care Act 2014 eligibility	This will still be a service for people without Care Act 2014 eligibility	0
Accessible local services delivered by CVS	Groups delivered by the CVS will be more accessible.	3
Effective use of resource	Staff would not be delivering a statutory service and savings would not be delivered. Good use of voluntary and community sector	1
Promoting Independence	More services will be accessible.	3
Listening to consultation feedback	The service will remain open, run by the same staff with access to other services in the same place. But service users would not be able to leave their art projects and jigsaws out in between drop-in sessions as the rooms would need to be available for others to use.	4

	Option 4: Request from consultation response. Score 4				
Centralise the drop-in session	ns in one building in one town with the current staff				
An implementation plan will b	e developed with staff and service users around the closure of the remaining centres.				
	Assessment				
Service provision for people with Care Act 2014 eligibility	eople with Care Act 2014				
Accessible local services delivered by CVS	No engagement with community and voluntary sector	0			
Effective use of resource	Staff would not be delivering a statutory service. Potentially some savings to be made.	2			
Promoting Independence	People in areas without the service will be disadvantaged unless VCSE offer in other areas. Inequity of offer across North Devon	0			
Listening to consultation feedback	This feedback was received from far fewer people than feedback to keep the whole service open.	2			

	Option 5: Request from consultation response. Score 9				
Use existing NHS mental hea	olth funding to maintain the Link centres				
	Assessment				
Service provision for people with Care Act 2014 eligibility	NHS funding is not based on Care Act eligibility but instead based on clinical need. That may mean an assessment of need for current service users	0			
Accessible local services delivered by CVS	No engagement with community and voluntary sector	0			
Effective use of resource	not the most cost-effective model compared to the Devon Mental Health Alliance and VCSE offers	2			
Promoting Independence	Would not promote independence or recovery any more than the current model	2			
Listening to consultation feedback	No change to anything	5			

### 5) Consultation

- 5.1 The Council ran a consultation from 22<sup>nd</sup> February to 9<sup>th</sup> May 2023, publishing the consultation proposal and questionnaire on the Council Have Your Say webpage and posting the documents with a prepaid return envelope to the 130 people who had used the service since it re-opened in July 2022.
- 5.2 Following feedback from service users and their representatives, a further consultation ran from 6<sup>th</sup> November to 6<sup>th</sup> December 2023 to provide people with more information and expand on the consultation already undertaken. The second consultation proposal and questionnaire were published on the Have Your Say webpage and posted with a prepaid reply envelope to all people on the caseload (206), not just those who had been using the service.
- 5.3 All the responses received from the two consultations and the seven in-person visits have been taken into consideration in producing the impact assessment and the proposal.
- 5.4We heard from some people accessing the service that due to their social anxiety, a large public meeting would not be appropriate for them. Meetings for service users were held at each of the centres in November 2023 including the Cabinet member for Adult Care and Health, and officers from the Council and Devon Partnership NHS Trust.
- 5.5 The Cabinet member for Adult Care and Health, Cllr McInnes and the Deputy Director of Adult Social Care joined Selaine Saxby MP to meet with services users in Ilfracombe in August 2023.
- 5.6 Further visits to the three centres took place with the inclusion of DCC North Devon members and representatives from the Mental Health Alliance in January and February 2024. These subsequent visits allowed service users and members to hear in more detail about the services offered by the Alliance and how they can help shape the further developments of the service.
- 5.7 Link Centre staff were issued with details of the proposal and given the opportunity to complete a questionnaire. There were two staff meetings, one was face to face and one via MS Teams. At these meetings staff were able to raise any questions about the proposal and put forward any ideas. A set of Frequently Asked Questions with answers, to reflect questions asked throughout the consultation, were circulated to staff. The subject has also been discussed at the Joint Consultative Committee where the unions were engaged.
- 5.8 A number of key stakeholders were also briefed through the consultation including:
  - North Devon and Torridge District Councillors (via their Committee Services teams)
  - Barnstaple, Bideford and Ilfracombe Town Councillors
  - NHS, Community and Voluntary Sector organisations that had been involved with the previous consultation
  - Meetings have been held with local MPs, once for each consultation
  - Meetings were held for County Councillors from North Devon, one in person in February 2023 and two via Teams in March and October 2023.

- A frequently asked questions document with answers has been developed and displayed in the Link Centres.
- Briefings were sent to the local media and regular posts placed on the Council's social media pages.
- 5.8 Throughout this public consultation the Council sought views on a set of initial proposals. Having done that and listened to the feedback, proposals are now recommended to DCC Cabinet.
- 5.9 A total of 257 responses were received over the two consultations.

Consultation period	Postal	Online	e-mail or letter
22 <sup>nd</sup> Feb – 9 <sup>th</sup> May 2023	49	126	18
6 <sup>th</sup> Nov – 6 <sup>th</sup> Dec 2023	44	20	
Total	93	146	18

Due to the anonymous nature of the form, it is not possible to tell how many individual responses were received.

- 5.10 The main themes gathered from the responses were:
  - That the Link Centres should remain open, they offer activities that are beneficial to support people's mental health, and a safe place to go.
  - That if the Link Centres close then alternative services need to be offered with trained and skilled staff and help to access them.
  - Increased pressure will be placed on other existing services that were felt to be lacking.
  - That there are opportunities to be more creative with the buildings or consolidate into a single Link Centre.
  - Concern about increased risk of suicide or crisis were expressed, but the North Devon Link Service is not a crisis service and is not commissioned to provide that support.
     DPT has a dedicated 24/7 urgent mental health service, which is the gateway for families and professional to access appropriate crisis support and intervention if someone is experiencing mental health distress, or for people worried amount someone else's emotional state.
  - That further training could be provided to staff, and the services could increase the reach they are having.

- An observation that one-to-one support is beneficial, particularly face-to-face, and in people's homes.
- There are other services that are more recovery focussed.
- Staff feedback was focused on understanding the implication of the proposals on their on-going employment and how it might impact the terms, conditions and entitlements of their employment.
- Staff wanted to understand what the process of closing the Link Centres would look like if the proposal went ahead.

### 6) Strategic Plan

- 6.1 Our <u>'Promoting Independence' vision</u> describes what we are trying to achieve for people who need adult social care services in Devon now or may do in the future.
- 6.2 It seeks to align to the <u>government's vision for adult social care</u>, One <u>Devon health and care</u> <u>system strategy</u>, and the <u>Devon County Council strategic plan</u> whilst articulating the distinctive role and objectives of adult social care.
- 6.3 Our 'Promoting Independence' policy sets the policy framework by which we operate including how we apply statutory guidance in Devon and the 'Commitment to Carers' underpins our approach to unpaid carers.
- 6.4 Our '<u>Living Well</u>', '<u>Ageing Well</u>' and '<u>Caring Well</u>' strategies describe how we apply this vision and policy to people aged 18-64, people aged 65+, and unpaid carers.
- 6.5 Our 'Annual Report' or 'Local Account' assesses our delivery against our vision, strategies and plans each year, using national surveys, performance information, and activity/cost/spend data to compare with others.

### 7) Financial Considerations

- 7.1 The service costs £485,000 per year to run. Should the recommended option be agreed, allowing for notice periods approx. £323,000 would be saved in the remaining 8 months of the financial year, should 3 months notice to staff be served at the end of April.
- 7.2 There is no funding provision in the 2024-25 budget to continue the service, it would become an additional unbudgeted pressure should it continue in its current form

### 8) Legal Considerations

- 8.1 The lawful implications of the proposal have been considered and taken into account in the preparation of this report on the proposal set out above.
- 8.2 Legal challenges will always form part of any consultation that seeks views on proposals for change, this has been the case during the course of the public consultation. The recommendations within this report mean that people with <u>eligible needs as defined within</u> the Care Act will continue to have their eligible needs met.

### 9) Environmental Impact Considerations

9.1 This report has no specific environmental impact implications that are not already covered by or subsumed within the detailed policies or actions referred to therein

### 10) Equality Considerations

- 10.1 Where relevant, in coming to a decision the Equality Act 2010 Public Sector Equality Duty requires decision makers to give due regard to the need to:
  - eliminate discrimination, harassment, victimisation and any other prohibited conduct;
  - advance equality by encouraging participation, removing disadvantage, taking account of disabilities and meeting people's needs; and
  - foster good relations between people by tackling prejudice and promoting understanding in relation to the protected characteristics (age, physical and mental disability, gender reassignment, marriage and civil partnership (for employment), pregnancy and maternity, race/ethnicity, religion or belief, sex and sexual orientation).
- 10.2 A decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.
- 10.3 In progressing this particular proposal, an <u>Impact Assessment</u> has been prepared which has been circulated separately to Cabinet Members and also is available on the <u>Council's website</u>

Members will need to consider the Impact Assessment for the purposes of this item.

### 11) Risk Management Considerations

- 11.1 This policy/proposal has been assessed and all necessary safeguards or action have been taken / included to safeguard the Council's position.
- 11.2 Devon's proposal to close the North Devon Link Service was accompanies by an <a href="Impact Assessment">Impact Assessment</a>, published at the start of the consultation. The impact has been updated to take account the consultation responses, including risks and mitigations.

#### 12) Summary

12.1 Since 2022, there has been a national focus and national investment to improve and develop the way community mental health services are delivered, and to address the gap between primary and secondary mental health care. This means improved accessibility to mental health services and an increased range of support with the introduction of the Devon Mental Health Alliance.

- 12.2 Each GP surgery, as part of a Primary Care Network, has a Mental Health Multi Agency Team (MAT) which can offer support in the first instance and refer people to Devon Mental Health Alliance or other community-based services. This new Multi-Agency Team approach in mental health establishes a shared approach to meeting population mental health needs.
- 12.3 These services were not available at the time the Link Service started, and that forms an important part of the rationale for proposing the Link Service closure. With specific national funding provided to the NHS to develop community health and wellbeing support, it is reasonable to question whether Council funding should be used to fund very similar services.
- 12.4 The financial challenge facing the Council mean difficult decisions to cease services and funding must be considered. The starting point is to protect services that contribute to meeting our statutory duties. Although DCC Integrated Adult Social Care has funded the Link service for over 30 years, the vast majority of people who attend do not have eligible needs under the Care Act 2014.
- 12.5 The recommendation therefore is to close the Link Services in Barnstaple, Bideford and Ilfracombe, and to assist those Care Act eligible service users in receipt of outreach enabling support to access alternative equivalent services.
- 12.6 Should the decision be made to close the service, then service users will be supported in the transition to alternative community support and members of the Alliance will support that process.

#### Name

Director of Integrated Adult Social Care: Tandra Forster

**Electoral Divisions**: All North Devon Divisions

Cabinet Member for Integrated Adult Social Care and Health: Councillor James McInnes

#### **Local Government Act 1972: List of background papers**

Nil

#### **Contact for enquiries:**

Name: Solveig Wright Telephone: 01392 383 657

Address: County Hall, Topsham Road, Exeter EX2 4QD

#### **APPENDIX 1**



#### **North Devon Support**

The Devon Mental Health Alliance is a group of six charities funded by Devon Partnership Trust to support people in Devon to improve their mental health. As well as running some services, the Alliance helps connect people to local organisations who can help them live happier lives.

The Alliance is completely separate from Devon County Council, and we have no involvement in any decision around the future of the North Devon Link Centres. We would like to offer our support to people using the centres, irrespective of any future decision, to help you to think about and potentially attend other activity taking place near to you. There is no pressure in making this offer — its completely up to you as to whether you take it up. We also know that you're likely well connected into opportunities available in your area - we can't guarantee that we'll find something that fits your needs, but we'll try our best.

#### Having a chat

Our Community Development Lead for North Devon, Phil Harris, can provide a one to one meeting to talk help connect you to other services or send you through some further information if you email him with some ideas about what you'd like to get involved with. Phil can also come to group sessions to talk to people together.

Phil is available at <a href="mailto:philip.harris@devonmind.com">philip.harris@devonmind.com</a>.

#### Other resources that are available

This isn't an exhaustive list of other services that are available, but hopefully it does provide an example of some of the other opportunities that take place in your area.

#### **Drop-In Sessions**

Devon Recovery Learning Community Drop-In Session — Bideford, Burton Art Gallery, every Monday, 10am to 3pm. In their own words 'you do not need to book, just turn up, sit quietly or chat with folks over a cup of tea and a biscuit; there is no pressure for you to do anything. There will be resources, creative activities and information that can help you keep well and have hope'. More information is available at: <a href="https://devonrlc.co.uk/courses/north-devon-weekly-drop-in-and-recovery-library-2024-02-12/">https://devonrlc.co.uk/courses/north-devon-weekly-drop-in-and-recovery-library-2024-02-12/</a>

Devon Mental Health Alliance Drop-In Session – Gig Club, Barnstaple, from 13.30 to 15.30 on the 2<sup>nd</sup> Wednesday of the month. A welcoming space to come and get help for any challenges you might be facing, or if you just want a chat. You don't need to book, just turn up. More information is available by contacting <a href="mailto:karen.bloomfield@devonmind.com">karen.bloomfield@devonmind.com</a>.

The Moorings at Barnstaple. Open from 6pm to 11pm Thursday to Monday. The Voice Meeting Rooms, Belle Meadow Court, Albert Lane.

The Moorings offer mental health support in a welcoming, safe, comfortable, non-judgmental, and non-clinical environment. Our experienced staff team is available to provide emotional, social and practical support if you are in crisis or feel you are heading toward a crisis situation. We offer support in person, over the phone, or via video call. You can come just for a chat, or to access one-to-one support from trained professionals. We also offer help in creating staying well and crisis plans, and support visitors to access other organisations that may be useful to them.

People using The Mooring will also be supported by our 24/7 helpline, which offers access to emotional support and information even when The Mooring is closed. There's no need to be referred and no need for an appointment.

Libraries Unlimited deliver services at libraries in Barnstaple, Ilfracombe and Bideford including deliver free drop in sessions and creative activities. More information is available here: <a href="https://www.devonlibraries.org.uk/web/arena/ourlibraries">https://www.devonlibraries.org.uk/web/arena/ourlibraries</a>. These include:

- Barnstaple Board Game Café. Every Wednesday from 2pm to 4pm
- Barnstaple Come in and Colour. Every Friday 9am to 6pm
- Barnstaple Knit and Mix. Every Thursday 2pm to 4pm
- Barnstaple Wednesday Wanderers (55+). Every Wednesday 2pm to 3.30pm
- Barnstaple Wellbeing Wednesday. Every Wednesday 10am to 12noon
- Ilfracombe Creativity for Wellbeing. From 17th March, every Friday 11am to 1pm
- Ilfracombe Depression and Anxiety Group. Every Monday 11am to 1pm. (on short break to illness)
- Bideford Knit and Natter. Every Monday 2pm to 4pm

Step One provide online peer support and drop-in sessions to enable people to connect with others and access support. More information is available at https://steponecharity.co.uk/courses-workshops/

Libraries Unlimited provide digital access support. Alternatively, the Devon Mental Health Alliance is running a project to promote digital inclusion, and may be able to help you if you'd like to access online opportunities. Contact <a href="mailto:karen.bloomfield@devonmind.com">karen.bloomfield@devonmind.com</a> for more information.

Standing Together provide a range of opportunities to connect with others looking to improve their mental wellbeing. Their facebook page is <a href="https://m.facebook.com/p/Standing-Together-100077571435411/">https://m.facebook.com/p/Standing-Together-100077571435411/</a>

#### **Physical Activity**

Vista Wellbeing run a range of classes in North Devon, including free wellbeing walks which aim to improve your health and meet new people. They also provide fitness classes that require a £6 payment to access. More information is available at their website <u>vistawellbeing.org.uk/</u> or email <u>info@vistawellbeing.org.uk/</u>

Biosphere North Devon also provide free wellbeing walks, focusing on the Braunton area at the moment. More information is available at <a href="https://www.northdevonbiosphere.org.uk/events-calendar.html">https://www.northdevonbiosphere.org.uk/events-calendar.html</a>.

The Ramblers charity co-ordinate short, accessible walks across North Devon. In their own words 'Everyone's welcome at Ramblers Wellbeing Walks: we're a friendly bunch and you're guaranteed a warm welcome'. Information is available at <a href="https://www.ramblers.org.uk/go-walking/wellbeing-walks">https://www.ramblers.org.uk/go-walking/wellbeing-walks</a>. A detailed list of walks is available here <a href="http://torridgewalkandtalk.co.uk/wp-content/uploads/2023/12/Torr-WT-Prog-Jan-Jun-2024.pdf">https://torridgewalkandtalk.co.uk/wp-content/uploads/2023/12/Torr-WT-Prog-Jan-Jun-2024.pdf</a>

Wander Women offer dedicated walking groups for women <a href="https://www.meetup.com/wander-women-north-devon/?fbclid=IwAR28Oa">https://www.meetup.com/wander-women-north-devon/?fbclid=IwAR28Oa</a> Xv3qbaJdWgMPkkVhoZyQcDfeLsvP5-HY6JvBjLJdyDulDrc2QA2g

If you haven't had a physical health check recently and would like support to access one, contact <a href="mailto:karen.bloomfield@devonmind.com">karen.bloomfield@devonmind.com</a> who can arrange to see if you're eligible for support from a member of our team.

#### **Befriending**

Age Concern provide face to face and telephone befriending services for people aged 60+, giving you the chance to speak to someone

https://ageconcernnorthdevon.org.uk/befriending-service/

Torridge CVS Befriending Service <a href="https://www.torridgecvs.org.uk/aiming-reduce-isolation-and-loneliness-through-befriending">https://www.torridgecvs.org.uk/aiming-reduce-isolation-and-loneliness-through-befriending</a>

#### **Social Activity**

Shuffleup – run board game sessions, focusing on providing an inclusive space for people looking to connect <a href="https://www.facebook.com/shuffleupcic">https://www.facebook.com/shuffleupcic</a>

Ilfracombe Men's Shed. https://www.facebook.com/ilfracombemensshed

Bideford Men's Shed <a href="https://discoverbideford.co.uk/bideford-directory/community-support-social-or-wellbeing-club/bideford-mens-shed">https://discoverbideford.co.uk/bideford-directory/community-support-social-or-wellbeing-club/bideford-mens-shed</a>

Ilfracombe Mental Health Swims <a href="https://www.facebook.com/mentalhealthswims.ilfracombe">https://www.facebook.com/mentalhealthswims.ilfracombe</a>
Biddeford Harbour drop in 10am to 12noon <a href="https://www.facebook.com/HarbourBideford">https://www.facebook.com/HarbourBideford</a>
Biddeford Round Table Men's Group <a href="https://www.facebook.com/BidefordRoundTable/">https://www.facebook.com/BidefordRoundTable/</a>

#### **Learning Opportunities**

Devon Mind run a range of online learning opportunities, some of which are online <a href="https://www.devonmind.com/find-help/courses">https://www.devonmind.com/find-help/courses</a>. Devon Mind can run dedicated courses in North Devon if we know there is a large enough group looking to access them. If this is the case, please contact <a href="mailto:Carolyn.sansom@devonmind.com">Carolyn.sansom@devonmind.com</a>.

Devon Mind can also support partner organisations to help them work with people facing mental health challenges through a free training offer. Again, contact Carolyn for an initial discussion – this includes mental health first aid and similar courses.

South Devon College offers free online learning opportunities around mental wellbeing, including accredited courses https://www.southdevon.ac.uk/adult-learning.

Step One organises online learning opportunities to support self-management around mental wellbeing. A list of courses is available at <a href="https://steponecharity.co.uk/courses-workshops/">https://steponecharity.co.uk/courses-workshops/</a>

The HOPE programme delivers a range of learning opportunities to support a broad range of different needs, including anxiety and depression. Information on their courses is available at <a href="https://myhealth-devon.nhs.uk/local-services/hope-programme/hope-programme-courses/face-to-face-hope">https://myhealth-devon.nhs.uk/local-services/hope-programme/hope-programme-courses/face-to-face-hope</a>

#### **General Support**

Talkworks provide open access, free talking therapy services (i.e. one to one support to help manage challenges you might be facing). It is possible to self-refer <a href="https://www.talkworks.dpt.nhs.uk/">https://www.talkworks.dpt.nhs.uk/</a>

Qwell are funded by Devon County Council, and provide free counselling services online. Sign up for support here <a href="https://www.qwell.io/">https://www.qwell.io/</a>

#### Online directories

There are online resources that point to other activity taking place in North Devon

- Joy marketplace search in your local area for opportunities to connect https://services.thejoyapp.com/
- Devon Connect provides a further directory of activity taking place in North Devon https://devonconnect.org/north-devon-and-torridge

# Impact Assessment



Assessment of: North Devon Link Service (Part of the mental health services in Northern Devon) – updated following formal consultation period.

Service: North Devon Link Service Head of Service: Solveig Wright

Version / date of sign off by Head of Service: 27.2.2024

Assessment carried out by (job title): Commissioning Development

Officer

#### Previously published impact assessments on these proposals

Please note that this is the fourth impact assessment on these changes as we continue to consult on them, previous impact assessments were:

- Impact assessment following engagement and consultation, accompanying Cabinet report on future of service 30<sup>th</sup> November 2021
- Updated impact assessment taking account of increased financial challenge facing DCC, accompanying further consultation on change proposals 14<sup>th</sup> February 2023.
- Updated impact assessment accompanying consultation on change proposals 2<sup>nd</sup>
   November 2023.

#### 1. Description of project / service / activity / policy under review

Prior to the Covid-19 pandemic, there were four Link Centres in North Devon located in Barnstaple, Bideford, Holsworthy and Ilfracombe. The service supported people with mental health and wellbeing difficulties, signposted to other services where necessary or worked to find practical ways of resolving particular problems, including housing, debt and benefit difficulties. The service primarily involved drop-in sessions where people could socialise and make friends. Time limited community outreach for people struggling to leave their home was also provided as capacity allowed.

There was no charge for the service and people could refer themselves or ask a health or social care professional to refer them. The Council does not commission any equivalent services elsewhere in Devon; the Link Service is inconsistent with service delivery across the county.

Following the centre closures through the Covid-19 pandemic, the drop-ins were re-opened in March 2021 on an appointment only basis. Drop-ins were then reinstated for two sessions a week in July 2022, extending to three sessions per week at the beginning of September 2022.

The service provides a traditional drop-in day service together with some enabling support. The groups offer social interaction and activity rather than any evidenced-based model of mental health service delivery. The service was designed to provide a range of social, leisure, support, guidance, and educational opportunities for adults with mental health issues.

The Link Service is part of the health and care system supporting mental health needs across Northern Devon. Each GP surgery, as part of a Primary Care Network, has a Mental Health Multi-Agency Team (MAT) which can offer support in the first instance and refer people to Devon Mental Health Alliance or other community-based services.

Other services include: Community Mental Health Teams, Mental Health Social Work Teams, crisis services such The Moorings Crisis Café, a 24-hour support phone line from Mental Health Matters and Devon Partnership Trust's First Response Service, as well as the Devon Mental Health Alliance which is developing more services in North Devon. The Link Service does not provide urgent or crisis support.

The Link service is funded by the Council and managed by Devon Partnership Trust (DPT) under a Section 75 agreement which allows for the delegation of functions to other partners. The service costs £485k per year to run (mostly staff costs), funded by the Council, which also owns the buildings.

#### 2. Proposal, aims and objectives, and reason for change or review

This impact assessment relates to the following proposal:

- 1. To close the North Devon Link Service Drop-in services that run from the Link Centres in Barnstaple, Bideford and Ilfracombe.
- 2. To note that the closure would include ceasing the short-term enabling support to those service users in receipt of Care Act 2014 eligible services. The Council and Devon Partnership Trust will assist those people to access alternative equivalent support.
- 3. To work with Devon Partnership Trust and the Devon Mental Health Alliance to support all service users in their transition to alternative community support over a period of 3 months minimum.

In line with its statutory responsibility, Devon County Council will continue to provide adult social care support to people who are eligible under the Care Act 2014.

Devon Partnership NHS Trust and Devon County Council have engaged with everyone who is on the North Devon Link Service caseload to establish whether they require or want a Care Act 2014 assessment.

Devon Partnership NHS Trust and Devon County Council will also assist people who are not Care Act 2014 eligible in identifying other services.

#### The reasons for change:

In 2022, national Community Mental Health Framework funding was used to establish the Devon Mental Health Alliance which has been working with local partners to develop services for local people, both directly and through wider community development. As a result, local people in North Devon can now access mental health support services in ways they could not previously. These new services are accessed through GP practices and the wider primary care team, and they are developing in reach and number.

During the consultation in February 2023, service users described themselves as having severe mental health needs or that their mental health needs are too complex to be managed in primary care, but not severe enough for secondary care. They reported that they felt the drop-ins were the only support available to them.

While the Council acknowledges the strength of feeling on this matter, the service is not commissioned to provide support for mental health needs that are too complex to be managed in primary care.

In recent years, there has been a national focus and national investment to improve and develop the way community mental health services are delivered, and to address the gap between primary and secondary care. This means improved accessibility to mental health services and an increased range of support with the introduction of the Devon Mental Health Alliance (DHMA): a partnership between six voluntary, community and social enterprise (VCSE) organisations (CoLab Exeter, Devon Mind, Improving Lives Plymouth, Rethink Mental Illness, shekinah, and Step One Charity) dedicated to providing support for people experiencing challenges in their mental health. The Alliance works in partnership with Devon Partnership NHS Trust to develop good connectivity across voluntary and community organisations, multi-agency teams and urgent care services as part of the community mental health framework.

Each GP surgery, as part of a Primary Care Network, has a Mental Health and Wellbeing Team (MHWBT) which can offer support in the first instance and refer people to Devon Mental Health Alliance or other community-based services. This new Multi-Agency Team approach in mental health establishes a shared approach to meeting population mental health needs. By establishing a virtual team across service boundaries, the MAT approach seeks to understand the needs of the whole person in the context of their support networks and communities and enable a single personcentred plan to be developed. The Mental Health MAT will also collectively ensure that available resources are meeting needs, developing future services and strengthening community assets in addressing any gaps in provision.

These services were not available at the time the Link Service started, and that forms an important part of the rationale for proposing the Link Service closure. With specific national funding provided to the NHS to develop community health and wellbeing support, it is reasonable to question whether Council funding should be used to fund very similar services.

The successful transfer of the Holsworthy Link service to Holsworthy Youth and Community Hub, a community-led centre which offers a wide range of community support, also helped inform this proposal. It is a community-led centre which works with other organisations in the town and offers a wide range of community support sessions.

The recommendation does not affect peoples' right to support under the Care Act 2014. Where it is identified that people have eligible care and support needs that require a Care Act 2014 assessment, we will ensure that one is carried out. In addition, all service users are entitled to request a care needs assessment.

The Council is committed to supporting adults with mental health and wellbeing needs in the best way that it can. To do this well we must constantly review everything we do to make sure people are getting the best possible outcomes from the resources we have available, and that access is as equitable as possible for everyone across the county.

Whilst the consultation was about the service and not the buildings, it should be noted that the Bideford and Ilfracombe buildings will cost around £306,000 to maintain over the next five years.

#### 3. Risk assessment, limitations and options explored (summary)

The main themes of feedback were:

- That the Link Centres should remain open, they offer activities that are beneficial to support people's mental health, and a safe place to go.
- That if the Link Centres close then alternative services need to be offered with trained and skilled staff and help to access them.
- Increased pressure will be placed on other existing services that were felt to be lacking.
- There are opportunities to be more creative with the buildings, or consolidate into a single Link Centre.
- Concern about increased risk of suicide or crisis is acknowledged but the North Devon Link Service is not a crisis service and never has been. DPT has a dedicated 24/7 urgent mental health service, which is the gateway for families and professional to access appropriate crisis support and intervention if someone is experiencing mental health distress, or for people worried amount someone else's emotional state.
- Further training could be provided to staff, and the services could increase the reach they are having.
- An observation that one-to-one support is beneficial, particularly face-to-face, and in people's homes.
- There are other services that are more recovery focussed.

- Staff feedback was focused on understanding the implication of the proposals on their ongoing employment and how it might impact the terms, conditions, and entitlements of their employment.
- Staff wanted to understand what the process of closing the Link Centres would look like if the proposal went ahead.

Following feedback from the public consultation, the following alternative options have been developed and considered. In summary the alternative proposals are:

a. Expand the services – open for more hours with open access. NDLS staff to continue to provide support with more classes and groups.

It has already been identified in this document that the service was commissioned to provide social support services that are now provided by other services and funded through other Government funding routes. As part of recent national and local community mental health development, there is an expanded community mental health offer in primary and secondary care to meet a wider set of needs to complement any social support. The council does not have alternative sources of funding available to it and the priority for Adult Social Care funding has to be used to meet our statutory duty for service users with eligible needs under the Care Act 2014.

b. Create Specialist Hubs. Keep drop ins run by current staff. Maintain the buildings in each town. Allow voluntary/community organisations to use the buildings for groups and classes. Allow local business to use the buildings to reduce stigma and improve trust. Charge for the use of the buildings to generate income.

Although this option would go some way to making services delivered by the community and voluntary sector more accessible, the Council does not favour this option, as it would still be delivering a service to people without Care Act 2014 eligibility and duplicating services that are available through other services and funded by other Government funding streams. The Council has confirmed that it would be open to offering the buildings for wider community use, however even with charging a fee this, would not generate sufficient income to cover the cost of the service.

c. Centralise the drop-in sessions in one building in one town with the current staff. Develop and implementation plan with staff and services users around the closure of the remaining centres.

The Council does not favour this option as it would still be delivering a service to people without Care Act 2014 eligibility and duplicating services that are available through other services and funded by other Government funding streams. It would also mean an inequity of offer across North Devon.

d. Use existing NHS mental health funding to maintain the Link centres.

The Council does not consider this to be a realistic option and Devon Partnership Trust supports that position. This is not the most cost-effective model compared to the Devon Mental Health Alliance and VCSE offers and also duplicates services that are available through other services and funded by other

#### Government funding streams.

Impacts will be monitored through the governance of the Mental Health Partnership Board. In addition, if Devon County Council grant fund any voluntary and community organisations to host drop ins, like the Holsworthy model, there will be ongoing monitoring of access, uptake and outcomes.

#### 4. People affected, diversity profile and analysis of needs

- People of working age with a Mental Health Need diagnosed and undiagnosed who live in North Devon.
- Staff who work in the services.
- Carers
- 130 people who have attended the centres at least once in the last 18 months.

People on the North Devon Link Service Caseload – note only just over half (130) of those have attended at least once in the last 18 months

Team	2021	2023
Link Centre Barnstaple	78	58
Link Centre Ilfracombe	82	74
Link Centre Bideford	105	107
Total	265	239

#### 5. Stakeholders, their interest, and potential impacts

- Community Mental Health Teams have requested that the drop ins revert to open access. This has not been possible due to NDLS staff supporting the short-term enabling service for people with Care Act 2014 eligibility. In addition, the expanded community mental health offer in primary and secondary care and the development of the Devon Mental Health Alliance has resulted in access to alternative mental health support services that were not previously available. North Devon Link Service was sometimes used as a destination to discharge people from the Community Mental Health Teams or to monitor people whilst they were on the waiting list.
- North Devon Social Work Teams have been supported by the North Devon Link Service staff to undertake assessments and provide short-term enabling support.
- Community and Voluntary sector organisations some of the services provided by the North Devon Link Service are also offered by the Voluntary and Community Sector.
- Devon Mental Health Alliance can provide drop-in group sessions, one to one support and support people to access other mental health services.
- GPs used to signpost to the service when it was open access.
- Carers and families. The Link Service was used as a brief period of respite to carers and families (although it was not commissioned as a respite service).

• General Public and wider local community.

#### 6. Additional relevant research used to inform this assessment

- Mental Health needs Assessment 2013
- Link Centre Performance Dashboard
- DCC charging policy
- Care Notes
- 5 ways to wellbeing
- Reaching for Independence guidance and reviews
- Government Covid-19 Guidance
- Community Mental Health Framework guidance and proposals
- Care Act 2014 guidance
- Social Prescribing: applying All Our Health (Gov.UK)
- Social prescribing (Royal College of Psychiatrists)

#### 7. Description of consultation process and outcomes

An engagement and consultation process was undertaken during 2021 to inform the recommendations agreed by Devon County Council Cabinet in December 2021.

The ongoing review of the centres came into sharper focus with the increased financial pressure on Devon County Council in the run up to the February 2023 budget, resulting in further consultation on the future of the service.

The Council ran a consultation from 22<sup>nd</sup> February to the 9<sup>th</sup> May 2023, publishing the consultation proposal and questionnaire on the Council Have Your Say webpage and posting the documents with a prepaid return envelope to 130 people who had used the service since it re-opened in July 2022.

A further period of consultation ran from 6<sup>th</sup> November to 6<sup>th</sup> December 2023 to provide people with more information and expand on the consultation already undertaken. The second consultation proposal and questionnaire were published on the Have Your Say webpage and posted with a prepaid reply envelope to all people on the caseload (206), not just those who had been using the service.

All the responses received from the two consultations and the seven in-person visits have been taken into consideration in producing the impact assessment and the proposal.

We heard from some people accessing the service that due to their social anxiety, a large public meeting would not be appropriate for them. Meetings for service users were held at each of the centres in November 2023 including the Cabinet member for Adult Care and Health, and officers from the Council and Devon Partnership NHS Trust. Cllr McInnes and officers from the council and Devon Partnership NHS Trust.

The Cabinet member for Adult Care and Health, Cllr McInnes and the Deputy Director of Adult Social Care joined Selaine Saxby MP to meet with services users in Ilfracombe in August 2023.

Further visits to the three centres took place with the inclusion of DCC North Devon members and representatives from the Mental Health Alliance in January and February 2024. These subsequent visits allowed service users and members to hear in more detail about the services offered by the Alliance and how they can help shape the further developments of the service.

Link Centre staff were issued with details of the proposal and given the opportunity to complete a questionnaire. There were two face to face staff meetings where staff were able to raise any questions about the proposal and put forward any ideas. A set of Frequently Asked Questions with answers, to reflect questions asked throughout the consultation, were circulated to staff. The subject has also been discussed at the Joint Consultative Committee where the unions were engaged.

A number of key stakeholders were also briefed through the consultation including:

- North Devon and Torridge District Councillors (via their Committee Services teams)
- Barnstaple, Bideford and Ilfracombe Town Councillors
- NHS, Community and Voluntary Sector organisations that had been involved with the previous consultation
- Meetings have been held with local MPs, once for each consultation
- Meetings were held for County Councillors from North Devon, one in person in February 2023 and two via Teams in March and October 2023.
- A frequently asked questions document with answers has been developed and displayed in the Link Centres.
- Briefings were sent to the local media and regular posts placed on the Council's social media pages.

#### A total of 257 responses were received over the two consultations.

Consultation period	Postal	Online	e-mail or letter
22 <sup>nd</sup> Feb – 9 <sup>th</sup> May 2023	49	126	18
6 <sup>th</sup> Nov – 6 <sup>th</sup> Dec 2023	44	20	
Total	93	146	18

Due to the anonymous nature of the form, it is not possible to tell how many individual responses were received.

#### **Background information**

#### 8. Equality analysis

Under the Equality Act 2010, the local authority must consider how people will be affected by a service, policy or practice. In so doing we must give due regard to the need to: eliminate unlawful discrimination, harassment and victimisation; advance equality of opportunity and foster good relations across protected characteristics of age, disability, gender reassignment, pregnancy and maternity, marriage and civil partnership (for work), sex, sexual orientation, race, and religion and belief. The Equality Act 2010 and other relevant legislation does not prevent the Council from taking difficult decisions which result in service reductions or closures for example, it does however require the Council to ensure that such decisions are: informed and properly considered with a rigorous, conscious approach and open mind, taking due regard of the effects on the protected characteristics and the general duty to eliminate discrimination, advance equality and foster good relations; proportionate (negative impacts are proportionate to the aims of the policy decision); fair, necessary, reasonable, and those affected have been adequately consulted.

- a) Is this group negatively or potentially negatively impacted, and in what way?
- b) What could be done or has been done to remove the potential for direct or indirect discrimination, harassment or disadvantage and inequalities?
- c) In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?
- d) What can be done to advance equality further? This could include meeting specific needs, ensuring equality of opportunity and access, encouraging participation, empowering people, making adjustments for disabled people and action to reduce disparities and inequalities.
- e) Is there a need to foster good relations between groups (tackled prejudice and promote understanding) and help people to be safe and protected from harm? What can be done?

#### All residents by geographic area

This service is provided for people with mental health and wellbeing needs and is part of the wider mental health services in Northern Devon.

#### Age

The service is for adults so can be used by people needing support around their mental health and wellbeing who are over 18. It has not been widely used by younger people.

# Disability (includes sensory, mobility, mental health, learning disability, neurodiversity, long term ill health) and carers of disabled people

The service is for adults covered by the disability protected characteristic, as they will be affected by mental health issues.

The proposal to close the North Devon Link service, will mean that people with a wellbeing need or mental health need, diagnosed or undiagnosed, will not be able to access the service.

Potential mitigation of that impact will come from effective access to the wider mental health services across Northern Devon. The Link Service is part of the health and care system supporting mental health needs across Northern Devon. Other services include Community Mental Health Teams, Mental Health Social Work Teams, a mental health ward and crisis services such The Moorings (Crisis Café), a 24-hour support phone line from Mental Health Matters and DPT's First Response Service. The Link Service does not provide urgent or crisis support.

National investment, in recent years, in the development of community mental health services has improved accessibility to mental health services and increased the range of support available with the introduction of Devon Mental Health Alliance.

Devon Mental Health Alliance is funded to provide support to 1500 people each year across Devon, and their staff are visiting the Link Centres to listen to service users about what they need in order to help inform their offer in North Devon. The Alliance is not expecting to replicate the Link Service, but it can provide drop-in group sessions and one to one support. They can also support people to access other mental health services offered in the local area, using a process referred to as a "warm handover" where they accompany people to help them settle in. They also provide advice and training for people who run their own formal and informal peer support networks, and have recently offered that to a Link Centre Service user who has set up their own peer support group.

Every GP surgery, as part of a Primary Care Network, has a Mental Health Multi Agency Team (MAT) which can offer support in the first instance and refer people to Devon Mental Health Alliance or other community-based services.

These services were not available at the time the Link Service started.

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

The recommendation does not affect peoples' right to support under the Care Act 2014. Where it is

identified that people have care and support needs that required a Care Act 2014 assessment, we will ensure that one is carried out. In addition, all service users are entitled to request a care needs assessment.

Service users already receiving other mental health support will continue to do so. People who are not in receipt of additional services through Devon Partnership NHS Trust can access mental health support through voluntary and community sector, including the Devon Mental Health Alliance, as well as urgent or crisis response if needed, regardless of any proposal or decision on the future of the Link Service.

# Race and culture: nationality/national origin, ethnic origin, skin colour, religion and belief, asylum seeker and refugee status, language needs

The service is available to people requiring mental health support regardless of culture or ethnicity but does not contain any specialist activity based on that characteristic.

The proposal has a neutral impact on people with this protected characteristic.

# Sex and gender identity and reassignment (including men, women, non-binary and transgender people), and pregnancy and maternity (including women's right to breastfeed)

This service is available to people requiring support for their mental health needs regardless of sex, gender, or gender identity. However, there is no specialist activity based on that characteristic.

The proposal has a neutral impact on people with this protected characteristic

#### Sexual orientation, and marriage/civil partnership if work related

The North Devon Link Service is available to people requiring mental health support regardless of their sexual orientation and marriage/civil partnership but does not include any specialist activity based on the that characteristic.

The proposal has a neutral impact on people with this protected characteristic.

#### Other relevant socio-economic factors and intersectionality

This includes, where relevant: income, housing, education and skills, language and literacy skills, family background (size/single people/lone parents), sub-cultures, rural isolation, access to services and transport, access to ICT/Broadband, children in care and care experienced people, social connectivity and refugee status/no recourse to public funds. Also consider intersectionality with other characteristics.

Although the service is for people who require support for poor mental health and wellbeing, some service users may also be subject to deprivation, literacy, digital exclusion and transport and access due to the rurality of Northern Devon.

People who have Care Act 2014 eligible needs will be supported, using a strength-based approach, to find alternative provision

#### 9. Human rights considerations:

We need to ensure that human rights are protected. In particular, that people have:

- A reasonable level of choice in where and how they live their life and interact with others (this is an aspect of the human right to 'private and family life').
- An appropriate level of care which results in dignity and respect (the protection to a
  private and family life, protection from torture and the freedom of thought, belief and
  religion within the Human Rights Act and elimination of discrimination and the
  promotion of good relations under the Equality Act 2010).
- A right to life (ensuring that nothing we do results in unlawful or unnecessary/avoidable death).

The provision of mental health support services is a way of ensuring the human rights of citizens are upheld.

#### 10. Environmental analysis

An impact assessment should give due regard to the following activities in order to ensure we meet a range of environmental legal duties. The policy or practice does not require the identification of environmental impacts using this Impact Assessment process because it is subject to (please mark X in the relevant box below and proceed to the 11, otherwise complete the environmental analysis information below):

Devon County Council's Environmental Review Process	N/A
Planning Permission	N/A
Environmental Impact Assessment	N/A
Strategic Environmental Assessment	N/A

- a) Description of any actual or potential negative consequences and consider how to mitigate against these.
- b) Description of any actual or potential neutral or positive outcomes and consider how to improve as far as possible.

Reduce, reuse, recycle and compost

N/A

Conserve and enhance wildlife

N/A

# Safeguard the distinctive characteristics, features and special qualities of Devon's landscape

N/A

Conserve and enhance Devon's cultural and historic heritage

N/A

Minimise greenhouse gas emissions

N/A

Minimise pollution (including air, land, water, light and noise)

N/A

Contribute to reducing water consumption

N/A

Ensure resilience to the future effects of climate change (warmer, wetter winters; drier, hotter summers; more intense storms; and rising sea level)

N/A

Other (please state below)

N/A

#### 11. Economic analysis

- a) Description of any actual or potential negative consequences and consider how to mitigate against these.
- b) Description of any actual or potential neutral or positive outcomes and consider how to improve as far as possible.

#### Impact on knowledge and skills

There will be a limited negative impact on knowledge as skills as some staff in the centres may not be redeployed.

#### Impact on employment levels

There will be a limited negative impact on knowledge as skills as some staff in the centres may be made redundant.

#### Impact on local business

There will be a neutral impact on local businesses as these are not commercial centres.

CET/24/16 Cabinet 13 March 2024

#### Flood Risk Management Action Plan 2024/25

Report of the Director of Climate Change, Environment and Transport

Please note that the following recommendations are subject to consideration and determination by the Cabinet (and confirmation under the provisions of the Council's Constitution) before taking effect.

#### 1) Recommendation

That the Cabinet be asked to:

- (a) approve the budget allocations made to support delivery of the Annual Flood Risk Management Action Plan for 2024/25 as set out in Appendix A;
- (b) delegate the approval of any significant changes to schemes within the approved Revenue and Capital allocations to the Director of Climate Change, Environment and Transport in consultation with the Cabinet Member for Public Health, Communities and Equality.

#### 2) Background / Introduction

The purpose of this report is to seek approval from Cabinet for the budget allocations being made to support delivery of the Flood Risk Management Annual Action Plan for 2024/25 and to highlight the achievements of the team in delivering the 2023/24 Action Plan. The report will also detail the significant flooding that was experienced across Devon during 2023 and the great effort from the team in supporting those affected communities, further emphasising the need for continued support and investment in flood risk management activities.

#### 3) Flood Risk Action Plan and Recent Achievements

As the Lead Local Flood Authority (LLFA) for our area, DCC has responsibilities for the management of surface water, ordinary watercourses and groundwater. The significant flooding experienced in 2023 was the worst experienced since 2012, and in terms of property flooding as a result of surface water runoff, was the worst since becoming the LLFA in 2010. Unfortunately, over 400 properties across Devon suffered internal flooding following a number of very intense rainfall events during the year, highlighting the notable effects of climate change and the important role of the Flood Risk Management team.

Following a significant flooding event, generally with internal flooding to 5 or more properties in any one location, DCC, as the LLFA, has a duty under Section 19 of the Flood and Water Management Act to investigate which Risk Management Authority (RMA) has the powers to act and whether they intend to use those powers. A report of those

investigations must then be published. At DCC we carry out a more thorough investigation of the flood event, detailing the source and scale of the event and suggest actions that could be considered by the various RMAs. There has been increased pressure on the publication of these reports mainly due to a misunderstanding of their purpose and an expectation that they will provide details of major flood improvements that will be delivered. We have therefore had to manage people's expectations on the content of the reports, which are to recognise that a significant event has occurred. Major investment and delivery of flood improvements can take many years from inception through the full process to achieving a cost beneficial solution and securing of funds. Where possible we will of course look for 'quick win' solutions within existing budgets and resources.

In 2023 we have had to produce 6 Section19 Reports, some of which are still being prepared at the time of writing this report. The table below details the number of properties reported to have internally flooded and the locations exceeding the threshold. Many other locations were also affected with less than 5 properties, however as part of our reporting for these significant events we include all flooded properties that we are made aware of.

Date	Number of Properties	Significant locations with reports of 5 or more properties internally flooded
12 – 14 January*	27	Bickleigh (8), Oakfordbridge (6) and Exebridge (5)
9 May*	124	Newton Poppleford (61), Venn Ottery (9), Colaton
		Raleigh (8), Tipton St John (11), Metcombe (7), and
		Exeter (6)
18 June*	9	Crediton (9)
17 September	247 reported	Exeter (45), Topsham (43), Kenton (30), Harberton
		(21), Cullompton (20), Harbertonford (14), Budleigh
		Salterton (10), Sidmouth (8), Newton Abbot (7),
		Ashill (6) and Culmstock (6)
2 November	20 at least	Ide (5)
4 & 7 December	18 (+6 twice)	Axminster (17+6)

<sup>\*</sup> Already published on the DCC Flood Risk Management website: <u>Flood investigations</u>, <u>reports and studies - Flood Risk Management (devon.gov.uk)</u>. The aim is to publish the September event by the time of the March Cabinet meeting.

As a result of the major incidents in May and September the Flood Risk team, together with officers from Highways, relevant District Councils and the Environment Agency held drop-in surgeries for residents to come and speak with the authorities and share their experiences. Events were held in Newton Poppleford, Colaton Raleigh and Tipton St John following the May events and in Kenton, Topsham and Harberton for the September events. All of the information gathered has helped us gain a better understanding of the flooding in these locations and to consider the appropriate actions going forward. Despite an already overloaded programme, initial investigation studies and minor works/improvements have already been commissioned for these locations.

The commissioned studies on the 2023/24 Action Plan including those at, Exeter Northbrook, Sidmouth Town Centre, Exmouth, Teignmouth, Seaton, Totnes and Ilfracombe, have been progressing well, however those projects programmed for the completion of works at Beeson and Exeter Longbrook Street and South Pool Property Flood Resilience

(PFR) have suffered delays due to the contractors going out of business. Both were procured through either the DCC Framework or a national Environment Agency Framework. Replacement contractors have now been appointed to continue delivery of these essential flood improvements. Where viable those studies listed will continue to be developed along with the progression of more detailed investigations for the recent flood affected locations. These have been included in the ambitious 2024/25 Action Plan being presented with this report in Appendix A, together with delivery of works in Barnstaple, Colaton Raleigh, Broadhempston, Venn Ottery and Exeter Northbrook and also the delayed projects in Beeson and Exeter Longbrook Street and South Pool PFR. Further details of the current projects are included in Appendix B.

To continue the development of essential flood improvements, the emphasis of the 2023/24 Action Plan was for detailed flood studies to be carried out and inform future investment. As a result, the number of schemes being delivered, and properties protected was assumed to be low. A further 28 properties, however, have been better protected and benefit from a reduced risk of flooding, by delivering Property Flood Resilience through our unique funding scheme and the completion of works at Beeson. The latter was unfortunately delayed due to the contractor going out of business mid-contract. It is also worth noting that during the many flood events in 2023, locations where DCC has successfully delivered schemes, including Modbury, Ivybridge, Axminster, Stokeinteignhead and 100+ properties provided with PFR funding did not suffer internal flooding of properties.

The Devon Resilience Innovation Project (DRIP), which is one of 25 projects in the government's £150 million Flood & Coastal Resilience Innovation Programme (FCRIP), is progressing well with 19 project partners aiming to improve flood resilience in at least 26 communities. Innovative measures such as, gully smart meters, surface water monitoring, PFR for community facilities, Natural Flood Management (NFM) at critical locations are being tested and trialled as well as other initiatives including the review of planning policy, creation of an on-line flood hub and detailed assessments through Phd students. The project is set to attract in excess of £6 million of Defra funding over a 5 year period with more than £2 million additional benefits from project partners. To follow details of the project, a dedicated web page has recently been setup at Launch of the Devon Resilience Innovation Project website - Devon Resilience Innovation Project

As well as the highly expected flood improvement and resilience works, DCC also has (a) statutory responsibilities to fulfil in terms of Ordinary Watercourse regulation and (b) the management of surface water for new major development.

- a. All works carried out on ordinary watercourses require Land Drainage Consent which we administer. Over recent years we have seen a sharp increase in the number of consents being applied for with over 160 applications received in both 2022 and 2023 compared to 43 in 2017 and 68 in 2019. We believe this is due to the number of NFM measures being installed by landowners and non-government organisation's initiatives, to slow the flow and reduce runoff.
- b. DCC is a statutory consultee to the Local Planning Authorities for the surface water management of new major development i.e. 10 or more properties. There is a constant flow of applications throughout the year with the small team reviewing over 550 planning applications with a 99% return within the required timescale. The involvement with strategic planning documents has had to be passed to other members of the team to enable the statutory element of the role to be fulfilled.

This is also a good opportunity to inform Cabinet of a forthcoming change in legislation which will have a substantial impact on the Flood & Coastal Risk Management team. The introduction of Schedule 3 of the Flood and Water Management Act will impose new responsibilities on the authority for sustainable drainage (SuDS) for new development. Currently, as mentioned above, the team are a statutory consultee. However, with the introduction of this new role, which will be for all development of 2 or more properties, DCC will be required to review, approve, inspect, adopt and maintain all SuDS features. It is estimated that this will require an additional 10-12 FTE whether as new team members or resource obtained through other teams in the authority or external consultants. The proposal from government is that it will be self-funding through fee generation, but full details are yet to be announced. Despite delays there still appears to be an expectation that it will be implemented by the end of 2024. A further report will be taken to Cabinet as details and implications emerge.

#### 4) Options / Alternatives

The actions carried out by the Flood and Coastal Risk Management team are either as a statutory responsibility or driven by high public expectations for support in reducing the risk of flooding. With the evidence of climate change and the ever-increasing risk of flooding, the ongoing assessment and delivery of flood improvements is essential. The options of 'do nothing or 'do minimum' are not considered to be appropriate and have therefore been discounted.

The Local Flood Risk Management Strategy for Devon, published in 2021 and aligned with the Defra 6 year investment programme for 2021-27, detailed the high priority areas in Devon to be investigated in detail and gain an understanding of future investment requirements. All potential flood improvement options will undergo a thorough appraisal of options to achieve the most viable, achievable and cost beneficial solution for managing the flood risk in that location. Full justification of any preferred option will need to be undertaken to support the request for Defra funding and any other local contributions.

With the significant flooding experienced across Devon in 2023 it is inevitable that priorities have had to be reassessed and additional communities brought to the fore to provide them with the support they require and expect. The Annual Action Plan for 2024/25 takes into account the existing and ongoing assessment of those communities highlighted in the Local Strategy and also includes additional locations where significant flooding has been experienced and require investigating.

The selection of all flood improvements will consider the most sustainable and efficient method of delivery and where possible will pursue opportunities to minimise the impact on the surrounding area and the reduction in carbon, helping Devon County Council towards its net zero target.

#### 5) Consultations / Representations / Technical Data

During the development of the Local Flood Risk Management Strategy for the period 2021-27 a full public consultation was carried out to ensure every organisation, business and

individual had the opportunity to view the proposals and provide representations on how we proposed to manage flood risk. The list of high priority communities to be investigated was clearly set out in the document and are being progressed through the Annual Action Plan.

As stated in the Local Strategy, 'prioritisation is subject to change as a result of any new data on flooding events'. Following the significant flooding experienced in 2023 the Flood Risk Management team held local events in the worst affected areas to consult with the communities and listen to their experiences. Such open consultations provided vital information on the scale of the events and the impact to those communities leading to initial assessments being progressed in those areas and inclusion on the future Action Plans.

All flood improvement projects require very thorough and detailed technical assessment with cost benefit justification to secure the required funding. It is essential for communities, local representatives and businesses, parish, district and county councillors, non-government organisations and other Risk Management Authorities to be consulted at the appropriate stage of scheme development. The level of consultation will be determined by the scale of the interventions required and the target audience for that location. In some cases, this may require face to face public consultation whilst other more direct delivery may just require consultation with individual property owners. All consultations will be carried out at the appropriate time.

#### 6) Strategic Plan

All actions carried out by the Flood and Coastal Risk Management team align with the vision and priorities in the Council's Strategic Plan 2021 – 2025 -

- Respond to the climate emergency The increased frequency of intense rainfall
  events is clear evidence of climate change. As a result, significant surface runoff is
  generated and local watercourses and drainage systems overwhelmed, resulting in
  property flooding, disruption for the communities and damage to local infrastructure.
  All flood improvements will help to reduce these impacts.
- Be ambitious for children and young people Flooding is becoming more frequent
  affecting many towns and villages in Devon, including schools in some of these
  locations. This has direct risks to children attending those schools. The reduction of
  flood risk in these high priority locations will contribute to a safer environment for the
  children and their families.
- Support sustainable economic recovery Businesses can also be affected by flooding, and in many rural locations these can provide essential services for the community. The reduction of flood risk to our vulnerable and high-risk locations will help to minimise the economic impacts.
- Tackle poverty and inequality Flood improvements are delivered based on risk and are delivered through a robust cost benefit analysis. Due consideration is given to vulnerability and deprivation to ensure flood resilience measures can be funded and delivered to those locations where they are most needed. Opportunities for additional funding are progressed wherever possible, such as DCC's unique PFR Funding

Scheme, to support individual flood victims in making their properties more resilient and who are unlikely to receive a community wide flood scheme in the near future.

- Improve health and wellbeing, including any public health impacts Flood water contains many contaminates including sewage from drainage systems and chemicals from field runoff. The reduction of surface water runoff and the overloading of drainage systems, through planned flood improvements, will minimise the impact on people's health and wellbeing making Devon a better place to live.
- Help communities be safe, connected and resilient. The delivery of flood improvements to those at-risk communities will help make them more resilient to the effects of flooding, allowing them to remain connected to major services and infrastructure and most significantly to keep people safe in their properties and surrounding areas.

All actions are also in accordance with the National Flood & Coastal Erosion Risk Management Strategy, published by the Environment Agency National Flood and Coastal Erosion Risk Management Strategy for England - GOV.UK (www.gov.uk) delivering towards its three long term ambitions of:

- climate resilient places,
- today's growth and infrastructure resilient in tomorrow's climate, and
- a nation ready to respond and adapt to flooding and coastal change.

#### 7) Financial Considerations

The main funding of flood improvements across England is through Defra's Flood Defence Grant in Aid (GiA) together with a requirement of local partnership contributions, such as Local Levy, Local Authority Capital Budgets and where possible, beneficiaries and businesses. The Flood & Coastal Risk Management team have developed an ongoing programme of flood improvements with a good track record of securing the Grant in Aid and Local Levy funding to assist in the delivery of essential flood improvement works.

Within the current Defra 6-year programme for 2021-2027 we have already drawn down £874,000 of GiA and £75,000 of Local Levy together with a capital investment from DCC of £212,000. For the remaining 3 years within the programme, including 2024/25 we estimate the need for over £4.5 million of further external funding supported by up to £1 million of DCC Capital to continue the delivery of our programme of works and reduce the risk of flooding to our high priority communities. With potential changing priorities due to recent flooding, we will look for opportunities to secure new projects on the programme as required.

For the early part of the 6-year programme, we have been undertaking a number of investigations to gain a better understanding of the flood risks in those locations and whether any cost beneficial improvements can be delivered to reduce those risks. As these investigations progress, funding bids are submitted, and the agreed projects are then added to the Capital Programme.

The financial headlines for 2024/25 are:

Item	Flood &	Flood &		
	Coastal Risk	Coastal Risk		
	Management	Management	External	
	Revenue	Capital	Funding	Total
	£'000	£'000	£'000	£'000
FCRM Resources	447	0	0	447
Local Improvements, Natural	115	0	0	115
Flood Management,				
Maintenance & Contingency				
Studies & Investigations	260	0	0	260
Capital Projects 2023/24	0	77	0	77
Capital Projects 2024/25	0	340	1,018	1,358
Devon Resilience Innovation	0	0	1,664	1,664
Project (DRIP)				
Sustainable Drainage	124	0	0	124
Systems (SuDS) Schedule 3				
Implementation				
Total Budget	946	417	2,682	4,045

Details of the above Revenue figures are shown in the Flood Risk Management Annual Action Plan for 2024/25, which can be found in Appendix A of this report. At times there may be the need to change allocations due to flooding experiences or insufficient evidence to continue delivery. All projects are subject to cost benefit justification and therefore may not be affordable to progress. The allocations will be monitored throughout the year to ensure the available budget is not exceeded and will defer projects as required.

The Capital budget shown includes the previously approved figure of £340,000 for 2024/25 together with a further £77,000 proposed carry forward from 2023/24. This is subject to Cabinet approval at outturn and relates to projects at Colaton Raleigh and Barnstaple already commenced but unlikely to be completed by the financial year end. Externally funded capital projects will be funded through Defra's Flood Defence Grant in Aid and Local Levy. Allocations have been made on the Defra programme but are yet to be secured. The budgets will be added to the Capital Programme once formal approvals have been received.

#### 8) Legal Considerations

The lawful implications/consequences of the proposals/recommendations/proposed course of action have been considered and taken into account in the preparation of this report/formulation of the recommendations set out above and will be adhered to accordingly.

Devon County Council is the Lead Local Flood Authority for its area, as defined in the Flood and Water Management Act 2010 and is duty bound by the roles and responsibilities set out in the Act, as well as having specific powers determined in the Land Drainage Act 1991.

All activities carried out by DCC in connection with its role as the LLFA will be in accordance with current legislation. Powers of consenting and enforcement will be used as required to ensure watercourses are maintained and flood risk minimised. All legal requirements when carrying out flood improvements will be adhered to, such as entry onto third party land or working on the public highway.

# 9) Environmental Impact Considerations (Including Climate Change, Sustainability and Socio-economic)

The purpose of this report is to identify how the Flood Risk Management Annual Action Plan is delivering on the Local Flood Risk Management Strategy, published in 2021 and provides details of investment priorities. A full <u>Strategic Environmental Assessment</u> was carried out to support the production of the Local Strategy and will be referred to when carrying out flood improvements to ensure any impact on the environment is minimised and/or mitigated against. For major capital flood schemes a bespoke Environmental Assessment will be prepared to ensure due consideration is given to any potential impacts there may be on the environment and also to identify any enhancements that can be achieved. These need to be produced as part of the scheme development when details are known, therefore the strategic Environmental Assessment supports this report.

The effects of climate change are proving to have a significant impact on flood risk with more intense and prolonged periods of rainfall. All schemes being delivered by DCC and those being reviewed through our statutory role for major development proposals will be required to mitigate the increased risk and to take account of current government guidance and predictions within any detailed calculations. Wherever possible we will look to secure a betterment to current conditions.

All activities by the Flood and Coastal Risk Management Team will consider the reduction of carbon emissions in order to support the County Council's target to achieve a 'net zero' by 2030. Where practical, the schemes will include natural flood risk management techniques, in accordance with best practice. These have the opportunity for a net gain in biodiversity and carbon reductions.

#### 10) Equality Considerations

Where relevant, in coming to a decision the Equality Act 2010 Public Sector Equality Duty requires decision makers to give due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other prohibited conduct;
- advance equality by encouraging participation, removing disadvantage, taking account
  of disabilities and meeting people's needs; and
- foster good relations between people by tackling prejudice and promoting understanding in relation to the protected characteristics (age, disability, gender reassignment, marriage and civil partnership (for employment), pregnancy and maternity, race/ethnicity, religion or belief, sex and sexual orientation).

A decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.

To support the development of the Local Flood Risk Management Strategy a full Impact Assessment was completed and is also available to view on the Council's website at: <a href="https://www.devon.gov.uk/impact/flood-risk-management-strategy/">https://www.devon.gov.uk/impact/flood-risk-management-strategy/</a>

Members will need to consider the Impact Assessment for the purposes of this item.

All flood risk management activity will be assessed and prioritised based on risk. The delivery of flood improvements will be dependent on their affordability, cost benefit justification and approval of funding.

#### 11) Risk Management Considerations

The risk of flooding to properties and businesses in Devon is considered to be high and is noticeably increasing due to the effects of climate change. Due to the rural topography of Devon one of the most significant risks is from uncontrolled surface runoff. As a result of this it is recognised as a high risk in the corporate risk register.

Over the past couple of years, we have lost 5 permanent members of the team and although we have been successful in recruiting suitable replacements it is becoming increasingly difficult. This is apparent with other Risk Management Authorities, not only in Devon but also other parts of the country. To maintain the level of resource is therefore a risk that needs to be managed appropriately.

All flood risk management schemes are considered with a risk-based approach to ensure those communities with the greatest need are given the highest priority. The Local Flood Risk Management Strategy for Devon highlights the areas that are considered to be our highest priority and are supported through our current and future actions.

The funding mechanism for flood risk management is complex and is generally aligned to the number of properties benefitting but does not cover all costs associated with delivering the flood improvements. The system encourages partnership working and expects contributions from partners to support the Grant in Aid available from Defra, subject to cost benefit justification. There are risks associated with generating the necessary partnership contributions and does heavily rely on DCC's commitment for making communities more resilient to flooding and the funding associated with that.

Delivery of flood improvements often requires negotiations with third party landowners for entry and potential construction on their land, which can be a lengthy process. There may also be the need for obtaining planning permission or listed building consent. Both of these are outside of our control and are risks that could affect the delivery programme.

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

#### 12) Summary / Conclusions / Reasons for Recommendations

The flooding experienced throughout 2023 proved to be one of the worst years since DCC became the LLFA in 2010 and with the effects of climate change the risk to Devon's communities will continue to rise. It is vital therefore that Devon County Council continues to provide the level of support and investment in making those communities more resilient to the ever-increasing risk of flooding.

The Flood & Coastal Risk Management team is a small team that is committed to reducing the risk of flooding to those high priority communities set out in the Local Flood Risk Management Strategy and where possible, those affected during the recent events in 2023. The Annual Action Plan for 2024/25, set out in Appendix A, continues to progress ongoing works and studies and incorporates new areas of investment that have been identified through the recent floods.

#### Meg Booth

Director of Climate Change, Environment and Transport

**Electoral Divisions**: All

Cabinet Member for Public Health, Communities and Equality: Councillor Roger Croad

#### Local Government Act 1972: List of background papers

**Background Papers** 

National Flood & Coastal Erosion Risk Management Strategy July 2020

Local Flood Risk Management Strategy for Devon March 2021

Annual Flood Risk Management Action Plan Appendix A

Flood Risk Equality Impact Assessment January 2021

#### **Contact for enquiries:**

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Flood Risk Management Action Plan 2024 25 - Final

#### Appendix A to CET/24/16

### Devon County Council Flood Risk Management Action Plan for 2024/25

Projects/Works/Schemes	Lead Authority	Study, Design or Works	2024/25 DCC FRM Revenue £	2024/25 DCC FRM Capital £	Other External Funding £	Details of Proposal
Plood & Coastal Risk Management Team	DCC	-	447,000	0	0	Resources and operational costs required to deliver the Flood Risk Management functions as the Lead Local Flood Authority as detailed in the Local Flood Risk Management Strategy for Devon.
SuDS Schedule 3 Implementation	DCC	-	124,000	0	0	Funding provision to support the implementation of Schedule 3 for the review, approval, adoption, inspection & maintenance of SuDS.
Local Flood Improvements	DCC & Others	W	50,000	0	0	To support local area issues that require immediate attention in order to gain a better understanding and to reduce flood risk. This may provide an opportunity to work with other Risk Management Authorities in delivering flood improvement works.
Community Resilience and support	DCC	S/W	15,000	0	0	To support the ongoing operations of the Devon Community Resilience Forum providing assistance to communities for the delivery and provision of Flood Resilience Measures and Emergency Planning.

Natural Flood Management & Nature Based Solutions	DCC & Others	S/W	40,000	0	0	To develop best practice and progress opportunities for delivering natural flood risk management techniques in partnership with other RMAs and key stakeholders, including the Dartmoor Headwater Project and Devon Wildlife Trust's Northern Devon Nature Based Solutions.
Maintenance of Flood Improvements	DCC	W	10,000	0	0	Maintenance of flood defence assets, resilience measures and monitoring equipment.
Sub Total			£686,000	0	0	
DDO IFOTO						
PROJECTS						
Devonwide						
Devon Resilience Innovation Project (DRIP)	DCC	S/W	0	0	1,663,797	Delivery of the DRIP work packages in collaboration with all of the project partners. Further info on project webpage. www.devon.gov.uk/drip.
Flood Investigation Studies	DCC	S	100,000	0	0	Detailed flood investigations following significant flooding in 2023 to include Newton Poppleford, Kenton, Harberton, & Cullompton.
Property Flood Resilience - Funding Scheme	DCC	W	0	50,000	70,000	Allocation of funds for flood resilience measures through the Property Level Resilience Grant Scheme. Supported with additional £50k Flood Defence Grant in Aid and £20k Local Levy, subject to approval.
PFR Project – Exeter Longbrook Street and South Pool	DCC	W	0	0	140,000	Delivery of property flood resilience measures to dedicated properties in Exeter Longbrook Street and South Pool.
PFR Rural Project - Colaton Raleigh & Broadhempston	DCC	W	0	50,000	397,000	Delivery of property flood resilience measures to dedicated properties in Colaton Raleigh & surround area and Broadhempston. Projects have been merged for efficiency savings.

East Devon						
Sidmouth Town Centre	DCC	W	0	50,000	0	Delivery of surface water drainage improvements in the town centre.
Venn Ottery	DCC	W	0	50,000	100,000	Delivery of flood improvement works following the significant flooding in 2023.
Exmouth	DCC	S	0	50,000	0	Detailed design of preferred option for flood improvement works.
Seaton	DCC	S	0	50,000	0	Detailed design of preferred option for flood improvement works.
Exeter						
Exeter Surface Water Management Plan	DCC	S	30,000	0	0	Continued review of surface water flood risk in the urban area.
Exeter - Northbrook Phase 3	DCC	D	0	80,000	70,000	Continue investigations for Phase 3 of the surface water management improvements for the Northbrook and Larkbear.
Mid Devon						
Tiverton	DCC	S	30,000	0	0	Assessment of flood risk from surface water and ordinary watercourses and consider options for potential improvements and funding opportunities.
North Devon						
Barnstaple - West	DCC	S		37,000	241,000	Delivery of PFR improvement schemes.
Barnstaple - East			30,000	0	0	Assessment of flood risk from surface water and ordinary watercourses leading to delivery of local flood improvements.
Ilfracombe	DCC	S	40,000	0	0	Review of Surface Water Management Plan and potential options.
South Hams						
Totnes	DCC	S	30,000	0	0	Assessment of flood risk from surface water and ordinary watercourses and consider options for potential improvements and funding opportunities.

Sub Total		£260,000	£417,000	£2,681,797	
Total Budget Allocation		£946,000	£417,000	£2,681,797	£4,044,797.00

The above budget allocations are estimates that are subject to change or maybe deferred as other priorities and opportunities arise. All projects are subject to cost benefit justification and therefore may not be affordable to progress. The allocations will be monitored throughout the year to ensure the available budget is not exceeded and will defer projects as required.

Incoming Budgets				
CCET Flood Revenue	822,000	0	0	To fulfil requirements as the LLFA as defined
Budget				under the Flood and Water Management Act.
SuDS Schedule 3	124,000	0	0	Funding provision to support implementation of
Implementation				Schedule 3 for the review, approval, adoption,
				inspection & maintenance of SuDS.
CCET Flood Capital	0	340,000	0	DCC Capital funding for Flood Risk
Budget 2024/25				Management.
CCET Flood Capital	0	77,000	0	Continuation of commenced projects in 23/24
Budget 2024/25				now due to be complete in 24/25, subject to
				approved carry over of Capital budget.
FDGiA / Local Levy	0	0	1,018,000	Defra Flood Defence Grant in Aid and Local
				Levy.
Devon Resilience	0	0	1,663,797	
Innovation Project (DRIP)				collaboration with all of the project partners.
				£48k recharge for staff costs. Further info on
				project webpage. <u>www.devon.gov.uk/drip</u>
Total Budget	946,000	417,000	2,681,797	£4,044,797.00

#### Appendix B to CET/24/16

Update on Flood Risk Management Achievements in 2023/24

#### 1.0 Progress of Flood Improvement Projects

#### 1.1 Property Flood Resilience (PFR)

The Devon County Council PFR funding scheme is still live and operating well, providing essential support to those isolated at-risk properties that are unlikely to benefit from any wider catchment improvements. This is a bespoke funding opportunity unique to Devon to enable individual properties to get support over and above our high priority workload. As such the onus is on the property owner to do much of the legwork for delivery. With well over 400 properties suffering internal flooding in 2023 there has been much demand for this funding exceeding the available budget and resource. For those locations, such as Newton Poppleford, Harberton and Kenton it is not appropriate to support individual applications as a more joined up community approach needs to be considered. For 2023/24 at least 23 properties are set to benefit from this funding opportunity.

Details of the PFR Funding Scheme can be obtained from the DCC FRM website at the following link: <a href="https://www.devon.gov.uk/floodriskmanagement/flood-resilience/property-flood-resilience-funding-scheme/">https://www.devon.gov.uk/floodriskmanagement/flood-resilience/property-flood-resilience-funding-scheme/</a>

**1.2 Exeter Longbrook Street, and South Pool PFR Schemes** – Following the appointed supplier going out of business DCC have had to re-engage with PFR suppliers to get the job finished. The tender process is now complete, and the work has been awarded to Lakeside Flood Solutions.

With a new contractor it is hoped the works can be closed out in the summer of 2024 and a total of 16 properties better protected with 12 in South Pool and 4 in Longbrook Street, Exeter.

**1.3 Barnstaple West PFR scheme –** This project aim is to deliver PFR to 40 properties in the Clifton Street and Sticklepath Terrace area, to the west of the River Taw. These properties all suffered from internal flooding in the August 2020 surface water flood event.

Following approval of the business case and a successful tender process, DCC have employed the PFR supplier Whitehouse to deliver the works. It is hoped that the project will be completed in the summer of this year.

**1.4 Beeson –** The works at Beeson have been significantly impacted and delayed by the contractor R+W going out of business part way through construction. However, we have now engaged with and employed a new contractor, Marine and Civil solutions to finish the scheme.

Works commenced back on site in late November 2023 and made good progress, despite the poor weather. Following the Christmas break works were restarted, with the aim of completion late February. The scheme will reduce the risk of flooding to 5 properties.

**1.5 Rural PFR Scheme for Colaton Raleigh and Broadhempston –** As previously reported DCC have decided to join these two locations together to make a more viable PFR project that will be of greater interest to a supplier and will also provide better cost benefit. As a result of the flooding that occurred in May of this year the decision was made to expand the Colaton Raleigh element of the scheme to make sure that those that flooded were included and better protected moving forward. The process was delayed whilst information was gathered, and further surveys undertaken of the flood affected homeowners. However, this has increased the number of properties benefiting in Colaton Raleigh from 9 to 25. The overall scheme will now deliver protection for 30 properties.

The Business Case is now with the Environment Agency (EA) for review, and it is hoped to a positive outcome shortly will be received shortly.

The aim is for the project to utilise the EA's new PFR framework, however little information has been made available to determine whether this is a suitable vehicle for delivery at this moment in time. A user agreement has been supplied to sign and return and this has been sent to DCC's procurement and legal colleagues to review. Given the lack of information that has been made available to RMAs outside of the EA about the Framework, there is concern that this sign-off could take a considerable amount of time and delay the delivery of the works further.

**1.6 Initial Assessments –** Following the extensive surface water flooding in May and September of 2023 DCC have engaged with the consultant WSP to undertake a series of initial assessments to determine whether there are any quick wins that can be developed or whether a longer-term solution needs to be considered.

These assessments have taken place in Venn Ottery, Newton Poppleford, Harpford and Harberton, with further assessments proposed for Kenton and Cullompton in the very short term.

So far, a proposed solution for the flooding at Venn Ottery has been identified and is being developed in house. This will likely require Local Levy funding to aid its delivery, with the initial hope being that this could be as soon as Summer 2024.

#### 2.0 Devon Resilience Innovation Programme (DRIP)

The project is progressing well with all of the project partners fully engaged with their relevant activities. Engaging with external organisations and landowners is always challenging as we compete with other priorities and aspirations/understanding. This is a valuable lesson for the overall project which is all about testing and trialling interventions and understanding of what works well or faces considerable effort. Some delays have been experienced and the cause and reason behind these will be reviewed and reported as part of the learning. The delivery model may need to be adjusted to take account of this as it is unlikely that any carry-over of funding will be available.

#### **Highlights:**

 Smart Gully trials are now underway with installations taking place in Ottery St Mary and Kingsbridge. Real-time data will be available to monitor the performance of the selected gullies.

# Agenda Item 11

- Natural Flood Management proposals are being progressed for Exton to reduce runoff from land affecting the main A376. The landowner is well engaged and surveys have been carried out on the land. Further discussions are also taking place with landowners in Stokeinteignhead to enhance the recently completed PFR scheme and help reduce the 'muddy' flood.
- The project is supporting three PhDs at the University of Exeter and the University of Plymouth, who will be assisting with the monitoring and evaluation work of DRIP. They will be studying the hydrological and wider environmental benefits (carbon storage, water quality, biodiversity) of natural flood management, and the social science impacts of these interventions on communities. The Project Team has recently been on site with some of the PhD students to plan the baseline surveying and monitoring of natural flood management interventions that will be delivered soon.
- A dedicated web page has recently been setup for the Devon Resilience Innovation
   Project at Launch of the Devon Resilience Innovation Project website Devon Resilience
   Innovation Project
- There will be regular postings on the 'Latest News' page with updates from the project partner organisations and their individual pilot projects to improve flood resilience across Devon.
- For further updates please follow the Instagram @devonfloodresilience and Facebook page Devon Resilience Innovation project.

# Impact Assessment



Assessment of: Devon Local Flood Risk Management Strategy

Service: Planning, Transportation and Environment

Head of Service: Dave Black

rersion / date of sign off by Head of Service: 18 January 2021

Assessment carried out by (job title): Jessica Bishop, Senior Flood and Coastal Erosion Risk Officer

# 1. Description of project / service / activity / policy under review

Devon County Council is the Lead Local Flood Authority (LLFA) for the Devon County area. Under flood risk management legislation, LLFAs have various responsibilities for local flood risk management, including maintaining a local flood risk management strategy. Initially produced in 2014, this local strategy is now up for review.

Devon's local flood risk management strategy outlines Devon County Council's roles and responsibilities as LLFA, as well as those of other Risk Management Authorities and how we should work together. In addition, the local strategy sets out priority communities and an annual investment plan for flood risk management measures.

The local strategy touches on all flood risk management authorities in Devon but concentrates on how Devon County Council will continue to

implement their responsibilities and duties.

# 2. Reason for change / review

Under the Flood and Water Management Act 2010, the local strategy requires reviewing every 6 years. The previous edition for 2014-2020 will be reviewed and updated in line with the <u>National Flood and Coastal Erosion Risk Management Strategy</u>.

# 3. Aims / objectives, limitations and options going forwards (summary)

# Aims and objectives

The high level vision of Devon's Local Flood Risk Management Strategy is 'To be a leading authority in the management and reduction of flood risk in the County of Devon'. This will be achieved through the following 8 objectives:

- 1. We will reduce flood risk to properties and significant infrastructure, and enhance the local economy Measured by the number of communities, properties and significant infrastructure with reduced flood risk as a result of intervention by Risk Management Authorities.
- 2. We will co-ordinate Risk Management Authorities and encourage collaborative working By the successful delivery of Devon's Flood Risk Management Action Plan collaborated through the Devon Flood and Water Management Group
- 3. We will protect and enhance the natural environment, landscape and heritage assets, providing opportunities for carbon storage, energy generation and access and recreation where appropriate By following DCC internal environmental review processes and measuring environmental net-gain and change in the condition of heritage assets as a result of intervention by Risk Management Authorities
- 4. We will prioritise high risk communities Through our prioritisation criteria to identify at risk communities
- 5. We will influence the planning process through our role as statutory consultee Measured by the volume of planning applications assessed
- 6. We will set out a clear strategy Evidenced by the production of this document
- 7. We will ensure the latest climate change predictions are incorporated into flood schemes and development proposals By following the latest UK Climate Projections
- 8. We will improve resilience through community engagement and education Measured by the number of communities positively engaged and with emergency plans

### Limitations of the local strategy

How Devon County Council fulfils its duties as LLFA can have a significant impact on people at risk of flooding. The devastating impacts of flooding or the worry of being at risk can have huge impact on people's lives and wellbeing. Unfortunately, we cannot help everybody at once or always find a quick solution, therefore risk across the County must be assessed and communities prioritised.

The rural nature of Devon means that the usual risk based approach, focusing on larger and more populated areas for investment in flood risk management is not always appropriate as this can lead to prioritising densely urban areas where the count of properties flooded is high, rather than rural areas where a small number of properties may have been affected on several occasions. The large number of agricultural businesses in the area could also be potentially overlooked in favour of protected businesses in urban areas.

For Devon's local strategy, the threshold to identify a 'significant' flood in historic records was reduced from the nationally used figures to reflect the rural nature of Devon and the fact that in storm events, many smaller communities across the County are affected rather than one large urban location. This is consistent with other neighbouring LLFAs across the South West Region with similar urban/rural distributions of the population.

Socio-economic issues also play a part here, where urban areas could potentially be populated by deprived members of the population. Therefore, a balance needs to be met in how the flood risk in urban and rural areas is addressed.

# **Exprions** going forward

Poptions going forward as a result of this Equality Impact Assessment are analysed in Section 8 (Equality Analysis) and various recommendations are made for changes or additions to existing measures in the local strategy. This is summarised in Section 4 (People affected and their diversity Profile, measures to address in the local strategy).

These recommendations include raising awareness, in particular, targeting vulnerable groups at risk of flooding and using plain English. It is anticipated that the Devon Resilience Community Forum is the best platform for this. Vulnerability should also be assessed in high risk locations where flood investigations and schemes are being progressed.

Devon County Council's own Property Flood Resilience funding scheme is also highlighted as a useful tool to target vulnerable members of the community.

The local strategy document itself and associated documents and website should also be as widely accessible as possible, complying with legal accessibility requirements.

# 4. People affected and their diversity profile

#### People affected

People affected by this local strategy are those that are directly impacted by flood risk issues. Such as the general public at risk of flooding, those affected by land drainage issues, those with watercourses through their land and those affected by any development sites with surface water flooding implications. In addition to this people may also be affected by any physical works we do as part of a flood alleviation scheme. This can be positive, where their flood risk is reduced, or the physical impacts of engineered works could potentially be negative. Individual impact assessments and planning permissions as part of building a flood scheme should cover and address any negative impacts here.

We know where many of the high-risk areas are in Devon and so can make an assessment of risk across the county. However, the nature of flooding is that it is unpredictable (or has very short notice) when these possible incidents will occur. The Local Flood Risk Management Strategy outlines how we manage this risk for people across Devon, ensuring as much as we can that no group of people, particularly vulnerable people are impacted more negatively. This is through pro-active work to protect communities and increase awareness and resilience, and also through reactive work following flooding to a location.

## Measures to address this in the local strategy

The local strategy and resulting principles and actions will directly affect residents of Devon and various vulnerable groups of people at risk of Gooding. Measures are put in place as part of the strategy in the form of a series of principles and criteria of how and when we will prioritise and parry out flood risk management investigations and works. The following taken from the strategy document consider vulnerable members of the members of the properties and opportunity to be taken forward further in order to improve flood risk to vulnerable groups and reduce any potential negative impact:

- 1. Principle 15: Raising Awareness and Improving Communication and Involvement. Through the collaboration with other Risk Management Authorities and the Devon Community Resilience Forum, all Partners will work together towards raising public awareness (including those that are most vulnerable such as the elderly, young children, those living with a disability or living in areas of deprivation) about flood risk and the roles of the Risk Management Authorities, providing clear and up to date information.
  - Recommendation for this to be targeted at vulnerable groups to ensure they are aware of any risk and prepared, to maximise their resilience. When working with communities and developing emergency plans, it will be encouraged for specific reference to be made to identify vulnerable members of the community that will need assistance. This work will be done through work with Devon's Community Resilience Forum.
  - Recommendation for same approach as communicating the local strategy documents themselves, using plain English and very simplified explanations in communications and promotions. This will be done through working closely with Devon's Community Resilience Forum.

- 2. Principle 16: Property Flood Resilience. When wider flood alleviation schemes for a community or individual property are not viable or unable to be delivered in the foreseeable future, Risk Management Authorities will remain committed to making properties more resilient to flooding through the installation of Property Flood Resilience measures where possible.
  - Recommendation to take a proactive approach in community engagement to target the promotion property flood resilience with communities with known older populations or those with disabilities that are more vulnerable to the impacts of flooding.
  - Recommendation to ensure that any applicants where English is not their first language that if needed, they have access to a clear warning service that they understand or to install permanent measures which do not rely on the resident installing measures themselves at times of high flood risk.
- 3. Flood investigation threshold (See Appendix A). This includes a significance threshold to trigger an official flood investigation under Section 19 of the Flood and Water Management Act 2010. It requires vulnerable people to be considered when determining if a flood investigation report with recommendations is required. It also takes into account the rural nature of Devon and small communities that are affected by flooding.
  - As the investigation reports are very reactive and limited research can be done, it is unlikely that this vulnerable group of a community would be highlighted. Recommendation to continue with implementing this criteria and publishing the investigation reports in an accessible format.
- 4. Prioritisation criteria and analysis (see Appendix B). Already includes vulnerable people to be considered when prioritising communities and allocation of funding and resources. It also takes into account both urban and rural areas at risk of flooding.
  - However, some communities will find that they are the focus of flood risk management improvement measures over another. Tensions arising as a result of this should be addressed through good community engagement and raising awareness through this local strategy.
  - Figures on people with limited mobility/disabilities for each Devon parish could be added to our prioritisation model for prioritising flood risk communities. However, this is a lengthy and complex technical task and therefore currently not able to accompany this local strategy.
  - Recommended that a more accurate approach may be to assess community vulnerability once a particular location has been brought to our attention and make a more detailed assessment of disability in the area to include in the detailed investigation to determine impacts and calculate economic and social damages.
- 5. Priority communities. Part 2 of the local strategy outlines how we will prioritise communities at risk of flooding, followed by a list of priority communities for future investigation and investment in flood risk management measures over the next 6 years.
- 6. Action Plan. Part 3 of the local strategy is updated annually and shows the areas of investment in flood risk management measures across

Devon for the current financial year.

Recommended to carry out impact assessments for flood schemes to identify any necessary individual and appropriate measures that are to be put in place to ensure individuals fully understand any potential impacts on them, together with their rights and responsibilities.

Any major flood schemes and projects will be subject to an Equality Impact Assessment if not covered by this assessment to ensure that no particular group of people are negatively affected and that any publications or methods of reporting are accessible to the whole community affected.

The local strategy document itself is a measure being used to carry out Devon County Council's role as LLFA. The communication of this strategy and supporting documents will assist in raising awareness in communities and evidencing how we will address flood risk management issues over the next investment period up to 2027. Therefore, the strategy document itself and supporting documents must be accessible to as wider audience as possible. The document has been assessed alongside its development to ensure content is accessible and making as much available as web pages where possible.

# a iversity profile

The characteristics most likely to be affected by flood risk are age and disability, as these two can make people more vulnerable to physical risks, as may not be able to take action themselves or seek information to help. In Devon, the highest number of residents are aged between 55 and 74, making up 27.5% of the population (<u>Protected Characteristics – Facts and Figures</u>)

Disability is also a significant characteristic if at risk of flooding. Devon's <u>long-term health problem or disability</u> figures show numbers of those with limited day to day activities as a result of long term illness or disability for Parishes across Devon. The break down of these figures for parish areas does still not indicate if those people are at risk of flooding. In addition, these figures aren't represented as a percentage of the population, so larger population areas will have larger figures. Naturally, the larger more urban areas will have higher figures. These are often the areas with higher risk of flooding to large numbers of properties.

Appendix C lists a few locations within each District area which showed relatively high numbers of those with limited day to day activities as a result of long-term illness or disability.

As part of Devon's Property Flood Resilience funding scheme application process, we ask if the applicant considers themselves to be vulnerable. Out of 98 applications (since April 2017 – April 2020), 45% of applicants considered themselves to be vulnerable. With any vulnerable applicants we will ensure that the measures installed are passive and require no intervention or that they have access to help with any requirements of the installations.

When determining if a high number of disabled people are at risk of flooding in an area, a detailed assessment of individual communities would be required to understand where the vulnerable are located and if they are at risk of flooding. These figures are not proportional or detailed enough location wise.

Our assessment of communities at risk is done on the Parish scale and these figures could be added to the model which would highlight areas with high flood risk and high levels of disability. As recommended above, a more accurate approach may be to assess this once a particular location has been brought to our attention. We could then make a more detailed assessment of disability in the area and include this in the detailed investigation to determine potential impacts and then calculate economic and social damages.

The elderly may find barriers with using internet and emails due to unawareness and inexperience. However, there is a fairly high amount of elderly customers in touch with our team and they often come through this route. There may not be a high level of awareness of what our team does and how we can help, but through working with our partners such as District Councils and EA, they will refer people to us when relevant and we can help. The older generation still send in letters, which always reach the team and relevant officers.

It is a possibility that more elderly people live in rural locations, which are often near watercourses or in steep valleys prone to flooding. However, there is no data available on this.

is not clear if any particular vulnerable group has a greater dependence on our service. However, it is certain that the impacts of flooding on Gulnerable groups will be greater than on non-vulnerable groups.

# Stakeholders, their interest and potential impacts

Flood risk management stakeholders, such as staff from the Environment Agency, District Councils and South West Water, in addition to developers.

#### 6. Research used to inform this assessment

To inform this assessment, facts and figures from Devon County Council Equality and Diversity web pages have been used, such as <u>Protected Characteristics – Facts and Figures</u> and <u>long-term health problem or disability</u>. All other information is from the local strategy consultation document itself.

In order to fairly prioritise our flood risk management work (parts 2 and 3 of local strategy document) data analysis has been carried out taking into account local flood risk data, critical/vulnerable infrastructure information such as locations of schools, care homes, hospitals etc. and an assessment of how resilient or vulnerable a community/parish is to flood risk.

# 7. Description of consultation process and outcomes

[If this assessment is currently draft, describe how you are going to consult (if relevant and necessary) and update the results here for your final version. Delete this note and insert text here...]

The draft local strategy and supporting documents have been subject to public consultation. The consultation period ran from 21<sup>st</sup> August – 15<sup>th</sup> October 2020, a period of 8 weeks.

The consultation documents included the main strategy document, which included links to our online annual action plan and Strategic Environmental Assessment documents. The annual action plan and list of priority communities for the next 6 years were also available to view on our online mapping service.

The public and professional partners were invited to make comments and provide valuable feedback on the strategy documents via the online form or by emailing the Flood and Coastal Risk Management Team direct.

artner authorities were made aware of the consultation by email to direct contacts and to Chief Executive officers too. Parish and Town Councils were also contacted and a press release was made available.

#### **∞** Consultees:

District Councils/Planning Authorities

**Environment Agency** 

South West Water

Internal Drainage Boards

**Highway Authorities** 

Network Rail

DCC Emergency Planning

DCC Planning

DCC Transport Planning

Natural England

English Heritage

All Parish and Town Councils

Following the conclusion of the public consultation, responses were collated in a formal log, indicating the LLFA view on the points raised and a recommendation on any proposed amendment to the draft local strategy.

Based on this overall log, a short summary of the responses was compiled highlighting the general range of issues addressed and picking-up on any particularly significant or controversial issues, whilst also showing how these will be addressed through the final Strategy.

A summary overview of the consultation response was submitted to Devon County Council Scrutiny Committee Members.

Changes and amendments to the strategy were agreed with the Local Flood Risk Management Project Board and approved by DCC Cabinet in February 2020.

# 8. Equality analysis

# Fiving Due Regard to Equality and Human Rights

The local authority must consider how people will be affected by the service, policy or practice. In so doing we must give due regard to the need to be climinate unlawful discrimination, harassment and victimisation; advance equality of opportunity and foster good relations.

Where relevant, we must take into account the protected characteristics of age, disability, gender, gender reassignment, pregnancy and maternity, marriage and civil partnership, sexual orientation, race, and religion and belief. This means considering how people with different needs get the different services they require and are not disadvantaged, and facilities are available to them on an equal basis in order to meet their needs; advancing equality of opportunity by recognising the disadvantages to which protected groups are subject and considering how they can be overcome.

We also need to ensure that human rights are protected. In particular, that people have:

• A reasonable level of choice in where and how they live their life and interact with others (this is an aspect of the human right to 'private and family life').

- An appropriate level of care which results in dignity and respect (the protection to a private and family life, protection from torture and the freedom of thought, belief and religion within the Human Rights Act and elimination of discrimination and the promotion of good relations under the Equality Act 2010).
- A right to life (ensuring that nothing we do results in unlawful or unnecessary/avoidable death).
- The Equality Act 2010 and other relevant legislation does not prevent the Council from taking difficult decisions which result in service reductions or closures for example, it does however require the Council to ensure that such decisions are:
  - o Informed and properly considered with a rigorous, conscious approach and open mind, taking due regard of the effects on the protected characteristics and the general duty to eliminate discrimination, advance equality and foster good relations.
  - o Proportionate (negative impacts are proportionate to the aims of the policy decision)
  - o Fair
  - Necessary
  - o Reasonable, and
  - o Those affected have been adequately consulted.

Characteristics	Potential or actual issues for this	In what way will you:
	group.  [Please refer to the <u>Diversity Guide</u> and <u>See RED</u> ]	<ul> <li>eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary.</li> <li>advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible.</li> <li>foster good relations between groups (tackled prejudice and promoted understanding), if relevant?</li> </ul>
		In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?  Are you complying with the <a href="DCC Equality Policy">DCC Equality Policy</a> ?

generic equality provisions)	community engagement, flood alleviation measures or assistance	management is fairly delivered to those in need. The following measures highlighted in Section 4 help address this:
Page 222	alleviation measures or assistance with resolving a land drainage issue in priority over others.	<ul> <li>highlighted in Section 4 help address this:</li> <li>Principle 15: Raising awareness and improving communication and involvement. This is intended to reach as many residents as possible that are at risk of flooding.</li> <li>Principle 16: Property Flood Resilience. Devon's Property Flood Resilience funding scheme is available for all members of the public to apply for. Property Flood Resilience is also a measure which can be implemented on larger scales across a community if a large flood scheme is not viable. This means that those communities can still be offered some form of flood protections and resilience.</li> <li>Flood investigation threshold. If the threshold in Appendix A is reached, any location in Devon that has suffered from flooding can be subject to an investigation report and resulting recommended actions for Risk Management Authorities to take forward. It takes into account the rural nature of Devon and small communities that are affected by flooding, so should fairly take into account the nature of flooding and affected communities in Devon.</li> <li>Prioritisation criteria and analysis outlined in Appendix B takes into account both urban and rural areas at risk of flooding to reach as many at risk communities as possible. However, some communities will find that they are the focus of flood risk management improvement measures over another. Tensions arising as a result of this should be addressed through good community engagement and raising awareness through this strategy.</li> <li>Part 2 of the strategy outlines how we will prioritise communities at risk of flooding, followed by a list of priority communities for future investigation and investment in flood risk management measures over the next 6 years. Again, some communities will find that they are the focus of flood risk</li> </ul>

Devon's local strategy includes several measures to ensure that flood risk

Some residents will benefit from

All residents (include

C	haracteristics	Potential or actual issues for this group.  [Please refer to the <u>Diversity Guide</u> and <u>See RED</u> ]	<ul> <li>eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary.</li> <li>advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible.</li> <li>foster good relations between groups (tackled prejudice and promoted understanding), if relevant?</li> <li>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</li> <li>Are you complying with the DCC Equality Policy?</li> </ul>
Page 223			<ul> <li>management improvement measures over another. Tensions arising as a result of this should be addressed through good community engagement and raising awareness through this strategy.</li> <li>The Action Plan is updated annually and shows the areas of investment in flood risk management measures across Devon for the current financial year. Any resulting major flood schemes and projects will be subject to an Equality Impact Assessment if not covered by this assessment to ensure that nor particular group of people are negatively affected and that any publications or methods of reporting are accessible to the whole community affected.</li> </ul>

#### Communication issues:

Elderly members of communities may have difficulty in accessing material and reading advice about flood risk, due to poor eyesight, no internet access or being unable to get out to local community events and meetings.

In the promotion of the local strategy and raising flood awareness in Devon, a wide range of communication methods will be used, from local Town and Parish Councils to press releases and social media updates.

The Summary of the local strategy will be a very simplified explanation of the main and supporting documents aimed at the public, using plain English.

#### Mobility issues:

Elderly members of communities may have difficulty moving around inside and outside of their home and be less able to help themselves, which could put them in danger in the event of a flood.

flooding.

The prioritisation criteria for identifying areas for investment in

The following measures highlighted in Section 4 can help address any potential issues for those where age is causing vulnerability or is being negatively impacted by the local flood risk management strategy.

- Principle 15: Raising Awareness and Improving Communication and Involvement. It is highlighted that this is particularly important for those that are most vulnerable such as the elderly, young children, those living with a disability or living in areas of deprivation Recommendation for this to be targeted at vulnerable groups to ensure they are aware of any risk and prepared, to maximise their resilience. When working with communities and developing emergency plans, it will be encouraged for specific reference to be made to identify vulnerable members of the community that will need assistance. This work will be done through work with Devon's Community Resilience Forum.
- Principle 16: Property Flood Resilience. As part of Devon's Property Flood Resilience funding scheme application process, we ask if the applicant considers themselves to be vulnerable. With any vulnerable applicants we will ensure that they have access to help with any requirements of the measure to be installed.

  Recommendation to take a proactive approach in community engagement to target the promotion property flood resilience with communities with known older populations that are more vulnerable to the impacts of
- Flood investigation threshold (See Appendix A). This requires vulnerable people to be considered when determining if a flood investigation report with recommendations is required. It also takes into account the rural nature of Devon and small communities that are affected by flooding.
- Prioritisation criteria and analysis (see Appendix B) already includes vulnerable people to be considered when prioritising communities and

Characteristics	Potential or actual issues for this group.  [Please refer to the <u>Diversity Guide</u> and <u>See RED</u> ]	<ul> <li>eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary.</li> <li>advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible.</li> <li>foster good relations between groups (tackled prejudice and promoted understanding), if relevant?</li> <li>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</li> <li>Are you complying with the <a href="DCC Equality Policy">DCC Equality Policy</a>?</li> </ul>
Page 225	flood risk management will need to identify areas with vulnerable community members, such as the old or those living with a disability. Planned works, schemes and community action plans in these locations will reduce the flood risk and reduce any danger to the vulnerable population. Emergency plans will make specific reference to identifying vulnerable members of the community that will need assistance.	allocation of funding and resources.  Figures on people with limited mobility/disabilities for each Devon parish could be added to our prioritisation model for prioritising flood risk communities. However, this is a lengthy and complex technical task and may not be able to accompany this local strategy. Individual locations should be assessed once flood investigations and schemes are being progressed.  Any resulting major flood schemes and projects will be subject to an Equality Impact Assessment if not covered by this assessment to ensure that nor particular group of people are negatively affected and that any publications or methods of reporting are accessible to the whole community affected.  The local strategy document itself is a measure being used to carry out Devon County Council's role as LLFA. The communication of this strategy and supporting documents will assist in raising awareness in communities and evidencing how we will address flood risk management issues over the next investment period up to 2027. Therefore the strategy document itself and supporting documents must be accessible to as wider audience as possible.  The document has been assessed as developed to ensure content is accessible

Characteristics	Potential or actual issues for this group.  [Please refer to the <u>Diversity Guide</u> and <u>See RED</u> ]	<ul> <li>In what way will you: <ul> <li>eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary.</li> <li>advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible.</li> <li>foster good relations between groups (tackled prejudice and promoted understanding), if relevant?</li> </ul> </li> <li>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</li> <li>Are you complying with the <u>DCC Equality Policy</u>?</li> </ul>
		and making as much available as web pages where possible.

Disability (incl. sensory, mobility, mental health, learning disability, neurodiversity, long term ill health) and carers of disabled people

Communication issues:

Those living with a disability such as a mental health condition, learning difficulties or other brain/cognitive condition may have difficulty with understanding or communication. In the promotion of the local strategy and raising flood awareness in Devon, a wide range of communication methods will be used, from local Town and Parish Councils to press releases and social media updates.

The Summary of the local strategy will be a very simplified explanation of the main and supporting documents aimed at the public, using plain English.

In addition to this, documents with larger print for example could be arranged on request for those with visual impairments.

Accessibility checks will be carried out on the finished document and all key information will be available online.

Mobility issues:

Those living with a physical disability

The following measures highlighted in Section 4 can help address any potential issues for those where a disability is causing vulnerability or is being negatively impacted by the local flood risk management strategy.

- Principle 15: Raising Awareness and Improving Communication and Involvement. It is highlighted that this is particularly important for those that are most vulnerable such as the elderly, young children, those living with a disability or living in areas of deprivation Recommendation for this to be targeted at vulnerable groups to ensure they are aware of any risk and prepared, to maximise their resilience. When working with communities and developing emergency plans, it will be encouraged for specific reference to be made to identify vulnerable members of the community that will need assistance. This work will be done through work with Devon's Community Resilience Forum.
- Principle 16: Property Flood Resilience. As part of Devon's Property Flood
  Resilience funding scheme application process, we ask if the applicant
  considers themselves to be vulnerable. With any vulnerable applicants we
  will ensure that they have access to help with any requirements of the
  measure to be installed.
  Recommendation to take a proactive approach in community engagement
  - Recommendation to take a proactive approach in community engagement to target the promotion property flood resilience with known communities containing those with disabilities that are more vulnerable to the impacts of flooding.
- Flood investigation threshold (See Appendix A). This requires vulnerable people to be considered when determining if a flood investigation report with recommendations is required. It also takes into account the rural nature of Devon and small communities that are affected by flooding.
- Prioritisation criteria and analysis (see Appendix B) already includes vulnerable people to be considered when prioritising communities and

Characteristics	Potential or actual issues for this group.  [Please refer to the <u>Diversity Guide</u> and <u>See RED</u> ]	<ul> <li>eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary.</li> <li>advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible.</li> <li>foster good relations between groups (tackled prejudice and promoted understanding), if relevant?</li> <li>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</li> <li>Are you complying with the <a href="DCC Equality Policy">DCC Equality Policy</a>?</li> </ul>
Page 228	may have difficulty moving around inside and outside of their home and be less able to help themselves, which could put them in danger in the event of a flood.  The prioritisation criteria for identifying areas for investment in flood risk management will need to identify areas with vulnerable community members, such as the old or those living with a disability. Planned works, schemes and community action plans in these locations will reduce the flood risk and reduce any danger to the vulnerable population.	allocation of funding and resources.  Figures on people with limited mobility/disabilities for each Devon parish could be added to our prioritisation model for prioritising flood risk communities. However, this is a lengthy and complex technical task and may not be able to accompany this local strategy. Individual locations should be assessed once flood investigations and schemes are being progressed.  Any resulting major flood schemes and projects will be subject to an Equality Impact Assessment if not covered by this assessment to ensure that nor particular group of people are negatively affected and that any publications or methods of reporting are accessible to the whole community affected.  The local strategy document itself is a measure being used to carry out Devon County Council's role as LLFA. The communication of this strategy and supporting documents will assist in raising awareness in communities and evidencing how we will address flood risk management issues over the next investment period up to 2027. Therefore the strategy document itself and supporting documents must be accessible to as wider audience as possible.  The document has been assessed as developed to ensure content is

Characteristics	Potential or actual issues for this group.  [Please refer to the <u>Diversity Guide</u> and <u>See RED</u> ]	<ul> <li>In what way will you:</li> <li>eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary.</li> <li>advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible.</li> <li>foster good relations between groups (tackled prejudice and promoted understanding), if relevant?</li> <li>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</li> <li>Are you complying with the DCC Equality Policy?</li> </ul>
		accessible and making as much available as web pages where possible.

Culture and ethnicity: nationality/national origin, ethnic origin/race, skin colour, religion and belief Communication issues:

English may not be the first language of some members of the community and therefore may be a barrier to clearly communicating flood risk and raising awareness. In the promotion of the local strategy and raising flood awareness in Devon, a wide range of communication methods will be used, from local Town and Parish Councils to press releases and social media updates.

The Summary of the Local Strategy will be a very simplified explanation of the main and supporting documents aimed at the public, using plain English.

The following measures highlighted in Section 4 can help address any potential issues for those where their culture and ethnicity is causing vulnerability or is being negatively impacted by the local flood risk management strategy.

- Principle 15: Raising Awareness and Improving Communication and Involvement. This does not directly address those where English may not be the first language of members of a community.
   Recommendation for same approach as communicating the local strategy documents themselves, using plain English and very simplified explanations in communications and promotions. This will be done through working closely with Devon's Community Resilience Forum.
- Principle 16: Property Flood Resilience. Information not available in other languages. However clear contact details are available on the flood risk management website for contact to be made if further help or guidance is needed. As part of Devon's Property Flood Resilience funding scheme application process, we ask if the applicant considers themselves to be vulnerable. Those who are not confident with the English language and flood warnings etc. may consider themselves more vulnerable. Recommendation to ensure that any applicants where English is not their first language that if needed, they have access to a clear warning service that they understand or to install permanent measures which do not rely on the resident installing measures themselves at times of high flood risk.
- Flood investigation threshold (See Appendix A). This requires vulnerable people to be considered when determining if a flood investigation report with recommendations is required. This does not directly address those where English may not be the first language of members of a community. As the investigation reports are very reactive and limited research can be done, it is unlikely that this vulnerable group of a community would be

	Characteristics	Potential or actual issues for this group.  [Please refer to the <u>Diversity Guide</u> and <u>See RED</u> ]	<ul> <li>eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary.</li> <li>advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible.</li> <li>foster good relations between groups (tackled prejudice and promoted understanding), if relevant?</li> <li>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</li> <li>Are you complying with the <u>DCC Equality Policy</u>?</li> </ul>
1 ago 201	Page 231		<ul> <li>highlighted. Recommendation to continue with implementing this criteria and publishing the investigation reports in an accessible format.</li> <li>Prioritisation criteria and analysis (see Appendix B) already includes vulnerable people to be considered when prioritising communities and allocation of funding and resources.</li> <li>Action plan. Members of a community where English is not their first language could be affected by any outcomes of the local strategy or proposed works.</li> <li>Recommended to carry out impact assessments for flood schemes which will result in any necessary individual and appropriate measures to be put in place to ensure that individuals fully understand any impacts on them and their rights and responsibilities.</li> <li>The local strategy document itself is a measure being used to carry out Devon County Council's role as LLFA. The communication of this strategy and supporting documents will assist in raising awareness in communities and evidencing how we will address flood risk management issues over the next investment period up to 2027. Therefore the strategy document itself and</li> </ul>

Characteristics	Potential or actual issues for this group.  [Please refer to the <u>Diversity Guide</u> and <u>See RED</u> ]	<ul> <li>In what way will you: <ul> <li>eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary.</li> <li>advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible.</li> <li>foster good relations between groups (tackled prejudice and promoted understanding), if relevant?</li> </ul> </li> <li>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</li> <li>Are you complying with the <u>DCC Equality Policy</u>?</li> </ul>
Pag		supporting documents must be accessible to as wider audience as possible.  The document has been assessed as developed to ensure content is accessible and making as much available as web pages where possible.

Characteristics	Potential or actual issues for this group.  [Please refer to the <u>Diversity Guide</u> and <u>See RED</u> ]	<ul> <li>eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary.</li> <li>advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible.</li> <li>foster good relations between groups (tackled prejudice and promoted understanding), if relevant?</li> <li>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</li> <li>Are you complying with the <u>DCC Equality Policy</u>?</li> </ul>
Sex, gender and gender identity (including men, women, non-binary and transgender people), and pregnancy and maternity (including women's right to breastfeed)	Mobility issues: Pregnancy can cause mobility issues. Mobility issues could affect vulnerability during a flood.	Mobility issues caused by pregnancy will be very temporary and difficult to monitor across the population in line with flood events and planned flood schemes.  Any resulting major flood schemes and projects will be subject to an Equality Impact Assessment if not covered by this assessment to ensure that nor particular group of people (including those with mobility issues) are negatively affected and that any publications or methods of reporting are accessible to the whole community affected.  In the promotion of the local strategy and raising flood awareness in Devon, a wide range of communication methods will be used, from local Town and Parish Councils to press releases and social media updates. Information will be accessible online.
Sexual orientation and marriage/civil partnership	N/A	N/A

Other relevant socioeconomic factors such as family size/single people/lone parents, income/deprivation, housing, education and skills, literacy, sub-cultures, 'digital exclusion', access to transport options, rural/urban Socio-economic issues:

Those living in deprived areas may be more likely to receive investment for flood risk management, due to methods of prioritising communities and towns by assessing the number of properties at risk.

The prioritisation criteria for prioritising communities at risk of flooding and the methods used for assessing if an official flood investigation both include considerations to be taken into account that particularly affect or endanger the vulnerable, including those living in deprived areas. This will cover both urban and rural locations.

Small rural communities with very few properties affected could be missed when prioritising flood risk management works due to the low number of properties affected. The following measures highlighted in Section 4 can help address any potential issues for those where socio-economic issues are causing a negative impact on a particular group of people as result of the local flood risk management strategy.

- Principle 15: Raising awareness and improving communication and involvement. This is intended to reach as many residents as possible that are at risk of flooding. In deprived areas, this engagement may be more challenging and may need to consider different approaches. This can be done through the Devon Community Resilience Forum.
- Prioritisation criteria and analysis outlined in Appendix B takes into account both urban and rural areas at risk of flooding. As part of the development of any flood scheme. Deprivation is taken into account when considering the economic benefits the scheme can offer through reduction in flood risk.
- Part 2 of the local strategy outlines how we will prioritise communities at risk of flooding, followed by a list of priority communities for future investigation and investment in flood risk management measures over the next 6 years. Rural areas with high frequency flooding will be identified as such on the priority list and will be considered as fairly as possible alongside larger more densely populated urban areas.
- Principle 16: Property Flood Resilience. It is recognised that offering support to small communities and groups with individual property protection may be more appropriate than investing in a flood defence scheme, which could be costly, with little economic benefit.

# 9. Human rights considerations:

As part of this assessment, it has been considered how people will be affected by Devon's Local Flood Risk Management Strategy. Protected characteristics have been specifically taken into account in Section 8.

As part of the development of the local strategy, an 8 week public consultation has been completed. This has given the residents of Devon the opportunity to be made aware of our role and what help is available to them and also to feedback into the process to ensure that the strategy is fit for purpose.

All objectives, principles and criteria in the strategy aim to reach all members or society and for us to carry out our flood risk management role as fairly as possible.

10. Supporting independence, wellbeing and resilience. Give consideration to the groups listed bove and how they may have different needs:

what way can you support and create opportunities for people and communities (of place and interest) to be independent, empowered and resourceful?

Through raising awareness of flood risk, encouraging individuals to join up to the Devon Community Resilience Forum. This is a platform for developing local emergency plans, learning of other community projects and local solutions to flood risk problems. Access to funding opportunities is also promoted and facilitated through the Forum.

In what way can you help people to be safe, protected from harm, and with good health and wellbeing? By delivering flood improvements in line with our current (and updated) local strategy, prioritising communities at risk, whilst taking in to account vulnerable members of the community.

In what way can you help people to be connected, and involved in community activities?

Again, through the Devon Community Resilience Forum which we promote in our local strategy, website and regular newsletters distributed to Parish and Town Councils.

# 11. Environmental analysis

An impact assessment should give due regard to the following activities in order to ensure we meet a range of environmental legal duties. The policy or practice does not require the identification of environmental impacts using this Impact Assessment process because it is subject to (please mark X in the relevant box below and proceed to section 12, otherwise complete the environmental analysis table):

Devon County Council's Environmental Review Process	X
Planning Permission	
Environmental Impact Assessment	
Strategic Environmental Assessment	Х

	Describe any actual or potential negative consequences.	Describe any actual or potential neutral or positive outcomes.
	(Consider how to mitigate against these).	(Consider how to improve as far as possible).
Reduce, reuse, recycle and compost:		All flood improvement schemes will look to reuse material wherever possible, reducing costs, transportation and carbon emissions.
Conserve and enhance wildlife:		All flood improvements will look to enhance the natural environment and improve biodiversity.
Safeguard the distinctive characteristics, features and special qualities of Devon's plandscape:		The distinctive characteristics, features and special qualities of Devon's landscape will be protected or enhanced during any flood improvement works. Any significant affects will be mitigated.
Conserve and enhance Devon's cultural and historic heritage:		Due consideration will be given to ensure Devon's historic assets are protected and enhanced wherever possible.
Minimise greenhouse gas emissions:		Careful design and use of materials will aim to reduce the transportation and machinery usage to minimise greenhouse gases and help towards a zero net carbon.
Minimise pollution (including air, land, water, light and noise):		Careful design and use of materials will aim to reduce the transportation and machinery usage to minimise pollution.
Contribute to reducing water consumption:		Design considerations will make space for water.

Ensure resilience to the future effects of climate change (warmer, wetter winters; drier, hotter summers; more intense storms; and rising sea level):	All flood improvement studies, works and advice given will have due regard to the effects of climate change and the current future predictions will be taken into account to ensure the standard of protection is maintained.
Other (please state below):	
Other (please state below).	

# 12. Economic analysis

	Describe any actual or potential negative consequences.	Describe any actual or potential neutral or positive outcomes.
D 0	(Consider how to mitigate against these).	(Consider how to improve as far as possible).
Impact on knowledge and		Community engagement and promotion of this local
သွန်းlls: ယ		strategy and supporting documents should improve
<b>6</b>		knowledge about flood risk and how to find out relevant
		information.
Impact on employment levels:	N/A	N/A
Impact on local business:		One of the main impacts of implementing the Local Flood
		Risk Management Strategy will be the improved protection
		of homes and businesses from flooding, resulting in more
		resilient communities and economy.

# 13. Linkages or conflicts between social, environmental and economic impacts (Combined Impacts):

Locations with high numbers of properties at risk of flooding tend to be urban areas. Densely populated urban areas are more likely to contain social housing or low income households, some considered as deprived areas and more vulnerable to the impacts of flooding. The prioritisation criteria (Appendix B) in the Local Flood Risk Management Strategy considers with high weighting, the number of properties at risk in an area when allocating funding and prioritising flood investigations and schemes. The threshold for investigating flood events is also linked the number of properties flooded.

However, there are many rural locations with small communities and individuals at risk of flooding. These locations may also contain vulnerable people and therefore a balance is needed in the investigations and prioritisation of funding and flood schemes to ensure that the process is fair to all residents of Devon, whilst considering the needs of those that are most vulnerable.

# 4. How will the economic, social and environmental well-being of the relevant area be provided through what is being proposed? And how, in conducting the process of procurement, might that improvement be secured?

The local strategy aims to reduce flood risk and to protect communities, economy and natural environment. It even aims to enhance these. This will be achieved through our objectives highlighted in Section 3.

For all flood risk management activities, Devon County Council procurement rules are followed. We have a framework and term consultants already in place for delivering studies, works and flood schemes.

# 15. How will impacts and actions be monitored?

Impacts will be monitored through evidence of better protected communities during flood events and communities with raised awareness of flood risk.

Community engagement through the Devon Community Resilience Forum is a good platform for ensuring communities are aware of our role and an opportunity to feedback to the Flood Risk Management Team.

# Appendix A: Flooding significance thresholds

# Flooding significance thresholds

Investigation reports under Section 19 of the Flood and Water Management Act will be considered by DCC for events with a significance threshold level of:

5 or more residential properties internally flooded (in one area, e.g. one street)

2 or more commercial properties internally flooded.

Critical infrastructure affected (e.g. roads or rail links closed).

Critical services affected.

#### OR if the above criteria are not met:

History of repeated flooding. The frequency of flooding greater than 3 occurrences of internal property flooding within 5 years or similar frequency felt to be significant.

The incident is part of a widespread flood event.

The vulnerable are particularly at risk, such as the elderly, young children, those living with a disability or living in areas of deprivation.

Significant negative impact on the natural environment.

# age 24

# Appendix B: Prioritisation Criteria

# Criteria used for GIS analysis to prioritise communities and Devon's Local Flood Risk Management Strategy Action Plan

- Number of properties affected or at high risk in any one community
- Frequency of flooding to that community
- Depth/Severity of flooding experienced or at high risk
- Risk to life (particularly the vulnerable such as the elderly, young children, those living with a disability or in areas of deprivation)
- Impact on, or high risk of disruption to critical infrastructure
- Impact on, or high risk of disruption to businesses and services, especially essential services such as health, education, emergency services
- Impact on, or high risk of impact on the Environment
- Sufficient Cost-Benefit ratio and robust business case.

The specific order of the criteria does not reflect the weighting attached to each. In particular, the risk to life is shown beneath three other criteria, as it is directly influenced by them.

Prioritisation is subject to change as a result of any new data on flooding events.

This is an ongoing assessment and will always consider the most up to date climate change allowances as part of supporting modelling information

# Appendix C: Long-term health problem or disability figures for Devon

Below are a few locations within each District area which showed relatively high numbers of those with limited day to day activities as a result of long term illness or disability, from Devon's <u>long-term health problem or disability</u> figures:

East Devon:
Honiton, Exmouth, Sidmouth, Seaton

Exeter:
Alphington, Priory, Whipton Barton

Mid Devon:
Crediton, Cullompton, Tiverton

North Devon:
Barnstaple, Ilfracombe, Fremington, Braunton

Gouth Hams:
Velybridge, Kingsbridge, Totnes, Dartmouth

Eignbridge:
Bovey Tracey, Dawlish, Kingsteignton, Teignmouth, Newton Abbot

Torridge:
Bideford, Northam,

West Devon:
Okehampton, Tavistock

CET/24/18 Cabinet 13 March 2024

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

Report of the Director of Climate Change, Environment and Transport

Please note that the following recommendations are subject to consideration and determination by the Cabinet (and confirmation under the provisions of the Council's Constitution) before taking effect.

#### 1) Recommendation

That the Cabinet be asked to:

- (a) agree that the M5 Junction 28 and Town Centre Relief Road scheme shown in Appendix 1 is endorsed as the preferred option for inclusion in the Strategic Outline Case submission to the Department for Transport (DfT);
- (b) support the submission of the Strategic Outline Case for the M5 Junction 28 and Town Centre Relief Road scheme to the Department for Transport (DfT), with any changes agreed by the Director of Climate Change, Environment and Transport in consultation with the Cabinet Member for Climate Change, Environment and Transport and Local Member for Cullompton and Bradninch.

# 2) Background

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

Cullompton High Street is also dominated by vehicles, which impacts on bus journey time reliability and the pollution from congestion has led to the majority of the town being designated as an Air Quality Management Area (AQMA). This, along with narrow pavements leads to an unattractive environment for pedestrians and cyclists.

The adopted Mid Devon Local Plan proposes significant growth of homes and jobs in the Cullompton area, including Culm Garden Village, which will require improvements to the transport infrastructure to mitigate any impacts of development and support more sustainable travel behaviour among existing and future residents. Without a significant transport intervention, there is a risk that this housing cannot come forward.

The first stage of mitigation is the Cullompton Town Centre Relief Road, which aims to provide an alternative route bypassing the town. This will create opportunities to remove significant volumes of queued traffic and create a more attractive, cleaner and vibrant town centre with improved reliability for buses. Mid Devon District Council (MDDC) put in bids to the Government's Levelling Up Fund tranches 1 and 2 to secure the balance of funding to deliver the Relief Road, but were unfortunately unsuccessful. Both DCC and MDDC remain fully committed to delivering the Relief Road, which was granted planning permission in 2021, and are exploring alternative funding sources to deliver it. The Relief Road scheme has been included with the M5 Junction 28 improvements as part of the Large Local Majors funding ask to the Department for Transport. This will provide the required improvements to accommodate the traffic generated by proposed developments within the town and wider area.

The second stage of mitigation is junction improvements to M5 Junction 28, for which a number of options have been considered and assessed against the following scheme objectives:

- Support efficient and safer operation of the Strategic Road Network (SRN)<sup>1</sup>
- Support efficient and safer operation of the local transport network,
- Support the opportunity for existing and new residents to make sustainable travel choices,
- Minimise negative, environmental impacts including carbon, water, and other environmental impacts,
- Support delivery of the development within the adopted Local Plan and longer-term proposals at the Culm Garden Village.

The Government's recent Network North announcement, which proposed reallocating HS2 funds to other schemes across the country, identifies M5 Junction 28 as a potential scheme. Although it is encouraging to be on the Government's pipeline of transport schemes to draw down such funding, the scheme is still subject to the Business Case approval stages. DCC has been working closely with MDDC to identify options to improve M5 Junction 28 and draft the Strategic Outline Case (SOC) with funding from Homes England. The SOC has been finalised and is ready for submission to the Department for Transport (DfT), which if successful would enable the draw down of further funding to develop the scheme and progress an Outline Business Case (OBC) through the Large Local Majors Fund process. The SOC submission will be published online at DCC's Transport Planning webpages (Transport planning - Roads and transport (devon.gov.uk)) once it has been submitted to the DfT.

## 3) Proposal

Following an extensive 'option assessment' process of sifting numerous potential schemes, against the scheme objectives, the preferred scheme proposes a new motorway junction to the south of the existing M5 Junction 28. The new junction, as shown in Appendix 1, would be additional to the existing all-movements junction and would include south facing slip roads only enabling traffic access to or from the M5 motorway via a southbound on slip

<sup>&</sup>lt;sup>1</sup> Note that the Strategic Road Network relates to roads operated and maintained by National Highways and in this context refers to the M5 motorway.

(towards Exeter) and northbound off slip (from Exeter). Access to and from the north of the M5 would be via the existing motorway junction. The new junction would consist of a single bridge across the railway and M5 and can only provide south facing slip roads due to its proximity to the existing M5 Junction 28 and the associated constraints. As more traffic travels between Cullompton and Exeter, there is a strong case for a junction to the south, and it also links well with planned growth at Culm Garden Village to the east of the motorway.

The scheme would also provide a connection to the proposed Cullompton Town Centre Relief Road, unchanged from the 2021 planning-approved design.

This preferred option meets all of the project objectives, is considered the most deliverable by the project team and key stakeholders, and had strongest support from the public engagement sessions as detailed in section 5 of this report. The reasons for rejecting the alternative scheme options is included in Appendix 2.

A full economic appraisal of the scheme has been carried out in line with the SOC requirements. This takes account of journey time benefits resulting from less congestion as well as environmental impacts such as noise and air quality. It also considers accident changes as well as physical activity benefits from the inclusion of the walking and cycling routes. With the scheme also providing land value uplift from unlocking development, the scheme will provide High Value for Money.

In addition to the highway capacity gains benefitting both the local and strategic road network, active travel infrastructure is to be provided utilising the existing M5 Junction 28 to improve access to the planned railway station being developed by MDDC and the new motorway junction and crossing. On the new motorway crossing, this will consist of an active travel path running alongside the carriageway and new access road to the Culm Garden Village. Furthermore, bus priority will be provided on the local road network and reduced traffic in the town centre will improve reliability of services between Tiverton, Cullompton and Exeter.

The Town Centre Relief Road will connect Duke Street in the south to Station Road in the north, with a fourth arm added to the Millennium Way roundabout. The route will pass through the public open space and sports pitches, staying close to the railway line to avoid additional disruption to the Cullompton Community Association (CCA) fields. As per the original plans, the cricket club will be relocated to the east of the M5, with reconfiguration of the bowling club and football club pitches within the existing area. All of the sports clubs are in agreement with these proposals.

This scheme also includes upgrades to the walking and cycling routes through the CCA fields and additional links along Meadow Lane to the Community College, increasing the attractiveness of walking and cycling in the town.

The M5 Junction 28 and Relief Road improvements would allow the full build out of all Local Plan development allocated within the town as well as additional growth of the Culm Garden Village to 5,000 houses.

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

#### 4) Options

A total of 25 improvement options have been considered, with detailed technical work carried out on each of these. Each of the options assessed has challenges in terms of delivery due to constraints which include the close proximity of the railway, M5 and floodplain. Throughout the options sifting process, there has been engagement with National Highways, Network Rail and the Environment Agency.

The long list of options was initially assessed against the objectives set out in section 2 of this report and any options which did not meet these were rejected. Additional work was then carried out on the remaining options which considered:

- Changes to journey times
- Potential environmental impacts
- Potential social impacts
- Financial impacts
- Deliverability and construction impacts
- Key risks
- Stakeholder opinions from National Highways, Network Rail and the Environment Agency.

Through this extensive options sifting process, the preferred option was identified.

The full range of options considered, along with the reasons for their exclusion can be found in Appendix 2.

A 'do nothing' option is not appropriate as this would not meet the objectives outlined above. By not resolving the existing transport issues in the town, this would prevent the full Local Plan development in Cullompton from coming forward.

### 5) Consultations

Public engagement on the scheme proposals was held between 13 December 2023 and 5 February 2024. A survey was hosted online on Devon County Council's 'Have Your Say' pages with paper copies available on request. This was complemented by two community drop-in sessions hosted in Cullompton. The first drop-in session was held on Monday 8 January at Cullompton Community Centre between 15:30 and 19:00, and was attended by approximately 120 people. The second drop-in event was held in The Hayridge Centre (Cullompton Library) on Wednesday 10 January 2024 between 12:00 and 16:00, and was attended by approximately 80 people.

The public engagement was promoted via:

- A press release with subsequent publicity
- Devon County Council's social media channels
- Local Member's newsletter delivered to all residents.

#### **Headline results**

868 responses were received from members of the public and a further 16 from local organisations.

#### Overall:

- 92% (815 of a total of 884) support the need for a town centre relief road
- 95% (838 of a total of 884) support the need for improvements to M5 Junction 28
- 79% (698 of a total of 884) support the proposed option for junction improvements.

In addition to the levels of support for the need for intervention and the proposed option, written comments were received from 544 respondents. A summary of the most common themes is as follows:

- 167 respondents stated that delivery of the scheme is much needed, with a further 83 specifying that the relief road element is much needed
- 132 comments detailed the extent of current levels of congestion and increased peak hour journey times between the High Street and the M5
- 86 respondents stated that the current situation is dangerous due to queuing on the motorway mainline
- Concern as to the timescale of delivery of the scheme was raised by 81 respondents
- 47 respondents feel that there should be no more development allowed prior to the opening of the scheme, with a further 15 indicating they feel there should be no more development in the area regardless of improvements
- 46 respondents feel that delivery of the scheme will have significant benefits for the High Street and the local economy
- 38 respondents indicated that parking or loading in the High Street is a cause of congestion and should be restricted to outside of peak times only, with suitable enforcement.

The Cabinet Member and Local Member have been engaged throughout and initial key stakeholder meetings have taken place with National Highways, Network Rail and the Environment Agency to help with the scheme option selection process. Throughout the scheme development, there has been a strong partnership approach with MDDC officers and the wider Culm Garden Village Delivery Board have been kept informed of the business case approval process being followed.

# 6) Strategic Plan

The scheme is well aligned with a range of the Strategic Plan priorities by improving the highway network enabling better access to jobs, growth ambitions to be met and enhancing sustainable transport options in the area. The table below summarises how the proposals would impact achievement of relevant Strategic Plan actions according to a seven-point scale, whereby -3 represents a large negative impact and +3 represents a large positive impact.

Strategic Plan Priority	Strategic Plan Action	Alignment
	Secure investment in transport infrastructure	+3 (Large positive)
Support sustainable economic recovery	Maintain and, where necessary, improve our highway network and improve sustainable transport options	+2 (Moderate positive)
Improve health and wellbeing	Give people greater opportunities for walking and cycling to increase their physical activity	+2 (Moderate positive)
Help communities to be safe, connected and resilient	Enable a range of transport options, including public transport	+2 (Moderate positive)

#### 7) Financial Considerations

Funding for the development of the Strategic Outline Case was secured by MDDC from Homes England. If the SOC is successful, the estimated cost of developing the Outline Business Case is £2.25m. The DfT will fund the development of the OBC so no additional funding from Devon County Council is anticipated for the scheme development.

The total scheme cost for the combined Town Centre Relief Road and M5 Junction 28 is currently estimated to be £195m although this is a high level estimate at this stage of the process. If the business case stages are supported, the scheme will be funded mainly from the DfT but developer contributions will also be sought through the planning process to provide match funding. This is typically a requirement of any grant funding. More details will be included in the next stage of the Business Case.

# 8) Legal Considerations

There are no specific legal considerations at this stage. They will be considered in future reports as the design progresses.

# 9) Environmental Impact Considerations (Including Climate Change, Sustainability and Socio-economic)

An Environmental Appraisal has been undertaken to identify sensitive environmental features which may act as constraints on the scheme. The Environmental Appraisal was undertaken using a desktop study and identified the following potential constraints and impacts:

#### Noise

Adjacent receptors may be subject to adverse noise disturbances as a result of the construction and operation. Mitigation measures will be in place during construction. In operation some beneficial effects may be seen due to reduced congestion, however

receptors currently adjacent to undeveloped land will experience increased noise levels. The impacts of this will be assessed in more detail at the next stage of the process and appropriate mitigation will be provided where required.

#### Air quality

Adverse air quality impacts could occur due to construction activities and traffic management, however, these would be temporary. After construction, beneficial effects may occur through the relief of traffic congestion in the town. The impacts of this will be assessed in more detail at the next stage of the process and appropriate mitigation will be provided where required.

#### Biodiversity

Ancient woodland, habitats and protected notable species may be adversely affected by changes in traffic flow. Further assessment and surveys will be carried out during future stages of the scheme development.

#### Water environment

Land affected by the scheme is predominantly located within Flood Zone 3 meaning there is greater than 1% chance of flooding from rivers in a year. Further changes to the landscape, including increased hardstanding may result in changes to surface water runoff causing pollution to enter watercourses. Further assessment and continued engagement with the Environment Agency will take place at future stages of the scheme development.

The M5 Junction 28 scheme will be subject to an Environmental Impact Assessment to support the planning application and identify appropriate mitigation where required.

## 10) Equality Considerations

Where relevant, in coming to a decision the Equality Act 2010 Public Sector Equality Duty requires decision makers to give due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other prohibited conduct;
- advance equality by encouraging participation, removing disadvantage, taking account
  of disabilities and meeting people's needs; and
- foster good relations between people by tackling prejudice and promoting understanding

in relation to the protected characteristics (age, disability, gender reassignment, marriage and civil partnership (for employment), pregnancy and maternity, race/ethnicity, religion or belief, sex and sexual orientation).

A decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.

In progressing this particular scheme / proposal, an Impact Assessment has been prepared which has been circulated separately to Cabinet Members and also is available on the Council's website at <a href="M5 Junction 28">M5 Junction 28</a> and Cullompton Town Centre Relief Road - Impact Assessment (devon.gov.uk).

Members will need to consider the Impact Assessment for the purposes of this item / meeting.

The impact assessment for this scheme notes that no age group, ethnic group, gender or sexual orientation will be particularly negatively impacted by this scheme. The scheme will improve the highway network for all users, with improved safety and health benefits due to the expected reduction in Town Centre traffic and congestion creating a better walking, wheeling and cycling environment and improved public transport connectivity.

#### 11) Risk Management Considerations

This proposal has been assessed and all necessary safeguards or action have been taken to safeguard the Council's position.

A detailed risk register has been developed for the scheme and will be submitted as part of the SOC. These will be kept under review as the design of the scheme progresses and appropriately mitigated. The biggest risks to the project currently are:

- Land ownership issues delaying the project. Early engagement with affected landowners will commence on approval of the SOC. Initial discussions with landowners affected by the Relief Road have already taken place.
- Environmental constraints. Initial desktop studies have taken place and detailed surveys will be carried out as part of the OBC work.
- Planning. A planning application for the M5 Junction 28 scheme will be required.
- Lack of funding for scheme development or construction. Risk and contingency has been included in the funding profiles for the development of the Business Cases and construction costs.

## 12) Summary

The recent Network North announcement makes specific reference to the M5 Junction 28 as a potential scheme to benefit from reallocated HS2 funding, which is encouraging; however, it is still subject to the Business Case approval stages. A significant amount of work has been carried out to assess 25 different scheme options against the scheme objectives and through engagement sessions with the public and key stakeholders, there is strong support for the Town Centre Relief Road and the preferred scheme for M5 Junction 28. On this basis, it is recommended that the preferred scheme is supported with a Strategic Outline Case submitted to the DfT in Spring 2024. This will enable the scheme to be developed further and present the best chance of securing funding for future business cases through the Government's Large Local Majors fund process.

Delivery of the Town Centre Relief Road and the preferred M5 Junction 28 scheme is essential to ensuring existing traffic demand is safely accommodated and enables future growth in the area as set out in the Mid Devon Local Plan. The scheme is in the high value for money category and is expected to address the transport issues currently experienced in and around Cullompton while also enhancing the sustainable transport offer in the town with an improved walking and cycling environment and better bus journey time reliability.

#### **Meg Booth**

Director of Climate Change, Environment and Transport

**Electoral Divisions**: Cullompton & Bradninch

Cabinet Member for Climate Change, Environment and Transport Councillor Andrea Davis

#### **Local Government Act 1972: List of background papers**

Appendix 1 - Scheme Plan - <a href="https://www.devon.gov.uk/haveyoursay/wp-content/uploads/sites/19/2023/12/70086943-PE-Plan-3-768x542.jpg">https://www.devon.gov.uk/haveyoursay/wp-content/uploads/sites/19/2023/12/All-options-Plan-.png</a>

#### **Contact for enquiries:**

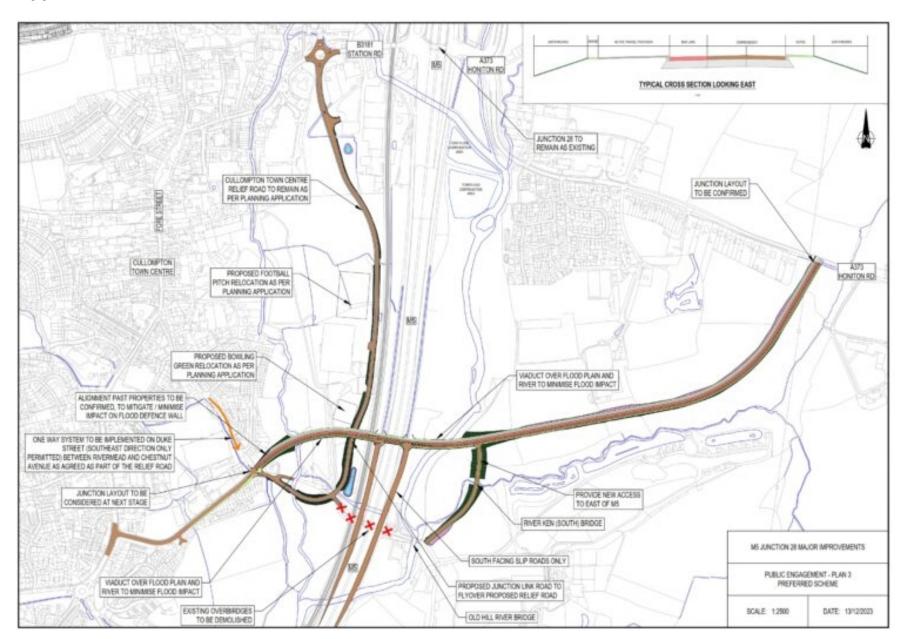
Name: Stuart Jarvis

Telephone: 01392 383000

Address: County Hall, Exeter. EX2 4QD

M5 Junction 28 and Town Centre Relief Road submission of Strategic Outline Case - Final

# Appendix 1 to CET/24/18 – Scheme Plan



# Appendix 2 a to CET/24/18 – Options List

Scheme	Description	Reason for exclusion
1	Provision of a new gyratory style motorway junction, replacing the existing M5 Junction 28 and constructing a brand new two bridge junction south of the existing Junction 28 with bus priority and active travel infrastructure provided at the existing junction bridge.	<ol> <li>Deliverability issues with difficulty to connect into the existing road network on the western side of M5. Will require different alignment of Relief Road</li> <li>Construction of multiple structures (e.g. bridges) over the railway line and River Culm.</li> <li>Large scale disruption to open public space including Cullompton Community Association fields and sports facilities.</li> <li>Impact on business with closure of existing slip roads. For example access to Cullompton Services and proposed Railway Station.</li> </ol>
2	New junction south of M5 Junction 28 providing an additional motorway junction including south facing slip roads connecting to the M5. Active travel infrastructure to be provided utilising the existing M5 Junction 28 and new motorway crossing. Bus priority will be provided on the local road network, specifically the new links crossing the motorway.	Preferred Option
3	New bridge south of M5 Junction 28 providing an alternative link crossing over the M5 for all modes with bus priority and active travel infrastructure included.	<ol> <li>The option does not provide enough capacity for the existing and future traffic demands.</li> <li>There are no connections to the Strategic Road Network (M5).</li> <li>Congestion and delay currently experienced at M5 J28 would remain in some capacity.</li> <li>Large scale disruption to the Cullompton Community Association fields and sports facilities, above that already previously considered for the Town Centre Relief Road proposal.</li> </ol>
4	New bus and active travel bridge south of M5 Junction 28	<ol> <li>The option provides insufficient capacity as a stand-alone measure without further infrastructure being provided.</li> <li>Congestion and delay would be likely to remain at existing M5 Junction 28</li> <li>Scheme option does not meet the objectives in delivering growth in the area as set out in the Mid Devon Local Plan.</li> </ol>

5	New pedestrian and cycle bridge south of M5 Junction 28	<ol> <li>The option provides insufficient capacity as a stand-alone measure without further infrastructure being provided.</li> <li>Congestion and delay would be likely to remain at existing M5 Junction 28</li> <li>Scheme option does not meet the objectives in delivering growth in the area as set out in the Mid Devon Local Plan.</li> </ol>
6	Provision of a new two bridge gyratory style motorway junction north of the existing M5 Junction 28, replacing the existing junction. Bus priority and active travel infrastructure provided at the existing junction bridge.	<ol> <li>Construction of multiple structures (e.g. bridges) over the railway line.</li> <li>Mitigation for the extent of flood plain required could be very difficult, due to meandering rivers and natural change of course.</li> <li>Impact on business with closure of existing slip roads. For example access to Cullompton Services and proposed Railway Station.</li> </ol>
7	New junction north of M5 Junction 28 providing an additional motorway junction including north facing slip roads connecting to the M5. Active travel infrastructure provided remote from both junctions. Bus priority will be provided on the local road network, specifically the new links crossing the motorway.	<ol> <li>Capacity improvements are not sufficient as north facing slip roads do not support the key movement of traffic from Cullompton to essential services and employment to the south (Exeter).</li> <li>Congestion and delay would be likely to remain at existing M5 Junction 28.</li> <li>Flooding issues to the North constraining option delivery as requires slip roads to be constructed in flood relief channel.</li> </ol>
8	New bridge north of M5 Junction 28 providing an alternative link crossing over the M5 for all modes with bus priority and remote active travel infrastructure included.	<ol> <li>The option does not provide enough capacity for the existing and future traffic demands.</li> <li>There are no connections to the Strategic Road Network (M5).</li> <li>Congestion and delay considered to remain at existing M5 Junction 28, in some capacity.</li> <li>Flooding issues to the North constraining option delivery as requires slip road to be constructed in flood relief channel</li> </ol>
9	New bridge north of existing M5 Junction 28 dedicated to public transport and active travel.	<ol> <li>The option provides insufficient capacity as a stand-alone measure without further infrastructure being provided.</li> <li>Congestion and delay would be likely to remain at existing M5 Junction 28</li> <li>Scheme option does not meet the objectives in delivering growth in the area as set out in the Mid Devon Local Plan.</li> </ol>

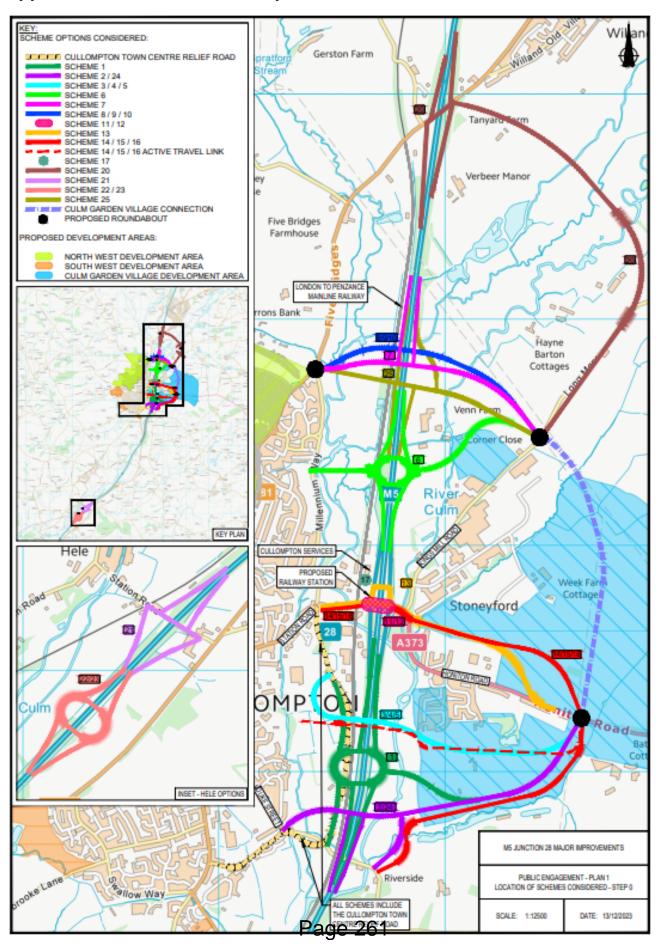
10	New pedestrian and cycle bridge north of existing M5 Junction 28.	2)	The option provides insufficient capacity as a stand-alone measure without further infrastructure being provided.  Congestion and delay would be likely to remain at existing M5 Junction 28  Scheme option does not meet the objectives in delivering growth in the area as set out in the Mid Devon Local Plan.
11	Converting existing 6-arm western roundabout to a 4-arm signalised junction with the inclusion of bus prioritisation and remote active travel links.		The option provides insufficient capacity as a stand-alone measure without further infrastructure being provided.  Scheme options do not meet the objectives in delivering growth in the area as set out in the Mid Devon Local Plan.  The disruption during construction would be very high with limited benefits once completed.
12	Converting existing roundabout into a signalised 6-arm junction with the inclusion of bus prioritisation and remote active travel links.	4)	Difficulties with providing connections to the existing local businesses, properties and Motorway Service Area
13	Construction of a new bridge at M5 Junction 28 to enable a gyratory system with signalised junctions to be established. This will include an allowance for bus prioritisation and remote active travel links.		Predicted high levels of disruption associated with the construction of the option to the strategic and local road network.  Deliverability issues due to level and construction of existing bridges, need for departure from standards.  Retaining accesses also very difficult, especially Cullompton Services and business close to the junction with any improvements in this area due to the necessary road closures and diversions.  Access to the proposed Railway Station could be hindered.  Scheme would concentrate all traffic to one location on the network impacting the potential resilience of the network that a second access would provide.
14	Widening of existing Station Road, provision of separate active travel route across motorway to the south of the existing M5 Junction 28 and creation of additional local access route over existing Duke street M5 bridge.	2)	The option provides insufficient capacity as a stand-alone measure without further infrastructure being provided.  There are no connections to the Strategic Road Network (M5).  Congestion and delay would be likely to remain at existing M5 Junction 28, in some capacity.  Scheme option does not meet the objectives in delivering growth in the area as set out in the Mid Devon Local Plan.

15	Provision of segregated active travel routes connecting the proposed Culm Garden Village to Cullompton Town Centre, Cullompton Railway Station and the North West Extension.	1) 2) 3)	The option provides insufficient capacity as a stand-alone measure without further infrastructure being provided.  Congestion and delay would be likely to remain at existing M5 Junction 28  Scheme option does not meet the objectives in delivering growth in the area as set out in the Mid Devon Local Plan.
16	Provision of bus priority measures at the existing M5 Junction 28 connecting the proposed Culm Garden Village to Cullompton Town Centre, Cullompton Railway Station and the North West Extension.	1) 2) 3)	The option provides insufficient capacity as a stand-alone measure without further infrastructure being provided.  Congestion and delay would be likely to remain at existing M5 Junction 28  Scheme option does not meet the objectives in delivering growth in the area as set out in the Mid Devon Local Plan.
17	Mobility hub at Cullompton Railway Station. Bus lanes, bus gates and bus priority along links connecting Cullompton Town Centre to Culm Garden Village, railway station and north west extension. Facilities for intermodal transfers and connections, including improved active travel infrastructure and facilities.	1) 2) 3)	The option provides insufficient capacity as a stand-alone measure without further infrastructure being provided.  Congestion and delay would be likely to remain at existing M5 Junction 28  Scheme option does not meet the objectives in delivering growth in the area as set out in the Mid Devon Local Plan.
18	Implementation of traffic demand management strategies and integrated technology across Cullompton including at any new developments. Incorporating sustainable planning strategies for Culm Garden Village with the intention to reduce trips generated from the development. (Option not plotted on scheme option plan)	1) 2) 3)	The option provides insufficient capacity as a stand-alone measure without further infrastructure being provided.  Congestion and delay would be likely to remain at existing M5 Junction 28  Scheme option does not meet the objectives in delivering growth in the area as set out in the Mid Devon Local Plan.

19	Introducing new bus services (shuttles) between Culm Garden Village, Cullompton Town Centre, Cullompton railway station and North west extension. With additional services introduced to wider employment centres at Exeter, J27 etc. (Option not plotted on scheme option plan)	2) ( 3) S	The option provides insufficient capacity as a stand-alone measure without further infrastructure being provided.  Congestion and delay would be likely to remain at existing M5 Junction 28.  Scheme option does not meet the objectives in delivering growth in the area as set out in the Mid Devon Local Plan.
20	A new junction on the M5 between J27 and J28 using the existing B3181 bridge adding new slip roads to it. This will provide a direct link between the new junction and the Culm Garden Village and include the relocation of the service station facilities from J28 to J27 and relocating freight traffic.	2) ( 3) S 4) 1	Capacity improvements are not sufficient and do not support the key movement of traffic from Cullompton to essential services and employment to the south (Exeter). People using the junction would be unlikely to travel north to the new junction if they intend to travel southbound towards Exeter on the motorway.  Congestion and delay would be likely to remain at existing M5 Junction 28.  Significant viaducts would be required over the flood plain, which would have significant environmental implications as well as cost implications.  The scheme would require a long access road through the floodplain to access the Culm Garden Village.  The land the southbound off-slip travels through is allocated for housing.
21	Alternative connection to the SRN at Hele utilising existing 5.5m wide underpass with four slip roads on to the M5 at Hele.	2) S	The option provides insufficient capacity as a stand-alone measure without further improvements being provided at or near M5 J28.  Scheme is a long way away from the development and existing town and would be likely to be seen as less attractive option and so less likely to be used than current J28.
22	Alternative connection to the SRN at Hele by providing a new bridge with four slip roads onto the M5 at Hele.	3) ( 4) S	Congestion and delay would be likely to remain at existing M5 Junction 28. Scheme options do not meet the objectives in delivering growth in the area as set out in the Mid Devon Local Plan.
23	Alternative connection to the SRN at Hele by providing a double bridge with four one lane slip roads accessed off a pair of bridges at Hele.		

24	Introduction of south facing bus only slip roads in the vicinity of Duke Street Bridge with connections to Relief Road on the western side and directly to the Garden Village on the east.	1) 2) 3)	The option provides insufficient capacity as a stand-alone measure without further infrastructure being provided.  Congestion and delay would be likely to remain at existing M5 Junction 28  Scheme option does not meet the objectives in delivering growth in the area as set out in the Mid Devon Local Plan.
25	New junction north of M5 Junction 28 providing an additional motorway junction including north and south facing slip roads connecting to the M5. This would require closure of existing north facing slip roads. Active travel infrastructure provided remote from both junctions. Bus priority will be provided on the local road network, specifically the new links crossing the motorway.	1) 2) 3) 4) 5) 6)	Construction of multiple structures (e.g. bridges) over the railway line.  Mitigation for the extent of flood plain required could be very difficult, due to meandering rivers and natural change of course.  Flooding issues to the North constraining option delivery as requires slip roads to be constructed in flood relief channel  Impact on business would be extensive (farms, Cullompton services, proposed station and industrial estate).  Capacity improvements are not sufficient and result in unacceptable queuing on the network.  Congestion and delay considered likely to remain at existing M5 Junction 28.

## Appendix 2 b to CET/24/18 - Options Plan



# Impact Assessment



Assessment of: M5 Junction 28 and Town Centre Relief Road

Service: Planning - Climate Change, Environment and Transport

Head of Service: Jamie Hulland

Version / date of sign off by Head of Service: 1 March 2024

Assessment carried out by (job title): Vaani Shokar – Graduate Trainee

**Transport Planner** 

# 1. Description of project / service / activity / policy under review

Cullompton is a market town within the Mid Devon district, located adjacent to the M5 motorway which acts as the main travel and economic corridor for the South West of England. Cullompton Town Centre holds significant historic importance with several listed buildings, however Historic England designated the town as being at risk to congestion issues due to the prevalence of vehicles.

M5 Junction 28 is a major junction that experiences extremely high traffic flows in Cullompton. The six-arm eastern roundabout often experiences queues onto the M5 slip road because of queuing back from the High Street in the evening, posing increased risks to road safety. Moreover, delays caused by congestion at/through Junction 28 affects access out of Cullompton via B3181 Station Road in the morning. Current plans to deliver the Culm Garden Village housing development will further exacerbate congestion issues.

The High Street is also dominated by vehicles which has led to Cullompton being designated an Air Quality Management Area (AQMA). This, in addition to narrow pavements leads to the High Street being an unpleasant experience for pedestrians and cyclists.

## 2. Proposal, aims and objectives, and reason for change or review

### **Proposals**

The preferred proposal would see the provision of a new motorway junction to the south of the existing M5 Junction 28. This new junction will include south facing slip roads connecting onto the M5 motorway and provide a connection to the proposed Cullompton Town Centre Relief Road.

The new junction will connect directly into the proposed Culm Garden Village development site to the east with the western end of the scheme connecting into the existing Cullompton road network and the town centre providing a high-quality link road with associated active travel and public transport provision. This will provide a segregated walking / cycling route between the new development to the east and the existing Town Centre to the west.

The Town Centre Relief Road will connect Duke Street in the south to Station Road in the north, with a fourth arm added to the Millennium Way roundabout. The route will pass through the public open space and sports pitches, staying close to the railway line to avoid additional disruption to the Cullompton Community Association fields. The cricked club will be relocated to the east of the M5, with reconfiguration of the bowling club and football pitches within the existing area. This scheme also includes upgrades to the walking and cycling routes through the CCA fields and additional links along Meadow Lane to the Community College. This will help remove traffic from the Town Centre, making it more pedestrian friendly.

The reliability of the bus services through the town will be improved with less traffic and congestion and additional services will be delivered by the new development. A bus layby on Station Road will also be provided for the Falcon Bus.

#### **Scheme Objectives**

The proposed improvements aim to:

- Support efficient and safer operation of the Strategic Road Network (SRN).
- Support efficient and safer operation of the local transport network.
- Support the opportunity for existing and new residents to make sustainable travel choices.
- Minimise negative environmental impacts including carbon, water and other environmental impacts.
- Support delivery of the development within Local Plan and longer-term proposals at Culm Garden Village.

# 3. Limitations and options explored (summary)

Limitations

- **Physical restrictions**: proposed improvements will have to take into account the close proximity to the railway line and flood plain, increasing the cost of the scheme to mitigate these issues. Liaison with statutory bodies such as Network Rail, National Highways and Environment Agency has already begun and will continue throughout the development of the scheme.
- **South Facing slip roads**: the proposed option details the construction an additional junction south of J28. The location of the proposed scheme close to the original junction means there is insufficient room to install north facing slip roads as per guidance and safety concerns. Locating the junction further south is not an option given the railway gets closer to the M5 and it would not be possible to construct a new slip road any further south. A southern junction with southern facing slip roads was chosen over a northern junction with northern facing slip roads due to more traffic travelling to/from Exeter.
- **Environmental Limitations**: The proposed Town Centre Relief Road will run through the Cullompton Community Association (CCA) fields. A road in this location would be fully within the floodplain and given the significance and severity of the water courses in the area, would need to be closed during times of flooding.

#### Options Explored

A number of improvement options have been considered with technical work being carried out to consider the impacts of each one. 25 options were explored, with each having challenges in terms of delivery given the proximity of the railway, M5 and floodplain. These ranged from:

- Constructing additional transport infrastructure on the existing junction, such as additional bus/pedestrian/active travel bridges.
- Alterations to existing roundabout through the introduction of signals and bus prioritisation.
- Alternative locations for a new junction
- Construction of mobility hubs with additional bus lanes, improved active travel infrastructure and improved facilities for intermodal connections.

#### **Preferred Option**

The preferred option was chosen as it provides an effective connection to the proposed Culm Garden Village and the SRN, as well as reducing pressure on the current junction infrastructure. Moreover, priority to buses on the local road network, specifically on new links crossing the motorway and through the High Street (where traffic levels will reduce), will reduce journey times and improves passenger experience. It was considered the most deliverable of all the options that met all of the objectives outlined above and supported by

discussions with key stakeholders.

A scenario in which nothing is done has been considered. However, given that the current junction is approaching capacity and additional developments are yet to be completed, the queuing at the current Junction and High Street will only increase. Without an improvement scheme, further development in Cullompton would not be possible.

## 4. People affected, diversity profile and analysis of needs

The people potentially affected by the proposals are principally those living and working in Cullompton and the surrounding Mid Devon area. Therefore, their diversity profile is presented below, with Devon and England overall used as comparators.

#### Age

Table 1 illustrates the percentage of the population broken down by age, in Cullompton and Mid Devon, compared to Devon and England.

Table 1: Age (Census, 2021)

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Geography	% Age 0-19	% Age 20-64	% Age 65+							
Cullompton	19%	61%	20%							
Mid Devon	18%	58%	24%							
Devon	20%	54%	26%							
England	23%	58%	18%							

Table 1 shows that Cullompton is similar to Devon in age structure but does have slightly higher proportion of working age people which links to the higher number of commuting trips seen in the town.

#### Sex

Table 2 details the percentage of the population broken down by gender, in Cullompton and Mid Devon, compared to Devon and England.

Table 2: Sex (Census, 2021)

Geography	Female	Male
Cullompton	50.9%	49.1%
Mid Devon	51.2%	48.8%
Devon	51.5%	48.5%
England	51%	49%

As in England overall, there were slightly more females than males in Cullompton with females making up 50.9% of the population. This is reflected similarly in Mid Devon and Devon as a whole.

#### **Ethnicity**

Table 3 illustrates the percentage of the population broken down by ethnicity, in Cullompton and Mid Devon, compared to Devon and England.

**Table 3: Ethnicity (Census, 2021)** 

Geography	%	%Mixed/multiple	%Asian/Asian	%Black/African/Caribbean/Black	%Other
	White	ethnic groups	British	British	ethnic
					group
Cullompton	96.8%	1.4%	1.4%	0.2%	0.3%
Mid Devon	97.8%	1.1%	0.7%	0.1%	0.3%
Devon	96.4%	1.4%	1.5%	0.3%	0.5%
England	81%	3%	9.6%	4.2%	2.2%

Cullompton, Mid Devon and Devon are lower in ethnic diversity than the national average.

#### Health and Disability

Table 4 shows that Cullompton and Mid Devon have similar health and disability levels when compared to averages of Devon and England.

**Table 4: Disability and General Health (Census, 2021)** 

Geography	% Activities	% Activities	% Not	% Very good	% Fair	% Very bad
	limited a	limited a lot	disabled	and good	health	and bad
	little by	by disability	under the	health		health
	disability		Equality Act			
Cullompton	11.1%	7.7%	81.2%	81.2%%	13.9%	4.9%
Mid Devon	11.3%	7.2%	81.5%	82.0%	13.2%	4.8%
Devon	11.1%	6.9%	82%	83.4%	12%	4.6%
England	10.2%	7.5%	82.3%	81.7%	13%	5.3%

#### Socio-economic status

Table 5 shows the levels of deprivation in Cullompton and Mid Devon compared to Devon and England as a whole.

**Table 5: Household Deprivation (Census, 2021)** 

Geography	% Household is not	% Household is	% Household is deprived
	deprived in any	deprived in one or two	in three or four
	dimensions	dimensions	dimensions
Cullompton	47.3%	50.2%	2.5%
Mid Devon	49.1%	48.1%	2.7%
Devon	49.6%	37.6%	2.8%
England	48.4%	47.7%	3.9%

Whilst Devon as a whole has less deprivation than England, both Cullompton and Mid

Devon have slightly more households deprived in one or two dimensions compared to the national average. However, both Cullompton and Mid Devon show lower proportions of households deprived in three or four dimensions than averages in both Devon and England.

## 5. Stakeholders, their interest and potential impacts

There are a number of different stakeholders involved and consulted on through the development processes. These include:

- Mid Devon District Council
- Cullompton Town Council
- Network Rail
- National Highways
- Environment Agency
- Local Businesses
- Members of the Public
- Bus operators

All these stakeholders have been engaged as the scheme has progressed, either directly or through the recent public engagement events. All of their comments have been considered when choosing the preferred option.

#### 6. Additional relevant research used to inform this assessment

- National Travel Survey (2022)
- Census (2021)

Additionally, information has also been derived from internal DCC documents and cabinet reports.

# 7. Description of consultation process and outcomes (Public engagement)

A public consultation was held between 13 December 2023 and 5 February 2024, inviting residents to give their opinions on the proposals for the relief road and new motorway junction. Respondents had the opportunity to provide feedback via an online survey, email, telephone, or letter. The purpose of this consultation was to find out if the local people supported the intervention being proposed and evidence this for the submission of the Business Case. Comments received on small changes to the design will be considered as the project progresses.

Additionally, two public drop-in events were held to give respondents the opportunity to ask questions relating to scheme in person. An evening event between 15:30-19:00 on Monday 8 January 2024 at Cullompton Community Centre, and an afternoon event between 12:00-16:00 on Wednesday 10 January 2024 at Cullompton Library.

#### **Headline results**

868 responses were received from members of the public and a further 16 from local organisations.

#### Overall:

- 92% (815 of a total of 884) support the need for a town centre relief road.
- 95% (838 of a total of 884) support the need for improvements to M5 Junction 28.
- 79% (698 of a total of 884) support the proposed option for junction improvements.

# **Background information**

## 8. Equality analysis

Under the Equality Act 2010, the local authority must consider how people will be affected by a service, policy or practice. In so doing we must give due regard to the need to: eliminate unlawful discrimination, harassment and victimisation; advance equality of opportunity and foster good relations across protected characteristics of age, disability, gender reassignment, pregnancy and maternity, marriage and civil partnership (for work), sex, sexual orientation, race, and religion and belief. The Equality Act 2010 and other relevant legislation does not prevent the Council from taking difficult decisions which result in service reductions or closures for example, it does however require the Council to ensure that such decisions are: informed and properly considered with a rigorous, conscious approach and open mind, taking due regard of the effects on the protected characteristics and the general duty to eliminate discrimination, advance equality and foster good relations; proportionate (negative impacts are proportionate to the aims of the policy decision); fair, necessary, reasonable, and those affected have been adequately consulted.

- a) Is this group negatively or potentially negatively impacted, and in what way?
- b) What could be done or has been done to remove the potential for direct or indirect discrimination, harassment or disadvantage and inequalities?
- c) In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?
- d) What can be done to advance equality further? This could include meeting specific needs, ensuring equality of opportunity and access, encouraging participation,

- empowering people, making adjustments for disabled people and action to reduce disparities and inequalities.
- e) Is there a need to foster good relations between groups (tackled prejudice and promote understanding) and help people to be safe and protected from harm? What can be done?

#### All residents by geographic area

The proposals will likely impact residents and employees of Cullompton, residents and employees of the surrounding area, and users of the M5 motorway.

Some traffic disruption is to be expected for most residents in Cullompton during the construction of the scheme, due to an increase in construction vehicles, traffic management, road closures and diversion routes. However, this will be kept to a minimum through a construction management plan.

#### Age

Improvements made to the junction and relief road will benefit anyone, of any age, who uses private cars, motorcycles and public transport by reducing traffic waiting times and improving user experience. The additional active travel provision and connections will also help age groups who are more reliant on walking and cycling and the reduction in traffic in the town centre as a result of the proposals will improve the pedestrian environment. Thus no age group is particularly negatively impacted by the scheme.

# Disability (includes sensory, mobility, mental health, learning disability, neurodiversity, long term ill health) and carers of disabled people

The proposed improvements will improve the highway network for all road users. Diverting traffic from the current High Street will benefit people who require additional support in navigating public spaces, improving safety and user experience for those affected. With reduced traffic in the town centre and a less polluted, quieter environment, it can benefit people who are autistic or have other similar sensory and cognitive impairments with less chance of experiencing uncomfortable sensory overload.

# Race and culture: nationality/national origin, ethnic origin, skin colour, religion and belief, asylum seeker and refugee status, language needs

Improvements made to the junction and relief road will benefit all ethnicities who use private cars, motorcycles and public transport. The additional active travel provision and connections will also help ethnic minority groups who are often more reliant on active travel and public transport modes for travel. No particular ethnic group is expected to experience any negative impacts as a result of the proposals.

Sex and gender identity and reassignment (including men, women, non-binary and transgender people), and pregnancy and maternity (including women's right to breastfeed)

Improvements made to the junction and relief road will benefit anyone, of any sex/gender identity, who uses private cars, motorcycles, public transport, and active travel. Therefore it is not expected that any sex or gender identity in particular will be negatively impacted.

#### Sexual orientation, and marriage/civil partnership if work related

The proposed scheme is not expected to cause any negative impacts to anyone based on their sexual orientation or marriage/civil partnership status.

#### Other relevant socio-economic factors and intersectionality

This includes, where relevant: income, housing, education and skills, language and literacy skills, family background (size/single people/lone parents), sub-cultures, rural isolation, access to services and transport, access to ICT/Broadband, children in care and care experienced people, social connectivity and refugee status/no recourse to public funds. Also consider intersectionality with other characteristics.

Cullompton is more deprived than Devon as a whole, with 52.7% of the population deprived in some dimension (Nomis, 2021). The scheme will improve the highway network for all modes of transport, which will improve access to education and employment opportunities.

# 9. Human rights considerations:

We need to ensure that human rights are protected. In particular, that people have:

- A reasonable level of choice in where and how they live their life and interact with others (this is an aspect of the human right to 'private and family life').
- An appropriate level of care which results in dignity and respect (the protection to a
  private and family life, protection from torture and the freedom of thought, belief and
  religion within the Human Rights Act and elimination of discrimination and the
  promotion of good relations under the Equality Act 2010).
- A right to life (ensuring that nothing we do results in unlawful or unnecessary/avoidable death).

It is not considered that there are any relevant human rights considerations. However, improving transport infrastructure may enable individuals to exercise human rights more easily, such as the right to employment or the right to education (both enshrined in the Universal Declaration of Human Rights) by improving access to employment/education by all modes of travel.

## 10. Environmental analysis

An impact assessment should give due regard to the following activities in order to ensure we meet a range of environmental legal duties. The policy or practice does not require the identification of environmental impacts using this Impact Assessment process because it is subject to (please mark X in the relevant box below and proceed to the 11, otherwise complete the environmental analysis information below):

Devon County Council's Environmental Review Process		
Planning Permission		
Environmental Impact Assessment		
Strategic Environmental Assessment		

- a) Description of any actual or potential negative consequences and consider how to mitigate against these.
- b) Description of any actual or potential neutral or positive outcomes and consider how to improve as far as possible.

#### Conserve and enhance wildlife

The installation of the proposed junction and Town Centre Relief Road will require construction of road infrastructure on existing fields, grass areas and woodland areas. The utmost provisions will be put in place in order to minimise adverse impacts on the surrounding wildlife and ensure measures to further conserve the local environment are established following the construction of the proposals. An Environmental Impact Assessment will be carried out to support the future planning application, identifying potential impacts on the environment and providing appropriate mitigation where required.

# Safeguard the distinctive characteristics, features and special qualities of Devon's landscape

No negative consequences. No direct outcomes.

#### Conserve and enhance Devon's cultural and historic heritage

Impacts to Devon's cultural and historical heritage is minimal, the extent to which relates to the relocation of Cullompton's bowling green and football pitch. Removing traffic from the Town Centre will improve the setting of listed buildings within the area.

#### Minimise greenhouse gas emissions

During construction it is to be expected that greenhouse gas emissions are to increase slightly as a result of the construction process. Maintenance and construction vehicles will likely be one of the main contributing factors to this increase. Additionally, the presence of diversions and road closures present during to construction process will also contribute further gas emissions.

However, following construction the number of idling cars should reduce as traffic flow is improved and congestion is reduced and will more than offset the negative impacts during construction. The improvements to waking and cycling routes will also encourage a shift to sustainable travel modes from private cars.

#### Minimise pollution (including air, land, water, light and noise)

Noise disruption is expected to be experienced during the construction of the junction and relief road, however the true extent of disruption is likely to be diminished by existing noise on the motorway. More details on mitigating these impacts will be provided as part of the planning application.

#### Contribute to reducing water consumption

No negative consequences. No direct outcomes.

Ensure resilience to the future effects of climate change (warmer, wetter winters; drier, hotter summers; more intense storms; and rising sea level)

No negative consequences. No direct outcomes.

#### Other (please state below)

# 11. Economic analysis

- a) Description of any actual or potential negative consequences and consider how to mitigate against these.
- b) Description of any actual or potential neutral or positive outcomes and consider how to improve as far as possible.

#### Impact on knowledge and skills

Proposed improvements have the potential to improve access to key local and regional transport routes (including public transport and active travel) for residents by helping to reduce constraints associated with congestion. Access to local academic institutions, early careers, and training courses including Cullompton Community College will also be improved through the reduction in through traffic and enhancements to the transport network.

#### Impact on employment levels

Proposed improvements have the potential to improve access to key local and regional transport routes (including public transport and active travel) in Cullompton, providing access to new and existing employment areas.

Local residential and commercial development unlocked by the proposals will help grow the number of potential pool of employees and places of employment within the local area.

#### Impact on local business

Construction of the proposals will allow for improved access to key sites of economic activity including the Hitchcocks Business Park and Mercury Business Park. Moreover, a reduction in through traffic on Cullompton's High Street facilitated by the proposed relief road will help create a more pleasant environment for shoppers, encouraging people to visit their local businesses in that area.

CET/24/19 Cabinet 13 March 2024

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

Report of the Director of Climate Change, Environment and Transport

Please note that the following recommendations are subject to consideration and determination by the Cabinet (and confirmation under the provisions of the Council's Constitution) before taking effect.

#### 1) Recommendation

That the Cabinet be asked to endorse the Devon, Cornwall and Isles of Scilly Climate Adaptation Strategy.

### 2) Background / Introduction

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

Climate adaptation refers to becoming more resilient to the changing climate by anticipating the adverse effects of climate change and taking appropriate action to reducing the risk from its impacts (e.g. sea level rise, heatwaves, flooding, drought etc.).

The Devon, Cornwall, and Isles of Scilly (DCIoS) Climate Impacts Group (CIG), chaired by the Environment Agency and coordinated by DCC, was formed in 2019 in response to declarations of climate emergency across the three areas.

The CIG has prepared the DCIoS Climate Adaptation Strategy. It is a strategic-level document. It comprises of three sections:

- 1. A Climate Change Risk and Opportunity Assessment (CCRA) split by sector natural environment, infrastructure, health and built environment, business and industry, and cross-cutting risks. These sectors broadly correspond with the sectors used in the national climate change risk assessment, which was used as the basis for the analysis.
- A Strategic Adaptation Plan, which sets out the conditions for everyone to act on adapting to climate change together ("Adaptation Plan"). It provides a set of strategic objectives and suite of strategic-level adaptation options that could be considered for regional collaboration.

3. An Action Plan, which sets out the priority actions for regional collaboration over the next five years, and specific actions for different groups: policy makers, organisations, community groups and individuals.

The full document can be viewed at <a href="https://www.climateresilient-dcios.org.uk/#adaptation-strategy">https://www.climateresilient-dcios.org.uk/#adaptation-strategy</a> and is attached to this report at Appendix 1.

It focuses on climate impacts which require, or which would benefit from, regional collaboration. Due to the place-based and context specific nature of climate risk and opportunities, it is not the purpose of this Adaptation Strategy to plan the detail of how individual areas and communities should adapt. Instead, such detailed plans will be captured at an appropriate level depending upon the risk – it could be at county, district, community or parish level.

The CIG recognises that it has an important role in supporting others to develop their own adaptation plans at a range of scales, from sectoral to household level. The Adaptation Strategy will inform a programme of regional interventions to adapt to climate change, as well as catalysing place-based, grassroots, and organisational action on climate adaptation.

### 3) Proposal

Endorsing the Climate Adaptation Strategy will confirm the authority's commitment to acting with county and regional partners to address the climate and ecological emergencies.

The Authority supports the Strategy and will do what it can to implement relevant actions within its areas of responsibility, including helping Devon's citizens to play their part in improving the resilience of their communities.

This endorsement will not supersede existing democratic scrutiny processes of DCC's contribution to addressing the climate emergency, but it's a clear acknowledgement that success will require a collaborative approach involving government departments and agencies, transport and utility providers, local businesses, communities and individuals to develop and build the adaptation actions needed in each sector.

# 4) Options / Alternatives

The alternative option is not to endorse the Strategy. This is not recommended because DCC has, on behalf of the partnership, led the collaborative-preparation of the Plan and negotiated its content with the partner organisations. DCC should continue to demonstrate leadership on the climate emergency by endorsing the Plan in line with its pre-existing commitments.

# 5) Consultations / Representations / Technical Data

The CIG, guided by consultants RSK, ran a series of workshops with key organisations and community representatives during 2022 to inform the risk and opportunities assessment and lists of adaptation options. The Adaptation Strategy was open for public consultation during May and June 2023. DCC submitted a formal response. DCC's Climate Change

Standing Overview Group of the Corporate Infrastructure and Regulatory Services Scrutiny Committee contributed to the consultation response.

#### 6) Strategic Plan

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

- Respond to the climate emergency
- Support sustainable economic recovery
- Tackle poverty and inequality
- Improve health and wellbeing
- Help communities be safe, connected and resilient
- Be ambitious for children and young people.

#### 7) Financial Considerations

There are no new financial requests on DCC for the implementation of the Strategy at this time. Inevitably, DCC, along with other community actors, will need to consider finding resources to mitigate the climate risks identified by the Strategy that are relevant to its services, areas of responsibility and influence.

DCC has an ongoing role in supporting the overall coordination and monitoring of the Strategy through pre-existing Environment Group revenue budgets.

There is already significant investment (revenue and capital) through pre-existing budgets relating to current climate adaptation activity undertaken by DCC (e.g. through flood risk management and highways resilience activity).

# 8) Legal Considerations

There are no specific legal considerations.

# 9) Environmental Impact Considerations (Including Climate Change)

The DCIoS Climate Adaptation Strategy assesses the risks to the environment from climate change and proposes actions to manage those risks.

There is scope for resilience projects, particularly those relating to hard infrastructure such as a sea wall, or projects that may increase energy consumption such as actively cooling buildings, to negatively affect the environment. There are opportunities to work collaboratively with communities and statutory bodies to navigate these potential pitfalls so that these become opportunities for positive effects – such as using nature to control flooding, rather than building hard infrastructure.

The environmental impacts of specific projects arising from the implementation of the Strategy will be managed on an individual basis.

#### 10) Equality Considerations

Where relevant, in coming to a decision the Equality Act 2010 Public Sector Equality Duty requires decision makers to give due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other prohibited conduct;
- advance equality by encouraging participation, removing disadvantage, taking account
  of disabilities and meeting people's needs; and
- foster good relations between people by tackling prejudice and promoting understanding

in relation to the protected characteristics (age, disability, gender reassignment, marriage and civil partnership (for employment), pregnancy and maternity, race/ethnicity, religion or belief, sex and sexual orientation).

A decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.

In progressing this particular scheme / proposal, an Impact Assessment has been prepared which has been circulated separately to Cabinet Members and also is available on the Council's website at https://www.devon.gov.uk/impact/climate-adaptation-strategy/

Members will need to consider the Impact Assessment for the purposes of this item / meeting.

Climate change will affect everybody in the county, and it will affect people less able to adapt the most. These include less affluent people, those living with physical and mental health conditions, those living in coastal communities or other areas prone to flooding and young people who will live with the effects becoming worse over their lifetimes. Implementing the recommendation will help progress regional efforts to these impacts on everyone. The Strategy includes a more detailed commentary on people most vulnerable to climate change.

Implementing the Strategy to improve resilience will require changes to the way the Authority's services are provided, which has the potential to impact negatively and positively on service users depending on the specifics of the proposals once they are developed. Tactical-level changes to services will need their own impact assessment to consider their effect on equality characteristics.

# 11) Risk Management Considerations

The potential risks to Devon's communities from climate change are profound e.g. extreme sea level rise, health effects (heat stress, anxiety, vector-borne diseases etc.), increased flood risk, economic shocks and a breakdown of environmental services that provide food, fuel and pharmaceuticals to name just a few. These are all recorded in the Climate Change Risk and Opportunities Register described above.

Whilst DCC is unable to increase Devon's resilience by itself, it is vital that the Authority demonstrates local leadership alongside the DCE partners.

The corporate and community risk registers will be reviewed to ensure relevant risks in the DCloS Strategy are captured and managed.

#### 12) Summary

The Strategy shows that climate change will have far reaching and profound implications for how places function, are planned, how they feel and how behaviours need to change. DCC looks forward to continuing the formal collaboration with partners on the Devon Climate Emergency Response Group and working in partnership with everyone to continue the required adaptation to the inevitable impacts of climate change.

#### Meg Booth

Director of Climate Change, Environment and Transport

**Electoral Divisions**: All

Cabinet Member for Climate Change, Environment and Transport: Councillor Andrea Davis

#### Local Government Act 1972: List of background papers

Background Paper: Impact Assessment for the draft Devon, Cornwall and Isles of Scilly Climate Adaptation Strategy

Date: June 2023

File Reference: The above mentioned Reports are published on the Council's Website at: http://democracy.devon.gov.uk/ieDocHome.aspx?bcr=1

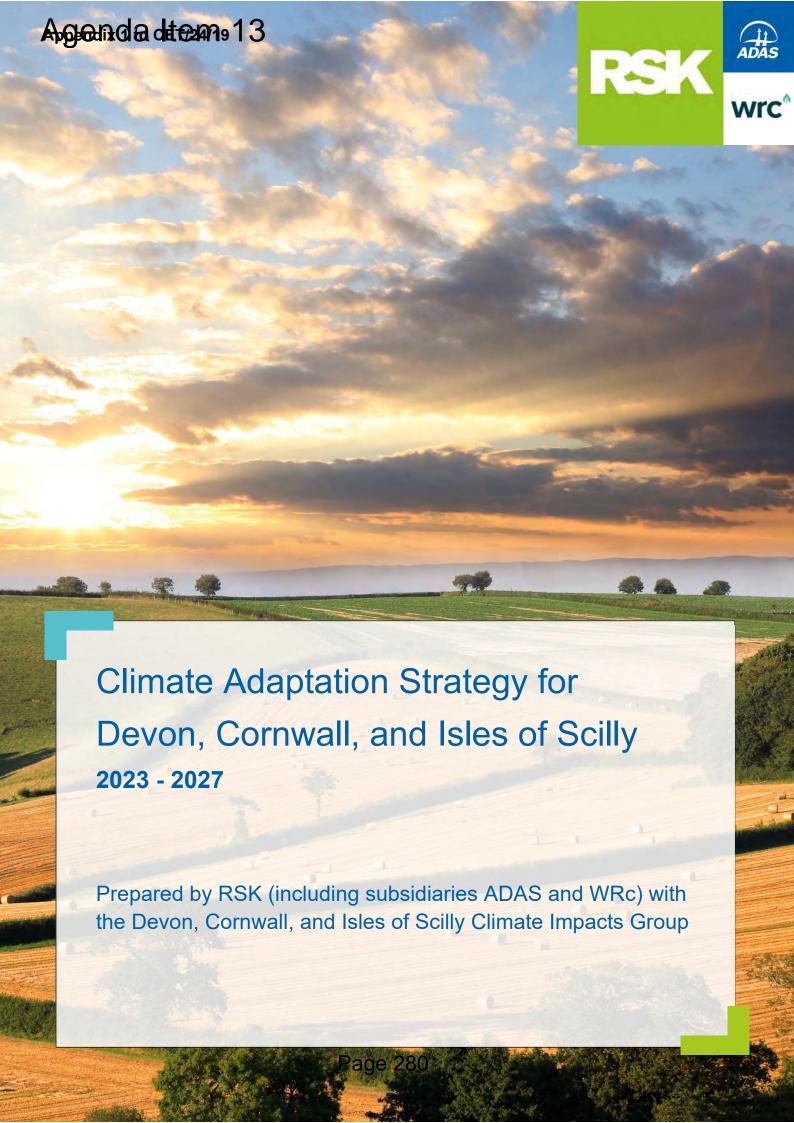
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Endorsement of the Devon, Cornwall and Isles of Scilly Climate Adaptation Strategy - Final





### **GENERAL NOTES**

The pre-consultation version of this report was produced in March 2023 by RSK, including subsidiaries ADAS and WRc. This publication is the post-consultation version incorporating amendments that respond to comments received from the public consultation.

Title: Climate Adaptation Strategy for Devon, Cornwall, and Isles of Scilly

Client: Devon County Council on behalf of the Devon, Cornwall, and Isles of

Scilly Climate Impacts Group

Date: October 2023

**Status:** Post-Consultation Final Report



### **ACKNOWLEDGEMENTS**

### **Funding**

The contract was commissioned by Devon County Council on behalf of the Devon, Cornwall and Isles of Scilly (DCloS) Climate Impacts Group, with funding provided by the Environment Agency.

### The RSK Project Team

The pre-consultation report was prepared by RSK (including subsidiaries ADAS and WRc). The work was led by **Charles Ffoulkes** (Director for Climate Adaptation and Resilience at ADAS), with input from **Andrew McArthur** (Director for Adaptation and Asset Management at WRc), **Brian Anderson** (Senior Consultant at WRc), **Hannah Oliver** (Graduate Climate and Sustainability Consultant at ADAS), **Danielle King** (Head of Climate and Decarbonisation at RSK), and **Weiting Liu** (Graduate Climate Consultant at RSK).

### **Climate Impacts Group**

Thanks are provided to **Emily Reed** (Climate Emergency Project Manager at Devon County Council) and members of the Climate Impacts Group for their contributions throughout the development of this strategy, with representation provided by the Met Office, University of Exeter, National Health Service (NHS) Devon, Devon County Council, Environment Agency, South West Water, Devon and Cornwall Police, Public Health Devon, Devon Local Nature Partnership, DCloS Local Resilience Forum, Cornwall Council, Council of the Isles of Scilly, Ministry of Housing, Department for Communities and Local Government, and Westcountry Rivers Trust.

#### **Disclaimer**

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Where any data supplied by the client or from other sources have been used, it has been assumed that the information is correct. No responsibility can be accepted by RSK for inaccuracies in the data supplied by any other party. The conclusions and recommendations in this report are based on the assumption that all relevant information has been supplied by those bodies from whom it was requested.

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This work has been undertaken in accordance with the quality management system of RSK.



### **EXECUTIVE SUMMARY**

The Devon, Cornwall and Isles of Scilly Climate Impacts Group commissioned the preparation of this strategic-level Adaptation Strategy, led by RSK Group (including subsidiaries ADAS and WRc) and co-developed with the Climate Impacts Group.

It comprises of three sections:

- 1. A climate change risk and opportunity assessment for Devon, Cornwall, and the Isles of Scilly.
- 2. A strategic adaptation plan for the next 5 years, which sets out the conditions for everyone to act on adapting to climate change together.
- 3. An action plan, which sets out the short-term actions for regional collaboration over the next 2 3 years years.

It focuses on climate impacts which require, or which would benefit from, regional collaboration. Due to the place-based and context specific nature of climate risk and opportunities, it is not the purpose of this Adaptation Strategy to plan the detail of how individual areas and communities should adapt. Instead, such detailed plans will be captured under county-level risk assessments and adaptation plans.

### Climate change risk and opportunity assessment

A climate change risk and opportunity assessment was co-developed with the Climate Impacts Group. This built upon an initial climate risk assessment that had been prepared previously by the Climate Impacts Group in early 2022.

The climate change risk and opportunity assessment evaluated 62 climate change impacts for the region, considering both positive (i.e. opportunities) and negative (i.e. risks) effects. These were categorised into five sectors that broadly correspond with the sectors highlighted in the national climate risk assessment: natural environment (including agriculture and forestry), infrastructure, health and the built environment, business and industry, and cross-cutting impacts (including international dimensions).

Five main impact themes were scored as being the most severe for the region, all of which have impacts on human health. The themes are not listed in any order but discuss the broad hazards that the region faces from climate change.

- River and surface water flooding: Devon and Cornwall are highly susceptible
  to the impacts of river and surface water flooding. Climate change is projected
  to increase winter rainfall and increase the intensity and frequency of storm
  events, furthering the region's vulnerability.
- <u>Sea level rise (coastal flooding and erosion):</u> If global temperatures increase by 4°C by 2100, projections suggest sea level in the region is very likely to rise by between 0.24m and 0.38m by 2050. Wave height, storm surges and offshore wind speed are also expected to increase as a result of climate



- change, resulting in more intense storm events and greater impacts from coastal flooding.
- Reduced water availability (drought conditions): It is projected that decreased summer rainfall will increase the likelihood and length of drought periods and water scarcity. Prolonged periods of reduced water availability will have significant negative impacts on agricultural productivity, commercial forestry and terrestrial and freshwater species and habitats.
- Temperature change and extreme heat/cold: Climate change is expected to increase average temperatures, the number of hot days, summers, heatwaves, and periods of extreme heat. These are likely to cause negative health impacts, including direct impacts (e.g. from increased illness and death from cardiovascular and respiratory diseases and other chronic health conditions) and indirect impacts on health (e.g. impact on health services, increased risk of accidents, transmission of food and water borne diseases.
- <u>Cascading impacts:</u> Interacting and cascading impacts can be triggered by multiple hazards that occur coincidentally or sequentially, creating substantial disruption to human and or natural systems. Across the region there is the risk that interaction between named hazards could result in the compounding of impacts across different systems.

### Strategic adaptation plan

The purpose of the strategic-level adaptation plan is to set out how Devon, Cornwall and the Isles of Scilly can create the conditions and capacity for everyone to adapt to climate change together over the next 5 years. The adaptation plan considers four levels of adaptation planning and action, relating to different parts of society: policy/regulator-level, organisational-level, community-level, and individual-level actors and actions; with a primary focus on the top two levels to provide the enabling conditions.

Climate change will affect different places in different ways. This drives the need to develop place-based adaptation options with strategies focussed on 'location'. Locations across the region experience many of the same climate impacts. This means that the region can work collaboratively at a strategic level to ensure that interlinked human-environment systems (e.g. transport, utilities etc.) remain resilient, with the implementation of adaptation options that provide flexibility against uncertainties of future climate impacts.

The regional priorities and strategic directions outlined in this adaptation plan are based on the Climate Impact Group's assessment of climate risks and local vulnerabilities, alongside the input of stakeholders. Strategic directions and actions to support adaptation include, by sector:

Natural environment (including agriculture and forestry and fisheries):

 To support and actively improve the adaptive capacity of landscapes and habitats.



- To use agriculture / forestry networks and knowledge to implement best practice. Provide them with key information to protect ecosystem services.
- To maximise community participation and connection to nature.

#### Infrastructure:

- To develop cross-sector collaboration to equip the region with the knowledge and skills to take adaptation action.
- To enhance long-term Infrastructure resilience through local stewardship.

#### Health and the built environment:

- To increase community awareness of how climate change can impact physical and mental health.
- To support residences and businesses on private water supplies to adapt to climate change threats, including security of supply and changing water quality.
- To assist public services to understand climate change impacts on their assets, service delivery and the community's health.
- To minimise heat-related illness and death.
- To ensure the region is ready for, and resilient to, flooding and coastal change.

### Business and industry:

- To equip the sector with the knowledge and skills to take adaptation action.
- To develop industry readiness for impacts (e.g. supply chain security, drought restrictions).
- To enhance long-term business resilience through local stewardship.

### <u>Cross-cutting risks and international dimensions:</u>

- To improve the community's knowledge and awareness of the health impacts of climate change, both current and into the future.
- To improve food security within the region.
- To improve information and liaison about the effects of climate change on crime and civil disorder.

Whilst the Climate Impacts Group and local authorities will play an influential role in preparing the community and other stakeholders for the changes ahead, success will require a collaborative approach involving government departments and agencies, transport and utility providers, local businesses, communities and individuals to develop and build the adaptation actions needed in each sector.



### **Action plan**

This action plan summarises the impacts from climate change on each sector and identifies the short-term actions from the adaptation plan for delivery over the next 2 – 3 years. Short-term actions to adapt to climate change for each societal group are:

### Policymakers, regional / local government, and arm's length bodies

- Build on and develop resilience partnerships. Ensure their command, control
  and co-ordination arrangements for an emergency which involves the loss of
  both power and telecoms, and actively involve utilities companies in local
  planning where required to ensure linkage with regional and national
  developments.
- Develop a climate change awareness campaign to inform the public of the projected range of changes and their impacts alongside how we are adapting.
- Public authorities to continue to provide timely & localised information on climate change impacts to enable appropriate adaptation planning by businesses and householders.
- Policymakers to raise public awareness and understanding of the predicted impacts of climate change around the coast generally, and on their local communities specifically – to advance knowledge and engagement.

### Organisations, businesses, infrastructure operators, charities, trusts etc.

- Develop a collaborative regional water strategy to manage water availability, including aquifer recharge, control over-extraction, increase the use of rainwater harvesting etc.
- Promote soil management techniques (Min-till cultivation, cover crops, leyarable rotations) to protect and improve soil structure / nutrient levels and increase resilience to adverse weather / aridity impacts.
- Provision of capacity building support and advice to community groups for taking action to support nature enhancement.
- Develop joint strategies, research, and longer-term schemes with South West Water and catchment partnerships (and other risk management partners where appropriate) to improve catchment management both for high flow areas at flood risk and protect low flow by reducing demand / drought impacts.
- Develop and expand the Climate Emergency / Readiness Action group -(steering group formed from business, public sector, and academia) to take the lead on more projects within the region.
- Put in place a flood plan to ensure business continuity and community awareness - sign up for alerts and check insurances for coverage on flooding / severe weather events.
- Define a regional approach (e.g. 'One Health') to prevent the emergence of zoonotic diseases (infectious diseases transmitted between animals and people ).
- Raise awareness on the impacts of anti-microbial resistance and prevention measures (e.g. reducing antibiotics use in livestock).



 Work with partners, including universities, to examine the effects of climate change on crime rates and the potential for civil disorder.

### Community Groups, local hubs

 Work with partners, including local authorities, to develop the materials and training to support in the establishment and support of local Community Resilience Groups.

#### Individuals

For climate change impacts to be effectively addressed and adapted to, individuals should take an active role in assessing their own, and their communities', vulnerabilities to extreme weather events, including impacts from flooding, heatwaves, and water scarcity. Individual property-level adaptation actions may include:

- Install rainwater harvesting, such as a water butt.
- Increase your property's resilience to flooding.
- Check your insurance coverage levels and limitations.
- Upgrade your household water fittings to reduce your water use.
- Switch to water-efficient appliances.
- Choose porous surfaces for your driveways and paths.
- Add solar shading to the south façade of buildings and/or introduce passive cooling measures to reduce heat impacts.
- Fit insect screens where needed.
- Maintain building structure, including roofs.
- Increase the capacity of guttering down-pipes.



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# **Acronyms and abbreviations**

Acronym	Description
ALBs	An arm's-length body; specific category of central government public bodies that is administratively classified by the Cabinet Office.
BEIS	Department for Business, Energy & Industrial Strategy; this department was replaced in February 2023 by three departments.
CCAAP	Climate Change Adaptation Action Plan
CCC	Climate Change Committee
CCRA	Climate Change Risk (and opportunity) Assessment
CIG	Climate Impacts Group
DCIoS	Devon, Cornwall, and the Isles of Scilly
Defra	Department for Environment, Food & Rural Affairs
DfT	Department for Transport
EA	Environment Agency
ELMs	Environmental Land Management scheme
IoS	Isles of Scilly
n.d.	Reference that has no date
LRF	Local Resilience Forum
NGO	Non-Governmental Organisations
NHS	National Health Service
SME	Small and Medium-sized Enterprises
UKCP18	UK Climate Projections 2018



### 1 Introduction

### 1.1 Background

The Devon, Cornwall, and Isles of Scilly (DCloS) Climate Impacts Group (CIG), currently chaired by the Environment Agency, was formed in 2019 by the DCloS Local Resilience Forum in response to declarations of climate emergency across the three areas.

The climate emergency requires a dual approach:

- Climate Change Mitigation: Actions to reduce the region's contribution to climate change (i.e. reducing greenhouse gas emissions) and offset remaining emissions through carbon sequestration and storage.
- Climate Change Adaptation: Actions to become more resilient to the changing climate by anticipating the adverse effects of climate change and taking appropriate action to reducing the risk from its impacts (e.g. sea level rise, heatwaves, flooding, drought etc.).

Further detail on key terms and their definitions can be found in Appendix 1 – Glossary of terms. This report focuses on the adaptation element of the climate emergency only. Information on the DCloS region's response to mitigation can be found in the relevant county-level plans: the <u>Devon Carbon Plan</u> (Devon Climate Emergency, 2022), the <u>Cornwall Climate Change Plan</u> (Cornwall Council, 2019), and the <u>Isles of Scilly Climate Change Action Plan</u> (Council of the Isles of Scilly, 2022).

### 1.2 Why is climate adaptation necessary?

Climate is the description of average weather over a long period. Future projections of climate throughout the 21st century are presented in Section 1.5. The projections show that average and extreme weather can be expected to continue changing as time progresses. Changes to the climate will continue to occur even if the world stopped emitting greenhouse gases immediately due to the time lag between emissions occurring and the atmosphere reacting to them.

Critical infrastructure (e.g. transport networks, telecoms, and sea defences), community assets (e.g. schools, hospitals, green spaces), homes, the environment, businesses and public services are all sensitive to weather and climate. Therefore climate change will directly affect the resilience of communities and the environment, demand for services, economic productivity, and infrastructure maintenance costs.

 Taking a proactive approach to adapt to climate change will result in many benefits, which could create a fairer, healthier, more resilient and prosperous society now and into the future.

The DCIoS CIG commissioned the preparation of this strategic-level Adaptation Strategy ("DCIoS Climate Adaptation Strategy"), led by RSK Group (including



subsidiaries <u>ADAS</u> and WRc) and co-developed with the CIG. It comprises of three sections:

- 1. A Climate Change Risk and Opportunity Assessment (CCRA) for Devon, Cornwall, and the Isles of Scilly ("DCloS Climate Change Risk Register").
- 2. A Strategic Adaptation Plan, which sets out the conditions for everyone to act on adapting to climate change together ("Adaptation Plan").
- 3. An Action Plan, which sets out the priority actions for regional collaboration over the next five years ("Action Plan").

It focuses on climate impacts which require, or which would benefit from, regional collaboration. Due to the place-based and context specific nature of climate risk and opportunities, it is not the purpose of this Adaptation Strategy to plan the detail of how individual areas and communities should adapt. Instead, such detailed plans will be captured under county-level risk assessments and adaptation plans, for example the <a href="Cornwall Climate Risk Assessment">Cornwall Climate Risk Assessment</a> (Cornwall Council, 2022) and the Isles of Scilly Climate Change Adaptation Action Plan (Council of the Isles of Scilly, pending publication). In addition, community or local/parish level adaptation plans are likely to be developed – some communities already have these for specific issues, such as the <a href="Slapton Line">Slapton Line</a> in South Devon.

The CIG recognises that it has an important role in supporting others to develop their own adaptation plans at a range of scales, from sectoral to household level. The Adaptation Strategy is intended to inform a programme of regional interventions to adapt to climate change, as well as catalysing place-based, grassroots, and organisational action on climate adaptation. It does not intend to replicate or replace county-level CCRAs or adaptation plans.

Whilst the DCIoS CIG and local authorities will play an influential role in preparing the community and other stakeholders for the changes ahead, success will require a collaborative approach involving government departments and agencies, transport and utility providers, organisations, local businesses, communities, and individuals to develop and build the adaptation actions needed in each sector.

### 1.3 Snapshot of the DCloS region

The DCloS region is made up of three areas: Devon (comprising the areas administered by Torbay Council, Plymouth City Council and Devon County Council), Cornwall, and the Isles of Scilly, shown in Figure 1.



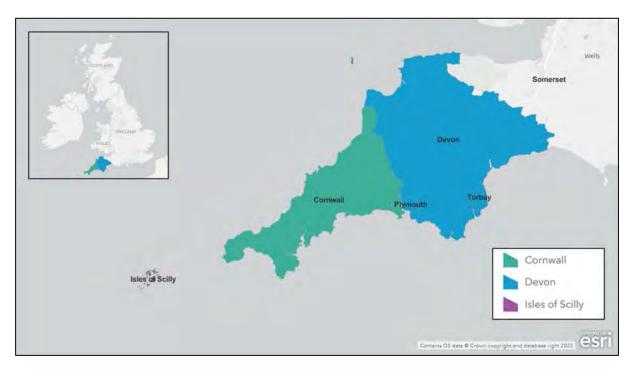


Figure 1. Location of Devon, Cornwall, and the Isles of Scilly within the United Kingdom. Source: ADAS using ArcGIS® software by Esri.

**Geography:** Devon is the largest county within the DCloS region covering a land area of 6,707 square kilometres (km²) (Devon County Council, n.d.). The county has two coastlines, to the north and south, which have a total length of 819 km (British Geological Society (BGS), 2022). Cornwall has the second largest area (3,563 km²) (Historic Cornwall, n.d.) and a coastline which is 1086 km (BGS, 2022). The Isles of Scilly lie 45 km southwest of Cornwall. Over 200 islands sit within the Isles of Scilly archipelago, but only five of these are inhabited (Natural England, n.d.). The inhabited islands (St Mary's, St Agnes, St Martin's, Tresco, and Bryher), cover a total area of approximately 16 km² (Office for National Statistics (ONS), 2016) and are very low lying, sitting on average 17 metres (m) above sea level with a maximum elevation of 51m and a minimum of -0.2m (Natural England, 2010).

**Population:** The total population is approximately 1,788,000, of which Devon has the largest population at 1,215,600, followed by Cornwall with 570,300 (ONS, 2022a) and the Isles of Scilly with around 2,100 in 2021 (ONS, 2022b). In 2021 the median age of residents in the DCloS region was 48 years, notably higher than the median age in England and Wales of 40 years (ONS, 2022a). Across the region over a quarter (25.8%) of the population were aged over 65 years, a higher proportion than the average of 18.6% across England and Wales, and this age group is projected to grow as a proportion of total population. The Isles of Scilly has a particularly high proportion of elderly people with a median age of 50 years and 28.2% of the population aged over 65 years. Similarly, there are more retirees in Devon (23.2%), Cornwall (28.8%) and the Isles of Scilly (26.7%) than the average in England and Wales of 21.6% (ONS, 2022a).



The census classifies households in England and Wales by dimensions of deprivation, based on employment, education, health and disability and housing quality and occupancy (ONS, 2022). Overall, 51.7% of households in England and Wales in 2021 were deprived in at least one of the four dimensions (ONS, 2022a). There are fewer deprived households in the DCloS region than the national average; 35% of households in Devon were deprived in at least one dimension in 2021, 39% in Cornwall and 34% in the Isles of Scilly (ONS, 2022a).

Land use: Agriculture is the primary land use. In Devon 77% of the land area is farmed, 74% in Cornwall and 69% in the Isles of Scilly (Department for Environment, Food and Rural Affairs (Defra), 2016). Grassland for sheep and cattle is the predominant agricultural use on the mainland, which covered 77% and 72% of the agricultural land in Devon and Cornwall respectively (Defra, 2016). The remaining area is largely used to grow cereals, energy crops, arable crops and fruit and vegetables. Horticulture is the dominant sector on the Isles of Scilly, historically a leading producer of narcissus in the cut flower industry. Island production is varied including cut flowers, market gardening, herbs, salads, honey, poultry, and cattle (Council of the Isles of Scilly, 2004). Despite the variety of goods produced, 87% of agricultural land in the Isles of Scilly is grassland (Defra, 2016). As well as defining the region's landscape, agriculture is a key income source, with a total income from farming of £125 million in Devon in 2020 and £281 million in Cornwall and the Isles of Scilly (Defra, 2020).

The DCIoS region has a number of protected landscapes, including two National Parks in Devon (Dartmoor and Exmoor) and seven Areas of Outstanding Natural Beauty (AONBs). The Cornwall AONB is made up of 12 separate geographical areas and covers approximately 27% of the County (The National Association Areas of Outstanding Natural Beauty, 2023). Thirty-five percent of Devon's land area is within Dartmoor and Exmoor National Parks and five AONBs. There are also two World Heritage Sites (the Cornwall and West Devon Mining Landscape and Jurassic Coast) as well as the North Devon Biosphere Reserve and Exmoor's International Dark Skies Reserve. Whilst the Isles of Scilly are the smallest designated AONB in the UK, the islands boast diverse scenery. These valued landscapes are important for the communities living and working there, but also key attractions for the millions of visitors who come each year. They also play an important role in climate adaptation.

**Employment:** In Devon, 2% of people are unemployed, in Cornwall 2.2%, and in the Isles of Scilly 0.8%, so unemployment is lower in the DCloS region than the average 3.4% of people unemployed across England and Wales (ONS, 2022a).

**Business:** In 2022 there were just under 50,000 enterprises in Devon and just over 25,000 in Cornwall (Department for Business, Energy & Industrial Strategy (BEIS), 2022). Business size reflected those found in the rest of the United Kingdom (UK) with almost all (99.75%) businesses in Devon and Cornwall registered as small and medium-sized enterprises (SMEs; typically defined as businesses which employ



fewer than 250 employees) in 2022. All 200 businesses on the Isles of Scilly are classified as SMEs.

**Industry:** 'Professional, scientific, and technical' activities is the leading industry group in the DCloS region, encompassing 20% of enterprises (BEIS, 2022). This group includes scientific research and development, legal, accounting, architecture, and engineering. Key industry groups are also: retail; agriculture, forestry, and fishing; and accommodation and food services. Businesses operating in these groups represent 17%, 16% and 14%, respectively (BEIS, 2022). Industry distribution differs slightly on the Isles of Scilly; 22.5% of enterprises work within the accommodation and food services sector and 20% within agriculture, forestry, and fishing (BEIS, 2022).

**Transport:** The region hosts just 24 miles of motorway, all of which are in Devon. Devon has the largest road network in England with 8,953 miles of roads, whilst Cornwall has over 4,500 miles of roads (Department for Transport (DfT), 2022). The road infrastructure on the Isles of Scilly is minimal, comprising of 21 miles (DfT, 2022). The region is served by two rail lines from London which converge at Exeter to continue to Penzance. This includes a number of challenging sections of route such as the sea wall at Dawlish which affects all services to Torbay, Plymouth and Cornwall (Devon County Council, 2011). Other Cornish lines such as Looe and the branch from Par to Newquay are also vulnerable to flooding. There is no rail infrastructure on the islands. Ports and harbours are important to the economy of the region. Plymouth's Millbay docks are the 7<sup>th</sup> largest passenger port in England, providing services to France and Spain and because half of the passenger traffic originates from outside Devon, the ferry is very dependent on the A38 (Devon County Council, 2011). Millbay is also a cargo portln Cornwall, Falmouth Docks is the largest harbour. Penzance ferry port links the mainland to the Isles of Scilly. On the islands, transport is largely by car, bike, on foot or by boat. St Mary's, the largest island, is home to St Mary's Harbour in Hugh Town, the main ferry terminal for visitors to the islands in the summer. Air travel is also a primary transport route to and from the islands, with Skybus taking passengers between St Mary's Airport (also known as Isles of Scilly Airport) and the mainland: Land's End Airport, Newquay airport, and Exeter Airport (Isles of Scilly Travel, n.d.). As well as the larger transport infrastructure there are many footpaths and multiple cycleways across Devon and Cornwall that are promoted by the local authorities to support active travel around the region.

### 1.4 Consideration of vulnerable groups

The impacts of climate change and associated hazards (e.g. heatwaves, floods, and droughts) present direct threats to physical and mental health and indirect threats through impacts on the building blocks of health, i.e. food, housing, employment, transport, green space. There is broad consensus that climate change increases health inequalities. The extent to which people's health is vulnerable to the effects of



climate change is dependent upon three factors: their exposure to climate health hazards (such as flooding or extreme heat or novel diseases), their sensitivity to those hazards, and their adaptive capacity to cope with the consequences. In addition, places (e.g. rural, urban or coastal) have distinct vulnerabilities and vulnerable populations. Some groups more likely to include vulnerable people are: the elderly, young people, those with health conditions and disabilities, low-income groups, communities facing deprivation, and minority communities. There are also many other groups including visitors and new students, homeless and migrant populations, single-pensioner households, those living in caravans or temporary structures etc. Though people within these communities may also provide resilience and support to others.

**Elderly:** The elderly are more vulnerable to flooding and heatwaves than other age groups. The reasons for this include (Climate Just, n.d.a):

- 1. Their sensitivity to extreme heat. People over 65, and more so people over 75, are not able to adjust as well as other adults to sudden changes in temperature and are also more likely to have a long-term health condition or take medication that changes their body's ability to respond effectively to heat.
- 2. More commonly living in certain types of housing, e.g. bungalows, that are more susceptible to flooding.
- 3. A reliance on friends, neighbours and relatives for aspects of their care.
- 4. Their limited adaptive capacity perhaps because of reduced mobility and consequently a restricted access to help.

However, not all older people are equally vulnerable. There are huge differences between people in the same age group as a result of varying biological, social and psychological factors.

**Children and young people:** This group can be affected disproportionately by heat related impacts because their bodies create more heat, they sweat less and dehydration affects them more quickly than in the case of healthy adults. Younger children are dependent on adults to adapt their behaviour and actions to climate impacts, e.g. in the case of higher temperatures - taking shade in the peak sun, wearing appropriate clothes and hats, and applying suncream etc.

Their development can also be affected due to having experienced traumatic events, which can cause aggressive behaviour, mental health issues and the disruption of their schooling (Climate Just, n.d.b).

**Physical health conditions:** Those with existing health conditions can be more at risk due to an ongoing dependence on local healthcare services and their increased sensitivity e.g. extreme heat can exacerbate asthma and cardiovascular diseases.

**Mental health conditions:** There is limited evidence on the links between climate change and mental health, but the literature reports that people who are experiencing poor mental health are more vulnerable to the effects of climate change on their physical as well as mental health. One reason given is that the climate crisis



threatens to disrupt the provision of care for people with a mental illness diagnosis (Lawrance *et al.*, 2021).

**Disabilities:** Some people living with disabilities can be more vulnerable due to on average lower incomes, an unawareness of emergency protocols (due to warning and preparedness systems not being accessible to people with low vision or blindness or hearing loss, for example) and separation from carers and any assistive devices relied upon (Clarke, 2022).

**Low-income households:** A person's income is often closely tied to other causes of vulnerability such as due to being a lone parent, being in ill-health or having a disability. People in these groups tend to have fewer employment opportunities than others and so tend to be on lower incomes. Households with low-incomes and those who are unemployed are less able to adapt to climate impacts as they have reduced financial capability to invest in adaptation and/or manage, cope, or respond to extreme weather events and associated hazards. Low-income households are also more likely to be employed in professions that have a higher exposure to heat due to working outdoors or confined spaces (Climate Just, n.d.c).

**Minority communities:** Minority communities can be disproportionately vulnerable to the impacts of climate change due to potential language barriers, a higher likelihood of living in dense urban environments (subject to a greater 'heat island' effect) with less access to green space (Climate Just, n.d.d), a greater occurrence of asthma exacerbated by living in areas of poor air quality, and systemic inequalities meaning that diverse voices are under-represented in professions generating solutions to the climate crisis (Chapman, 2022).

**Tourists and people who have lived in an area for a short time:** May be unaware of local risks like flooding and eroding cliffs. Tourists may also be staying in vulnerable accommodation like campsites, caravans and camper vans.

**Homeless**: Homeless people are more likely to be in suffering from health conditions than others and clearly more exposed to climate impacts by the very nature of having inadequate shelter (Climate Just, n.d.e).

### 1.5 Climate Projections

#### 1.5.1 Emissions scenarios

The world has already experienced warming of around 1.1°C above pre-industrial levels (1850-1900) and further temperature changes are expected in the future (Met Office, 2022a).

The use of different future greenhouse gas emissions scenarios enables examination of the impacts and risks from projected climate change.

The UK's third Independent Assessment of UK Climate (known as CCRA3), published in 2022, sets out future climate pathways for global warming of  $2^{\circ}$ C and  $4^{\circ}$ C (+ or  $-0.5^{\circ}$ C) above 1850-1900 levels by 2100. The lower scenario could be



achieved if international climate policy goals (The Paris Agreement) are met. The higher 4°C scenario represents the expected outcomes if current climate policy commitments are undertaken.

For the risk assessment, a baseline and 2050-time horizon were considered, which is widely used across climate change risk assessments as a time horizon that is far enough in the future to indicate how the climate might change compared to present day, but near enough to ensure that the consequences are real for current generations and that action is undertaken within the next 25 years or so. It also aligns with the Government's Net Zero target.

### 1.5.2 Projected climate change in DCloS region

The CIG published climate projections for South West England using the UK Climate Projections: Climate Change Impact Projections During the 21st Century (Climate Impacts Group, 2021). The report used the same 2°C scenario (the technical name for which is RCP2.6) but a less optimistic scenario for its high emissions climate projects; a scenario called RCP8.5 which is representative of 4.5°C warming.

To align with the national method for scenario analysis, this Adaptation Strategy considered the climate impacts to the DCloS region under 2°C and 4°C (known as RCP6.0). The extent of warming and the subsequent impacts are largely similar during the period from now to the 2050s under both scenarios, and it is only later in the century where the two scenarios diverge and the effects of 4°C warming become more prominent. Therefore the 4°C scenario is largely referred to as the point of reference in this report.

Table 1 indicates how temperature, rainfall and sea level rise is very likely to change in the DCloS region and how these differ between a 2°C and 4°C scenario by 2100.

Table 1. Projected climate changes by 2100 in the DCloS region under 2°C and 4°C of global warming, in comparison to the 1981 – 2000 average. Source: UK Climate Programme, 2018.

	2°C global warming	4°C global warming
Annual average temperature change	0°C to 3°C	2°C to 5°C
Average maximum temperature change	0°C to 5°C	2°C to 10°C
Summer precipitation change	-70% to +40%	-80% to +20%
Winter precipitation change	-30% to +50%	-20% to +70%
Sea level rise (Plymouth)	0.34m to 0.65m	0.60m to 1.06m*



\* Note: this range reflects a 4.5°C warming as data is not available for 4°C warming

The general trends in climate that the DCloS is projected to experience in the 2050s is illustrated in Figure 2.



Figure 2. Summary projected impacts of climate change for the DCloS region.



### 2 Climate Change Risk and Opportunity Assessment

### 2.1 Overview

A climate change risk and opportunity assessment (CCRA) was co-developed with the CIG for the DCIoS region. This built upon an initial CCRA that had been prepared by the CIG. The CCRA considered the broad impacts expected within the region from a changing climate. The regional CCRA did not intend to replicate or replace CCRA's being developed at the county-level, which are more detailed and site-specific.

### 2.1.1 Approach

Using a similar approach to the <u>Climate Adaptation Toolkit and Risk Generator</u> (Local Partnerships, 2023), the 61 risks and opportunities outlined in CCRA3 – the <u>UK's third Climate Change Risk Assessment</u> (Climate Change Committee (CCC), 2021; HM Government, 2022), were used as a basis for the CCRA.

The 61 impacts (both risks and opportunities) from CCRA3 were tailored so that the descriptions were relevant to the DCloS region (rather than at a UK-level). Through consultation with the CIG, impacts that were considered less relevant to the region were removed (e.g. impacts with international dimensions beyond the remit of the DCloS region) and additional impacts were added where these were considered important impacts for the region (e.g. impact of fog on maritime and air travel). This resulted in 62 impacts being included in the DCloS Climate Change Risk Register, which were categorised into five sectors that broadly correspond with the sectors highlighted in CCRA3:

- Natural environment (including agriculture, forestry, and fisheries)
- Infrastructure
- Health and the built environment
- Business and industry
- Cross-cutting (including international dimensions)

Four sector-specific workshops (WS) were then held with stakeholders from the CIG to assess and assign a magnitude and likelihood score for each impact for the 2050s under a 4°C warming scenario. The workshops, facilitated by RSK, were:

- WS1: Impacts to the natural environment and agriculture sector, held on 4<sup>th</sup> October 2022, with representatives from Devon County Council, Cornwall Council, Council for the Isles of Scilly, and Westcountry Rivers Trust.
- WS2: Impacts to the health and built environment, held on 10<sup>th</sup> October 2022, with representatives from Devon County Council, Cornwall Council, the NHS, and Devon and Cornwall Police.



- WS3: Impacts to infrastructure, held on 12<sup>th</sup> October 2022, with representatives from the Environment Agency, Plymouth City Council, Devon Wildlife Trust, Cornwall Council, and Devon and Cornwall Police.
- WS4: Impacts to business and industry, and cross-cutting impacts, held on 14<sup>th</sup> October 2022, with representatives from Cornwall Council, Devon County Council, Plymouth City Council, the NHS, and Devon and Cornwall Police.

Using insight from the national-level scores as a basis (CCC, 2021), discussion was held in each workshop to score the magnitude of the consequence and likelihood of occurrence (i.e. level of probability) relative to the UK-level. In addition, an urgency score was assigned to each impact, outlining the urgency for adaptation action.

The CCRA scores were then shared with the CIG for review. In addition, meetings were held with South West Water, Wales and West Utilities, and Openreach to sense-check and attain consensus on the impacts and scores relevant to key infrastructure in the region.

### **Risk scoring**

Magnitude was scored on five-point scale: very low (1), low (2), medium (3) high (4) and very high (5). Likelihood was also scored on a five-point scale: very unlikely (1), unlikely (2), possible (3), likely (4), and very likely (5). By multiplying the magnitude by the likelihood, a risk score was obtained for each of the impacts.

 $Risk\ Score = Magnitude\ Score \times Likelihood\ Score$ 

The risks were then assigned a risk rating based on a five-point scale (Table 2):

- Negligible risk (score of 1): Negligible impact expected, associated with a minimal consequence and highly unlikely probability of occurrence.
- **Minor risk (scores of 2 or 3):** Minor impact expected, associated with a minor consequence and unlikely probability of occurrence.
- Moderate risk (scores from 4 to 9): Moderate impact expected, associated with a moderate consequence and possible probability of occurrence.
- Major risk (scores from 10 to 16): Major impact expected, associated with a major consequence and highly likely probability of occurrence.
- Severe risk (scores of from 20 to 25): Severe impact expected, associated with a catastrophic consequence and almost certain probability of occurrence.



Table 2. Risk rating matrix

Risk Rating Matrix		Magnitude of potential consequences						
		Very Low	Low	Medium	High	Very High		
_	Very Likely	Moderate	Major	Major	Severe	Severe		
000	Likely Moderate		Moderate	Major	Major	Severe		
ij	Possible	Minor	Moderate	Moderate	Major	Major		
Likelihood	Unlikely Minor		Moderate	Moderate	Moderate	Major		
	Very Unlikely	Negligible	Minor	Minor	Moderate	Moderate		

Impacts were then prioritised by their risk rating, for each of the five sectors.

### **Urgency score**

Risk urgency scores, to indicate the need for adaptation action in the next 5 years, were assigned to each of the 62 climate change impacts. The urgency scores were based on a four-point scale from CCRA3:

- **More action needed:** Additional adaptation is needed urgently, either over and above what is already happening, or in some cases adaptation needs to start where there is currently nothing happening
- **Further investigation:** Not enough evidence is available to make a robust judgement on what further action is needed
- **Sustain current action:** The level of current action is in line with the magnitude of the risk or opportunity.
- **Watching brief:** Further action is not currently justified, but monitoring the situation is.

The urgency scores applied in the assessment used the England-level urgency scores in CCRA3 as a basis. Each score was then reviewed and discussed with representatives from the CIG to determine if the score should be different for the DCloS region.

Whilst most regional scores were similar to the national level, a few were different due to local circumstances (CIG10, CIG11, CIG20, CIG24, CIG25, CIG26, CIG30, CIG32, CIG35, CIG45, CIG52, CIG58, CIG59, CIG62).

The urgency scores applied to each risk are outlined in Appendix 3 in the final column of the relevant CCRA tables for each sector: Table 10 (natural environment), Table 11 (infrastructure), Table 12 (health and built environment), Table 13 (business and industry), and Table 14 (cross-cutting).

### 2.1.2 Summary of materials reviewed

To inform the DCIoS Climate Change Risk Register, a range of materials and literature sources were reviewed. These included research projects prepared by the CIG: Flooding and Coastal Erosion Impacts of Climate Change (Environment Agency, 2021), Health Impacts of Climate Change (Public Health Devon, 2020),



Climate Change and Devon's Natural Environment (Devon Local Nature Partnership, 2021), and Climate Change Impact Projections During the 21<sup>st</sup> Century (Climate Impacts Group, 2021). Further detail on these documents, including the headline impacts identified in them, can be found in Appendix 2. Other materials reviewed for insight and cross-referencing included the Cornwall Climate Risk Assessment (Cornwall Council, 2022), and the Isles of Scilly Climate Change Adaptation Action Plan (Council of the Isles of Scilly, pending publication), also described in Appendix 2.

### 2.2 DCIoS Climate Change Risk Register

The CCRA evaluated 64 climate change impacts for the DCloS region, considering both positive (i.e. opportunities) and negative (i.e. risks) effects, which were outlined in the DCloS Climate Change Risk Register.

The following sections outline the identified impacts and risk scores within each of the five sectors. Further detail on the risk scores and urgency scores can be found in Appendix 3 – Climate change risk assessment scores. It is noted that communities, organisations and sectors can all be at different starting points when considering risk. For example, flood risk management is far more advanced in understanding and preventative measures compared with the effects of heat on health. The risk assessment considers the current perceived levels of risk, based on current understanding and expert/stakeholder insight.

### 2.2.1 Headline impacts

Impacts T		Type of impacts		Severity of impacts		
61			18	Severe		
64	49	Risks	28	Major		
Impacts evaluated	7	Opportunities	16	Moderate		
across multiple sectors	8	Risks and opportunities	1	Minor		
000010		5pp3.1333	1	Negligible		

The five impact themes described below were scored as being the most severe for the DCloS region. The themes are not listed in any particular order but discuss the broad hazards that the region faces from climate change.



### River and surface water flooding

Devon and Cornwall are highly susceptible to the impacts of river and surface water flooding. Climate change is projected to increase winter rainfall and increase the intensity and frequency of storm events, furthering the region's vulnerability. In Devon and Cornwall there are many communities located at the bottom of steeply sided valleys and/or near river channels. As a result, these communities are at high risk of rapid onset flooding following heavy rainfall. Research by the Environment Agency estimated that for a flood event with a 0.1% chance of occurring annually, 65,000 residential properties in the region are at risk from river flooding and 50,000 are at risk from surface water flooding (Environment Agency, 2021). A significant proportion of these properties are at risk of flooding more frequently. There are no main rivers or estuaries on the Isles of Scilly, therefore, the islands are not at risk from fluvial (rivers and streams) flooding but are susceptible to pluvial (surface water flooding). However, the economic impact of damage to properties as a result of flooding (from any source), including insurance costs and health impact are important factors to consider.

Floods can affect vital infrastructure such as water and power supplies, telecoms, and transport networks. The impact of the flood damage can be amplified by the interdependency of the infrastructure systems on one another. Areas within the DCIoS region are relatively remote compared to other parts of the UK, serviced by fewer travel networks, therefore the impacts of loss of services may be greater than in other areas.

Alongside damage to above ground infrastructure such as bridges, surface water flooding impacts drainage systems, which in many areas have a combined flow with sewerage systems. High levels of surface water can overload the system, resulting in issues of sewage outflow. This has impacts for wildlife and ecosystems.

Flooding can have significant impacts on the region's economy, both in the short-term damage to assets and longer-term due to lost revenue from reduced tourism and/or business activity whilst the area recovers. Additionally, individuals' mental health can be negatively impacted by the trauma of experiencing a flood event, on top of risks to physical health from foul water and flood damage. This can have consequences for productivity and place increased pressure on local health services.

As precipitation patterns and intensity continue to be modified by climate change, the frequency and magnitude of flooding are likely to become more common across the region, affecting a greater proportion of the population and natural environment more frequently.

### Sea level rise (coastal flooding and erosion)

If global temperatures increase by  $4^{\circ}$ C by 2100, projections suggest sea level in the DCloS region is very likely to rise by between 0.24m and 0.38m by 2050 relative to the 1981 – 2000 average (Climate Impacts Group, 2021). Wave height, storm surges



and offshore wind speed are also expected to increase as a result of climate change, resulting in more intense storm events and greater impacts from coastal flooding. Many communities around the coastline are situated on flat, low-lying areas, or at the rear of exposed beaches, both of which are susceptible to coastal flooding and erosion. Fifteen-thousand properties are currently at risk from coastal flooding in the region (Environment Agency, 2021).

The risks to properties from coastal erosion are projected to increase over time. Sixty-seven properties are at risk over the next 20 years. This rises to 122 properties at risk in 20 to 50 years' time and 250 properties in 50 to 100 years' time (Environment Agency, 2021). The general areas at risk are the south coast of Devon to the northeast of Tor Bay, areas around Barnstaple, the Penwith area of Cornwall, and the Isles of Scilly. Coastal erosion will cause the region's coastline to retreat inland, potentially causing conflict over land use and the need for some coastal communities to relocate.

Flooding and coastal erosion threatens multiple critical infrastructure sites and transport networks across the region. Railway lines are particularly at risk; several lines run along the Devon and Cornish coast and there have been incidences of extended mainline railway closure in Devon due to the failure of sea defences. The mainline connects the region to London and the rest of the UK, therefore coastal erosion and flooding can have major economic impacts on the region in terms of both repair costs and lost revenue, as well tourism. Over 30% of the Isles of Scilly is less than five metres above mean sea level, therefore infrastructure on the islands is highly vulnerable to the impacts of coastal erosion driven by more frequent storms and greater wave heights. Sea level rise also presents a risk to the islands' already vulnerable freshwater supplies from sea water inundation. Coastal agricultural areas across the region are also threatened by increases in salinity from tidal flooding and projected sea level rise, which may significantly impact the agricultural productivity of the land.

#### Reduced water availability (drought conditions)

It is projected that decreased summer rainfall will increase the likelihood and length of drought periods and water scarcity in the southwest of the UK (Metcalf et al. 2003). Prolonged periods of reduced water availability will have significant negative impacts on agricultural productivity, commercial forestry and terrestrial and freshwater species and habitats. Droughts will increase the need for irrigation resulting in increased water demand from agriculture and subsequently threaten produce such as salads and soft and top fruits, which are produced across the DCIoS region.

The risk of increased pollutants in concentrated river flows is heightened during droughts, presenting water quality concerns with implications for human and environmental health. The combined effects of more frequent periods of water scarcity and high numbers of summer tourists poses a risk to the region's public



water supply and will also increase demand for energy (electricity and heating/cooling) and other resources. Reduced water availability is likely to have considerable economic implications for businesses and household water supply interruptions threaten public health, including mental-wellbeing.

Drought stress is a hazard of particular concern for the Isles of Scilly as the islands' groundwater sources have a naturally low capacity leaving the islanders vulnerable to water scarcity in periods of low rainfall, with serious implications for the area economically and for public health. Furthermore, sea level rise and saline intrusion will further exacerbate this is issue and could permanently damage supply.

As climate change progresses there are also potential risks to the region from conflict over water resources. For example, this could include conflict regarding natural competition for water use, through changes in the dynamics of habitats, whereby natural systems and processes require a greater proportion of available water to maintain its natural state, further reducing excess water for human abstraction. Also, the demands of high-water use businesses (hotels, farms, industry etc.) could become conflicted with individual needs and restrictions (e.g. in conflict with domestic hosepipe bans).

### Temperature change and extreme heat/cold

Climate change is expected to increase average temperatures, the number of hot days, summers, heatwaves, and periods of extreme heat across the UK, particularly in the south of England, including the DCloS region. These are likely to cause negative health impacts, including direct negative health impacts from increased illness and death from cardiovascular and respiratory diseases and other chronic health conditions, and indirect impacts on health through impact on health services, increased risk of accidents (especially drowning), increased transmission of food and water borne diseases and marine algal blooms, and through potential disruption to critical infrastructure (World Health Organization, 2018). Buildings will likely require adaptation (e.g. the fitting of brise soleil or other solar shade solutions to deflect sunlight) to combat overheating. Furthermore, the layout, orientation and design of new developments and associated landscaping / green infrastructure will require a high standard of design that helps regulate extremes in temperature and create microclimates for shade and shelter.

The hotter climate is expected to negatively affect productivity in both indoor and outdoor based professions. Infrastructure such as road and rail networks are already adversely affected by high temperatures in the DCloS region, leading to travel disruption which may have implications for people's health alongside the economy. Periods of extreme heat can cause heat stress, affecting livestock health and productivity and stunting crop growth, resulting in reduced agricultural productivity.

However, warmer temperatures may increase tourism to the area, providing economic benefits. In addition, milder winter temperatures will decrease the number



of cold related deaths, with deaths from outcomes associated with cold temperature greatly outnumbering deaths associated with warm temperature (ONS, 2022h).

### **Cascading impacts**

Cascading impacts can be triggered by multiple hazards that occur coincidentally or sequentially, creating substantial disruption to human and or natural systems (Collins et al. 2019). There is a large amount of uncertainty in the quantification of cascading impacts due to the absence of data and the shifting influence of climate change on different hazards over time (Collins et al. 2019). This uncertainty makes the risks of cascading impacts greater. Climate related hazards place key infrastructure and services at risk from cascading failures (e.g. power outages caused by high winds would disrupt operations at the Isles of Scilly's desalination plant, which would have considerable implications for the populations' fresh water supply). Across the DCloS region there is the risk that interaction between named hazards could result in the compounding of impacts across different systems.

### 2.2.2 Natural environment (including agriculture, forestry, and fisheries)

### **Headline summary**

Impacts	Type of impacts		Severity of impacts		
10			6	Severe	
19	10	Risks	10	Major	
Impacts evaluated	4	Opportunities	2	Moderate	
in the natural environment and	5	Risks and opportunities	0	Minor	
land use sector			1	Negligible	

### **Key impacts to the sector**

Nineteen risks and opportunities were identified, of which six were scored as severe, ten as major, two as moderate and one as negligible.

The climate change risk assessment for the natural environment is summarised below and detailed in Table 10 in Appendix 3 – Climate change risk assessment scores.

### Severe risks and significant opportunities

 Risks to terrestrial species and habitats from changing climatic conditions and extreme events, including temperature change, water scarcity, wildfire,



- flooding, wind, and altered hydrology (including water scarcity, flooding, and saline intrusion). [CIG01]
- Risk to soils from changing climatic conditions, including seasonal aridity and wetness. [CIG04]
- Risks and opportunities for natural carbon stores (peatlands, forestry, marine etc.), carbon sequestration and GHG emissions from changing climatic conditions, including temperature change and water scarcity. [CIG05]
- Risks to freshwater species and habitats from changing climatic conditions and extreme events, including higher water temperatures, flooding, water scarcity and phenological shifts. Including saline intrusion of wetlands, estuary habitats etc. [CIG12]
- Risks to marine species, habitats, and fisheries from changing climatic conditions, including ocean acidification and higher water temperatures.
   [CIG15]
- Risks and opportunities to coastal species and habitats due to sea level rise, coastal flooding, erosion, and climate factors. [CIG18]

### Major risks and opportunities

- Risks to terrestrial species and habitats from pests, pathogens, and invasive species. [CIG02]
- Opportunities from new species colonisations in terrestrial habitats. [CIG03]
- Risks and opportunities to agricultural productivity from extreme events and changing climatic conditions (including temperature change, water scarcity, wildfire, flooding, coastal erosion, wind and saline intrusion, carbon fertilisation). [CIG06]
- Risks to forestry from pests, pathogens, and invasive species. [CIG09]
- Opportunities for agricultural and forestry productivity from new/alternative species becoming suitable. [CIG10]
- Risks to aquifers from changing climatic conditions, sea level rise, water scarcity, water pollution, saltwater intrusion etc. [CIG11]
- Risks to freshwater species and habitats from pests, pathogens, and invasive species. [CIG13]
- Opportunities to marine species, habitats, and fisheries from changing climatic conditions. [CIG16]
- Risks to marine and coastal species and habitats from pests, pathogens, and invasive species. [CIG17]
- Risks and opportunities from climate change to the way people experience, value and enjoy different landscapes. [CIG19]



### Moderate risks and opportunities

- Risks and opportunities to forestry productivity from extreme events and changing climatic conditions (including temperature change, water scarcity, wildfire, flooding, coastal erosion, wind, and saline intrusion). [CIG07]
- Risks to agri-food (agriculture and horticulture) from pests, pathogens, and invasive species. [CIG08]

### Negligible risks and opportunities

 Opportunities to freshwater species and habitats from new species colonisations. [CIG14]

### Discussion of impacts to the sector

Of the six potentially severe climate change impacts, risks to terrestrial species and habitats (CIG01), risks to soils (CIG02), and risks to freshwater species and habitats (CIG12) all scored the maximum risk score of 25 (i.e., the magnitude and likelihood of the impacts for the 2050s under a 4°C warming scenario were considered *Very High* and *Very Likely* respectively). These impacts indicate a risk of decline in ecosystem services, localised extinction of rare species, habitat fragmentation and reduction, and pollution as the region warms.

Risks to marine species, habitats, and fisheries (CIG15), risks and opportunities for natural carbon stores, carbon sequestration and greenhouse gas (GHG) emissions (CIG05), and risks and opportunities to coastal species and habitats (CIG18) all scored a risk score of 20 (i.e., risk magnitudes were considered *Very High* while risk likelihoods were considered *Likely* for all three impacts). While possible loss of species and habitat were identified for marine species (CIG15), there are also potential opportunities for warm-water marine species to migrate northwards into the DCIoS region under warming climatic conditions. Agriculture is expected to be impacted by increased rainfall intensity and runoff causing increased soil erosion, reducing soil fertility, and subsequently reducing productivity.

Additional adaptation is needed for all six of the impacts that were scored as severe, either over and above what is already happening, or in some cases adaptation needs to start.

Of the ten climate change impacts scored as major, risks to terrestrial species, freshwater species, marine and coastal species and their habitats from pests, pathogens, and invasive species (CIG02, CIG13, CIG17), risks and opportunities to agricultural productivity (CIG06), and opportunities from new species colonisations in terrestrial habitats (CIG03) have a risk score of 16. This meant that the magnitude and likelihood of the impacts for the 2050s under a 4°C warming scenario were considered *High* and *Likely* respectively. Risks to forestry from pests, pathogens, and invasive species (CIG09), risks and opportunities to landscape character (CIG19), opportunities for agricultural and forestry productivity from new or



alternative species (CIG10), and opportunities for marine species, habitats, and fisheries (CIG16) each had a risk score of 12, demonstrating a *High* magnitude and *Possible* likelihood. The risk to aquifers (CIG11) exhibited a *Moderate* magnitude but a *High* likelihood of occurrence.

Additional adaptation is needed for seven of these impacts (CIG02, CIG03, CIG06, CIG09, CIG10, CIG13, CIG17) whilst further investigation is necessary for CIG16 and CIG19 as insufficient evidence is available to make a robust judgement on what further action is required. *Sustain Current Action* was specified for CIG11 for the DCIoS region, although *More Action Needed* was identified for the Isles of Scilly specifically, as saline intrusion due to sea level rise is a large risk to the islands and adaptation to date has been insufficient.

Risks to agri-food from pests, pathogens, and invasive species (CIG08) and risks and opportunities to forestry productivity (CIG07) were both classed as *Moderate* for the 2050s under a 4°C warming scenario. However, more adaptive actions are still needed in the next five years on a region-wide level.

Meanwhile, opportunities to freshwater species and habitats from new species colonisations (CIG14) was classed as *Negligible*. The urgency score was defined as *Sustain Current Action*, although the opportunity for beavers was noted as one area for potential further investigation.

#### 2.2.3 Infrastructure

#### **Headline summary**

Impacts	Type of impacts		Severity of impacts		
15			4	Severe	
15	15	Risks	4	Major	
Impacts evaluated	0	Opportunities	7	Moderate	
in the infrastructure	0	Risks and opportunities	0	Minor	
sector		оррогинись	0	Negligible	

#### **Key impacts to the sector**

Fourteen impacts were identified. Four were classified as *Severe*, four as *Major* and six as *Moderate*. All were considered to present a risk, rather than opportunity.

The climate change risk assessment for the infrastructure sector is summarised below and detailed in Table 11 in Appendix 3 – Climate change risk assessment scores.



### Severe risks and significant opportunities

- Risks to infrastructure networks (water, energy, transport, digital) from cascading failures (e.g. access to broadband being disrupted due to power outages; and sewage overflow from heavy rainfall events). [CIG20]
- Risks to infrastructure assets and services from river, surface water and groundwater flooding (including chronic changes), as well as associated landslips and/or soil movement. [CIG21]
- Risks to infrastructure services from coastal flooding and erosion. [CIG22]
- Risks to nearshore infrastructure (e.g. harbours and breakwaters) from storms and high waves and/or offshore infrastructure (where applicable). [CIG30]

### Major risks and opportunities

- Risks to bridges and pipelines from flooding (i.e. river, surface water and groundwater flooding) and erosion. [CIG23]
- Risks to public water supplies from reduced water availability (and shifting supply and demand balances). [CIG27]
- Risks to energy from high and low temperatures, high winds, lightning, humidity. [CIG29]
- Risks to transport from high and low temperatures (incl. ice and snow), high winds, lightning, humidity. [CIG31]

#### Moderate risks and opportunities

- Risks to infrastructure networks (incl. transport, energy etc.) from slope and embankment failure (e.g. landslips). [CIG24]
- Risks to hydroelectric generation from low or high river flows. [CIG25]
- Risks to below (subterranean) and above (surface) ground infrastructure from subsidence (sinking of the ground). [CIG26]
- Risks to energy generation from reduced water availability (i.e. freshwater use in energy generation process). [CIG28]
- Risk of disruption to transport services (e.g. planes, helicopters etc.) from fog (exacerbated by changes in sea surface temperature, humidity, winds etc.).
   [CIG32]
- Risks to digital from high and low temperatures, high winds, lightning. [CIG33]
- Risks to infrastructure networks from high winds and intense rainfall. [CIG64]

#### **Discussion of impacts to the sector**

Of the four potentially severe climate change impacts, risks to infrastructure networks from cascading failures (CIG20), risks to infrastructure assets and services



from river, surface water and groundwater flooding, as well as associated landslips and/or soil movement (CIG21), risks to infrastructure services from coastal flooding and erosion (CIG22) and risks to nearshore infrastructure from storms and high waves and/or offshore infrastructure (CIG30) all had a risk score of 20 out of 25, for the 2050s under a 4°C warming scenario (risk magnitudes were considered *Very High* while risk likelihoods were considered *Likely* for all four impacts). CIG22 was considered to be increasingly vulnerable to the impacts of climate change, as coastal squeeze meant less scope to move assets inland.

Urgency scores for CIG21 and CIG30 were defined as *More Action Needed*, while urgency score for CIG20 and CIG22 were defined as *Further Investigation*.

Four impacts were scored as a major risk from climate change. These included risks to public water supplies from reduced water availability (CIG27) and risks to energy and transport from high and low temperatures, high winds, lightning, humidity (CIG29, CIG31), each of which scored a risk rating of 16 (i.e. *High* magnitude and *Likely* chance of occurrence), whilst risks to bridges and pipelines from flooding and erosion (CIG23) had a risk score of 12 (*High* magnitude and a *Possible* likelihood of occurrence). All four impacts were considered to be particularly vulnerable to the impacts of climate change due to the age and design of infrastructure and the exposure of assets to interacting and cascading impacts.

Urgency scores for CIG27 and CIG31 were defined as *More Action Needed*, while urgency score for CIG23 and CIG29 were defined as *Further Investigation*. All four were considered major regional-wide impacts, although the susceptibility of the Isles of Scilly was deemed slightly greater due to the exposure of assets to various climate impacts.

Risks to infrastructure networks from slope and embankment failure (CIG24), risks to hydroelectric generation from low or high river flows (CIG25), risks to below and above ground infrastructure from subsidence (CIG26), risks to energy generation from reduced water availability (CIG28), risk of disruption to transport services from fog (CIG32), risks to digital from high and low temperatures, high winds, lightning (CIG33) and risks to infrastructure networks from high winds and intense rainfall (CIG64) were all classed as *Moderate* for the 2050s under a 4°C warming scenario.

Further Investigation on what adaptive actions are needed is required for CIG24, CIG33 and CIG64. CIG26 and CIG32 were classed as Sustain Current Action, whilst CIG25 and CIG28 were assigned as a Watching Brief, whereby the impacts are a lower priority and monitoring of the situation was deemed sufficient at this time.



#### 2.2.4 Health and the built environment

### **Headline summary**

Impacts	Type of impacts		Severity of impacts	
16			4	Severe
16	14	Risks	9	Major
Impacts evaluated	1	Opportunities	2	Moderate
in the health and built environment	1	Risks and opportunities	1	Minor
built environment	opportunities	opportunities	0	Negligible

### Key impacts to the sector

Fifteen impacts were identified. Four were classified as *Severe*, nine as *Major*, one as *Moderate* and one as *Minor*. Of these, 13 impacts were considered as a risk, one an opportunity, and one as both a risk and opportunity.

The climate change risk assessment for the health and built environment sector is summarised below and detailed in Table 12 in Appendix 3 – Climate change risk assessment scores.

### Severe risks and significant opportunities

- Risks to health and wellbeing from high temperatures; including from direct exposure, overheating of buildings, and urban heat island effect. [CIG34]
- Risks to people, communities and buildings from river, surface water and groundwater flooding. [CIG37]
- Risks to people, communities and buildings from sea level rise and coastal erosion. [CIG38]
- Risks to food safety and food security in the DCloS region. [CIG42]

### Major risks and opportunities

- Risks to mental health and wellbeing from extreme weather events and/or the climate emergency. [CIG35]
- Risks and opportunities from summer and winter household energy demand;
   opportunity winter (b) risk summer [CIG39]
- Risks to health from transmissible diseases (including water-borne, vectorborne, air-borne, bacterial, infectious diseases etc, as well as novel viral and genetic changes). [CIG41]



- Risks to health from water quality (e.g. private drinking water or bathing water), including contamination of drinking water through increased runoff and flooding events that overwhelm current water treatment approaches. [CIG43]
- Risks to health from private water supply (e.g. potential interruptions in household water supply from wells or boreholes). [Excludes public drinking water and wastewater services from South West Water]. [CIG44]
- Risks to cultural heritage and assets in the DCloS region. [CIG45]
- Risks to health and social care delivery. [CIG46]
- Risks to education services. [CIG47]
- Risks to prison services. [CIG48]

### Moderate risks and opportunities

- Risks to health and wellbeing from changes in air quality, both indoor and out.
   [CIG40]
- Risks to people, communities and buildings from wildfires. [CIG63]

### Minor risks and opportunities

Opportunities for health and wellbeing from higher temperatures. [CIG36]

#### Discussion of impacts to the sector

Of the four impacts scored as severe, risks to people, communities and buildings from sea level rise and coastal erosion (CIG38) had the maximum risk score of 25 (i.e. the magnitude and likelihood for the 2050s under a 4°C warming scenario were considered Very High and Very Likely respectively). The DCloS region is particularly at risk due to its exposure to Atlantic storms, often being the first bit of the country to be hit and taking the brunt of the storm in terms of wind and wave energy. Risks to health and wellbeing from high temperatures (CIG34), risks to people, communities and buildings from river, surface water and groundwater flooding (CIG37), and risks to food safety and food security in the DCloS region (CIG42) all had a risk score of 20. For these three impacts, risk magnitudes were considered Very High while risk likelihoods were considered *Likely*. The frail and the elderly are particularly vulnerable to heatwaves, with respiratory and cardiovascular diseases being common causes of deaths during heatwave events. Health risks associated with building overheating, flooding damage, water and biological contamination, and infectious disease transmission, especially exacerbated by poor infrastructure, are also possible in a rapidly warming climate.

More adaptive action is needed in the next five years for CIG34, CIG37 and CIG38, whilst *Further Investigation* is needed to make a robust judgement call on what actions are needed for CIG42.



Of the nine impacts scored as major, risks to mental health and wellbeing (CIG35), risks to health from transmissible diseases (CIG41), risks to cultural heritage and assets in the DCloS region (CIG45), risks to health and social care delivery (CIG46), risks to education services (CIG47) and risks to prison services (CIG48) all had a score of 16 (i.e. *High* magnitude and *Likely* chance of occurrence in the 2050s under a 4°C warming scenario). It was noted that climate change can potentially bring a range of impacts, including mental or existential distress, vector-borne diseases and infectious diseases, and cascading impacts that can compromise health and other social services. All the above impacts demand urgent additional adaptation (*More Action Needed*), except for CIG45 where further investigation is necessary.

Risks to health from water quality, including contamination of drinking water through increased runoff and flooding events that overwhelm current water treatment approaches (CIG43), risks to health from private water supply (CIG44) and risks and opportunities from summer and winter household energy demand (CIG39) are also potentially major impacts with a risk score of 12 (risk magnitudes and likelihoods for the 2050s under a 4°C warming scenario were *High* and *Possible* for all 3 impacts). Harmful algal blooms due to rising temperature and reduction in precipitation both threatened the quality and quantity of water.

Urgency scores for CIG43 and CIG44 were classed as *Further Investigation*, while the urgency score for CIG39 was classed as *More Action Needed* in the next five years.

Risks to health and wellbeing from changes in air quality, both indoor and out (CIG40) and risks to people, communities and buildings from wildfires (CIG63) were classed as *Moderate* for the 2050s under a 4°C warming scenario. Meanwhile, opportunities for health and wellbeing from higher temperatures was classed as *Minor*. Urgency scores for all three impacts were defined as *Further Investigation* in the next 5 years.



#### 2.2.5 Business and industry

#### **Headline summary**

Impacts	Type of impacts		Severity of impacts	
7			2	Severe
1	5	Risks	3	Major
Impacts evaluated in the business and industry sector	1	Opportunities	2	Moderate
	1 Risks opport	Risks and	0	Minor
madati y sector		оррогинисэ	0	Negligible

#### Key impacts to the sector

Seven impacts were identified. Two were classified as *Severe*, three as *Major* and two as *Moderate*. Five impacts were considered as risks, one was an opportunity, and one was considered as both risk and opportunity.

The climate change risk assessment for the business and industry sector is summarised below and detailed in Table 13 in Appendix 3 – Climate change risk assessment scores.

#### Severe risks and significant opportunities

- Risks to business sites from flooding and flash flooding (fluvial, pluvial and groundwater). [CIG49]
- Risks to business locations and infrastructure from coastal change from erosion, sea level rise, flooding, and extreme weather events. [CIG50]

#### Major risks and opportunities

- Risks to businesses from water scarcity. [CIG51]
- Risks and opportunities to finance, investment and insurance including access to capital for businesses. [CIG52]
- Risks to business from disruption to supply chains and distribution networks from extreme weather events. [CIG54]

#### Moderate risks and opportunities

 Risks to business from reduced employee productivity due to infrastructure disruption and higher temperatures in working environments. [CIG53]



• Opportunities for business (i.e. tourism) from changes in demand for goods and services, change in focus of tourism from international to local. [CIG55]

#### Discussion of impacts to the sector

Of the two potentially severe climate change impacts, risks to business locations and infrastructure from coastal change (CIG50) had the maximum risk score of 25 (*Very High* magnitude and *Very Likely* likelihood) due to the proximity of many businesses and associated infrastructure to the coast, making them vulnerable to sea level rise and coastal erosion. Risk to business sites from flooding and flash flooding (CIG49) was also scored as *Severe* with a risk score of 20 (*Very High magnitude* and a *Likely* chance of occurrence). Additional adaptation actions are urgently needed in the next 5 years for both of these impacts (*More Action Needed*) across the region.

Of the three impacts assessed as *Major*, risks to businesses from water scarcity (CIG51) and risks and opportunities to finance, investment, and insurance (CIG52) both has a risk score of 16. The magnitude and likelihood of the impacts for the 2050s under a 4°C warming scenario were thus considered *High* and *Likely* respectively. In particular, businesses may not be able to operate, or may see reduction in productivity due to water scarcity, especially on the Isles of Scilly. Although Devon and Cornwall get relatively higher amounts of rainfall compared to the Isles of Scilly, only a limited amount is captured and stored due to the small number of reservoirs. There are however opportunities for insurance and green finance to utilise natural capital. Further investigation may be necessary to determine what actions may be needed in the next five years.

Meanwhile, risks to business from disruption to supply chains and distribution networks (CIG54) had a risk score of 12 (*High* magnitude and *Possible* likelihood). This is a global problem, so it is hard to accurately define the risk magnitude and likelihood. However, more adaptation actions are certainly needed in the next five years due to the extensive reach of this particular risk.

Risks to business from reduced employee productivity due to infrastructure disruption and higher temperatures in working environments (CIG53) and opportunities for business from changes in demand for goods and services (CIG55) were both assessed as *Moderate* for the 2050s under a 4°C warming scenario. Urgency score was defined as *Further Investigation* in the next five years.



#### 2.2.6 Cross-cutting (including international dimensions)

#### **Headline summary**

Impacts	Type of impacts		`Severity of impacts		
7			2	Severe	
1	<b>5</b> Risks		2	Major	
Impacts evaluated	<b>1</b> Opport	unities	3	Moderate	
that were cross-		Risks and opportunities	0	Minor	
cutting	орроги		0	Negligible	

#### Key impacts to the sector

Seven impacts were identified. Two were classified as *Severe*, two as *Major* and three as *Moderate*. Five impacts were considered as risks, one an opportunity, and one considered as both risk and opportunity.

The climate change risk assessment for cross-cutting and international risks and opportunities is summarised below and detailed in Table 14 in Appendix 3 – Climate change risk assessment scores.

#### Severe risks and significant opportunities

- Risk to public health from climate change overseas (e.g. zoonotic diseases and resultant challenge to health services). [CIG61]
- Risk multiplication from the interactions and cascades of named risks across systems and geographies (i.e. system risk or compound events). [CIG62]

#### Major risks and opportunities

- Risks to regional food availability, safety, and quality from climate change overseas. [CIG56]
- Risks to law (e.g. environmental crime, domestic violence, acquisitive crime) and governance in the DCloS region from climate change. [CIG60]

#### Moderate risks and opportunities

- Opportunities for UK food availability and exports from climate impacts overseas. [CIG57]
- Risks and opportunities to the DCloS region from climate-related international/regional human mobility. [CIG58]



 Risks to the DCIoS region from civil disorder and conflict resulting from climate change (e.g. battle for water resources). [CIG59]

#### **Discussion of impacts to the sector**

The two impacts defined as severe, risks to public health from climate change overseas (CIG61) and risk multiplication from the interactions and cascades of named risks across systems and geographies (CIG62), each had a risk score of 20 out of 25. Risk magnitude was *Very High* for CIG61 but *High* for CIG62; risk likelihood was *Likely* for CIG61 but *Very Likely* for CIG62. More adaptation actions are needed (*More Action Needed*) for CIG61, whilst CIG62 requires *Further Investigation* to better understand where, what, and how bad the problem may be.

Of the two impacts assessed as major, risks to regional food availability, safety, and quality from climate change overseas (CIG56) and risks to law and governance in the DCIoS region from climate change (CIG60) both had a risk score of 12. Risk magnitude was *High* for CIG56 but *Medium* for CIG60; risk likelihood was *Possible* for CIG56 but *Likely* for CIG60. In particular, DCIoS is already experiencing high levels of food insecurity and rising food costs are likely to have an impact on those already struggling. The urgency scores for CIG56 and CIG60 were classed as *More Action Needed* in the next five years.

Risks to the DCloS region from civil disorder and conflict resulting from climate change (CIG59), opportunities for UK food availability and exports from climate impacts overseas (CIG57), and risks and opportunities to the DCloS region from climate-related international/regional human mobility (CIG58) were all considered *Moderate* impacts for the 2050s under a 4°C warming scenario. *Further investigation* was recommended in the next five years for site-specific impacts like CIG58 and CIG59, while situation monitoring (*Watching Brief*) is recommended for the regional-wide impact of CIG57.



#### 3 Strategic Adaptation Plan

#### 3.1 About the strategic adaptation plan

The purpose of the strategic-level adaptation plan is to set out how the DCloS region can create the conditions and capacity for everyone to adapt to climate change together over the next five years.

The adaptation plan considers four levels of adaptation planning and action, relating to different parts of society, shown in Figure 3. These are policy/regulator-level, organisational-level, community-level, and individual-level actors and actions. This strategy document primarily focuses on the top two levels, it does recognise the role of communities in response, capacity building and resilience action planning.

#### Policy/Regulator-level

(policymakers, regional/local government and arms-length bodies)

#### Organisational-level

(organisations, operators, businesses, non-governmental organisations, charities etc.)

#### **Community-level**

(community driven approaches, local hubs)

#### Individual-level

(actions taken by individuals or families)

Figure 3. Four spheres of adaptation planning and action considered in the adaptation plan.

#### 3.2 Strategic-level adaptation options

#### Adaptation at the national level

To create the conditions and capacity for everyone (policy makers, businesses, communities, and individuals) to act, several objectives have been set nationally, outlined in the National Adaptation Programme (Defra, 2023):

Infrastructure: Deliver a whole society approach to resilience, including commitments on resilience standards, as set out in the Resilience Framework. The Department for Environment, Food and Rural Affairs (Defra) will drive investment in resilient water supply through the Plan for Water. The Department for Transport (DfT) will consult on a new transport adaptation strategy.



- Natural environment: Defra will account for climate impacts in Local Nature Recovery Strategies and in the Environmental Land Management schemes design, to promote resilient land management and farming. Natural England will launch Six Nature Recovery Projects in 2023 and Defra will work with the Nature Recovery Network partners to identify and launch another 13 projects.
- Health, communities and the built environment: The government will invest £5.2 billion in flood and coastal erosion schemes in England; the UK Health Security Agency will continue deploying the Adverse Weather & Health Plan and the National Planning Policy Framework will be updated to support both adaptation and mitigation efforts, further to recent updates to Building Regulations to reduce excess heat and unwanted solar gains in all new residential buildings. Upper tier local authorities will be provided with local climate projections.
- Business and industry: The government will work with stakeholders to
  deliver the Green Finance Strategy 2023, including actions to protect the
  financial system from climate impacts and increase investment into
  adaptation. A new strategy on supply chains and imports, including improving
  resilience to threats from climate change will be published by the Department
  for Business and Trade (DBT). DBT will also survey businesses to assess
  readiness for climate impacts and provide information and support to
  businesses on climate adaptation.
- Adaptation Reporting Power: The government will consider expanding the scope of organisations which report, in particular on canals and reservoirs, health and social care, and food supply. New bodies will be invited to report, such as organisations in the food sector and local authority reporting will be piloted.
- **Supporting evidence:** Defra will support research into adaptation needs and approaches, such as through contributing to a £15 million UK Research and Innovation/ Defra programme.

#### Adaptation at the local level

Climate change will affect different places in different ways. This drives the need to develop place-based adaptation options with strategies focussed on 'location'.

Locations across the DCIoS region experience many of the same climate impacts. This means that the region can work collaboratively at a strategic level to ensure that interlinked human-environment systems (e.g. transport, utilities etc.) remain resilient, with the implementation of adaptation options that provide flexibility against uncertainties of future climate impacts.

The regional priorities outlined in this adaptation plan are based on the CIG's assessment of climate risks and local vulnerabilities, alongside the input of stakeholders.

Adaptation options were identified for the impacts that were assessed as severe and major in the Climate Change Risk and Opportunity Assessment. Options to adapt to



and/or reduce the risk of these impacts were co-developed through a series of workshops.

Across the workshops the findings from the risk assessment were presented and existing adaptation activities and actions were outlined. These workshops identified a list of around 80 further strategic adaptation actions and/or enabling conditions to address the risks identified within the assessment. See Appendix 4 – Full list of actions arising from the workshops for all actions identified.

Feedback from stakeholders indicated that these actions would require prioritisation to focus efforts across each sector on the actions that would most benefit from regional collaboration. To assist with this prioritisation, Strategic Directions were developed, which summarise common themes that emerged from the full list of 80 actions. The workshops were used to prioritise actions from the long list of 80 that will help deliver these Strategic Directions over the next five years. This process selected 40 actions to focus on, and it is these that are included in this Adaptation Plan. These are outlined in the following subsections, by sector. See Appendix 6 – Adaptation Plan for additional detail about timescales and responsible organisations.

Organisations are encouraged to review the full list of 80 actions in Appendix 4 to consider whether they could help deliver these, particularly where these actions would help increase their own resilience. This Adaptation Plan will incorporate more actions from the long list of 80 when it is reviewed.

#### 3.2.1 Natural environment (including agriculture, forestry, and fisheries)

#### **Headline sector risks and opportunities**

Severe-rated risks related to impacts on terrestrial and marine habitats due to climate change, damage to soils, aquifers and natural carbon stores all scored in the top category. Major-rated risks impacted the agriculture and forestry sector with increased invasive species, pests, and disease. Changing landscape character also rated as major.

#### **Headline adaptation actions**

The actions and strategy within the natural environment (Table 3) relate to measures being implemented to improve and protect habitats, favouring nature based solutions where practicable, thus reducing stress on species allowing them time to adapt to changing conditions. Increased community awareness and involvement will be needed to successfully adapt within this sector. Within agriculture and forestry, supporting primary producers in adapting to change so that they can continue to provide for and support the region will be important.



Table 3. Strategic direction and actions to support adaptation in the natural environment.

Str	Strategic Direction		ns	Level
A	Support and actively improve the adaptive capacity of landscapes and habitats	NEA1	Work with South West Water in developing a collaborative regional water strategy to manage water availability and safe treatment and disposal of waste water, including aquifer recharge, control over-extraction, increase the use of rainwater harvesting, reduce effluent discharge etc.	Policy Makers
		NEA4	Set out a regional strategy to protect, restore and enhance terrestrial carbon stores from land use change and increase the resilience where possible (e.g. peatland restoration, woodland management, soils).	Policy Makers
		NEA5	Develop long-term green space and Local Nature Recovery strategies to demonstrate what type of habitat will be supported in the future (e.g. intertidal zones, the benefits of different saltwater/freshwater marsh etc.) and opportunities for supporting human health.	Policy Makers
В	Use agriculture / forestry networks and knowledge to implement best practice. Provide them with key information to protect	NEB1	Promote and improve soil management techniques (Minimum-till cultivation, cover crops, nutrient credits, ley-arable rotations) to protect soil structure / nutrient levels and increase resilience to adverse weather / aridity impacts. Consider adoption of a systems thinking approach such as the Land Use Framework.	Policy Makers
	ecosystem services	NEB5	Adapt agricultural land use through Environmental Land Management Scheme (ELMs) and Biodiversity Net Gain funding (e.g. buffer strips, conservation areas etc.).	Farming Businesses
		NEB6	Develop alternative water supplies (e.g. boreholes) and use of rainwater harvesting and storage (ponds/reservoirs) on farm. Put in ponds, swales, and wetlands.	Farming Businesses
С	Maximise community participation and connection to nature	NEC1	Provision of capacity building support and advice to community groups from non-governmental organisations (NGOs) for taking action to support nature enhancement.	Policy Makers
		NEC2	Facilitate landowners connecting with local nature groups to understand the benefits around	Landowners



Strategic Direction		Actio	Actions	
			alternative land use to support biodiversity and the natural environment and human health.	

#### 3.2.2 Infrastructure

#### **Headline sector risks and opportunities**

There are major or severe risks related to flooding, erosion, and extreme weather events, which may exacerbate the risk of cascading failures that affect other sectors.

#### **Headline adaptation actions**

Many of the key actions relating to infrastructure (Table 4) such as asset flooding and coastal erosion are mirrored within the health and built environment sector, so should be viewed alongside those in section 3.2.3.

Table 4. Strategic direction and actions to support adaptation for infrastructure.

Stra	ategic Direction	Action	s	Level
A	Develop cross sector collaboration to equip the region with the knowledge and skills to take adaptation action	INFA1	Build on and develop resilience partnerships that consider short, medium and long-term planning horizons and how resilience changes over time. Ensure command, control and co-ordination arrangements for an emergency which involves the loss of both power and telecoms, and actively involve utility companies in local planning where required to ensure linkage with regional and national developments.	Policy Makers
		INFA2	Emergency Planning – Map voluntary and community sector assets and capabilities in their areas. Develop processes for their swift activation, deployment, and coordination. Ensure distributed energy resources (DER), such as customerpremise microgrids (e.g. solar + storage systems), community microgrids, or mobile battery and generation systems can provide life-preserving power to community shelters and public health facilities during emergencies.	Policy Makers
		INFA3	Develop a working group with infrastructure industry associations and providers at regional level to improve interdependencies awareness within the infrastructure sector (co-location of	Policy Makers



Stra	tegic Direction	Action	s	Level
			infrastructure, such as bridge crossings / roadways and impact of cascade failure on infrastructure output). Engage with National Grid, hydrologists, and power system modellers, to simulate and understand the impacts of compounded flooding, heat waves and droughts on the power generation in the region.	
В	Enhancing long term Infrastructure resilience through local stewardship	INFB1	Develop joint strategies, research, and longer-term schemes with the Environment Agency, South West Water, Lead Local Flood Authority, and catchment partnerships to improve catchment management both for high flow areas at flood risk and protect low flow by reducing demand / drought impacts.	Policy Makers
		INFB2	Enable and promote climate resilience through procurement processes. Consider climate resilience of new assets and infrastructure when comparing competing bids, by accounting for costs over the asset lifetime under alternative climate scenarios.	Policy Makers
		INFB3	Using behavioural science / social marketing, coproduce with communities and businesses behavioural change measures to communicate to reduce consumption of water and energy.	Policy Makers

#### 3.2.3 Health and the built environment

#### **Headline sector risks and opportunities**

There are major or severe risks related to flooding of properties, heatwaves, and further investigation is required about risks relating to food safety and food security.

#### **Headline adaptation actions**

We have outlined key actions suitable for regional collaboration in Table 5. Providing communities and individuals with knowledge and adaptation skills is an effective way of preparing for these challenges. Note that key actions relating to public health, to an extent, mirror health risks in cross-cutting risks, so these should be viewed alongside those in 3.2.5.



Table 5. Strategic direction and actions to support adaptation for health and the built environment.

Str	ategic Direction	Actions		Level
A	Increase community awareness of how climate change can impact physical and mental health	HBEA1	Working with relevant agencies and our communities, develop a climate change awareness campaign to inform stakeholders, including the public of the projected range of changes and their impacts alongside how we are adapting and what we can all do to respond.	Policy Makers
		HBEA2	Public authorities to continue to provide timely & localised information on climate change impacts to enable appropriate adaptation planning by all.	Policy Makers
		HBEA3	Raise awareness with social care managers, commissioners, staff, and carers on preparing for response to adverse weather, including heatwaves.	Policy Makers
		HBEA4	Public Health teams to engage with NHS partners, Health Protection Teams and LA environmental health departments to raise awareness of climate sensitive non-communicable disease (NCD) e.g. the links between climate change and increased cardiovascular disease and appropriate adaptation for vulnerable groups. This should include developing adaptations for activities such as exercise and active travel which may be impacted by climate change with consequences for non-communicable disease.	Policy Makers
В	Support residences and businesses on private water supplies to adapt to climate change threats, including security of supply and changing water quality	HBEB1	Local Authorities to provide advice and expanded monitoring for properties with private water supplies (quality and quantity).	Policy Makers
		HBEB2	Provide access to and guidance on benefits of rainwater harvesting systems (i.e. to capture excess rainfall for use in the garden) and grey water harvesting systems (i.e. collect and treat wastewater from showers, baths, and wash basins).	Policy Makers
С	Assist public services to understand climate change impacts on their assets, service delivery and the community's health	HBEC1	Promote and provide staff with time to undertake volunteer work with local NGOs and develop Corporate Social Responsibility (CSR).	Policy Makers
		HBEC2	Develop a strategy and guidance for the adaptation of heritage assets to climate impacts, including a	Policy Makers



Strategic Direction		Actions		Level
			"Managed Decline to Adaptive Release1" strategy to record historic buildings, sites, and landscapes as a part of managed coastal retreat due to sea level rise, erosion, and storms.	
		HBEC3	Work with partners to develop the materials and training to support in the establishment and operation of local Community Resilience Groups (or similar existing groups) and the development of community adaptation plans.	Policy Makers
D	Minimise heat-related illness and death	HBED1	Provision of funding and guidance for properties to be retrofitted in line with New Building Regulations Part O to prevent buildings overheating and / or reduce heat loss in winter.	Policy Makers
E	Ensure the region is ready for, and resilient to, flooding and coastal change	HBEE1	Policy makers to start gathering evidence of where aspects of community/development/industry/utility etc might need to be relocated due to climate impacts and develop an evidence base that can inform planning activities (e.g. relocation of properties due to insurmountable flood risk).	Policy Makers
		HBEE2	Local Planning Authorities to ensure that their Local Plans utilise and build upon the findings and direction provided by strategic documents dealing with coastal change (e.g. Shoreline Management Plans, Coastal Change Management Areas, Flood Risk Management Plans etc).	Policy Makers
		HBEE3	Policymakers to engage with the public to ensure awareness and understanding of the predicted impacts of climate change around the coast generally, and on their local communities specifically – to co-produce knowledge and agree viable actions.	Policy Makers

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<sup>&</sup>lt;sup>1</sup> Adaptive Release (AR) is an approach that supports the transformation of a heritage asset (including its values and significance), within wider landscape settings. AR is proactive and positive, intended to be applied in situations where anticipated environmental change is likely to lead to eventual loss and/or alteration." (University of Exeter et al., 2022).



#### 3.2.4 Business and industry

#### **Headline sector risks and opportunities**

There are major or severe risks related to flooding of premises, water scarcity, and the effects of extreme weather events.

#### **Headline adaptation actions**

Small and medium-sized enterprises are instrumental in restoring economic activity within the community following flooding / severe weather events; the faster businesses recover from the impacts, the faster the wider community will recover. Developing mechanisms to enhance preparation, response and recovery capacities within the sector will help build resilience. To enable this activity businesses will require detailed information about how they can successfully adapt. Collaboration within the sector will be required to understand the risks and costs of inaction to encourage effective business continuity planning (BCP) to prepare for potential impacts on infrastructure, services and supply chains. BCP will assist businesses to continue operating if there are ongoing delays in re-establishing these services.

Table 6 outlines key actions suitable for regional collaboration for consideration by policy makers and businesses.

Table 6. Strategic direction and actions to support adaptation for business and industry.

Stra	Strategic Direction		Actions		
A	Equip the sector with the knowledge and skills to take	BIA1	Establish strategies to develop the South West region as a global research and knowledge hub for climate adaptation action and governance.	Policy Makers	
	adaptation action	BIA2	Develop business engagement strategies to enable local authorities and regional action groups to assess private sector needs, gain inputs, and consult companies on practical implementation of adaptation actions.	Policy Makers	
		BIA3	Develop and expand the Climate Emergency / Readiness Action group (steering group formed from business, public sector, and academia) to take the lead on more projects within the region (e.g. Climate Ready Clyde)	Policy Makers	
В	Develop industry readiness for impacts (e.g. supply	BIB2	Severe Weather Policy - set out clearly what workers should do when Met Office severe weather warnings are issued and what thresholds they should work under.	Businesses	



	chain security, drought restrictions)	BIB3	Improve water management (reduce / reuse).	Businesses
		BIB4	Put in place a severe weather plan and resilience measures to ensure business continuity, sign up for alerts and check insurances for coverage on flooding / severe weather events.	Businesses
С	Enhancing long-term business resilience through local stewardship	BIC1	Promote the robust and resilient design of new / refurbished assets and infrastructure. E.g., Promote property flood resilience products to protect against severe weather and hazardous events (e.g. flooding).	Policy Makers

#### 3.2.5 Cross-cutting (including international dimensions)

#### **Headline sector risks and opportunities**

There are major or severe risks related to increasing disease occurrence and interactions and cascades overseas due to climate change (e.g. regional food availability, safety, and quality from climate change overseas).

#### **Headline Adaptation Actions**

Actions to adapt to cross-cutting risks and risk with international dimensions (Table 7) mirror some of those relating to mental health and public order within the health and built environment so should be viewed alongside section 3.2.3. Strategic directions relate to the need for better research and information about the risks and likely outcomes about health and violent crime rate rates, alongside work to improve local food security.

Table 7. Strategic direction and actions to support adaptation for cross-cutting risks and international dimensions.

Str	rategic Direction	Action	ıs	Level
Α	Improve the community's knowledge and awareness of the	CCA1	Local Authority and UKHSA Health Protection Teams to raise awareness of new disease and transmission vectors and work with key stakeholders, e.g. Integrated Care Board, and Environment Agency.	Policy Makers
	health impacts of climate change, both current and into the future.	CCA2	Define a regional approach (e.g. 'One Health') to prevent the emergence of zoonotic diseases (infectious diseases transmitted between animals and people ).	Policy Makers

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		CCA3	As temperatures increase, bacterial infection occurrence may rise in higher latitudes. Alongside the faster bacteria reproduction rates, with higher temperatures there is an increased risk of bacteria becoming drug resistant. Raise awareness on the impacts of anti-microbial resistance and prevention measures (e.g. reducing antibiotics use in livestock).	Policy Makers
В	Improve food security within the region	CCB1	Encourage and stimulate the purchase of local, environmentally sustainable produce to support a healthier and more resilient food system and reduce food miles.	Policy Makers
С	Information and liaison about the effects of climate	CCC1	Work with partners, including universities, to examine the effects of climate change on crime rates and the potential for civil disorder.	Police service
	change on crime and civil disorder	CCC2	Police Service to liaise with the Met Office to consider expansion of the weather forecast alert system for high temperatures and potential increase in crime.	Policy Makers



#### 3.3 Case studies of adaptation action

There are numerous examples in the DCloS region where resilience and adaptation measures have been implemented to reduce the risk from climate and weather hazards. We provide four case studies:

- Case Study 1: Extreme rainfall and flooding in Boscastle, Cornwall in August 2004 (section 3.3.1).
- Case Study 2: Drought and water scarcity on the Isles of Scilly in August 2022 (section 3.3.2).
- Case Study 3: Extreme heat/heatwave in the DCloS region in July 2022 (section 3.3.3).
- Case Study 4: Sea level rise and erosion at Slapton, Devon in March 2018 (section 3.3.4).

The case studies describe resilience mechanisms that were used during the immediate response to the events, and adaptation options that were implemented before or in the aftermath to enhance future resilience. The level at which these resilience mechanisms and adaptation options were delivered are described in the context of the four spheres of adaptation planning (shown in Figure 3).



#### 3.3.1 Case Study 1: Extreme rainfall and flooding



#### Impacts experienced from the extreme weather event

**Event:** On the 16<sup>th</sup> of August 2004, 200 mm of rain fell in twenty-four hours within the catchment of the coastal village of Boscastle in Cornwall causing the rivers Jordan and Valency to rapidly overflow. An estimated 2 billion litres of water rushed down the steep-sided valley into Boscastle. The floods were exacerbated by tidal locking where the rising tide prevented the flood waters from exiting into the sea. This event was the first record of rainfall totals exceeding 200mm in 24 hours in England since 1957. In a warmer climate it is expected that convective rainfall events such as that which caused the Boscastle floods will become more frequent and intense. Sea level rise is also likely to increase the effect of tidal locking.

**Impacts:** Residents had little time to react. Fifty cars were lost to the flood water, 58 buildings and several bridges were badly damaged or demolished and people had to act quickly to survive. Over 100 people were airlifted out of the floods and residents were displaced from their homes for 18 months. Local wildlife habitats were damaged by the floodwaters and flood debris increased coastal pollution. The long-term financial cost through loss of tourism was estimated to be £50 million. The stress and anxiety caused by the trauma and financial loss of the floods had long-term effects on individual's mental health and wellbeing.

#### Resilience measures adopted and options for adaptation

	Resilience mechanisms observed	Adaptation options
Strategic	Multi-agency rescue operation coordinated by Gold Command of the Local Resilience Forum involving Royal Navy and Maritime &	A £4.5 million flood defence scheme was built following the floods including new drainage and sewerage systems and the

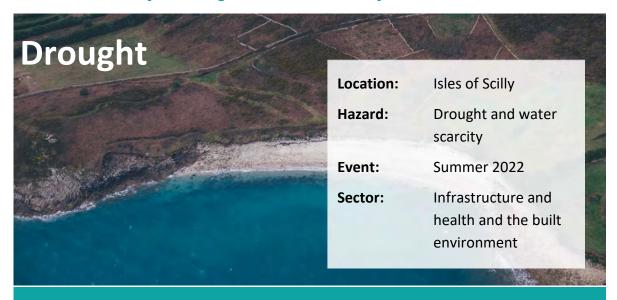


	Coastguard Agency helicopters, lifeboats, and the fire service.	deepening and widening of the river channel.  Boscastle <u>car park</u> has been raised in height to stop the river from bursting its banks so easily.
Organisation	Environment Agency was responsible for warning people about floods. A <u>Floodwatch warning was issued at 12:39pm</u> less than one hour after the rain began.	Organisations have installed flood defences in buildings and assets. Following the floods the Met Office invested in new methods of predicting heavy rainfall events on a small scale to produce better warnings. There is future work for emergency services to enable first responders to be made aware of more vulnerable people who are less able to adapt or respond to flood events.
Community	The community came together to help vulnerable people to escape the floods, preventing any deaths.	Community-level leaf litter clearance projects within flood prone catchments (e.g. Lostwithiel flood prevention project).
Individual	Residents had little time to react.	Individuals have installed property-level flood protection. Individuals have and are encouraged to sign up to Environment Agency flood warnings.

**Sources:** Met Office, n.d. (a); Cornwall Flood Resilience Pathfinder, 2015; North Cornwall District Council, n.d.; Climate Vision, n.d.; BBC Bitesize, n.d.; Burt, 2005; Independent, 2004; NASA, 2022.



#### 3.3.2 Case Study 2: Drought and water scarcity



#### Impacts experienced from the extreme weather event

**Event:** The Isles of Scilly have a naturally low capacity for water storage due to their size and underlying geology. Demand for water is high during the summer tourist season. The islands experienced a notable <u>drought in the summer of 2022</u> following some of the driest conditions in nearly 90 years. This was not just a local event, with the Environment Agency stating that all of the South West of England was in drought by August 2023.

**Impacts:** Water became scarce. The IoS Wildlife Trusts were deeply concerned about the impact that the drought was having on local farmers and farmland, as well as wilder landscapes like heathland and wetlands.

#### Resilience measures adopted and options for adaptation

	Resilience mechanisms observed	Adaptation options
Strategic	Environment Agency officially declared a drought.  Fifty percent of the total water supply to St Mary's is provided by a desalination plant which was in response to a lack of potable water in periods of high demand.	The Water Resources Management Plan sets out how South West Water will manage the region's water supply and demand for the next 25 years. There needs to be development of plans to ensure continuation of food supply chains and secure local employment.
Organisation	Environment Agency introduced additional monitoring of the effects of the dry weather on rivers and responded to environmental emergencies, such as rescuing	South West Water (2022) <u>Drought</u> <u>Plan</u> , and continued provision of water butts.



	stranded fish. It also put additional resources into ensuring that people and companies who have water abstraction licences only operated within the terms of their licence.  South West Water provided advice on saving water and implemented temporary use bans – 'hosepipe bans'.	There is an existing and future need for local authorities to share public messaging on reducing water use, whilst maintaining human health communications.
Community	Community businesses (e.g. B&Bs) removed bath plugs to reduce excess water use by tourists.	Existing communication around behaviour changes to reduce resident and visitors' water use.
Individual	Reduced and/or more efficient water use. Take up of water harvesting systems.	Installation of water storage tanks and/or further take up of water harvesting.

**Sources:** Environment Agency, 2022; South West Water, n.d.; South West Water, 2022, 2023.



#### 3.3.3 Case Study 3: Extreme heat and heatwaves



#### Impacts experienced from the extreme weather event

**Event:** The DCloS region experienced several major heatwaves in the summer of 2022, most notably in July with temperatures reaching a high of 36°C (Bude in Cornwall). It was provisionally the fourth warmest summer for the UK overall. Four of the five warmest summers on record for England have occurred since 2003. Heatwaves in the region are expected to become more frequent and intense as the climate warms.

Impacts: High temperatures posed a risk to the health of people, particularly for vulnerable groups such as the elderly (where excess mortality was observed), very young and those with pre-existing medical conditions. During the five heat-periods between June and August 2022, 56,303 deaths occurred in England and Wales; this is 3,271 deaths (6.2%) above the five-year average. Wildlife, livestock, and pets were also affected. Wildfires caused the closure of the South West Coast Path in south Devon. Roads became tacky but did not result in road closures. Heatwaves also cause an increase in other risks such as water safety as people spend time in water bodies to cool off.

#### Resilience measures adopted and options for adaptation

#### **Adaptation options** Resilience mechanisms observed Strategic Met Office Heat Health Alert was Adapt building regulations to ensure building design and materials used issued. are suitable for a warmer climate. **UK Government implemented** Particular need for care homes and the Heat Wave Plan for England. early year/school settings to ensure Councils and NHS shared sustainable building design to protect messages with the public giving from extreme heat.



	advice on heat health risks and how to stay cool.	Police Service and partners to prepare for an increase in violent crime, particularly domestic violence.
Organisation	Both the Met Office extreme heat severe weather warning, and UKSHA and Met Office Heat Health Alert, were in place. Businesses encouraged temporary flexible working. Fire services asked people not to participate in campfires or BBQs, not to litter, and to properly dispose of cigarettes. Devon County Council prepared gritters to dust roads as road surfaces hit 57°C. There were changes to working patterns and relaxation of dress codes to reduce exposure.	Installation of air conditioning units in offices (as a short-term solution, noting this practice is not conducive with meeting Net Zero targets).  Use of blinds in offices and at home to provide shade and cool conditions indoors.  Sympathetic tree planting to provide shade and cooling.
Community	The community checked in on vulnerable groups/individuals and set up cool spaces.	Increase green space and shade.
Individual	Individuals bought cooling devices (e.g. portable fans) and shut blinds, curtains and windows to keep properties cool during the day.	Retrofitting of buildings with cooling measures (e.g. air conditioning units, ventilation units, brise soleil and outside shutters, cool areas).  Put into action messaging informed by behavioural science about the adaptations needed to reduce health risks from heat (e.g. hydration, staying in the shade, reducing physical activity at hottest part of the day, checking on vulnerable neighbours).

**Sources:** BBC News, 2022; Devon County Council, 2022; Met Office, n.d. (b); Met Office 2022b; ONS, 2022f; ONS, 2022g.



#### 3.3.4 Case Study 4: Sea level rise and erosion



#### Impacts experienced from the extreme weather event

**Event:** The A379 road runs along the Slapton Line and is the quickest route between the villages of Torcross and Strete Gate. The road was first closed temporarily due to coastal erosion caused by storms in 2001. From 2002 to 2015 thousands of tonnes of shingle was used to create barriers to protect the line from further erosion. Between 2014 and 2017 south westerly storms accelerated erosion of the beach. Storm Emma in March 2018 washed away a 700m stretch of the road, causing it to be closed for 8-months. Accelerating sea level rise is also contributing to the retreat of the Slapton Line through shoreline erosion.

Impacts: Frequent, temporary road closures over the past 20 years. This has impacts on local people commuting to places of work, operating businesses and accessing education, as well as on local tourist visits and on public transport routes linking Kingsbridge with Dartmouth. It also increases the time required for local deliveries and for the emergency services to respond to local situations. The cost of disrupting local traffic each month that the road is closed is £38k. Continued, temporary closures of the road over 25 years would damage the local visitor economy by up to £2.4m. Local people's health and wellbeing are also impacted by the risks and uncertainties the road closures and slow retreat of the Slapton Line present.

# Resilience measures adopted and options for adaptation Resilience mechanisms observed Strategic Various coastal defences have been constructed over the past 100 years mostly adjacent to the properties on Torcross promenade and often Adaptation options undertaken The Slapton Line Partnership was formed in 2001 to promote a coordinated policy for managing coastal change in the area and



	in response to specific incidents. These defences have included a concrete seawall above sheet piling, sheet pilling, rock revetment, block armour work and periodic beach recycling.	support the community as it adapts to live and work with the changing coast.
Organisation	Devon County Council closes the road as a precaution when high winds and waves are forecast.	Devon County Council has realigned the road (20m further inland). Improvements to passing places and the surfacing of inland lanes has been undertaken to increase the usability of diversion routes.
Community	Alternative, locally agreed and signposted 'one-way' routes through narrow lanes are used by local residents and businesses when the road is closed to avoid local congestion.	The Management Strategy has worked with the community to conclude that there is now minimal space available to retreat the road further, which has been the strategy to date. A new Strategy for Adaptation is being developed by the Slapton Line Partnership.
Individual	Road users and check the flood warnings on the <u>Slapton flood risk</u> warning page.	

**Sources:** Slapton Line Partnership, n.d.; Met Office, n.d. I; CMAR, 2017; Lucas & Taylor, 2016; GOV.UK, n.d..\_



#### 3.4 Guidance for adaptation planning

This section sets out who is responsible for various elements of adaptation planning, so that those developing their own plans know who to contact.

The objective of this strategy is to drive that conversation and to ensure that consideration is given by each stakeholder as to how the region's plans are aligned. Only in this way will a climate resilient future be achieved.

#### 3.4.1 Roles and responsibilities

Government Departments / Agencies: Defra has overall responsibility for leading government policy on climate change adaptation in England, as well as covering flooding, coastal erosion and, in partnership with Ofwat, managing water demand. Within the infrastructure sector, the Department for Energy Security and Net Zero take the lead on the resilience of energy infrastructure to flooding. The DfT cover flood resilience to all transport infrastructure, whilst telecommunications resilience is led by Ofcom and the Department for Digital, Culture, Media & Sport. Arm's length bodies to government also share some of this responsibility, such as the Environment Agency, Natural England, and the NHS.

**Local Authorities:** In partnership with Defra, local authorities are guided to plan for and implement climate adaptation at a local level. In addition, there are some functions of local government where adaptation is a statutory requirement. These include planning, flood risk management, public health, and environmental impact assessment.

Furthermore, the government will be piloting adaptation reporting by local authorities (LAs) and the CIG will keep abreast of the requirements to ensure that we are ready for any changes in the responsibilities of the region's LAs (DEFRA, 2023).

**Organisations and Businesses:** Organisations and businesses are responsible for identifying, understanding, controlling, and adapting to the risks (and opportunities) that climate change poses to their assets, products, and services. This is especially true in the case of energy, water, telecommunications and transport infrastructure resilience. This includes the people, systems, processes, and data needed to deliver business activities across their supply chains.

A number of organisations already have a legal requirement to report on adaptation under the Adaptation Reporting Power, such as South West Water. The government are exploring increasing the number of organisations required to report and the scope of reporting e.g., identifying organisations in the agriculture sector. Furthermore, the Environmental Land Management schemes and Water



Management Grant under the Farming Investment Fund will help to incentivise adaptation measures in the agricultural sector (DEFRA, 2023).

**Emergency Services:** The emergency services in the UK consist of four main organisations, the Police, the Fire and Rescue Services, the Emergency Medical Services and the Maritime and Coastguard Agency. Other services available include mountain rescue, cave rescue and lifeboat. Emergency and rescue services ensure public safety and health by planning to respond to incidents, responding to incidents when they occur, and engaging communities about the risks so as to increase understanding and influence behaviours that reduce the likelihood of incidents occurring and to improve preparedness. In addition, the Local Resilience Forum (LRF) is made up of Category 1 responders² and Category 2 responders³ whose aim is to work together to plan and prepare for localised incidents and catastrophic emergencies. These services will require enhanced agility, capability, and flexibility to support effective emergency planning, response, and recovery under a changing climate.

Communities and individuals: The public, including individuals, families and communities and their respective parish and town councils, have a key role. Community-based adaptation empowers people to use their local knowledge to reduce their vulnerability to extreme events. To achieve this, communities need to engage with other stakeholders to build awareness and understanding of climate change and consider the risks and opportunities that a changing climate will bring. Knowledge exchange, guidance, and signposting materials, through a variety of mechanisms (social media, radio, TV posters etc.), is critical to enhancing the engagement and enabling adaptation action to take place.

#### 3.4.2 Signposting to useful information and resources

Links and signposting to a range of useful resources to support effective risk management, adaptation planning and knowledge exchange are outlined in Appendix 5 – Signposting to useful resources.

#### 3.5 Governance of the adaptation plan

This concerns the structure and processes for ownership (accountability), management (roles and decision-making), control (rules and procedures), and

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<sup>&</sup>lt;sup>2</sup> Category 1 responders - made up of local public services, including the emergency services, local authorities, the NHS, the Environment Agency and others.

<sup>&</sup>lt;sup>3</sup> Category 2 responders – made up of the National Highways and public utility companies. Military and voluntary services are also included in the LRF.



resources. It will keep the DCIoS Adaptation Strategy on track and running in accordance with the plan.

It is expected that Governance will evolve over time, as actions and priorities change.

#### 3.5.1 Ownership

The climate emergency response structures within the three geographical areas of Devon, Cornwall and the Isles of Scilly are accountable for ensuring the delivery of the Climate Adaptation Strategy. These are:

- The Devon Climate Emergency Response Group
- The Cornwall Climate Change Board
- Isles of Scilly Emergency Planning

Progress reports will be provided to these groups by the CIG on a quarterly basis. It will be the responsibility of the Devon County Council, Cornwall Council and the Isles of Scilly Council representatives on the CIG to ensure the quarterly reports are reported upwards to the relevant group.

Reports will also be submitted to the Risk Management Group of the DCIoS Local Resilience Forum (LRF) to ensure ongoing cooperation and continuity of approaches. The submission of these reports to the secretariat of the LFR will be the responsibility of the CIG secretariat.

#### 3.5.2 Management

The DCIoS Climate Adaptation Strategy considers climate risk and adaptation at a regional level, that sits above county-level adaptation strategies. The management of the strategy will therefore require a collaborative approach, to ensure the right stakeholders are engaged in the process of addressing risk, identifying adaptation options, and delivering on the action plan.

The CIG will perform this role, being collectively responsible for oversight of the delivery and maintenance of the DCloS Climate Adaptation Strategy.

The CIG is currently chaired by the Environment Agency.

The secretariat function of the CIG is currently provided by Devon County Council.

These proposed governance arrangements are shown in Figure 4.



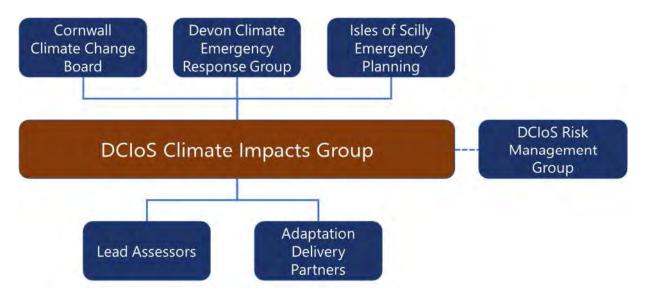


Figure 4. Proposed governance for the Climate Adaptation Strategy

#### 3.5.3 Control

**Hosting of resources:** To manage version control and avoid duplication of the same resource being published in multiple places, it is recommended that a single platform is used to host information:

- Internally (CIG members): Resources will continue to be hosted on the Devon County Council SharePoint for members of the CIG to access.
- Externally: Public resources and outputs from the CIG are hosted on the <u>Devon Climate Emergency Adaptation Strategy</u> webpage. Other organisations can link to these materials.

**DCIoS Climate Adaptation Strategy:** The Adaptation Strategy provides the evidence-base to support an ongoing programme of climate adaptation. It provides a snapshot of risks, adaptation options and actions at a point in time. The Adaptation Strategy will be reviewed every 5 years to provide a coherent update and progress report on actions being taken in the DCIoS region to increase climate resilience.

- Risk Register: The risk register is intended to be a live document that evolves over time as new impacts emerge and risk-levels change. The register will be a standing item on monthly CIG meeting agendas to capture any proposed changes in hazards, impacts or risk-levels identified by any member of the CIG. In addition, every month, six risks will be reviewed formally. The Lead Assessor assigned to each risk will bring a recommendation to the CIG. This will mean that over a 12 month period the whole register will have been reviewed. Every five years a full review will be undertaken, in-line with the Strategy update. This will take account of any new information that is made available at the National level (i.e., the UK's next Climate Change Risk Assessment, CCRA4, is due to be published in 2027).
- Adaptation Plan: The suite of adaptation options outlined in the adaptation plan provides a range of measures that could be undertaken to address



climate impacts. This 'library' of options will be built upon over time to provide a comprehensive database of indicative options. Adaptation options (suitable for regional level action) can be brought to CIG meetings by any member at any time but the Lead Assessors will have a central role in adding additional adaptation options to the database at the time of reviewing each risk.

 Action Plan: The Action Plan sets out the immediate-term activities to support adaptation action. Its delivery will be managed by the CIG (see Management section above). New actions that emerge within the 5-year review period will be added by the CIG.

#### 3.5.4 Resources

The members of the CIG intend to continue providing resources to the group to enable it to perform its role. Additional resource (both personnel and monetary) may be required at various stages of maintaining the Strategy, which will be addressed when requests for these resources emerge.

Opportunities to use existing resilience funding more effectively, combined with applications for grant funding and working with government to identify additional funds will be necessary to deliver the enhanced and/or new adaptation projects as a result of the Action Plan. The private sector, including individuals, is likely to need to fund some project elements, such as adaptations to buildings to reduce their vulnerability to overheating.

In addition, The Third National Adaptation Programme (NAP3) and the Fourth Strategy for Climate Adaptation Reporting (2023) outlines a number of ways in which funding is being provided to regions and local authorities for climate adaptation, including through:

- devolution deals, which Devon is currently negotiating, and Cornwall has completed;
- funding for responsible authorities to lead the preparation of Local Nature Recovery Strategies;
- the UK Shared Prosperity Fund;
- Local Investment in Natural Capital Programme funding;
- and through a pilot to strengthen Local Resilience Forums, as set out in the 2022 UK Government Resilience Framework

NAP3 also cites estimates that nationally, adaptation investment for the risks and opportunities identified in the Climate Change Risk Assessment 3 could be as much as £10 billion per year (Defra, 2023). The government will support collaboration over the next 5 years to address barriers to investment and the Climate Change Committee is anticipated to further identify adaptation investment needs for CCRA4 in 2027.



The CIG will continue to monitor available funding streams and pursue opportunities to secure investment as they become available, whilst engaging with national government around the finance needed for the region to adapt.

Furthermore, business cases and cost-benefit analysis will need to be developed on an individual scheme and project basis to ensure resources are put to best use. However, work by the Climate Change Committee indicates that the benefit-cost ratios of climate adaptation measures typically range from 2:1 to 10:1. Put simply, £1 spent on adaptation could deliver between £2 to £10 in net economic benefits, as well as other environmental and social co-benefits (Watkiss et al., 2021).

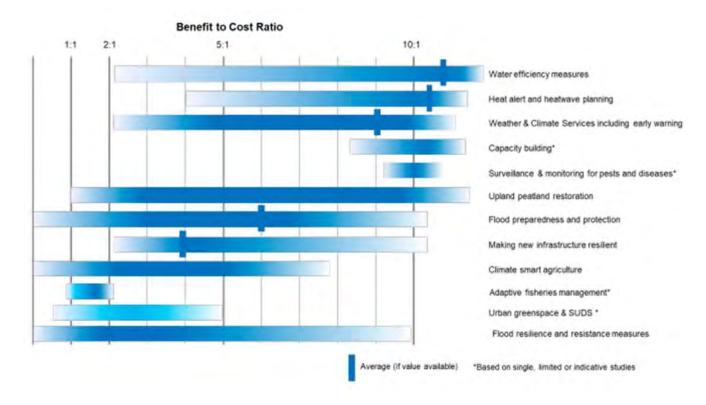


Figure 5 Benefit to Cost rations for Adaptation for Selected CCRA3 risks

#### 3.6 Monitoring and evaluation of adaptation action

#### 3.6.1 Types of monitoring

Metrics are useful to monitor adaptation activity so long as they are objective, transparent and can be understood by a range of users. They allow for comparison with other locations and time periods (Local Partnerships, 2023).

Process indicators measure how a service or intervention has been delivered. In adaptation, the point where the outcome can be evaluated is often in the future, so process indicators allow the consideration of whether the direction of travel is correct given the current information (Local Partnerships, 2023).

Further information on the creation of baseline values and progress indicators to measure how an action has been delivered can be found in section 5 (Monitoring

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and Adaptation) of the Local Partnerships Adaptation toolkit (Local Partnerships, 2023).

#### 3.6.2 Example metrics

Indicative example metrics that might be considered for monitoring and evaluating success in the DCloS region, with regards to adapting to climate change, are outlined below. Each metric has the potential to be turned into an indicator, considering what the baseline (starting point) is, and then considering what the objective (outcome) is to be achieved.

#### **Governance-level metrics**

- Number of adaptation projects that have been undertaken.
- Total investment (£value) committed or assigned to adaptation projects.

#### **Vulnerability-level metrics**

- The number of people shifted from high to lower exposure to flood risk.
- The length of coastline protected by flood defences.
- Number of community buildings, businesses, and infrastructure with reduced risk of flooding i.e. surgeries, village shops, critical access/egress routes

#### Impact-level metrics

- The number of people displaced in the region from climate change.
- The total damage (£value) from extreme weather events.
- Number of workdays lost in the region due to extreme weather events.
- Number school days lost due to heatwave conditions causing closures.

#### **Process-level metrics**

- Number of individuals or community groups taking part in Climate Change training / workshop sessions.
- Number of visits to online engagement web platforms.
- Level of stakeholder engagement (e.g. workshop attendance / sectors represented).

Following the finalisation of the Adaptation Strategy the Climate Impacts Group will work to agree a monitoring, evaluation and reporting framework for the Action Plan and make this publicly available online.



#### 4 Action Plan

#### 4.1 Actions for regional collaboration

This action plan summarises the impacts from climate change on each sector and identifies the short-term actions from the Adaptation Plan (Section 3) for delivery over the next 2-3 years.

It also provides a list of actions that strategic organisations can encourage businesses and individuals to implement.

#### 4.1.1 Steps towards adaptation

Strategic directions for each sector are outlined in Table 8.

Table 8. Climate Impacts and Strategic Directions for Each Sector

Sector and Impacts	Strategic Direction	
Natural environment  Damage to habitats, soils, aquifers, and natural carbon stores Increased invasive species, pests, and disease	<ol> <li>Support and actively improve the adaptive capacity of landscapes and habitats.</li> <li>Use agriculture / forestry networks and knowledge to implement best practice. Provide them with key information to protect ecosystem services.</li> <li>Maximise community participation and connection to nature.</li> </ol>	
Infrastructure Flooding, erosion, and extreme weather events	<ul> <li>4. Develop cross sector collaboration to equip the region with the knowledge and skills to take adaptation action.</li> <li>5. Enhance long term Infrastructure resilience through local stewardship.</li> </ul>	
Health and built environment Flooding and extreme weather	<ol> <li>Increase community awareness of how climate change can impact physical and mental health.</li> <li>Support residences and business premises on private water supplies to adapt to climate change threats, including security of supply and changing water quality.</li> <li>Assist public services to understand climate change impacts on their assets, service delivery and the community's health.</li> </ol>	



	9. 10.	Minimise heat-related illness and death.  Ensure the region is ready for, and resilient to, flooding and coastal change.
Business and industry Flooding, drought, and	11.	Equip the sector with the knowledge and skills to take adaptation action.
extreme weather	12.	Develop industry readiness for impacts (e.g. supply chain).
	13.	Enhancing long-term business resilience through local stewardship
<b>Cross Cutting</b>	14.	Improve the community's knowledge and
Increased disease occurrence		awareness of the health impacts of climate change, both current and into the future.
Food insecurity	15.	Improve food security within the region.
Extreme heat	16.	Information and liaison about the effects of climate change on crime and civil disorder.

#### 4.1.2 Getting Started

The Adaptation Plan considers four spheres of adaptation planning and action, relating to different parts of society (policy/regulator-level, organisational-level, community-level, and individual-level actors). Short-term actions for 2023 - 2025 to adapt to climate change for each societal group are outlined in Table 9.

Table 9. Short term actions

#### Policymakers, regional / local government and arm's length bodies

INFA-1 - Build on and develop resilience partnerships. Ensure their Command, Control and Co-ordination arrangements for an emergency which involves the loss of both power and telecoms, and actively involve utilities companies in local planning where required to ensure linkage with regional and national developments.

HBEA–1 - Develop a Climate Change awareness campaign to inform stakeholders, including the public, of the projected range of changes and their impacts alongside how we are adapting and what we can all do to respond.

HBEA–2 - Public authorities to continue to provide timely & localised information on climate change impacts to enable appropriate adaptation planning byall .



HBEE–4 - Policymakers to engage with the public to ensure awareness and understanding of the predicted impacts of climate change around the coast generally, and on their local communities specifically – to co-produce knowledge and agree viable actions.

#### Organisations, NGO's, Infrastructure operators, businesses, charities, trusts

- NEA-1 Develop a collaborative regional water strategy to manage water availability and safe treatment and disposal of waste water, including aquifer recharge, control over-extraction, increase the use of rainwater harvesting, reduce effluent discharge etc.
- NEB1- Promote soil management techniques (Min-till cultivation, cover crops, leyarable rotations) to protect and improve soil structure / nutrient levels and increase resilience to adverse weather / aridity impacts.
- NEC-1 Provision of capacity building support and advice to community groups for taking action to support nature enhancement (e.g. Wild About Devon).
- INFB-1 Develop joint strategies, research, and longer-term schemes with SWW and Catchment Partnerships (and other risk management partners where appropriate) to improve catchment management both for high flow areas at flood risk and protect low flow by reducing demand / drought impacts.
- BIAA–3 Develop and expand the Climate Emergency / Readiness Action gro–p (Steering group formed from business, public sector, and academia) to take the lead on more projects within the region (e.g. Climate Ready Clyde).
- BIAB—4 Put in place a flood plan to ensure business continuity and community awareness sign up for alerts and check insurances for coverage on flooding / severe weather events.
- CCA–2 Define a regional approach (e.'. 'One Health') to prevent the emergence of zoonotic diseases (infectious diseases transmitted between animals and people).
- CCA–3 Raise awareness on the impacts of anti-microbial resistance and prevention measures (e.g. reducing antibiotics use in livestock).
- CCC-1 Work with partners, including universities, to examine the effects of climate change on crime rates and the potential for civil disorder.

#### Community Groups, local hubs



HBEC-3 - Work with partners to develop the materials and training to support in the establishment and operation of local Community Resilience Groups (or similar existing groups) and the development of community adaptation plans.

Wider actions to adapt to climate change for individuals

#### **Individuals**

Climate change is a global concern, experienced locally. It requires actions at both levels. For climate change impacts to be effectively addressed and adapted to, individuals should take an active role in assessing their own, and their communities', vulnerabilities to extreme weather events, including impacts from flooding, heatwaves, and water scarcity.

Individual property-level adaptation actions may include:

- Install rainwater harvesting, such as a water butt.
- Increase your property's resilience to flooding.
- Check your insurance coverage levels and limitations.
- Upgrade your household water fittings to reduce your water use.
- Switch to water-efficient appliances.
- Choose porous surfaces for your driveways and paths.
- Add solar shading to the south façade of buildings and/or introduce passive cooling measures to reduce heat impacts.
- Fit insect screens where needed.
- Maintain building structure, including roofs.
- Increase the capacity of guttering down-pipes.

#### 4.2 Diagrams of dynamic adaptation pathways

#### 4.2.1 Introduction to dynamic adaptation pathways

Adaptation pathways help to address the challenges and uncertainty involved in climate change decision making given the uncertainties of climate change predictions and international action to reduce greenhouse gas emissions. They allow the consideration of multiple possible futures and provide an opportunity to explore the strengths and flexibility of the various options within each possible future.

The Pathway diagrams (Figure 6) list adaptation options on the y-axis. Each line on the diagram shows how a single adaptation option is likely to remain effective over time. The pathway maps are not meant to imply that all options should be used, instead, they indicate the various options which are available, some of which may be used whilst others not. For each option, future decision points are identified to



indicate when it may be worthwhile switching to deliver an alternative adaptation option.

Ahead of each decision point within an option there would usually be consideration at what point that decision should be made. Decisions are triggered by some change (environmental or social) in the design of the strategy. It is key in the design of these strategies that these trigger points are defined, monitored, and reviewed (e.g. a specific amount of sea level rise or erosion intensity).

The x-axis on the diagrams represents a general trend in changing environmental or social conditions through time, indicating the level at which the threshold had been set in the strategy.

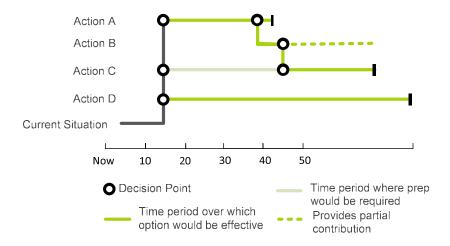


Figure 6. Example Adaptation Pathway and Key. This figure is indicative only and is not representative of a particular location. Source: RSK

The general approach taken for developing adaptation pathways is shown in Figure 7. Key in determining the range of available options is understanding the objective or aim of the adaptation and what impacts would trigger the organisation or community to invest.

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Figure 7. Approach taken for the development of dynamic adaptive strategic pathways. Source: RSK

#### 4.2.2 Example adaptation pathways

In some cases actions intended to adapt to climate change may do more harm than good. Hard engineering projects to prevent floods or increased use of air conditioning systems to cope with extreme heat require will divert us from a low-carbon pathway. Adaptation actions, implemented early, may play a key role in delaying harder measures with their associated negative impacts.

We provide four example adaptation pathways that summarise the general adaptive actions and decision points based on arbitrary thresholds that may need to be addressed when developing localised strategies to manage and adapt to the impacts from climate hazards:

- River and surface water flooding Figure 8
- Reduced water availability (drought conditions) Figure 9
- Extreme heat and heatwaves Figure 10
- Sea level rise (coastal flooding and erosion) Figure 11

#### River and surface water flooding

Note: This figure is indicative only and is not representative of a particular location.



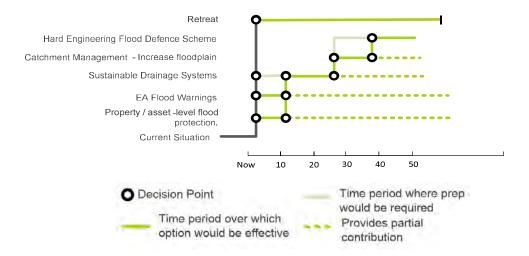


Figure 8. River and surface water flooding example pathways. This figure is indicative only and is not representative of a particular location. Source: RSK

#### Reduced water availability (drought conditions)

Note: This figure is indicative only and is not representative of a particular location.

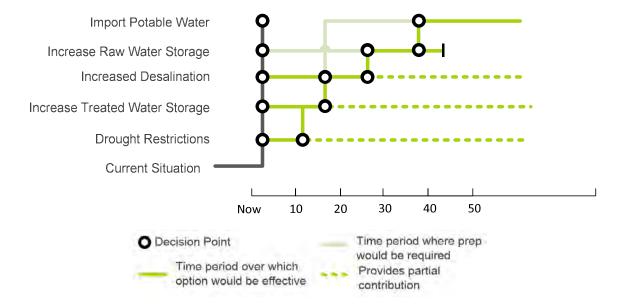


Figure 9. Potable water scarcity example pathways. This figure is indicative only and is not representative of a particular location. Source: RSK

#### **Extreme heat and heatwaves**

Note: This figure is indicative only and is not representative of a particular location.



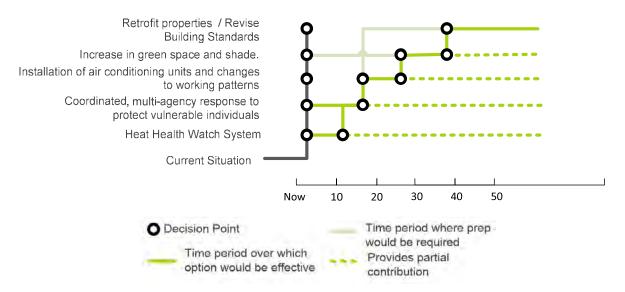


Figure 10. Extreme heat example pathways. This figure is indicative only and is not representative of a particular location. Source: RSK

#### Sea level rise (coastal flooding and erosion)

Note: This figure is indicative only and is not representative of a particular location.

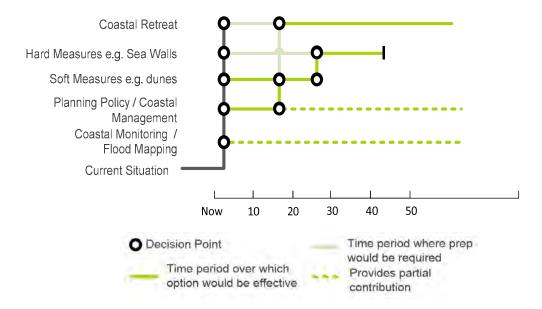


Figure 11. Sea level rise example pathways. This figure is indicative only and is not representative of a particular location. Source: RSK

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### **Appendices**

Capacity

**Pathway** 

impacts

Change

#### Appendix 1 - Glossary of terms

Key terms used in the report, along with their definition, are outlined below:

**Adaptation** Actions to become more resilient to the changing climate by

anticipating the adverse effects of climate change and taking appropriate action to reducing the risk from its impacts (e.g. sea

level rise, heatwaves, flooding, drought etc.).

**Adaptive** The ability of systems, institutions, humans, and other

organisms to adjust to potential damage, to take advantage of

opportunities, or to respond to consequences (International

Organisation for Standardisation, 2019a).

**Adaptation** A series of adaptation choices involving trade-offs between

short-term and long-term goals and values. These are processes of deliberation to identify solutions that are

meaningful to people in the context of their daily lives and to

avoid potential maladaptation (IPCC, 2022).

 Cascading
 Where an incidence of extreme weather/climate hazard

generates a sequence of secondary events in natural and

human systems that result in physical, natural, social, or

economic disruption, whereby the resulting impact is significantly

larger than the initial impact (IPCC, 2019).

Climate The statistical description of weather in terms of the mean and

variability of relevant quantities over a period of time ranging

from months to thousands or millions of years.

Climate The change in climate that persists for an extended period,

typically decades or longer. Climate change might be due to natural processes, internal to the climate system, or external

forcings such as modulations of the solar cycles, volcanic

eruptions, and persistent anthropogenic changes in the

composition of the atmosphere or in land use.

Climate The simulated response of the climate system to a scenario of future emission or concentration of greenhouse gases and

aerosols, generally derived using climate models (International

Organisation for Standardisation, 2019b).

**Exposure** The presence of people, livelihoods, species or ecosystems,

environmental functions, services, resources, infrastructure, or



economic, social, or cultural assets in places and settings that could be affected. Exposure can change over time, for example, because of land use change.

# Flood risk reduction

Flood risk reduction, also known as flood risk mitigation, focuses on mitigating or reducing the risk of flood risk; a combination of the probability (likelihood or chance) of an event happening and the consequences (impact) if it occurred (Local Government Association, n.d.).

#### Hazard

The potential source of harm, in terms of loss of life, injury or other health impacts, as well as damage and loss to property, infrastructure, livelihoods, service provision, ecosystems and environmental resources. Hazard comprises slow-onset developments as well as rapidly developing climatic extremes or increased variability.

#### **Impact**

In the context of climate change, the effect on natural and human systems of extreme weather and climate events (International Organisation for Standardisation, 2019a).

#### Likelihood

The chance of a specific outcome occurring, where this might be estimated probabilistically.

#### Magnitude

The large size or importance of something. Magnitude considers factors such as severity, size, or extent of an impact. The magnitude of a potential climate change impact is not the same as its significance. If thresholds are defined, the magnitude of a change can indicate its significance (International Organisation for Standardisation, 2019b).

#### Mitigation

Actions to reduce the regions contribution to climate change (i.e. reducing greenhouse gas emissions) and offset remaining emissions through sequestration and carbon storage.

#### Risk

The effect of uncertainty. An effect is a deviation from the expected. It can be positive, negative or both, and can arise as a result a response, or failure to respond, to an opportunity or to a threat related to objectives. Uncertainty is the state, even partial, of deficiency of information related to, understanding or knowledge of, an event, its consequence, or likelihood.

#### **Trigger Point**

Trigger points mark the necessary lead time for action before reaching a turning point.



**Vulnerability** The propensity or predisposition to be adversely affected.

Vulnerability encompasses a variety of concepts and elements including sensitivity or susceptibility to harm and lack of capacity to cope and adapt.



#### Appendix 2 – Literature reviewed to inform the risk assessment

## **Environment Agency (2021) Climate Impacts Group: Flooding and Coastal Erosion**

The Climate Impacts Group: Flooding and Coastal Erosion is a report prepared by the Environment Agency. It draws attention to that fact that Devon, Cornwall and the Isles of Scilly (DCIoS) are particularly susceptible to the impacts of climate change due to their coastal locations and urban settings. In the most recent climate projections, DCIoS are projected to see wetter winters and drier summers. Intense rainfall will most likely heighten flood risks as the region has had a long history of flash flooding due to overloaded urban drainage and sewerage systems; sea level rise and storm intensity increases will also bring about an increase in coastal flooding and erosion detrimental to the many communities located in deep and steeply sided valleys, flat and low-lying areas of reclaimed land, and the rear of exposed beaches. In urban environments like that of DCIoS, flood risk can be made worse by joint probability events and a lack of collaborative engagements between the affected stakeholders.

Increase in coastal flooding and erosion due to climate change will have economic, health, infrastructural, agricultural and carbon impacts. The National Flood & Coastal Erosion Risk Management Strategy is working towards adopting a more rounded approach that enhances resilience to flooding and adaptations away from locations where the risks are too high or unresolvable. The aim of the strategy is to create "a nation ready for, and resilient to, flooding and coastal change – today, tomorrow and to the year 2100". To do so, the Risk Management Authorities have identified the importance of place making, nature-based solutions, habitat enhancement and restoration, soil protection, learning from past experiences, collaborative efforts between different stakeholders, improved flood warning systems, timely reinstatement of infrastructural systems and networks, and the interdependency of infrastructural systems.

**Headline impacts:** tidal flooding, pluvial flooding, coastal erosion, critical transport and infrastructural damage, sea level rise.

## Devon Local Nature Partnership (2021) Climate Change and Devon's Natural Environment: Evidence Review

The Climate Change and Devon's Natural Environment: Evidence Review, brought together by the Devon Climate Emergency Response Group, is a report that calls attention to the climate and ecological emergency, and serves to (1) outline key climate change risks and opportunities for Devon's natural environment; (2) identify headline actions required to address the risks through mitigation and adaptation, so as to contribute to achieving net zero emission by 2050; and (3) outline opportunities that some of these actions also present to contribute to climate mitigation. The report draws attention to six environmental habitats and themes (i.e. terrestrial, marine and



freshwater habitats and species, air quality, soil and landscapes), and addresses how climate change can impact these six natural environmental themes, the actions needed to mitigate, adapt and stay resilient, and the opportunities that may arise when the suggested actions to be taken were observed. Devon is home a variety of unique habitats and landscapes and is a stronghold for many rare flora and fauna. Climate change will exacerbate biodiversity and habitat loss in the region and threaten food security. By focusing on the impacts of climate change on Devon's natural environment and environmental aspects, the report highlights the potential for climate co-benefits, in the hopes the Devon Climate Emergency Response Group can engage with Devon's residents, businesses and visitors to develop and implement a plan to reduce Devon's carbon emissions to net-zero by 2050 at the latest.

**Headline impacts:** biodiversity and habitat loss, species extinction, species behavioural changes, diseases transmission, pollutant deposition.

# Climate Impacts Group (2021) Climate Change Impact Projections During the 21<sup>st</sup> Century

The Climate Change Impact Projections During the 21<sup>st</sup> Century prepared by the Devon, Cornwall and Isles of Scilly (DCIoS) Climate Impacts Group, serves to provide a general overview of how the climate is changing, how it is projected to change, and the effects climate change will have for Southwest England. It draws attention to the fact that human influence has been the primary cause of warming in the 20<sup>th</sup> and 21<sup>st</sup> century, and that anthropogenic rise in temperature has been much more rapid as compared to rises due to natural climate cycles. The 21<sup>st</sup> century so far has been warmer than the previous three centuries, with the UK projected to see warmer and wetter winters and hotter and drier summers. Intensive and torrential downpour are likely in the future, whereas the number and severity of snow events will decline. Sea levels around the UK are projected to keep rising beyond the 2100 even if conscientious efforts are taken to reduce greenhouse gas emissions now.

Climate impact projections in the DCIoS region include major tidal, coastal and fluvial flooding, prolonged low temperatures, heavy snow and/or ice, localised flooding, severe storms and gales, heat wave, drought, forest, wood or moorland fire, tremors and landslides, infrastructural failure, epidemic, pandemic or influenza, and environmental pollution. To avoid significant increases in the average surface temperature, efforts must be taken to cut greenhouse gas emissions, switch to renewable energy sources, use land sustainably, and make use of techniques to remove carbon dioxide from the air.

**Headline impacts:** sea level rise, tidal and pluvial flooding, infrastructural damages, heatwaves, torrential rain.



#### Public Health Devon County Council (2020) Health Impacts of Climate Change

The *Health Impacts of Climate Change* is a report prepared by the Public Health Devon County Council. It expounds on the interdependent relationship between the environment and health and highlights how mitigating damaging human activities and conserving the natural systems will have benefits to human health. As climate change has become the "greatest threat to global health of the 21<sup>st</sup> century", this report considers the health impacts of climate change within six identified priorities, namely, (1) extreme weather events and communities; (2) air; (3) water; (4) food; (5) disease; and (6) mental health. The report also seeks to address the six identified priorities with reference to the priority risks and opportunities identified in UK Climate Change Risk Assessment 2017.

**Headline impacts:** loss of lives, infrastructural damages, negative impacts upon mental health, pollution and contamination, disease transmission.

#### Isles of Scilly (2023) Climate Change Adaptation Action Plan (unpublished)

#### Insert

The Council for the Isles of Scilly Climate Change Adaptation Action Plan (CCAAP), produced by RSK, provides the results of a climate change risk assessment of the islands using the probabilistic and local projection data supplied by the United Kingdom Climate Projections (UKCP18). Applying this data to the methodology outlined in ISO14091, and with reference to the sectoral domains used by the UK CCRA, a detailed assessment was carried out, from which a variety of physical, social and institutional measures were identified, and sequenced, with the help of local stakeholders including communities, businesses and local government. Adaptation pathways were developed which summarise key routes and threshold points for a range of adaptation options.

#### Cornwall Council (2022) Cornwall Climate Risk Assessment

The *Cornwall Climate Risk Assessment*, commissioned by the Cornwall Council and prepared by Cornwall-based consultancy Climate Change Risk Management, is a report detailing how the South West England county will be affected by the imminent threats of climate change. Acknowledging that the Cornwall's atmosphere has been warming since the 19<sup>th</sup> century and the sea level around the coast has been increasing for at least the past 100 years, the report sets out to assess trends and projections on Cornwall's climate, outline likely impacts due to the climate change, identify gaps in current knowledge, inform future governance functions and decision making, and inform the Cornwall communities the need to adapt to the changing climate. Ultimately, the report underlines the need to act now to reduce emissions and tackle climate risks.



### **Appendix 3 – Climate change risk assessment scores**

#### **Natural environment (including agriculture, forestry, and fisheries)**

Table 10. Climate change risk assessment for the natural environment sector, indicating the risk (magnitude x likelihood) score for the 2050s under a 4°C warming scenario, and the urgency score for action in the next five years. Magnitude scores are as follows: very high (5), high (4), medium (3), low (2) and very low (1). Likelihood scores correspond to the risk being very likely (5), likely (4), possible (3), unlikely (2) and very unlikely (1).

CIG Risk ID	Risk/impact description / climate variables	Magnitude	Likelihood	Risk score	Urgency score
01	Risks to terrestrial species and habitats from changing climatic conditions and extreme events, including temperature change, water scarcity, wildfire, flooding, wind, and altered hydrology (including water scarcity, flooding, and saline intrusion).	5	5	Severe	More action needed
02	Risks to terrestrial species and habitats from pests, pathogens, and invasive species.	4	4	Major	More action needed
03	Opportunities from new species colonisations in terrestrial habitats.	4	4	Major	More action needed
04	Risk to soils from changing climatic conditions, including seasonal aridity and wetness.	5	5	Severe	More action needed
05	Risks and opportunities for natural carbon stores (peatlands, forestry, marine etc.), carbon sequestration and GHG emissions from changing climatic conditions, including temperature change and water scarcity.	5	4	Severe	More action needed
06	Risks and opportunities to agricultural productivity from extreme events and changing climatic conditions (including temperature change, water scarcity, wildfire, flooding, coastal erosion, wind and saline intrusion, carbon fertilisation).	4	4	Major	More action needed
07	Risks and opportunities to forestry productivity from extreme events and changing climatic conditions (including	3	3	Moderate	More action needed



CIG Risk ID	Risk/impact description / climate variables	Magnitude	Likelihood	Risk score	Urgency score
	temperature change, water scarcity, wildfire, flooding, coastal erosion, wind, and saline intrusion).				
80	Risks to agri-food (agriculture and horticulture) from pests, pathogens, and invasive species.	4	2	Moderate	More action needed
09	Risks to forestry from pests, pathogens, and invasive species.	4	3	Major	More action needed
10	Opportunities for agricultural and forestry productivity from new/alternative species becoming suitable.	4	3	Major	More action needed
11	Risks to aquifers from changing climatic conditions, sea level rise, water scarcity, water pollution, saltwater intrusion etc.	3	4	Major	Sustain current action
12	Risks to freshwater species and habitats from changing climatic conditions and extreme events, including higher water temperatures, flooding, water scarcity and phenological shifts. Including saline intrusion of wetlands, estuary habitats etc.	5	5	Severe	More action needed
13	Risks to freshwater species and habitats from pests, pathogens, and invasive species.	4	4	Major	More action needed
14	Opportunities to freshwater species and habitats from new species colonisations.	1	1	Negligible	Sustain current action
15	Risks to marine species, habitats and fisheries from changing climatic conditions, including ocean acidification and higher water temperatures.	5	4	Severe	More action needed
16	Opportunities to marine species, habitats and fisheries from changing climatic conditions.	4	3	Major	Further investigation
17	Risks to marine and coastal species and habitats from pests, pathogens, and invasive species.	4	4	Major	More action needed



CIG Risk ID	Risk/impact description / climate variables	Magnitude	Likelihood	Risk score	Urgency score
18	Risks and opportunities to coastal species and habitats due to sea level rise, coastal flooding, erosion, and climate factors.	5	4	Severe	More action needed
19	Risks and opportunities from climate change to the way people experience, value and enjoy different landscapes.	4	3	Major	Further investigation

#### Infrastructure

Table 11. Climate change risk assessment for the infrastructure sector, indicating the risk (magnitude x likelihood) score for the 2050s under a 4°C warming scenario, and the urgency score for action in the next five years. Magnitude scores are as follows: very high (5), high (4), medium (3), low (2) and very low (1). Likelihood scores correspond to the risk being very likely (5), likely (4), possible (3), unlikely (2) and very unlikely (1).

CIG Risk ID	Risk/impact description / climate variables	Magnitude	Likelihood	Risk score	Urgency score
20	Risks to infrastructure networks (water, energy, transport, digital) from cascading failures (e.g. access to broadband being disrupted due to power outages).	5	4	Severe	Further investigation
21	Risks to infrastructure assets and services from river, surface water and groundwater flooding (including chronic changes), as well as associated landslips and/or soil movement.	5	4	Severe	More action needed
22	Risks to infrastructure services from coastal flooding and erosion.	5	4	Severe	Further investigation
23	Risks to bridges and pipelines from flooding (i.e. river, surface water and groundwater flooding) and erosion.	4	3	Major	Further investigation
24	Risks to infrastructure networks (incl. transport, energy etc.) from slope and embankment failure (e.g. landslips).	3	3	Moderate	Further investigation
25	Risks to hydroelectric generation from low or high river flows.	2	2	Moderate	Watching brief



CIG Risk ID	Risk/impact description / climate variables	Magnitude	Likelihood	Risk score	Urgency score
26	Risks to below (subterranean) and above (surface) ground infrastructure from subsidence (sinking of the ground).	3	3	Moderate	Sustain current action
27	Risks to public water supplies from reduced water availability (and shifting supply and demand balances).	4	4	Major	More action needed
28	Risks to energy generation from reduced water availability (i.e. freshwater use in energy generation process).	3	3	Moderate	Watching brief
29	Risks to energy from high and low temperatures, high winds, lightning, humidity.	4	4	Major	Further investigation
30	Risks to nearshore infrastructure (e.g. harbours and breakwaters) from storms and high waves and/or offshore infrastructure (where applicable).	5	4	Severe	More action needed
31	Risks to transport from high and low temperatures (incl. ice and snow), high winds, lightning, humidity.	4	4	Major	More action needed
32	Risk of disruption to transport services (e.g. planes, helicopters etc.) from fog (exacerbated by changes in sea surface temperature, humidity, winds etc.).	1	4	Moderate	Sustain current action
33	Risks to digital from high and low temperatures, high winds, lightning.	3	3	Moderate	Further investigation
64	Risks to infrastructure networks from high winds and intense rainfall.	3	3	Moderate	Further investigation

#### Health and the built environment

Table 12. Climate change risk assessment for the health and built environment sector, indicating the risk (magnitude x likelihood) score for the 2050s under a 4°C warming scenario, and the urgency score for action in the next five years. Magnitude scores are as follows: very high (5), high (4), medium (3), low (2)



and very low (1). Likelihood scores correspond to the risk being very likely (5), likely (4), possible (3), unlikely (2) and very unlikely (1).

CIG Risk ID	Risk/impact description / climate variables	Magnitude	Likelihood	Risk score	Urgency score
34	Risks to health and wellbeing from high temperatures.	5	4	Severe	More action needed
35	Risks to mental health and wellbeing from extreme weather events and/or the climate emergency.	4	4	Major	More action needed
36	Opportunities for health and wellbeing from higher temperatures.	1	2	Minor	Further investigation
37	Risks to people, communities and buildings from river, surface water and groundwater flooding.	5	4	Severe	More action needed
38	Risks to people, communities and buildings from sea level rise and coastal erosion.	5	5	Severe	More action needed
39	Risks and opportunities from summer and winter household energy demand  (a) Opportunity - winter (b) Risk – summer.	4	3	Major	More action needed
40	Risks to health and wellbeing from changes in air quality, both indoor and out.	3	2	Moderate	Further investigation
63	Risks to people, communities and buildings from wildfires.	3	3	Moderate	Further investigation
41	Risks to health from transmissible diseases (including water-borne, vector-borne, air-borne, bacterial, infectious diseases etc, as well as novel viral and genetic changes).	4	4	Major	More action needed
42	Risks to food safety and food security in the DCloS region.	5	4	Severe	Further investigation
43	Risks to health from water quality (e.g. private drinking water or bathing water), including contamination of drinking water through increased runoff and flooding events that overwhelm current water treatment approaches.	4	3	Major	Further investigation



CIG Risk ID	Risk/impact description / climate variables	Magnitude	Likelihood	Risk score	Urgency score
44	Risks to health from private water supply (e.g. potential interruptions in household water supply from wells or boreholes). [Excludes public drinking water and wastewater services from South West Water].	4	3	Major	Further investigation
45	Risks to cultural heritage and assets in the DCloS region.	4	4	Major	Further investigation
46	Risks to health and social care delivery.	4	4	Major	More action needed
47	Risks to education services.	4	4	Major	More action needed
48	Risks to prison services.	4	4	Major	More action needed

#### **Business and industry**

Table 13. Climate change risk assessment for the business and industry sector, indicating the risk (magnitude x likelihood) score for the 2050s under a 4°C warming scenario, and the urgency score for action in the next five years. Magnitude scores are as follows: very high (5), high (4), medium (3), low (2) and very low (1). Likelihood scores correspond to the risk being very likely (5), likely (4), possible (3), unlikely (2) and very unlikely (1).

CIG Risk ID	Risk/impact description / climate variables	Magnitude	Likelihood	Risk score	Urgency score
49	Risks to business sites from flooding and flash flooding (fluvial, pluvial and groundwater).	5	4	Severe	More action needed
50	Risks to business locations and infrastructure from coastal change from erosion, sea level rise, flooding and extreme weather events.	5	5	Severe	More action needed
51	Risks to businesses from water scarcity.	4	4	Major	Further investigation



CIG Risk ID	Risk/impact description / climate variables	Magnitude	Likelihood	Risk score	Urgency score
52	Risks and opportunities to finance, investment and insurance including access to capital for businesses.	4	4	Major	Further investigation
53	Risks to business from reduced employee productivity due to infrastructure disruption and higher temperatures in working environments.	2	2	Moderate	Further investigation
54	Risks to business from disruption to supply chains and distribution networks from extreme weather events.	4	3	Major	More action needed
55	Opportunities for business (i.e. tourism) from changes in demand for goods and services, change in focus of tourism from international to local.	3	3	Moderate	Further investigation

#### **Cross-cutting (including international dimensions)**

Table 14. Climate change risk assessment for cross-cutting and international dimensions, indicating the risk (magnitude x likelihood) score for the 2050s under a 4°C warming scenario, and the urgency score for action in the next five years. Magnitude scores are as follows: very high (5), high (4), medium (3), low (2) and very low (1). Likelihood scores correspond to the risk being very likely (5), likely (4), possible (3), unlikely (2) and very unlikely (1).

CIG Risk ID	Risk/impact description / climate variables	Magnitude	Likelihood	Risk score	Urgency score
56	Risks to regional food availability, safety, and quality from climate change overseas.	4	3	Major	More action needed
57	Opportunities for UK food availability and exports from climate impacts overseas.	3	2	Moderate	Watching brief
58	Risks and opportunities to the DCloS region from climate-related international/regional human mobility.	3	3	Moderate	Further investigation



CIG Risk ID	Risk/impact description / climate variables	Magnitude	Likelihood	Risk score	Urgency score
59	Risks to the DCIoS region from civil disorder and conflict resulting from climate change (e.g. battle for water resources).	2	3	Moderate	Further investigation
60	Risks to law (e.g. environmental crime, domestic violence) and governance in the DCloS region from climate change.	3	4	Major	More action needed
61	Risk to public health from climate change overseas (e.g. zoonotic diseases; disease transmitted between animals and people ).	5	4	Severe	More action needed
62	Risk multiplication from the interactions and cascades of named risks across systems and geographies (i.e. system risk or compound events).	4	5	Severe	Further investigation



### Appendix 4 – Full list of actions arising from the workshops.

### Natural environment (including agriculture, forestry, and fisheries)

# Table 15. Strategic adaptation options and enablers to address climate hazards in the natural environment and agriculture sector.

#	Actions	CIG risks addressed
NEA1	Develop a collaborative regional water strategy to manage water availability and safe treatment and disposal of waste water, including aquifer recharge, control over-extraction, increase the use of rainwater harvesting, reduce effluent discharge etc	1, 5, 6, 11, 12
NEA2	Increased protection and expansion of blue carbon habitats and Marine Special Protected Areas (Blue belt) > 30% - this will reduce stress to allow habitats to adapt.	5, 15, 18
NEA3	Develop a regional Invasive Species Management Plan to ensure pests, pathogens and diseases are monitored and action plans and prevention measures are developed.	2, 3, 9, 13, 17
NEA4	Set out a regional strategy to protect, restore and enhance terrestrial carbon stores from land use change and increase the resilience where possible (e.g. peatland restoration, woodland management, soils).	5
NEA5	Local Nature Recovery strategies to demonstrate what type of habitat will be supported in the future (e.g. intertidal zones, the benefits of different saltwater/freshwater marsh etc.) and opportunities for supporting human health.	1, 15, 16
NEA6	Tree planting (in appropriate places) to support biodiversity net gain, reduce river water temperatures, increase flood risk management, provision of shade for crops and livestock, increase sequestration, support human well-being etc.	1, 6, 12
NEB1	Promote and Improve soil management techniques (Min-till cultivation, cover crops, ley-arable rotations) to protect soil structure / nutrient levels and increase resilience to adverse weather / aridity impacts. Consider adoption of a systems thinking approach such as the Land Use Framework.	4
NEB2	Choose new crop varieties/ different breeds that are: more heat tolerant, drought resistant, less susceptible to pests and disease, reduce run-off and soil erosion.	4, 11
NEB3	Provision of shade to reduce heat stress (e.g. silvopasture to shade livestock, shade cloths for horticulture, trees to shade crops).	6



#	Actions	CIG risks addressed
NEB4	Farmers to engage with the Resilient Farming Futures (RFF) programme; undertake a farm resilience plan to identify climate impacts and opportunities; and assess suitable on-farm adaptation options to increase resilience.	4, 6, 10
NEB5	Adapt agricultural land use through Environmental Land Management Scheme (ELMS) and Biodiversity Net Gain funding (e.g. buffer strips, conservation areas etc.).	1, 4, 12, 18
NEB6	Develop alternative water supplies (e.g. boreholes) and use of rainwater harvesting and storage (ponds/reservoirs) on farm. Put in ponds, swales and wetlands.	4, 11
NEC1	Provision of capacity building support and advice to community groups from non-governmental organisations (NGOs) for taking action to support nature enhancement.	1, 2, 4, 11, 12, 13, 15, 18
NEC2	Facilitate landowners connecting with local nature groups to understand the benefits around alternative land use to support biodiversity and the natural environment and human health.	1, 2, 4, 11, 12, 13, 15, 18
NEX1	LA's to promote the benefits of improved garden habitat (to increase biodiversity) and reduce non-permeable surfaces (to increase infiltration and reduce surface water flood risk).	1, 12
NEX2	Promote soil health, reduce runoff, surface water flooding and adopt soil conservation techniques (e.g. cover crops, wider crop rotations, contour ploughing to reduce soil erosion); preventing landslips and land movement, and reduce compacted soils and improve aeration of soils to increase rate of infiltration and absorption. To address soil wetness and aridity.	4
NEX3	Enhance regional habitat condition and connectivity to increase species resilience and biodiversity (e.g. wildlife corridors, rewilding, river restoration etc.).	1, 4, 15, 16
NEX4	Communities to promote local wildlife and habitat enhancement (e.g. through local charity groups, School Nature Grants Programme, volunteering at Wildlife Trusts).	1, 4, 15, 16
NEX5	Land owners connecting with local nature groups to understand the benefits around alternative land use to support biodiversity and the natural environment (e.g. such as turning less productive areas into woodland, wildlife meadows, hedgerows, creation of wetlands etc.).	1, 4, 15, 16
NEX6	Prioritising nature-based solutions in catchment planning to reduce river flood risk and slow river flows specifically wetland enhancement / re naturalisation and and river restoration.	1, 6, 12



#	Actions	CIG risks addressed
NEX7	Fire services to collaborate with land owners to access water storage in areas at risk of wildfires (e.g. moorlands).	1, 6
NEX8	Livestock housing redesign (e.g. improved insulation, ventilation, heating/cooling requirements).	6
NEX9	Increase water use efficiency (e.g. drip irrigation).	4, 6
NEX10	Improve drainage systems (in the right place and done properly), insert buffer strips, hedgerows etc.	1, 2, 4, 6
NEX11	Increase pest and disease surveillance and change type and use of pesticide/herbicide/fungicide in response to changes in pest and disease prevalence.	2, 9, 13
NEX12	Altering grazing practices (e.g. for cows the key grazing periods are at dawn and dusk. Moving cows indoors mid morning till early evening would reduce the stresses and the lower milk yields caused by high temperatures).	6
NEX13	Fire services to increase the size or number of crews to tackle increased risk of wildfires.	1, 6

#### Infrastructure

Table 16. Strategic adaptation options and enablers to address climate hazards in the infrastructure sector.

#	Actions	CIG risks addressed
INFA1	Build on and develop resilience partnerships. Ensure their Command, Control and Co-Ordination arrangements for an emergency which involves the loss of both power and telecoms, and actively involve utilities companies in local planning where required to ensure linkage with regional and national developments.	20, 31
INFA2	Emergency Planning - Map voluntary and community sector assets and capabilities in their areas. Develop processes for their swift activation, deployment and coordination. Ensure distributed energy resources (DER), such as customer-premise microgrids (e.g. solar + storage systems), community microgrids, or mobile battery and generation systems can provide life-preserving power to community shelters and public health facilities during emergencies.	20, 21, 30



#	Actions	CIG risks addressed
INFA3	Develop a working group with infrastructure industry associations and providers at regional level to improve interdependencies awareness within the infrastructure sector (co-location of infrastructure - e.g. bridge crossings / roadways and impact of cascade failure). Engage with National Grid, Hydrologists and power system modelers to simulate and understand the impacts of compounded flooding, heat waves and droughts on the power generation in the region.	21, 23
INFB1	Develop joint strategies, research, and longer-term schemes with South West Water, Lead Local Flood Authority, and catchment partnerships to improve catchment management both for high flow areas at flood risk and protect low flow by reducing demand / drought impacts.	20, 21, 27
INFB2	Enable and promote climate resilience through procurement processes. Consider climate resilience of new assets and infrastructure when comparing competing bids, by accounting for costs over the asset lifetime under alternative climate scenarios.	21, 22
INFB3	Communicate behavioural change measures to reduce consumption of water and energy.	27
INFX1	Promote cross sector partnerships to develop industry-accepted climate risk assessment framework for the region. Use common formalised standards of resilience, such as the new ISO 14091 across infrastructure sectors to build system wide resilience. Collaborate with stakeholders including utilities, services, other transport modes on risk management planning to protect business continuity.	20
INFX2	Reassess the inspection schedules on bridges and highway assets (including Public Rights of Way). Reduce risk of cascading failures by inspecting critical assets more frequently than design manual for roads and bridges specifies.	23
INFX3	Due to increased risks of adverse weather events causing surface water (pluvial) flooding all businesses should consider a proactive rolling review of their key site / assets flood vulnerability not just at point of site selection or event.	21, 22
INFX4	Install Battery Energy Storage Systems BESS at transmission level / business level.	20
INFX5	Consider investing in a Power Bank or UPS to help ensure home / business communications available during a power cut.	20



#### Health and the built environment

Table 17. Strategic adaptation options and enablers to address climate hazards in the health and built environment.

#	Actions	CIG risks addressed		
HBEA1	Working with relevant agencies and our communities, develop a climate change awareness campaign to inform stakeholders, including the public, of the projected range of changes and their impacts alongside how we are adapting and what we can all do to respond.	34, 35, 37, 38, 41, 45		
HBEA2	Public authorities to continue to provide timely & localised information on climate change impacts to enable appropriate adaptation planning by all.	34, 37 ,43		
НВЕА3	Raise awareness with social care managers, commissioners, staff, and carers on preparing for response to adverse weather, including heatwaves.	46		
HBEA4	Public Health teams to engage with NHS partners, Health Protection Teams and LA environmental health departments to raise awareness of climate sensitive non-communicable disease (NCD) e.g. the links between climate change and increased cardiovascular disease and appropriate adaptation for vulnerable groups. This should include developing adaptations for activities such as exercise and active travel which may be impacted by climate change with consequences for non-communicable disease.	34, 36, 40		
HBEB1	Local authorities to provide advice and expanded monitoring for 41, properties with private water supplies (quality and quantity).			
HBEB2	Provide access to and guidance on benefits of rainwater harvesting systems (i.e. to capture excess rainfall for use in the garden) and grey water harvesting systems (i.e. collect and treat wastewater from showers, baths and wash basins).			
HBEC1	Promote and provide staff with time to undertake volunteer work with local Non-Governmental Organisations and develop Corporate Social Responsibility (CSR).	35, 37		
HBEC2	HBEC2 Develop a strategy and guidance for the adaptation of heritage assets to climate impacts, including a "Managed Decline to Adaptive Release4" strategy to record historic buildings, sites, and landscapes			

<sup>&</sup>lt;sup>4</sup> Adaptive Release (AR) is an approach that supports the transformation of a heritage asset (including its values and significance), within wider landscape settings. AR is proactive and positive,

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#	Actions	CIG risks addressed	
	as a part of managed coastal retreat due to sea level rise, erosion and storms.		
HBEC3	Work with partners to develop the materials and training to support in the establishment and operation of local Community Resilience Groups (or similar existing groups) and the development of community adaptation plans.	35, 37, 38	
HBED1	Provision of funding and guidance for properties to be retrofitted in line with New Building Regulations Part O to prevent buildings overheating and/or reduce heat loss in winter.	34, 46, 47, 48	
HBEE1	Policy makers to start gathering evidence of where aspects of community / development / industry / utility etc will need to be relocated due to climate impacts and develop an evidence base that can inform planning activities (e.g. relocation of properties due to insurmountable flood risk).	38, 46, 47, 48	
HBEE2	Local Planning Authorities to identify Coastal Change Management Areas (CCMAs) wherever rates of shoreline change are expected to be significant and implement appropriate regulations to manage development in these areas.		
HBEE3	HBEE3 Local Planning Authorities to ensure that their Local Plans utilise and build upon the findings and direction provided by strategic documents dealing with coastal change (e.g. Shoreline Management Plans, Coastal Change Management Areas, Flood Risk Management Plans etc).		
HBEE4	Policymakers to engage with the public to ensure awareness and understanding of the predicted impacts of climate change around the coast generally, and on their local communities specifically – to coproduce knowledge and agree viable actions.		
HBEE5	Policymakers to investigate (including learning from others) the legal, financial and practical etc means by which coastal communities facing significant adaptation challenges might be helped – so that realistic Adaptation Plans can be developed and delivered where needed.	35, 38, 45	
HBEX1	Encourage installation of green roofs/walls on community buildings.		

intended to be applied in situations where anticipated environmental change is likely to lead to eventual loss and/or alteration." (University of Exeter et al., 2022)



#	Actions	CIG risks addressed	
HBEX2	Provide guidance on Flood Re-insurance cover. Flood Re Scheme offers cover to UK mainland households at the highest risk of flooding.	35, 37, 38	
HBEX3	Communication of flood warning service by the Environment Agency for individuals to sign up to.	35, 37, 38	
HBEX4	Develop and communicate guidance and funds for community contingency plans (e.g. to help remote communities manage risks from flooding, loss of critical power and water supplies).	35, 37, 38	
HBEX5	LA's or organisations or sponsors to increase resources (finances, kit etc.) available to cope with climate-related impacts.	35, 37, 38, 46, 47, 48	
HBEX6	Beach alerts to expand programme of daily water quality forecasts and electronic beach signage (new app linked to discharges from sewage companies).		
HBEX7	LA's and EA to communicate the benefits and options for property flood resilience (e.g. flood gates and barriers).		
HBEX8	Communication of National (UK) Severe Weather Warning Service (NSWWS) by the Met Office for individuals/organisations to sign up to. This service warns for severe/extreme weather relating to: rain, snow, ice, wind, thunderstorm, lightning, extreme heat and fog.		
HBEX9 Policymakers to ensure that where publicly funded schemes are promoted to provide resilience to coastal erosion/flooding, that they are developed with regard to the predicted long term, climate-change driven coastal changes, and that they incorporate/are contextualised within an understanding of/plans for future adaptation needs.		35, 37, 38, 46, 47, 48	

### **Business and industry**

Table 18. Strategic adaptation options and enablers to address climate hazards in the business and industry sector.

#	Actions	CIG risks addressed
BIA1	Establish strategies to develop the South West region as a global research and knowledge hub for climate adaptation action and governance.	49, 50, 51, 52, 54
BIA2	Develop business engagement strategies to enable local authorities and regional action groups to assess private sector needs, gain inputs,	49, 50, 51, 52, 54



	and consult companies on practical implementation of adaptation actions.	
BIA3	Develop and expand the Climate Emergency / Readiness Action group 49, 50, 54 (steering group formed from business, public sector and academia) to take the lead on more projects within the region (e.g. Climate Ready Clyde).	
BIB1	EA to raise awareness of EA Flood maps and tools for businesses to see if operations will be affected.	49, 50, 54
BIB2	Severe Weather Policy - set out clearly what workers should do when Met Office severe weather warnings are issued and what thresholds they should work under.	49, 50, 54
BIB3	Improve water management (reduce / reuse).	51
BIB4	Put in place a severe weather plan and resilience measures to ensure business continuity, sign up for alerts and check insurances for coverage on flooding / severe weather events.	49, 50, 54
BIB 5	Install moderate / large-scale rainwater harvesting systems.	51
BIC1	Promote the robust and resilient design of new / refurbished assets and infrastructure. E.g., Promote property flood resilience products to protect against severe weather and hazardous events.	49, 50, 54
BIX1	Investment to help pivot local businesses through MP's etc.	52
BIX2	Sustainability Disclosure Requirements (SDR) rollout will have knock- on implications for Small and Medium Sized Enterprises (SMEs) who will increasingly be required to disclose climate related financial risks to financers and major business to business customers. Green Business Grants, and advice and support for SMEs as they transition to net-zero carbon and climate resilience.	49, 50, 51, 52, 54
BIX3	Training and development of key Local Authority, public and private sector personnel.	49, 50, 51, 52, 54
BIX4	Businesses to undertake their own climate change risk assessment, monitor costs from previous severe weather events, build a business case for proactive adaptation measures and resilience planning and the adaptative capacity to integrate these into a programme of change to create a more robust organisation.	49, 50, 51, 52, 54
BIX5	Provide training to staff on the impacts of extreme temperatures in the workplace and encourage appropriate safety procedures for those individuals with medical conditions likely to be aggravated by high levels of heat.	53

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### **Cross-cutting (including international dimensions)**

# Table 19. Cross-cutting strategic adaptation options and enablers to address climate hazards across multiple sectors (including international dimensions).

#	Actions	CIG risks addresse d
CCA1	Local Authority and UKHSA Health Protection Teams to raise awareness of new disease and transmission vectors and work with key stakeholders, e.g. Integrated Care Board, and Environment Agency.	61
CCA2	Define a regional approach (e.g. One Health) to prevent the emergence of zoonotic diseases (infectious diseases transmitted between animals and people).	61
CCA3	As temperatures increase bacterial infection occurrence may rise in higher latitudes. Alongside the faster bacteria reproduction rates, with higher temperatures there is an increased risk of bacteria becoming drug resistant. Raise awareness on the impacts of anti-microbial resistance and prevention measures (e.g. reducing antibiotics use in livestock).	61
CCB1	Encourage and stimulate the purchase of local, environmentally sustainable produce to support a healthier and more resilient food system and reduce food miles.	56
CCC1	Work with partners, including universities, to examine the effects of climate change on crime rates and the potential for civil disorder.	59, 60
CCC2	Police Service to liaise with the Met Office to expand weather forecast alert system for high temperatures and potential increase in crime.	34, 60





### **Appendix 5 – Signposting to useful resources**

Links and signposting to a range of useful resources to support on risk management, adaptation planning and knowledge exchange.

Table 20. List of useful resources to support on risk management, adaptation planning and knowledge exchange

Resource Name	Resource Type	Geographic Scope	Resource description / added notes
Achieving Sustainable Agricultural Systems	Materials	National	Achieving Sustainable Agricultural Systems (ASSIST) - Research by Rothamsted exploring opportunities to reduce the environmental footprint of agriculture while maintaining yields.
Adaptive Release paper	Materials	National	Explores range of options available to natural and historic environment professionals in responding to climate change (paper by Historic England and the University of Exeter).
Antibiotic Guardian	Organisation	National	Resources and signposting to useful organisations and awareness campaign.
Be Flood Ready	Materials	National	Information and guidance on property flood resilience.
Beat the Heat	Materials	National	Top tips for staying cool in a heat wave from UK Government.
Business Resilience Health Check	Tool	National	Bespoke action plan for organisations.
Carbon Neutral Cornwall Hive	Materials	Cornwall	Resources to help reach carbon neutrality.
CCC - 2021 Progress Report to Parliament	Materials	National	Overview of an annual assessment of UK progress in reducing emissions, a biennial assessment of progress in adapting to climate change and recommendations to government.
CCRA3 - National Summary for England	Materials	National	National summary of climate risk for England.
CCRA3 - Research and	Materials	National	A number of commissioned research projects that provide research and



Resource Name	Resource Type	Geographic Scope	Resource description / added notes
Supporting Analysis			supporting analysis for the technical chapters within CCRA3.
CCRA3 - Sector Briefings	Materials	National	Key sector and themed briefings to accompany CCRA3.
CCRA3 - Technical Report	Materials	National	Assessment of the level of risk or opportunity across key sectors, including, Natural Environment, Infrastructure, Health, Communities & Built Environment, Business & Industry and International Dimensions.
CCRA3 - CCC independent advice report of UK climate risk	Materials	National	The Climate Change Committee's (CCC) independent advice report of UK climate risk report on the priority climate change risks and opportunities for the UK.
CCRA3 - The UK's third climate change risk assessment	Materials	National	Five-year assessment which identifies the risks that climate change poses to multiple parts of our society and economy.
Chambers of Commerce	Organisation	National	Support (e.g. resources) for businesses working towards net-zero.
Climate ADAPT - Adaptation Pathways Map	Materials	National	Example adaptation pathways map.
Climate Adaptation Scilly Rainwater Harvesting Grants	Grants	Isles of Scilly	Grants closed 14/10/22. Funding allocated to 20 local businesses across the islands.
Climate Change and Health Adaptation Tool	Tool	Cornwall	Evidence-based tool to support public sector decision makers in climate adaptation.
Climate Change and UK Wildfire	Materials	National	A summary of management of wildfires in the UK, potential impacts of wildfire to society and policy options for increasing the UKs resilience.
CoaST	Network	Cornwall	Support sustainable tourism by connecting organisations and individuals.
Coastal Based Approach (CoBA)	Tool	National	Build resilience in existing coastal community structures, bringing together marine and land-based ecologists.



Resource Name	Resource Type	Geographic Scope	Resource description / added notes
Cornwall & Isles of Scilly Local Nature Partnership	Network	Isles of Scilly + Cornwall	Collaboration of local partners providing joined-up leadership on nature.
Cornwall Climate Action Network	Network	Cornwall	CIC supporting local climate groups. (In development).
Cornwall Climate Care	Organisation	Cornwall	A series of documentaries highlighting the impacts of climate change already being felt in Cornwall.
Cornwall Council Community Emergency Planning	Tool	Cornwall	Practical support for emergency planning for communities.
Cornwall Flood Forum	Organisation	Cornwall	Information on flood risk, preparation and recovery.
Cosy Devon (rebranding as Energy Saving Devon)	Network	Devon	Free retrofitting for lower-income households.
Daras - the Cornwall Land Hub	Materials	Cornwall	One stop shop for funding opportunities and agricultural advice for farmers and landowners.
DATA (Devon Agri-Tech Accelerator)	Tool	Devon	Support and research for farms and agribusinesses looking to move towards sustainable farming.
DEFRA - Property Level Flood Protection Case Studies	Materials	National	DEFRA - Post-Installation Effectiveness of Property Level Flood Protection provides Case Studies.
Devon and Cornwall Health Protection Committee	Organisation	South West	Assurance that adequate arrangements are in place for prevention, surveillance, planning and response to communicable disease and environmental hazards, required to protect the public's health.
Devon and Severn IFCA	Network	Devon	Devon and Severn Inshore Fisheries and Conservation Authority (IFCA) marine management framework.



Resource Name	Resource Type	Geographic Scope	Resource description / added notes
<u>Devon Carbon</u> <u>Plan</u>	Materials	Devon	Sets out how Devon will reach net-zero by 2050, with actions for each level of society.
Devon Climate Emergency	Network	Devon	Resources to support Devon achieving net- zero and increased resilience.
Devon Communities Together	Organisation	Devon	Support, services, funding opportunities aimed at communities.
Devon County Council Flooding	Materials	Devon	Signposting to flood resources.
Devon Food Partnership	Network	Devon	Facilitating communication between food stakeholders to improve food distribution, governance and sustainability.
Devon Local Nature Partnership	Network	Devon	Collaboration of local partners providing joined-up leadership on nature.
Devon Maritime Forum	Organisation	Devon	Provide services to improve communication between coastal and marine stakeholders.
DCIoS Nature Based Solutions and NFM Group	Network	South West	Devon, Cornwall and Isles of Scilly Nature Based Solutions and Natural Flood Management (NFM) Group.
	Network	Devon	Partnership for each of Devon's main river estuaries.
EA Flood Risk Warnings	Tool	National	Environment Agency (EA) flood warnings and alerts in England, check for flooding near you and get flood warnings by phone, text or email.
EA Pathfinder Projects	Network	South West	Environment Agency (EA) promoting property flood resilience.
Environmental Improvement Plan 2023	Materials	National	First revision of the government's 25 Year Environment Plan for England.
Environmental Land Management Scheme (ELMS)	Materials	National	Briefing on Environmental Land Management Scheme (ELMS) introduction and benefits.



Resource Name	Resource Type	Geographic Scope	Resource description / added notes
Farm Innovation Toolkit	Tool	National	A toolkit that provides options for innovation and technology for individual farm businesses.
Flood Re	Organisation	National	Flood Re information on flood re-insurance scheme.
Flood risk management plans (FRMP)	Materials	National	National and regional plans for FRM.
FloodHub - Property	Materials	National	Property Flood Resilience Toolkit.
Food Farming Countryside Commission land use framework	Network	National	Guide for decision makers to support better decisions about land.
Green Futures Network	Network	National	Access to academic research on climate mitigation and adaptation.
Heart of the South West Local Enterprise Partnership	Network	Devon	Advice and support for businesses in Devon on economic growth, employments and prosperity.
IPCC AR6	Climate data	National	Climate projection data.
Islands Futures Board	Organisation	Isles of Scilly	Group of representatives of IoS stakeholders that guide the Islands' economic plan.
Isles of Scilly Inshore Fisheries and Conservation Authority (IFCA)	Network	Isles of Scilly	Marine management framework.
ISO 14090:2019 Adaptation to climate change – Principles, requirements and guidelines	Materials	National	Principles, requirements, and guidelines for climate change adaptation. This includes integrating adaptation within organizations, understanding impacts and uncertainties and how these can be used to inform decisions.
<u>Lagas</u>	Tool	Cornwall	Tool for viewing nature recovery network and habitat opportunities.



Resource Name	Resource Type	Geographic Scope	Resource description / added notes
Local Climate Adaptation Tool (LCAT)	Tool	South West	Tool for local government and public health professionals to explore climate change forecasts.
Local Government Association Coastal Special Interest Group	Organisation	National	Influence government and support local authorities on coastal issues. Membership held by Cornwall Council, Devon County Council, Teignbridge, East Devon, Torridge and North Devon councils.
Local Resilience Forum	Network	South West	Coordinates responses to major emergencies, provides emergency plans and training.
Magic Maps	Tool	National	Tool for viewing environmental GIS data i.e. species, habitats etc.
Met Office	Organisation	National	Weather forecasts, advice and warnings, plus projected climate change impacts.
	Materials	National	The key actions the government is taking to address the risks and opportunities posed by a changing climate for the 5-year period of 2018 to 2023.
National Adaptation Programme	Materials	National	Latest report published summer 2023 for—2023 - 2028.
National Coastal Erosion Risk Map (NCERM)	Tool	National	Interactive map showing erosional extents, where certain habitats will start to disappear.
National Trust Climate Hazards	Tool	National	Tool that shows the exposure of UK sites to climate hazards, comparing 2020 to 2060.
NHS Heatwave	Materials	National	Information on how to cope in hot weather.
North Devon Biosphere	Network	Devon	Strategy for sustainable development of nature and communities.
North Devon Marine Natural Capital Plan	Materials	Devon	Locally specific marine plan based on a natural capital approach.
Parish County Forums	Network	-	Community groups for parish council areas.



Resource Name	Resource Type	Geographic Scope	Resource description / added notes
Plan for Water	Strategy	National	The Defra (2023) Plan for Water outlines how the government will deliver a clean and sustainable water supply, including delivering on its own goals in the Environmental Improvement Plan 2023.
Plymouth - projecting sea state (warning system)	Materials	Devon	Sea state warning system.
Plymouth Sound National Marine Park	Organisation	Devon	Aim to create better access to Plymouth Sound. Providing resources to marine activities and connecting organisations.
Property Flood Resilience Grants	Grants	Devon	Funding scheme for homeowners to cover a property survey and purchasing of necessary flood resilience measures.
South West Climate Change Portal (Australia)	Materials	National	Information on adaptation pathway planning.
South West Net Zero Hub	Organisation	South West	Resources to support organisations and communities to implement low carbon energy projects.
South West Rail Resilience Programme	Materials	South West	Information on a programme run by Network Rail to increase the rail resilience between Dawlish and Teignmouth.
South West Water Website	Organisation	South West	Signposting to grants, free water saving devices and tips.
	Organisation	Cornwall & Isles of Scilly	Business sustainability consultation, access to grant funding.
The Adaptation and Resilience in the Context of Change network (ARCC)	Materials	National	Adapting UK homes to reduce overheating – policy & practice briefing.
Transition Network	Organisation	National	e.g. Transition Town Totnes. Community-led charity working on projects to reduce emissions use.
UCKP18 data	Climate data	National	Local level climate projections produced by the Met Office.



Resource Name	Resource Type	Geographic Scope	Resource description / added notes
UK Health Security Agency	Organisation	National	Developing a 'Climate Change and Health Security' unit to provide adaptation options and monitoring.
UKCIP Adaptation Wizard	Tool	National	A 5-step process to help your organisation adapt to climate change, with useful information and resources.
Volunteer Cornwall	Organisation	Cornwall	Information and support.
Wild About Devon	Network	Devon	Project within the Devon Local Nature Partnership, signposting to useful resources to help communities take action.
Your Shore Network	Network	Cornwall	List of community led marine conservation groups.
Zoonoses Contingency Plan	Materials	National	How Defra will manage incidents of endemic zoonotic diseases in England.



### **Appendix 6 – Adaptation Plan**

#### **Natural environment (including agriculture and forestry)**

**Strategic Direction A** - Support and actively improve the adaptive capacity of landscapes and habitats

Ref	Action	Timescale	Responsible
NEA1	Develop a collaborative regional water strategy to manage water availability and safe treatment and disposal of waste water, including aquifer recharge, control over-extraction, increase the use of rainwater harvesting, reduce effluent discharge etc	Short	Environment Agency, Natural England, South West Water, Cornwall Catchment Partnership, West Country Water Resources, East Devon Catchment Partnership
NEA4	Set out a regional strategy to protect, restore and enhance terrestrial carbon stores from land use change and increase the resilience where possible (e.g. peatland restoration, woodland management, soils).	Medium	Natural England, Peatland Partnerships, Wildlife Trusts, Cornwall Catchment Partnership, Local Authorities
NEA5	Local Nature Recovery strategies to demonstrate what type of habitat will be supported in the future. (e.g. intertidal zones, the benefits of different saltwater / freshwater marsh etc.) and opportunities for supporting human health.	Long	Wildlife Trusts, Natural England, Peatland Partnerships

**Strategic Direction B** - Use agriculture / forestry networks and knowledge to implement best practice. Provide them with key information to protect ecosystem services

Ref	Action	Timescale	Responsible
NEB1	Promote and Improve soil management techniques (Min-till cultivation, cover crops, leyarable rotations) to protect soil structure / nutrient levels and increase resilience to adverse weather / aridity impacts. Consider adoption of a systems thinking approach such as the Land Use Framework.	Short	The Devon and Cornwall Soils Alliance, Soil Association, Duchy of Cornwall. Mid-Devon Silvopasture Group
NEB5	Adapt agricultural land use through Environmental Land Management Scheme (ELMS) funding and Biodiversity Net Gain funding (e.g. buffer strips, conservation areas etc.).	Medium	Future Farming Resilience Project DEFRA, Local Authorities, AONB Bodies



NEB6	Develop alternative water supplies (e.g. boreholes) and use of rainwater harvesting and storage (ponds/reservoirs) on farm. Put in ponds, swales and wetlands.	Medium	DEFRA, Natural England, Farming Resilience Fund Wildlife Trusts, Natural England,
			AHDB

### Strategic Direction C - Maximise community participation and connection to nature

Ref	Action	Timescale	Responsible
NEC1	Provision of capacity building support and advice to community groups from non-governmental organisations (NGOs) for taking action to support nature enhancement.	Short	Wildlife Trusts. Exeter University, Local Nature Partnerships
NEC2	Facilitate landowners connecting with local nature groups to understand the benefits around alternative land use to support biodiversity and the natural environment and human health.	Medium	Future Farming Resilience Project DEFRA, Local Authorities, AONB, Wildlife Trusts

#### Infrastructure

**Strategic Direction A** - Develop cross sector collaboration to equip the region with the knowledge and skills to take adaptation action

Ref	Action	Timescale	Responsible
INFA1	Build on and develop resilience partnerships. Ensure their Command, Control and Co-Ordination arrangements for an emergency which involves the loss of both power and telecoms, and actively involve utilities companies in local planning where required to ensure linkage with regional and national developments.	Short	Local Authorities, Fire and Rescue Services, South West Water, National Grid, Openreach, Environment Agency, Highways Agency
INFA2	Emergency Planning - Map voluntary and community sector assets and capabilities in their areas. Develop processes for their swift activation, deployment and coordination. Ensure distributed energy resources (DER), such as customerpremise microgrids (e.g. solar + storage systems), community microgrids, or mobile battery and generation systems can provide life-preserving power to community shelters and public health facilities during emergencies.	Medium	Local Authorities, Community Councils, National Grid, Openreach, Devon Community Resilience Forum, Cornwall Rural Community Charity



INFA3 Medium Local Authorities, Develop a working group with infrastructure industry associations and providers at regional Highways Agency, level to improve interdependencies awareness National Grid, Network within the infrastructure sector (Co-location of Rail, Openreach, EE, infrastructure, e.g. bridge crossings / roadways Vodaphone and impact of cascade failure). Engage with National Grid, Hydrologists and power system modelers to simulate and understand the impacts of compounded flooding, heat waves and droughts on the power generation in the region.

# **Strategic Direction B** - Enhancing long term Infrastructure resilience through local stewardship

Ref	Action	Timescale	Responsible
INFB1	Develop joint strategies, research and longer- term schemes with South West Water, Lead Local Flood Authority, and Catchment Partnerships to improve catchment management both for high flow areas at flood risk and protect low flow by reducing demand / drought impacts.	Short	Catchment Partnerships, South West Water, Environment Agency, ANOB bodies, Openreach, Environment Agency, Highways Agency
INFB2	Enable and promote climate resilience through procurement processes. Consider climate resilience of new assets and infrastructure when comparing competing bids, by accounting for costs over the asset lifetime under alternative climate scenarios.	Medium	Local Authorities, Local Government Association, South West Water, National Grid, Openreach, Environment Agency, Highways Agency
INFB3	Communicate behavioural change measures to reduce consumption of water and energy.	Short	South West Water, National Grid, Local Authorities, Catchment Partnerships

#### Health and the built environment

**Strategic Direction A** - Increase community awareness of how climate change can impact physical and mental health

Ref	Action	Timescale	Responsible
HBEA1	Working with relevant agencies and our communities, develop a climate change	Short	Local Authorities



	awareness campaign to inform stakeholders, including the public, of the projected range of changes and their impacts alongside how we are adapting and what we can all do to respond.		
HBEA2	Public authorities to continue to provide timely & localised information on climate change impacts to enable appropriate adaptation planning byall .	Short	Environment Agency, Local Authorities, Local Government Association,

**Strategic Direction B** - Support residences and businesses on private water supplies to adapt to climate change threats, including security of supply and changing water quality

Ref	Action	Timescale	Responsible
HBEB1	Local authorities to provide advice and expanded monitoring for properties with private water supplies (quality and quantity).	Short	Local authorities, DWI, South West Water
HBEB2	Provide access to and guidance on benefits of rainwater harvesting systems (i.e. to capture excess rainfall for use in the garden) and grey water harvesting systems (i.e. collect and treat wastewater from showers, baths and wash basins).	Medium	South West Water, Local Authorities, Environment Agency, Catchment Partnerships. Local Government Association,

**Strategic Direction C** - Assist public services to understand climate change impacts on their assets, service delivery and the community's health

Ref	Action	Timescale	Responsible
HBEC1	Promote and provide staff with time to undertake volunteer work with local Non-Governmental Organisations and develop Corporate social responsibility (CSR).	Medium	Local authorities, DWI, South West Water
HBEC2	Develop a strategy and guidance for the adaptation of heritage assets to climate impacts, including a "Managed Decline to Adaptive Release <sup>4</sup> " strategy to record historic buildings, sites, and landscapes as a part of managed coastal retreat due to sea level rise, erosion and storms.	Medium	Historic England, Local Museums, Community Archaeology Society, Duchy of Cornwall, ANOB groups
HBEC3	Work with partners to develop the materials and training to support in the establishment	Short	Local Authorities, Devon / Cornwall / ISO

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and operation of local Community Resilience Groups (or similar existing groups) and the development of community adaptation plans. Community Resilience Forums, Cornwall Rural Community Charity, Community Councils,

#### Strategic Direction D - Minimise heat-related illness and death

Ref	Action	Timescale	Responsible
HBED1	Provision of funding and guidance for properties to be retrofitted in line with New Building Regulations Part O to prevent buildings overheating and / or reduce heat loss in winter.	Medium	Local authorities, Historic England, CITB, National Housing Federation

# **Strategic Direction E** - Ensure the region is ready for, and resilient to, flooding and coastal change

Ref	Action	Timescale	Responsible
HBEE1	Policy makers to start gathering evidence of where aspects of community / development / industry / utility etc will need to be relocated due to climate impacts and develop an evidence base that can inform planning activities (e.g. relocation of properties due to insurmountable flood risk).	Medium	Environment Agency, Local authorities
HBEE3	Local Planning Authorities to ensure that their Local Plans utilise and build upon the findings and direction provided by strategic documents dealing with coastal change (e.g. Shoreline Management Plans, Coastal Change Management Areas, Flood Risk Management Plans etc).).	Medium	Local authorities, Environment Agency
HBEE4	Policymakers to engage with the public to ensure awareness and understanding of the predicted impacts of climate change around the coast generally, and on their local communities specifically – to co-produce knowledge and agree viable actions.	Short	Environment Agency, Local authorities



#### **Business and industry**

**Strategic Direction A** - Ensure the region is ready for, and resilient to, flooding and coastal change

Ref	Action	Timescale	Responsible
BIA1	Establish strategies to develop the South West region as a global research and knowledge hub for climate adaptation action and governance.	Medium	CIOS Local Enterprise Partnership, South West LLEP, Exeter University
BIA2	Develop business engagement strategies to enable local authorities and regional action groups to assess private sector needs, gain inputs, and consult companies on practical implementation of adaptation actions.	Medium	CIOS Local Enterprise Partnership, South West LLEP, Local Authorities
BIA3	Develop and expand the Climate Emergency / Readiness Action group - (Steering group formed from business, public sector and academia) to take the lead on more projects within the region (e.g. Climate Ready Clyde).	Short	Climate Emergency / Readiness Action Group Environment Agency, Local authorities, LLEP's

**Strategic Direction B** - Develop industry readiness for impacts e.g. supply chain security, drought restrictions

Ref	Action	Timescale	Responsible
BIB2	Severe Weather Policy - set out clearly what workers should do when Met Office severe weather warnings are issued and what thresholds they should work under.	Medium	Environment Agency, CIOS Local Enterprise Partnership, South West LLEP, Exeter University
BIB3	Improve water management (reduce / reuse).	Medium	South West Water, CIOS Local Enterprise Partnership, South West LLEP, Local Authorities
BIB4	Put in place a severe weather plan and resilience measures to ensure business continuity, sign up for alerts and check insurances for coverage on flooding / severe weather events.	Short	Environment Agency, Climate Emergency / Readiness Action Group, Local authorities, LLEP's



**Strategic Direction C** - Enhancing long term business resilience through local stewardship.

Ref	Action	Timescale	Responsible
BIC1	Promote the robust and resilient design of new/refurbished assets and infrastructure. E.g., Promote property flood resilience products to protect against severe weather and hazardous events.	Medium	Local authorities, Environment Agency

#### **Cross-cutting (including international dimensions)**

**Strategic Direction A** - Improve the community's knowledge and awareness of the health impacts of climate change, both current and into the future.

Ref	Action	Timescale	Responsible
CCA1	Local Authority and UKHSA Health Protection Teams to raise awareness of new disease and transmission vectors and work with key stakeholders, e.g. Integrated Care Board, and Environment Agency.	Medium	<b>Local authorities</b> , NHS Boards
CCA2	Define a regional approach (e.g. 'One Health') to prevent the emergence of zoonotic diseases (infectious diseases transmitted between animals and people ).	Short	NHS Boards, Animal Plant Health Agency, Public Health England, DEFRA, Local Authorities
CCA3	As temperatures increase bacterial infection occurrence may rise in higher latitudes.  Alongside the faster bacteria reproduction rates with higher temperatures there is an increased risk of bacteria becoming drug resistant. Raise awareness on the impacts of anti-microbial resistance and prevention measures (e.g. reducing antibiotics use in livestock).	Short	Responsible use of medicines in agriculture alliance, NHS Boards, NFU, National Office of Animal Health (NOAH)

**Strategic Direction B** - Improve the community's knowledge and awareness of the health impacts of climate change, both current and into the future.

Ref	Action	Timescale	Responsible
CCB1	Encourage and stimulate the purchase of local, environmentally sustainable produce to support a healthier and more resilient food system and reduce food miles.	Medium	<b>Local authorities</b> , NHS Boards



**Strategic Direction C** - Information and liaison on effects climate change have on crime rates and civil disorder.

Ref	Action	Timescale	Responsible
CCC1	Work with partners, including universities, to examine the effects of climate change on crime rates and the potential for civil disorder.	Medium	Devon and Cornwall Police, Universities,
CCC2	Police Service to liaise with the Met Office to expand weather forecast alert system for high temperatures and potential increase in crime.	Short	<b>Devon and Cornwall Police,</b> Met Office, NHS Boards, Local Authorities (Social Care)

## **Appendix 7 – Full list of Climate Impacts Group Membership**

Environment Agency (Current Chair)
Met Office
University of Exeter
NHS England
Devon County Council
Devon Climate Emergency Partnership
South West Water
Devon & Cornwall Police
Public Health Devon
Devon Local Nature Partnership
Devon, Cornwall and the Isles of Scilly Local Resilience Forum
Cornwall Council
Council of the Isles of Scilly
Ministry of Housing, Communities & Local Government
Westcountry Rivers Trust

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# Impact Assessment



Assessment of: Devon County Council's support of the Devon, Cornwall and Isles of Scilly Climate Adaptation Strategy

Service: Climate Change, Environment and Transport

Head of Service: Meg Booth

rersion / date of sign off by Head of Service: 14/6/23

Assessment carried out by (job title): Doug Eltham, Environment and Sustainability Policy Officer

## 1. Description of project / service / activity / policy under review

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

Climate adaptation refers to becoming more resilient to the changing climate by anticipating the adverse effects of climate change and taking appropriate action to reducing the risk from its impacts (e.g. sea level rise, heatwaves, flooding, drought etc.).

The Devon, Cornwall, and Isles of Scilly (DCIoS) Climate Impacts Group (CIG), currently chaired by the Environment Agency and coordinated by

DCC, was formed in 2019 in response to declarations of climate emergency across the three areas.

The CIG has prepared the draft DCIoS Climate Adaptation Strategy. It is a strategic-level document. It comprises of three sections:

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

It focuses on climate impacts which require, or which would benefit from, regional collaboration. Due to the place-based and context specific ature of climate risk and opportunities, it is not the purpose of this Adaptation Strategy to plan the detail of how individual areas and communities should adapt. Instead, such detailed plans will be captured at an appropriate level depending upon the risk – it could be at county, district, community or parish level – some communities already have these for specific issues, such as the Slapton Line in South Devon.

district, community or parish level – some communities already have these for specific issues, such as the Slapton Line in South Devon.

The CIG recognises that it has an important role in supporting others to develop their own adaptation plans at a range of scales, from sectoral to household level. The Adaptation Strategy is intended to inform a programme of regional interventions to adapt to climate change, as well as catalysing place-based, grassroots, and organisational action on climate adaptation.

The draft Adaptation Strategy has been open for public consultation during May and June 2023. The final version of the Strategy will be published in the autumn and partner organisations will subsequently be invited to endorse it.

## 2. Reason for change / review

A regional Climate Adaptation Strategy has not previously been prepared.

3. Aims / objectives, limitations and options going forwards (summary)
See Section 1.

## 4. People affected and their diversity profile

Climate change will affect everybody and therefore the result of implementing the recommendation will also affect everybody.

## 5. Stakeholders, their interest and potential impacts

Climate change will affect everybody in the county, and it will affect people less able to adapt the most. These include less affluent people, those living with physical and mental health conditions and those living in coastal communities or other areas prone to flooding and young people who will live with the effects becoming worse over their lifetimes. Implementing the recommendation will help grow efforts to reduce international carbon emissions and minimise these impacts.

Implementing the recommendation will help progress regional efforts to these impacts on everyone. The Strategy includes a more detailed commentary on people most vulnerable to climate change.

DCC aims to ensure that nobody's needs are overlooked in planning for climate change, and that the wide-ranging opportunities to improve health, wellbeing and social justice are seized

## . Research used to inform this assessment

- Climate Just <u>Socially vulnerable groups sensitive to climate impacts</u>
- Devon, Cornwall and Isles of Scilly Climate Adaptation Plan

## 7. Description of consultation process and outcomes

This assessment has not been the subject of consultation.

## 8. Equality analysis

## Giving Due Regard to Equality and Human Rights

The local authority must consider how people will be affected by the service, policy or practice. In so doing we must give due regard to the need to: eliminate unlawful discrimination, harassment and victimisation; advance equality of opportunity and foster good relations.

Where relevant, we must take into account the protected characteristics of age, disability, gender, gender reassignment, pregnancy and maternity, marriage and civil partnership, sexual orientation, race, and religion and belief. This means considering how people with different needs get the different services they require and are not disadvantaged, and facilities are available to them on an equal basis in order to meet their needs; advancing equality of opportunity by recognising the disadvantages to which protected groups are subject and considering how they can be overcome.

We also need to ensure that human rights are protected. In particular, that people have:

- A reasonable level of choice in where and how they live their life and interact with others (this is an aspect of the human right to 'private and family life').
- An appropriate level of care which results in dignity and respect (the protection to a private and family life, protection from torture and the freedom of thought, belief and religion within the Human Rights Act and elimination of discrimination and the promotion of good relations under the Equality Act 2010).

A right to life (ensuring that nothing we do results in unlawful or unnecessary/avoidable death).

The Equality Act 2010 and other relevant legislation does not prevent the Council from taking difficult decisions which result in service reductions or closures for example, it does however require the Council to ensure that such decisions are:

- o Informed and properly considered with a rigorous, conscious approach and open mind, taking due regard of the effects on the protected characteristics and the general duty to eliminate discrimination, advance equality and foster good relations.
- o Proportionate (negative impacts are proportionate to the aims of the policy decision)
- o Fair
- Necessary
- o Reasonable, and
- o Those affected have been adequately consulted.

All residents (include generic equality provisions)	Potential or actual issues for this group.  [Please refer to the Diversity Guide and See RED]  The Strategy shows that adapting to climate change will have far reaching and profound implications for how communities function and how behaviours will need to change.	<ul> <li>eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary.</li> <li>advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible.</li> <li>foster good relations between groups (tackled prejudice and promoted understanding), if relevant?</li> <li>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</li> <li>Are you complying with the DCC Equality Policy?</li> <li>DCC aims to ensure that nobody's needs are overlooked in planning for climate change, and that the wide-ranging opportunities to improve health, wellbeing and social justice are seized.</li> <li>Tactical-level changes to DCC's services arising from the need to adapt to climate change will need to undertake their own impact assessment to consider their effect on the equality characteristics of service users.</li> </ul>
		There will be opportunities to advance equality through these measures.
Age	See above	See above
Disability (incl. sensory, mobility, mental health, learning disability, neurodiversity, long term ill health) and carers of disabled people	See above	See above

Characteristics	Potential or actual issues for this group.  [Please refer to the <u>Diversity Guide</u> and <u>See RED</u> ]	<ul> <li>In what way will you: <ul> <li>eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary.</li> <li>advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible.</li> <li>foster good relations between groups (tackled prejudice and promoted understanding), if relevant?</li> </ul> </li> <li>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</li> <li>Are you complying with the <u>DCC Equality Policy</u>?</li> </ul>
Culture and ethnicity:  nationality/national origin, ethnic origin/race, skin colour, religion and belief	See above	See above
Sex, gender and gender dentity (including men, women, non-binary and transgender people), and pregnancy and maternity (including women's right to breastfeed)	See above	See above
Sexual orientation and marriage/civil partnership	See above	See above

Characteristics	Potential or actual issues for this group.  [Please refer to the <u>Diversity Guide</u> and <u>See RED</u> ]	<ul> <li>eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary.</li> <li>advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible.</li> <li>foster good relations between groups (tackled prejudice and promoted understanding), if relevant?</li> <li>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</li> <li>Are you complying with the <u>DCC Equality Policy</u>?</li> </ul>
Other relevant socio- economic factors such as family size/single people/lone parents, income/deprivation, housing, education and skills, literacy, sub-cultures, 'digital exclusion', access to transport options, rural/urban	See above	See above

## 9. Human rights considerations:

Tactical-level changes to DCC's services arising from the need to adapt to climate change will need to undertake their own impact assessment to consider their effect on human rights.

# 10. Supporting independence, wellbeing and resilience. Give consideration to the groups listed above and how they may have different needs:

In what way can you support and create opportunities for people and communities (of place and interest) to be independent, empowered and resourceful?

This will need to be considered at the tactical level as the Authority's services implement resilience enhancements.

what way can you help people to be safe, protected from harm, and with good health and wellbeing? whis will need to be considered at the tactical level as the Authority's services implement resilience projects.

what way can you help people to be connected, and involved in community activities?
This will need to be considered at the tactical level as the Authority's services implement resilience projects.

## 11. Environmental analysis

An impact assessment should give due regard to the following activities in order to ensure we meet a range of environmental legal duties. The policy or practice does not require the identification of environmental impacts using this Impact Assessment process because it is subject to (please mark X in the relevant box below and proceed to the 4c, otherwise complete the environmental analysis table):

Devon County Council's Environmental Review Process	
Planning Permission	
Environmental Impact Assessment	
Strategic Environmental Assessment	

	Describe any actual or potential negative consequences. (Consider how to mitigate against these).	Describe any actual or potential neutral or positive outcomes.  (Consider how to improve as far as possible).
Reduce, reuse, recycle and compost:		
Conserve and enhance wildlife:	Potential negative effects on wildlife from new technology and land use changes, however planning policies and procedures, environmental assessment regulations relating to agricultural land, and constraints linked to grant funding mechanisms exist to avoid or minimise such impacts.	Using land and nature to improve local resilience, such as through natural flood risk alleviation, has the opportunity to have positive effects for wildlife.
Safeguard the distinctive characteristics, features and special qualities of Devon's landscape:	Introducing features into the landscape, such as trees to alleviate flooding or to provide shading, will need to be managed appropriately, taking into account existing landscape quality and character.	Landscape could be enhanced by such measures if planned carefully.
Conserve and enhance Devon's cultural and historic heritage:	Potential negative effects on the historic built environment from landscape-scale resilience projects that disturb soil or plant trees.  Potential negative effects from adapting buildings for overheating. Guidance will need to be developed in partnership with agencies such as Historic England.	

Minimise greenhouse gas emissions:	Individual resilience projects will need to consider their impact on greenhouse gas emissions. E.g. hard infrastructure or air conditioning.	Some resilience projects could sequester carbon.
Minimise pollution (including air, land, water, light and noise):	There will be some projects that could have negative effects, such as construction projects.  These will be subject to existing regulations and permitting regimes to minimise effects.	There will be opportunities within resilience projects to improve water quality (e.g. re-wetting peatlands).
Contribute to reducing water consumption:		Reducing water consumption is a direct objective of the Adaptation Strategy.
Ensure resilience to the future effects of climate change warmer, wetter winters; drier, hotter summers; more intense storms; and rising sea level):		This is a direct objective of the Adaptation Strategy.
Other (please state below):		

# 12. Economic analysis

	Describe any actual or potential negative consequences.	Describe any actual or potential neutral or positive outcomes.
	(Consider how to mitigate against these).	(Consider how to improve as far as possible).
Impact on knowledge and	None significant.	There is considerable potential for adaptation to climate
skills:		change to create new skills opportunities, such as in
		sustainable agriculture.
Impact on employment levels:	None significant.	Evidence suggests that in Europe around 500,000 additional
		jobs (approximately 0.2 per cent of the working population)
		will be directly and indirectly created by 2050 as a result of
		the increase in adaptation-related activities.
10		Investment in adaptation infrastructure is likely to have
Page		positive effects on employment, in particular because of the
<b>T</b>		increased demand for construction work in projects to
416		reduce climate-related risks.
		Source: The employment impact of climate change
		adaptation – Input Document for the G20 Climate
		Sustainability Working Group (ilo.org)
Impact on local business:	None significant.	The increase in adaptation-related activities will provide local
		business opportunities.

# 13. Describe the linkages or conflicts between social, environmental and economic impacts (Combined Impacts):

The impacts of climate change will affect society, the environment and the economy. Adapting to its effects will improve community and environmental resilience, minimise economic impact and provide new opportunities.

14. How will the economic, social and environmental well-being of the relevant area be improved through what is being proposed? And how, in conducting the process of procurement, might that improvement be secured?

See 12 and 13. Procurement is non-applicable.

## <u>1</u>5. How will impacts and actions be monitored?

mdividual projects arising from the DCIoS Climate Adaptation Strategy will need to monitor their impact on social, economic and environmental modicators.

CET/24/20 Cabinet 13 March 2024

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

Report of the Director of Climate Change, Environment and Transport

Please note that the following recommendations are subject to consideration and determination by the Cabinet (and confirmation under the provisions of the Council's Constitution) before taking effect.

#### 1) Recommendation

That the Cabinet be asked to:

- (a) approve the scheme layout shown on drawing C21032/9 (Appendix 1) for tender and construction at an estimated cost of £636,135;
- (b) advertise any necessary Traffic Regulation Orders and road humps and if no objections are received, be made and sealed;
- (c) give delegated authority to the Director of Climate Change, Environment and Transport, in consultation with the Local Member and Cabinet Member for Highway Management, to make minor amendments to the scheme;
- (d) subject to approval of recommendations a, b and c, give approval to enhance the 2024/25 capital programme by £588,000 from developer contributions.

## 2) Background

Tiverton is planned to accommodate 2,000 dwellings to the east of the town, with the most direct access for walking and cycling between the development and the town being along Blundell's Road. Phase 1 of the traffic calming outside Blundell's School was approved in February 2016 (report PTE/16/10) and subsequently constructed. As development is built out along Blundell's Road and with the new left-in, left-out junction on the A361 now open, additional phases of traffic calming and footway widening are required. Phase 2a between Barberry Way and Gornhay Orchard is being considered as part of this report, with Phase 2b to the east of Barberry Way on Post Hill to be delivered when further development of the Tiverton Eastern Urban Extension comes forward. This is shown in the figure below, with a detailed scheme plan included in Appendix 1.

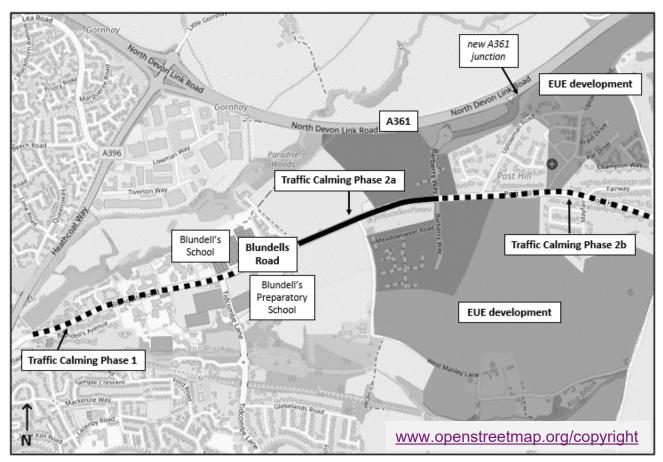


FIGURE 1: SCHEME LOCATION

### 3) Proposal

Now the A361 junction is open, this offers an alternative route for traffic from the area east of Tiverton to access the town centre. Blundell's Road passes through the middle of Blundell's school which has over 3,000 pedestrian movements across it each day. Reducing speeds and the number of vehicles along this section will help manage traffic and improve the environment for pedestrians and cyclists and the perceived safety of the route. Traffic calming and environmental enhancements of Blundell's Road is a policy in the Mid Devon Local Plan to help mitigate the impact of the Tiverton Eastern Urban Extension development.

The scheme shown in Appendix 1 aims to reduce vehicle speeds and improve overall safety for pedestrians, cyclists, and residents within the area. Phase 2a will see the road narrowed to 6.5 metres with raised table junctions, which will need to be advertised, and narrowing of side roads to reduce vehicle speeds. It is also proposed to advertise a traffic regulation order to lower the speed limit from 40mph to 30mph which would be more in keeping with the new road layout. It also provides sufficient width for a 3 metres shared pedestrian / cycle route on the northern side, which accords with the Department for Transport's Cycle Infrastructure Design (LTN 1/20 Guidance) and will provide connectivity from the new Tiverton Eastern Urban Extension development to the shared use path on Blundell's Road.

This will connect to the existing route along the western end of Blundell's Road and towards Tiverton Town Centre. It will include narrowing of the existing road and raised table junctions to slow down vehicles and help support the reduced speed limit. These proposals will improve the walking and cycling infrastructure for existing and new residents, offering an attractive, alternative method of travel for short to medium distance journeys towards key services and facilities in the town.

#### 4) Options

The scheme has followed the same design principles used in phase 1 of the traffic calming. An option to provide the footway on the south side of Blundell's Road was considered but discarded as it would have required the removal of all the trees next to the road between Gornhay Orchard and West Manley Lane.

Not providing the scheme was also considered and discounted as there is potential for traffic leaving the high speed A361 to maintain high speeds onto the local road network and impact negatively on the Blundell's Road corridor and walking and cycling environment. It would also not fulfil the policy stated in the Mid Devon Local Plan.

#### 5) Consultations

Public Consultation on the traffic calming scheme took place in 2015 which included two inperson events. This mainly focussed on Phase 1 which has already been implemented but did include some designs for Phase 2a. A total of 285 responses were received to this consultation with 55% in support of the proposals.

The development sites that make up the Eastern Urban Extension have been subject to the planning process which included public consultation. Section 106 contributions were received from these sites towards traffic calming measures along Blundell's Road to help mitigate the impact of development traffic. Therefore, although there has been no specific consultation on this particular phase, the principle of delivering calming measures on this section of route has been supported and builds upon the phase 1 scheme delivered.

More recent liaison with the Local Member and Mid Devon District Council have taken place on the updated plans.

Further statutory consultations would be required to advertise the proposed 30mph speed limit and the raised table junctions (road humps).

## 6) Strategic Plan

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

Strategic Plan Priority	Strategic Plan Action	Alignment
Respond to the Climate Emergency	Prioritise sustainable travel and transport	+3 (large positive)
	Encourage sustainable lifestyles	+2 (moderate positive)
Invest in Devon's Economic Recovery	Secure Investment in transport infrastructure	+1 (slight positive)
	Maintain and, where necessary, improve our highway network and improve sustainable transport options	+2 (moderate positive)
Help Communities to be Safe, Connected and Resilient	Enable a range of transport options, including public transport	+2 (moderate positive)
Improve Health and Wellbeing	Give people greater opportunities for walking and cycling to increase their physical activity	+2 (moderate positive)
Being Ambitious for Children and Young People	Provide an independent and healthy life	+2 (moderate positive)

#### 7) Financial Considerations

The estimated overall cost of Phase 2a of the traffic calming scheme is £636,135. Expenditure in 2022/23 was £18,135 and estimated design cost of £30,000 is included in the 2023/24 capital programme. The remaining £588,000 is projected in 2024/25.

This will be funded fully from Section 106 contributions from Tiverton Eastern Urban Extension developments that Devon County Council has already received.

The 2024/25 £588,000 is not yet included in the transport capital programme but if the scheme is approved by Cabinet, this report seeks an enhancement to the 2024/25 programme.

## 8) Legal Considerations

The lawful implications of the recommendations have been considered and taken into account in the preparation of this report.

Traffic Regulation Orders (TROs) for the scheme will be advertised in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and the raised tables (road humps) will be advertised in accordance with The Highways Act 1980 and The Highways (Road Humps) Regulations 1999. Any comments submitted will be considered in line with the legislation and council's procedures with any final decision on the orders made under delegated powers to the local member in consultation with the Chair of the Highways and Traffic Orders Committee.

# 9) Environmental Impact Considerations (Including Climate Change, Sustainability and Socio-economic)

The delivery of the scheme will provide improved walking and cycling facilities to link the emerging Local Plan development with the existing town, encouraging sustainable travel and positively impacting the local environment. The reduction of traffic speeds may impact on carbon emissions but it will reduce congestion and stop-start traffic, providing a smoother flow of traffic which will reduce emissions. Emissions will be further reduced by the modal shift gained away from cars as part of the scheme. This supports the objectives of the Devon Carbon Plan as well as the Devon Strategic Plan.

#### 10) Equality Considerations

Where relevant, in coming to a decision the Equality Act 2010 Public Sector Equality Duty requires decision makers to give due regard to the need to:

- · eliminate discrimination, harassment, victimisation and any other prohibited conduct;
- advance equality by encouraging participation, removing disadvantage, taking account
  of disabilities and meeting people's needs; and
- foster good relations between people by tackling prejudice and promoting understanding

in relation to the protected characteristics (age, disability, gender reassignment, marriage and civil partnership (for employment), pregnancy and maternity, race/ethnicity, religion or belief, sex and sexual orientation).

A decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.

In progressing this particular scheme, an Impact Assessment has been prepared which has been circulated separately to Cabinet Members and also is available on the Council's website at Blundells Road Traffic Calming - Impact Assessment (devon.gov.uk)

Members will need to consider the Impact Assessment for the purposes of this item.

Delivery of the Blundell's Road Traffic Calming Phase 2a scheme takes into consideration the need to improve facilities for all, ensuring accessibility for disabled people. This includes widening the pavement to provide sufficient width for people using mobility aids and including raised table junctions so there is no height difference for pedestrians and cyclists to cross.

## 11) Risk Management Considerations

This proposal has been assessed and all necessary safeguards or action have been taken to safeguard the Council's position.

The scheme is subject to the normal engineering risks and the cost estimate includes 15% contingency.

The scheme will be subject to the road safety audit process. The road safety team has been consulted on the proposed scheme design and a Stage 2 road safety audit will be carried out at the completion of detailed design. The remaining, Stage 3 will be carried out after the scheme is built. All recommendations made to date have been accepted and designs amended as required. These assessments are a formal, independent process for assessing risks to different road users during the development and post implementation of schemes.

#### 12) Summary

Extending the traffic calming along Blundell's Road will help reduce the negative impacts of additional traffic in the area as a result of Local Plan development. This will build upon and enhance the existing scheme to provide a traffic-calmed route aiding transition from the A361 into the local road network. The segregated walking / cycling route along the northern side of Blundell's Road, will improve sustainable travel connections link the new development to the existing facilities within the Town Centre and Blundell's School.

#### **Meg Booth**

Director of Climate Change, Environment and Transport

**Electoral Divisions**: Tiverton East

Cabinet Member for Highway Management: Councillor Stuart Hughes

#### Local Government Act 1972: List of background papers

Nil

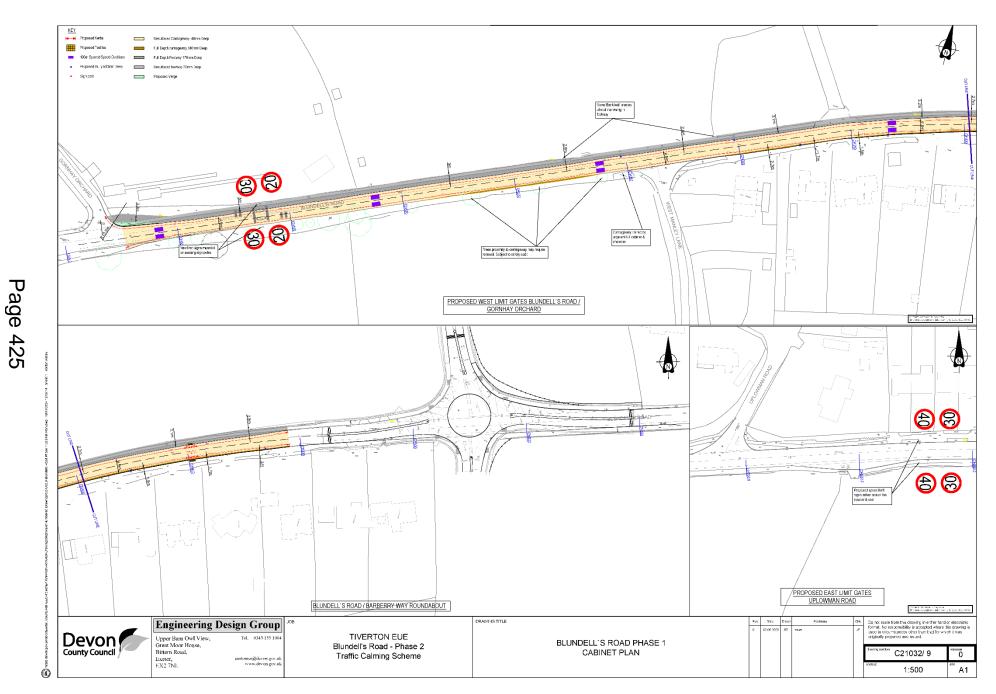
#### **Contact for enquiries:**

Name: Stuart Jarvis

Telephone: 01392 383372

Address: Transport Planning, Room 120, County Hall, Topsham Road, Exeter, EX2 4QD

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



# Impact Assessment



Assessment of: Blundell's Road Traffic Calming Phase 2a

Service: Climate Change, Environment and Transport

Head of Service: Jamie Hulland

Version / date of sign off by Head of Service: 28/2/2024

Assessment carried out by (job title): Chelsea Randall (Assistant Transport Planning Officer)

1. Description of project / service / activity / policy under review

Description of project / service / activity / policy under review

Tiverton is planned to accommodate 2,000 dwellings to the east of the town, with the most direct access for walking and cycling between the development and the town being along Blundell's Road. Phase 1 of the traffic calming outside Blundell's School was approved in February 2016 (report PTE/16/10) and subsequently constructed. As development is built out along Blundell's Road and the junction off the A361 is now open, additional phases of traffic calming and footway widening are required. The scheme will see the road narrowed to reduce vehicle speeds and provide sufficient width for a 3m shared pedestrian / cycle route on the northern side. This will connect to the existing route along the western end of Blundell's Road and towards Tiverton Town Centre. It will include narrowing of existing side roads and raised table junctions to slow down vehicles and help support the reduced speed limit. These proposals will improve the walking and cycling infrastructure for existing and new residents, offering them an alternative method of travel and encourage modal shift to more sustainable modes for shorter trips.

## 2. Reason for change / review

The traffic calming scheme aims to reduce vehicle speeds and improve the overall safety for pedestrians, cyclists and residents within the area. In turn this will improve the attractiveness of walking and cycling in the area, encouraging a mode shift to active travel for shorter journeys. In particular, this will encourage active travel between the planned new development and Tiverton town centre.

# 3. Aims / objectives, limitations and options going forwards (summary)

#### Aims/Objectives

- The scheme aims to reduce vehicle speeds and improve the overall safety for pedestrians, cyclists and residents within the area. In turn this will increase the number of people walking and cycling within the area.

#### will i w Q Q imitations

me scheme will only cover the area between Gornhay Orchard and the new A361 junction. Further traffic calming and enhancements to walking and cycling infrastructure further east will be delivered as additional developer contributions are received.

#### Options going forward

- The alternative to this scheme would be to do nothing, which would allow the continuation of higher speed vehicles, and poor provision for making reasonably short distance journeys on foot or by cycle and continued reliance on car as their preferred mode of travel. This would potentially increase congestion and heighten risk of injury to vulnerable road users along Blundell's Road.

## 4. People affected and their diversity profile

The people potentially affected by the proposals are principally people living or working in the Tiverton area. Therefore, their diversity profile is presented below, with Devon and England overall used as comparators. These figures also include the rural area around Tiverton, due to the way in which census data is reported.

#### Age

Table 1 shows the percentage of the population broken down by age, in Tiverton compared to Devon and England.

Geography	Total	% Age 0-19	% Age 20-64	% Age 65+
Tiverton	22,292	23%	54%	23%
Devon	811,638	20%	54%	26%
England	56,490,045	23%	58%	18%

#### TABLE 1: AGE (CENSUS, 2021)

This shows that Tiverton is similar to Devon but does have a slightly lower proportion of the population that is 65 years old or older, although still more than the England average. Blundell's Primary and Secondary schools are located off Blundell's Road so providing these improvements will Thake the area safer for school pupils travelling to school and crossing the road.

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verton, as with Devon as a whole, is lower in ethnic diversity than the national average (Table 2).

Geography	Total	% White	% Mixed/multiple	% Asian/Asian	% Black/African/Caribbean/Black	% Other
			ethnic groups	British	British	ethnic group
Tiverton	22,294	98%	1%	1%	0%	0%
Devon	811,642	96.4%	1.4%	1.5%	0.3%	0.5%
England	56,490,048	81%	3%	9.6%	4.2%	2.2%

TABLE 2: ETHNICITY (CENSUS, 2021)

#### Health and disability

Table 3 shows that Devon and Tiverton have relatively similar percentages to the England averages for the health of residents, although the general health of Tiverton residents is slightly worse than Devon and England.

Geography	% Activities limited	% Activities limited a lot	% Not disabled under	% Very good	% Fair health	% Very bad and
	a little by disability	by disability	the Equality Act	and good		bad health
				health		
Tiverton	12%	8%	80%	80%	14%	6%
Devon	11.1%	6.9%	82%	83.4%	12%	4.6%
England	10.2%	7.5%	82.3%	81.7%	13%	5.3%

#### ▲BABLE 3: DISABILITY AND GENERAL HEALTH (CENSUS, 2021)

Sowever, there is a slightly higher proportion of residents with a disability in Tiverton compared to England as a whole, in particular people who consider their activities to be limited a little by disability. The wider footways will provide benefits to people using mobility aids.

#### Gender

As in England overall, there were slightly more females than males in Tiverton at the 2021 Census, with females making up 51% of the population.

#### Socio-economic status

Levels of deprivation in Tiverton are higher than in Devon and England as a whole, as shown below in Table 4.. The improved walking and cycling facilities will improve transport facilities for people without access to a car.

Geography	% Household is not deprived	% Household is deprived in	% Household is deprived in
	in any dimension	one or two dimensions	three or four dimensions
Tiverton	45%	51%	4%
Devon	49.6%	37.6%	2.8%
England	48.4%	47.7%	3.9%

TABLE 4: HOUSEHOLD DEPRIVATION (CENSUS 2021)

The proposals have no adverse impact on a specific audience, regardless of age, race, gender, sexual orientation, and religion/belief.

## 5. Stakeholders, their interest and potential impacts

stakeholders include:

o - Mid Devon Dis

Mid Devon District Council

Local residents

Blundell's Schools

Tiverton EUE developers

#### 6. Research used to inform this assessment

Demographic data for the geographies affected by the proposal have been sourced from the 2021 Census, using the Nomis website<sup>1</sup>.

### 7. Description of consultation process and outcomes

Public Consultation on the traffic calming scheme took place in early 2015 which included 2 in person events. This mainly focussed on Phase 1

<sup>&</sup>lt;sup>1</sup> Nomis - Official Census and Labour Market Statistics (nomisweb.co.uk)

which has already been implemented but did include some designs for Phase 2a. A total of 285 responses were received to this consultation with 55% in support of the proposals.

More recent liaison with the Local Member and Mid Devon District Council has taken place on the updated plans for Phase 2a.

## 8. Equality analysis

## Giving Due Regard to Equality and Human Rights

The local authority must consider how people will be affected by the service, policy or practice. In so doing we must give due regard to the need to: eliminate unlawful discrimination, harassment and victimisation; advance equality of opportunity and foster good relations.

Where relevant, we must take into account the protected characteristics of age, disability, gender, gender reassignment, pregnancy and maternity, marriage and civil partnership, sexual orientation, race, and religion and belief. This means considering how people with different needs get the

different services they require and are not disadvantaged, and facilities are available to them on an equal basis in order to meet their needs; advancing equality of opportunity by recognising the disadvantages to which protected groups are subject and considering how they can be overcome.

We also need to ensure that human rights are protected. In particular, that people have:

- A reasonable level of choice in where and how they live their life and interact with others (this is an aspect of the human right to 'private and family life').
- An appropriate level of care which results in dignity and respect (the protection to a private and family life, protection from torture and the freedom of thought, belief and religion within the Human Rights Act and elimination of discrimination and the promotion of good relations under the Equality Act 2010).
- A right to life (ensuring that nothing we do results in unlawful or unnecessary/avoidable death).
- The Equality Act 2010 and other relevant legislation does not prevent the Council from taking difficult decisions which result in service reductions or closures for example, it does however require the Council to ensure that such decisions are:
  - o Informed and properly considered with a rigorous, conscious approach and open mind, taking due regard of the effects on the protected characteristics and the general duty to eliminate discrimination, advance equality and foster good relations.
  - o Proportionate (negative impacts are proportionate to the aims of the policy decision)
  - o Fair
  - Necessary
  - o Reasonable, and
  - o Those affected have been adequately consulted.

Characteristics	Potential or actual issues for this group.  [Please refer to the <u>Diversity Guide</u> and <u>See RED</u> ]	<ul> <li>In what way will you:</li> <li>eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary.</li> <li>advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible.</li> <li>foster good relations between groups (tackled prejudice and promoted understanding), if relevant?</li> <li>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</li> <li>Are you complying with the <u>DCC Equality Policy</u>?</li> </ul>
All residents (include generic equality provisions)	Construction works to deliver the scheme may generate noise and disruption, negatively impacting local residents.  People who drive along Blundell's Road may be negatively impacted as the scheme may slightly increase journey times, but this is countered by safer speeds and improvements to walking and cycling environment.	All local residents will benefit from the improved active travel facilities and improved safety achieved by slower speeds including linking to employment,

Characteristics	Potential or actual issues for this group.  [Please refer to the <u>Diversity Guide</u> and <u>See RED</u> ]	<ul> <li>In what way will you:</li> <li>eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary.</li> <li>advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible.</li> <li>foster good relations between groups (tackled prejudice and promoted understanding), if relevant?</li> <li>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</li> <li>Are you complying with the DCC Equality Policy?</li> </ul>
Age Page 435	Older people make a lower proportion of trips by walking and cycling than those below the age of 60, meaning older people may receive a smaller share of the proposals benefits than their proportion of the overall population. Although the reductions in speed may cause increased journey times for drivers, it should create a safer driving environment.	Younger people (aged 20 and under) make a large proportion of trips by active travel, so younger people will likely particularly benefit from the proposals. This includes pupils accessing Blundell's School.  Older and younger drivers are disproportionately involved in a higher number of collisions across the County and may benefit from a traffic calmed environment, with lower risk of being killed or seriously injured.

	Characteristics	Potential or actual issues for this group.  [Please refer to the <u>Diversity Guide</u> and <u>See RED</u> ]	<ul> <li>eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary.</li> <li>advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible.</li> <li>foster good relations between groups (tackled prejudice and promoted understanding), if relevant?</li> <li>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</li> <li>Are you complying with the <a href="DCC Equality Policy">DCC Equality Policy</a>?</li> </ul>
age 10	Disability (incl. sensory, mobility, mental health, learning disability, neurodiversity, long term ill health) and carers of disabled people	People with disabilities make a lower proportion of trips by cycle than non-disabled people, meaning disabled people may receive a smaller share of the proposals benefits than their proportion of the overall population although lower speeds may assist with crossing Blundell's Road. There might be a slight increase in motor vehicle journey times.	The infrastructure will be suitable for walking, wheeling and cycling, including inclusive cycles, and therefore people with disabilities will also be able to benefit from the wider footways. Furthermore, aspects of the scheme – such as the raised table crossing provision – will particularly benefit people who use mobility aids, as well as people who are blind or deaf.  A traffic-calmed, slower speed environment should have a positive impact on improved road safety, which will benefit disabled drivers who are at a higher risk of injury from collisions.
	Culture and ethnicity: nationality/national origin, ethnic origin/race, skin colour, religion and belief	It is not considered that there is the potential for any adverse impacts on the basis of culture and ethnicity.	Black and Asian people, people from mixed/multiple ethnic groups and people of other ethnicities make a greater proportion of trips by walking and cycling than white people and therefore may particularly benefit from this proposal.

Characteristics	Potential or actual issues for this group.  [Please refer to the <u>Diversity Guide</u> and <u>See RED</u> ]	<ul> <li>eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary.</li> <li>advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible.</li> <li>foster good relations between groups (tackled prejudice and promoted understanding), if relevant?</li> <li>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</li> <li>Are you complying with the DCC Equality Policy?</li> </ul>
Sex, gender and gender identity (including men, women, non-binary and transgender people), and pregnancy and maternity (including women's right to breastfeed)	Women make a smaller proportion of trips by cycle than men, meaning women may receive a smaller share of the benefits of the scheme than their proportion of the overall population.	The scheme will improve the safety of cycling in the area which may help eliminate some of the barriers to cycling women currently experience, and thus enable them to cycle more frequently, redressing the current gender imbalance in cycling levels. Consequently, this should enable women to better meet their needs and participate more fully in society, advancing equality.
Sexual orientation and marriage/civil partnership	It is not considered that there is the potential for any adverse impacts on the basis of sexual orientation and marriage/civil partnership.	This scheme will create a safe and attractive environment to enable access for all and attract a more diverse range of people participating in active travel.

Characteristics	Potential or actual issues for this group.  [Please refer to the <u>Diversity Guide</u> and <u>See RED</u> ]	<ul> <li>In what way will you:</li> <li>eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary.</li> <li>advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible.</li> <li>foster good relations between groups (tackled prejudice and promoted understanding), if relevant?</li> <li>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</li> <li>Are you complying with the <u>DCC Equality Policy</u>?</li> </ul>
Other relevant socio- economic factors such as family size/single opeople/lone parents, income/deprivation, onousing, education and skills, literacy, sub-cultures, 'digital exclusion', access to transport options, rural/urban	It is not considered that there is the potential for any adverse impacts on the basis of other socioeconomic factors.	People in lower income groups in general make a greater proportion of trips by walking and cycling than those in higher income groups, so people in lower groups may particularly benefit from the scheme. This should enable them to better meet their needs and participate more fully in society, advancing equality.

## 9. Human rights considerations:

It is not considered that there are any relevant human rights considerations.

# 10. Supporting independence, wellbeing and resilience. Give consideration to the groups listed above and how they may have different needs:

In what way can you support and create opportunities for people and communities (of place and interest) to be independent, empowered and resourceful?

This proposal supports a low cost means of sustainable transport that is easily accessible, which will likely improve the ease with which people can access employment opportunities, education, retail and leisure destinations enabling them to become more empowered. In particular, this will benefit people who live in the planned new development on the edge of Tiverton by providing a safe active travel link into Tiverton town centre.

what way can you help people to be safe, protected from harm, and with good health and wellbeing?

This proposal will improve the safety of people cycling and walking in the area, improving public health and wellbeing by becoming more active.

In what way can you help people to be connected, and involved in community activities?

The proposed scheme will likely improve the ease with which people can visit friends, family and access community activities, enabling them to become more connected with others. In particular, this benefit will affect the planned new development on the edge of Tiverton by providing an active travel link into Tiverton town centre.

# 11. Environmental analysis

An impact assessment should give due regard to the following activities in order to ensure we meet a range of environmental legal duties. The policy or practice does not require the identification of environmental impacts using this Impact Assessment process because it is subject to (please mark X in the relevant box below and proceed to the 4c, otherwise complete the environmental analysis table):

Devon County Council's Environmental Review Process		
Planning Permission		
Environmental Impact Assessment		
Strategic Environmental Assessment		

	Describe any actual or potential negative consequences.	Describe any actual or potential neutral or positive outcomes.
	(Consider how to mitigate against these).	(Consider how to improve as far as possible).
Reduce, reuse, recycle and compost:	N/A	N/A
Conserve and enhance wildlife:	N/A	N/A
Safeguard the distinctive characteristics, features and special qualities of Devon's landscape:	N/A	N/A
Conserve and enhance Devon's cultural and historic heritage:	N/A	N/A
Minimise greenhouse gas emissions:	The construction of the walking and cycling improvements may generate greenhouse gas emissions in the short term. However, this will be reduced as far as is practicable.	The improvements will likely encourage modal shift from car to cycling and walking, reducing greenhouse gas emissions from transport. Furthermore, traffic calming of any motor vehicles using Blundell's Road will reduce the congestion and greenhouse gas emissions from the vehicles themselves.
Minimise pollution (including air, land, water, light and noise):	The construction of the walking and cycling improvements may generate pollution in the short term. However, this will be reduced as far as is practicable during the appointment of contractors.	The improvements will likely encourage modal shift away from car to cycling (and walking), reducing pollution associated with transport such as emissions and noise. Furthermore, traffic calming of any motor vehicles using Blundell's Road will reduce the congestion and subsequent emissions and noise from the vehicles themselves.

Contribute to reducing water consumption:	N/A	N/A
Ensure resilience to the future effects of climate change (warmer, wetter winters; drier, hotter summers; more intense storms; and rising sea level):	N/A	N/A
Other (please state below):	N/A	N/A

12. Economic analysis

	Describe any actual or potential negative consequences. (Consider how to mitigate against these).	Describe any actual or potential neutral or positive outcomes.  (Consider how to improve as far as possible).
Impact on knowledge and skills:	N/A	This proposal should improve access to educational establishments and sites where training is provided, particularly Blundell's School, enabling residents to improve their knowledge and skills. In particular, this benefit will affect the planned new development on the edge of Tiverton by providing an active travel link into Tiverton town centre.
Impact on employment levels:	N/A	This proposal should improve opportunities for low cost travel to access to employment sites, increasing employment levels and enabling residents to access better-paying jobs. In particular, this benefit will affect the planned new development on the edge of Tiverton by providing an active travel link into Tiverton town centre.
Impact on local business:	N/A	This proposal should improve customers' access to local businesses, increasing revenues for said businesses. In particular, this benefit will affect the planned new development on the edge of Tiverton by providing an active travel link into Tiverton town centre.

# 13. Describe and linkages or conflicts between social, environmental and economic impacts (Combined Impacts):

The proposal will deliver social, environmental and economic benefits, by enabling people to more easily access education, employment and services using sustainable modes of transport. Therefore, they would be expected to reduce transport-related greenhouse gas emissions, improve employment levels and increase revenues for local businesses. The improved social impacts of improving the safety of active travel will have subsequent environmental benefits as it will encourage modal shift to active travel modes of transport.

# 14. How will the economic, social and environmental well-being of the relevant area be improved through what is being proposed? And how, in conducting the process of procurement, might that improvement be secured?

The proposals should enable people to participate more fully in society, by removing transport-related barriers. Consequently, the social wellbeing of the area should be improved, and the modal shift from car to cycling and walking should improve the environmental wellbeing of the area.

# \$5. How will impacts and actions be monitored?

Impacts of the scheme will be monitored through discussion and consultation with the local member. Traffic flows along Blundell's Road will also be monitored.

DFP/24/40 Cabinet Date 13 March 2024

#### Month 10 Budget Monitoring 2023/24

Report of the Director of Finance and Public Value

Please note that the following recommendations are subject to consideration and determination by the Cabinet (and confirmation under the provisions of the Council's Constitution) before taking effect.

#### 1. Recommendation

That the Cabinet:

- a) Notes the Month 10 budget monitoring forecast position;
- b) Notes the Safety Valve Intervention programme update;
- c) Notes the update on progress of the corporate performance management framework; and
- d) Notes the new requirement for Local Authorities to develop and publish productivity plans.

#### 2. Introduction

- 2.1. This report outlines the financial position and forecast for the Authority at Month 10 (to the end of January) of the financial year.
- 2.2. At Month 10 it is estimated that budgets will effectively break-even by year end, with a small overspend by £291,000 currently forecast. This is an improvement of £4.3 million compared to the Month 8 forecast. However, it is important to note that this excludes the Dedicated Schools Grant (DSG) deficit see 2.6 below.
- 2.3. At its meeting in September 2023 cabinet agreed to reduce all Directorate budgets by an apportioned share of £10 million and create a corresponding Safety Valve Support Reserve. The break-even position forecast includes this additional saving which means that, provided this position is maintained, the Reserve will be able to be created in line with expectations to support the Authority's Safety Valve Plan submission to the Department for Education. This is a significant achievement for the authority and demonstrates strong financial management.
- 2.4. Financial risks within Integrated Adult Social Care and Children and Young People's Futures are still being experienced, but the work underway across the whole authority to support these pressures continues to ensure the whole organisation is focused on achieving a break-even position for the end of the year.

- 2.5. The Dedicated Schools Grant projected deficit, relating to Special Educational Needs and Disabilities (SEND), is forecast to be £42.2 million, an increase of £2.5 million from Month 8. In line with Department of Education guidance this deficit will not be dealt with this financial year but carried to future years.
- 2.6. A second round of discussions with the Department for Education (DfE) is now underway as part of the Safety Valve Intervention programme. The management plan has been updated and submitted to the DfE on 15 December 2023 with further discussions having taken place since, the Authority is now awaiting the outcome of a Ministerial decision.

#### 3. Budget Monitoring - Month 10

3.1. The following table summarises the Month 10 forecast position by directorate, excluding the Dedicated Schools Grant forecast overspend.

Service	Original Budget	Adjusted Budget	Forecast Outturn	Over/	
	£000	£000	£000	£000	%
	(a)	(b)	(c)	(d)	(e)
Integrated Adult Social Care	339,302	346,037	348,964	2,927	0.85%
Children and Young People's Futures	208,603	234,813	243,200	8,387	3.57%
Corporate Services	44,848	45,917	44,490	(1,427)	-3.11%
Climate Change, Environment & Transport	81,900	91,568	89,518	(2,050)	-2.24%
Public Health, Communities & Prosperity	21,395	32,894	32,374	(520)	-1.58%
Total Service Position	696,048	751,229	758,546	7,317	0.97%
Non Service Specific Budgets (Below the Line)	(88,375)	(143,556)	(150,582)	(7,026)	4.89%
Total	607,673	607,673	607,964	291	0.05%

**3.2.** At its meeting in September 2023 Cabinet agreed to reduce all Directorate budgets by an apportioned share of £10 million and create a corresponding Safety Valve Support Reserve. This is to increase the level of reserves to fund a local contribution towards meeting the accumulated SEND deficit. The following table details the current forecast level of delivery, as at Month 10. As can be seen all service areas, except for Children and Young People's Futures, are forecasting full delivery of this in year saving. These forecasts are reflected within the Month 10 position, to date £6.7 million has been recognised as delivered.

Service	Allocation of		Variance
	In Year	<b>Estimated</b>	Included in
	Saving	Delivery	Forecast
	£000	£000	£000
Integrated Adult Social Care	(4,890)	(4,890)	0
Children and Young People's Futures	(2,924)	0	2,924
Corporate Services	(627)	(627)	0

Totals	(10,000)	(7,076)	2,924
Public Health, Communities and Prosperity	(278)	(278)	0
Climate Change, Environment & Transport	(1,281)	(1,281)	0

#### 3.3. Revenue Expenditure Integrated Adult Social Care

- 3.4. Integrated Adult Social Care services are forecast to overspend by £2.9 million, a reduction of £158,000 from Month 8. The forecast overspend continues to be the result of risk around delivery of planned savings. The reported position assumes that £27.8 million of savings are achieved against the budgeted target of £35.5 million. Of this £25.8 million are deemed delivered in that actions have already been taken to secure them. Alternative strategies to bring spending in line with budget continue to be reviewed.
- 3.5. Adult Care Operations is forecasting an overspend of £1.7 million. There continues to be a mix of price and volume variances against budget levels, with growing pressures being felt in Learning Disabilities and Physical Disabilities. Older People services continue to experience pressures with personal care costs because of improved personal care market sufficiency and back log reductions.
- 3.6. Adult Commissioning and Health is forecast to overspend by £1.2 million, predominantly the result of non-delivery of savings plans.
- 3.7. The Better Care Fund (BCF) programme supports local systems to deliver the integration of health and social care in a way that supports person-centred care, sustainability and better outcomes for people and carers. It is a pooled budget between Devon County Council and Devon Integrated Care Board. There is currently a forecast overspend just under £3.2 million associated with the BCF. Work is underway to mitigate and reduce this risk, but should it crystallise, the agreement that underpins the pooled budget arrangements mean that the Authority would be responsible for funding 50% of any end of year deficit. This pressure is reflected within non-service items detailed within section 2.21 below.

#### 3.8. Revenue Expenditure Children and Young People's Futures

- 3.9. Children and Young People's Futures services are forecasting an overspend of £8.4 million, a decrease of £431,000 from Month 8. However, this figure does not include the projected deficit of £43.2 million on Special Education Needs and Disabilities (SEND), an increase of £3.5 million from Month 8.
- 3.10. Children's Social Care is forecast to overspend by £5.7 million, a reduction of £664,000 from Month 8. Placement budgets are now forecast to overspend by £6.2 million, an increase of £700,000 from Month 8. Children in Care numbers have increased by 4 and on 1<sup>st</sup> January 2024 were 900, more children than budgeted for continue to be placed in residential homes creating pricing pressures. The number of Unaccompanied Asylum-Seeking Children has also increased from 76 to 77. The increase pressures within placements have been more than offset by £1.4million

improvement in forecast across various other budgets. These include; underspends within the Childrens and families social work teams due to continued vacancies, additional recovery of direct payments within the Disabled Childrens service, a reduction in agency numbers within the Assessment, MASH and EDS teams and review of spend within Children in Need services and strategic management team. The forecast also reflects the non-delivery of the in-year savings target of £2.1 million.

- 3.11. Education Learning, School Transport and Inclusion Services are forecasting to overspend by £2.6 million, an increase of £185,000 from Month 8. This pressure continues to be driven by the SEND support teams reliance on agency staff where they have been unable to recruit permanently. In addition, the Educational Psychologist team has been focused on meeting statutory duties at the expense of providing income generating traded services to schools. The forecast also reflects the risk of non-delivery of the in-year savings target of £819,000.
- 3.12. Dedicated Schools Grant for Education and Learning is forecasting an overspend of £42.2 million, an increase of £2.5 million from Month 8. A review of Tutoring, Personalised Budgets and Alternative Provision placements is underway to identify any duplication of costs or overpayments.
- 3.13. As reported last year the Council, in line with government requirements issued in 2020/21 and extended in 2022/23, continues to hold the SEND deficit in an adjustment account on the balance sheet. A Statutory instrument that states all DSG deficits carried over from 2019/20 into 2020/21, and any subsequent deficit positions for the term of the override, are to be moved to an unusable reserve through a statutory accounting adjustment until April 2026. In practice this has meant that the deficit does not currently have a negative impact on the assessment of the County Council's financial sustainability however it does adversely impact on the Council's cash flow balances.

#### 3.14. Revenue Expenditure Climate Change, Environment and Transport

3.15. At Month 10, the Climate Change, Environment and Transport directorate is forecasting an underspend of just over £2 million, increasing by just over £1 million from Month 8. The improved forecast is mainly the result of further underspends in Highways Network Management and Waste contract profit sharing arrangements. Staffing vacancies and other operational savings within the planning service continue to drive the underspend. Emerging demand and inflationary pressures within highways and waste are expected to be managed during the year by significantly above budget Highways income and identified operational savings, and budget savings of £5.7 million are expected to be fully delivered, including the services share of the in year savings target.

#### 3.16. Revenue Expenditure Other Services

3.17. At Month 8 Public Health, Communities and Prosperity are forecasting an underspend of £520,000. Corporate Services is forecasting an underspend of £1.4 million; an improvement of £816,000 from Month 8. Pressures within Legal and

Democratic Services associated with the cost of locums; and within Finance and Public Value being the result of unfunded pension costs not reducing by the levels expected, are being more than offset by underspend with Transformation and Business support and People and Culture.

**3.18.** Non-service items, which include capital financing costs, interest earned and business rates pooling gain income, are now forecast to underspend by £6.9 million, an improvement of £1.7 million from Month 8. The most significant elements of this change are final confirmation of business rates retention value of £670,000 and release of new burdens contingency of £916,000.

#### 3.19. Capital Expenditure

- 3.20. The approved capital programme for the Council is £260.2 million. This figure incorporates amounts brought forward from 2022/23 of £54.7 million and approved in-year changes totalling a net of £32.3 million.
- 3.21. The year-end forecast is £194 million of which £171.7 million is externally funded. Slippage is forecast at £66.2 million. Spend at month 10 is only 55% of the forecast outturn therefore significant spend needs to occur in the next 2 months.
- 3.22. Slippage is highest within the Climate Change, Environment and Transport Directorate, which reflects the complexity of the major projects within this service area.
- 3.23. Inflationary price increases continue to be experienced which are impacting the delivery costs and tender prices being returned, within the capital programme. This is being carefully monitored and managed within existing resources.

#### 3.24. Debt Over 3 Months Old

**3.25.** Corporate debt stood at £5.1 million, being 2.45% of the annual value of invoices, against the annual target of 1.9%. The balance of debt owed will continue to be pursued with the use of legal action where appropriate to do so.

#### 4. Performance Progress

- 4.1. At its meeting on 15 February 2024 the Council agreed the development and introduction of a corporate performance management framework that draws together existing data and information (report EES/23/3 to the 13/12/23 Cabinet refers). The framework will enable information about outcomes and the performance of the Council's services to be collated, interpreted, reported and shared. It will also help the Council know whether it is providing value for money to residents and businesses.
- 4.2. The Strategic Leadership Team is establishing a performance board in order that Cabinet can be kept informed about, and respond appropriately to, performance issues and questions. The Cabinet will receive regular reports that enable it to assess the performance against the goals and priorities of the "Best Place Strategic"

Plan 2021-2025" and performance manage service areas where decisions are required about improvement. An annual performance report will be made to Council on 23 May 2024.

#### 5. Productivity Plans

- 5.1.On 5 February 2024, the Secretary of State for Levelling Up, Housing and Communities announced that local authorities will be asked to develop and publish productivity plans by July 2024 before the House of Commons rises for the summer recess. Plans must be agreed by Council Leaders and members and published on local authority websites, together with updates on progress. Government expect Productivity Plans to cover four main areas:
  - 1. transformation of services to make better use of resources;
  - 2. opportunities to take advantage of advances in technology and make better use of data to inform decision making and service design;
  - 3. ways to reduce wasteful spend within systems, including specific consideration of expenditure on consultants and discredited staff Equality, Diversity and Inclusion programmes this does not include programmes designed to promote integration and civic pride, and counter- extremism; and
  - 4. barriers preventing activity that Government can help to reduce or remove.
- 5.2. Alongside this ask, Government will establish a new productivity review panel, made up of sector experts including the Office for Local Government and the Local Government Association.

#### 6. Options / Alternatives

No further options considered

#### 7. Consultations / Representations / Technical Data

Not required

#### 8. Strategic Plan

Whole authority report

#### 9. Financial Considerations

As Detailed above

#### 10. Legal Considerations

There are no specific legal considerations.

# 11. Environmental Impact Considerations (Including Climate Change, Sustainability and Socio-economic)

There are no specific Environmental impact considerations

#### 12. Equality Considerations

There are no specific equality considerations

#### 13. Risk Management Considerations

There are no further risk management considerations not already identified.

#### 14. Conclusion

- 14.1. The forecast outturn position has improved significantly since Month 8, with the forecast overspend reducing from £4.5 million to nearly breakeven, this is a significant achievement and the result of a continued focus on financial control across the whole Authority. This is mitigating and responding to in-year pressures, delivering planned savings and providing services within the budgets agreed by Council.
- 14.2. The forecast break-even position includes the additional £10 million of savings agreed in September to enable a contribution to the Safety Valve Reserve of that amount. The forecast break-even position is a huge achievement and would not have been possible without the authority pulling together as One Devon and our work with our partners.
- 14.3. The SEND Safety Valve work with the Department for Education is progressing well, demonstrating financial stability, commitment to delivering planned actions and the adoption of a strong governance structure has placed the authority in as good a position as possible ahead of the awaited ministerial decision, expected very soon.

Name Angie Sinclair Director of Finance and Public Value

**Electoral Divisions**: All

Cabinet Member for Finance and Public Value: Councillor Phil Twiss

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#### Local Government Act 1972: List of background papers

Background Paper

Date

File Reference

TBS/24/5 Cabinet 13 March 2024

#### **Change Programme Priorities**

Report of the Director of Transformation and Business Services

Please note that the following recommendations are subject to consideration and determination by the Cabinet (and confirmation under the provisions of the Council's Constitution) before taking effect.

#### 1) Recommendation

That the Cabinet agree to the proposals set out in section 3 of this report as follows:

- (a) The Introduction of the Council's operating principles.
- (b) The Change and improvement programme priorities.
- (c) The Governance Board structure for leading change, performance and improvement.

#### 2) Introduction

This report sets out a framework to deliver change, improvement and performance across the Council which will strengthen governance and focus resources to lead the change agenda and operate more effectively as 'One Council'.

It reflects the need to deliver change and improvement at pace and builds on the work over the last year to reset the Council, through a corporate plan focussed on six key areas set out at Cabinet in July 2023, a Sustainable and Stronger Council approach endorsed in September 2023 and agreement to the principles of a performance management framework in December 2023.

An update on the Council's Performance Framework will be presented to Cabinet in May 2024.

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

In December 2023 the Council were successful in receiving support from Local Partnerships funded through the Local Government Association (LGA) to inform and develop transformation expertise which has informed the development of the Council's change programme priorities and its approach to delivering change, alongside peer support and challenge from other County Councils.

#### 3) Proposal

Six key operating principles will frame the Council's change and improvement agenda and the programmes of work will be monitored and assessed using these principles with a clear Board reporting structure to monitor performance in each area. The principles and priorities are set out visually in appendix 1 of this report.

#### **Operating Principles:**

Governance and assurance – ensuring grip and control aligned to the Council's Governance review, ensuring that the Council is resilient, safe and compliant.

Financial Sustainability – to ensure delivery of the Council's agreed savings plans, monitor spend and evidence best value in everything we do.

People First – embedding the Council's People Strategy to create a culture that supports and enables high performance, helping us to become a trusted, inclusive and innovative council.

Partnerships – collaborating with partners in health, other local authorities and blue light services as well as Central Government departments and the private sector. Being clear on roles and accountability with our partners.

Digital self-service – to maximise the use of technology to improve access to services and information, to reduce cost and operate more efficiently.

Evidence informed – using data to inform decision making and improve performance linked to the development and introduction of the corporate performance framework approved by Cabinet in December 2023.

#### **Change Programme Priorities:**

Children's Services Improvement – Devon Children's Services Improvement Plan Ofsted report

Integrated Adult Social Care redesign – working closely with health partners to improve efficiency across the health and social care system.

SEND (Special Educational Needs and Disability) Safety Valve – ensuring that the Council meet the Safety Valve milestones agreed with government.

Climate change, Innovation and Infrastructure – seeking out good practice and funding opportunities, making best use of, and improving the County's roads and infrastructure. Reducing the Council's property footprint and making more effective use of buildings.

Systems Replacement – critical IT system replacement including Finance, Adult Services, Children's Services and Public Health Nursing and embedding change to reduce cost and be more efficient.

Each priority programme will have agreed projects and an Assistant/Deputy director 'sponsor' for each programme will be the 'change lead' with staff from across the organisation as part of the wider leadership team cohort helping to deliver change ensuring effective challenge, oversight and reporting are in place with the support of the Strategic Leadership Team.

This will require the Council to work in a different way and, aligned to how Strategic Leadership Team are currently operating, the Change Programme cohort will work together collaboratively on a weekly basis to focus on the Council's Change agenda.

Alongside this the Council will need to continue to review how staff are working to ensure there is a whole Council approach to improvement and change, that staff are working on the right things and are working to support the areas of greatest impact. As part of this, the work to embed an 'outward mindset' to build strong relationships, foster greater trust and collaboration and achieve improved outcomes will be a critical success factor.

#### Governance and oversight

Aligned to the proposed Change Programme priorities, three Change Boards (set out in appendix 2 below), chaired by members of Strategic Leadership Team (SLT) will operate on a weekly basis in addition to a weekly budget focus meeting with a wider leadership team cohort.

Directorate Plans will be monitored through the Change Boards to ensure that there is oversight of performance within each directorate.

#### Communication

The scale and pace of change requires the Council's approach to communicating with our communities, elected members, MPs, partner organisations and staff to be more effective. It has also become evident in the current climate that there are issues which attract a large amount of public interest which the Council's approach to communication needs to reflect.

External engagement, support and the wellbeing of all elected members and staff is a theme which has been raised through Member Days, engagement with Group Leaders, staff, the Police Authority and by Devon MPs in the context of local and national issues and growing concerns around safety and unacceptable behaviour.

In response to this, work is underway to develop a fit for purpose and agile approach for internal and external communication.

#### 4) Options / Alternatives

A 'no-change' option was considered but discounted on the basis it would not enable the required focus, pace or accountability in the delivery of change across the Council.

#### 5) Strategic Plan

The proposal set out in this report reflects and aligns to the vision and priorities set out in the Council's Strategic Plan 2021 – 2025 (www.devon.gov.uk/strategic-plan).

Specifically, the proposals reflect the commitment: 'Transform the way we work – to make us more resilient and adaptable'.

#### 6) Financial Considerations

The proposals set out in this report will be met within existing resources. Where it is identified that additional resources (including funding) are required, the business case and any funding requirements would be considered through the agreed approval processes and as part of the new SLT Change Programme Board structure.

#### 7) Legal Considerations

All Councils have a general duty of best value to make arrangements to secure continuous improvement in the way in which its functions are exercised, having regard to a combination of economy, efficiency and effectiveness.

# 8) Environmental Impact Considerations (Including Climate Change, Sustainability and Socio-economic)

There are no direct environmental impact considerations because of this proposal, however, where specific projects forming part of the Change Programmes priorities will have an impact, an impact assessment will be carried out.

#### 9) Equality Considerations

Where relevant, in coming to a decision, the Equality Act 2010 Public Sector Equality Duty requires decision makers to give due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other prohibited conduct;
- advance equality by encouraging participation, removing disadvantage, taking account
  of disabilities and meeting people's needs; and
- foster good relations between people by tackling prejudice and promoting understanding in relation to the protected characteristics (age, disability, gender reassignment, marriage and civil partnership (for employment), pregnancy and maternity, race/ethnicity, religion or belief, sex and sexual orientation).

A decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.

The exact nature of the anticipated or known impact will be set out at project level and will be made available on the Council's website: <a href="https://www.devon.gov.uk/impact/published">www.devon.gov.uk/impact/published</a>.

#### 10) Risk Management Considerations

This proposal has been assessed and all necessary safeguards or action have been taken / included to safeguard the Council's position.

#### 11) Summary

This report sets out a proposal for how the Council will be ambitious in delivering change, and the principles it will adopt to become a high performing and sustainable authority.

Name Matthew Jones Director of Transformation and Business Services Electoral Divisions: All

Cabinet Member for Policy, Corporate and Asset Management: Councillor John Hart

#### Local Government Act 1972: List of background papers

Reports mentioned in section 2 of this report are published on the Council's Website at: democracy.devon.gov.uk

#### **Contact for enquiries:**

Name: Matthew Jones Telephone: 01392 383000

Address: County Hall, Topsham Road

#### Appendix 1

#### DCC - High Performing and Sustainable



#### Appendix 2

Services improvement

Redesign

#### Working Together - Change, Performance and Improvement Boards

infrastructure

Integrated Adult Social Care & Public Health Children & Young People's Futures, Communities, Performance & Partnerships Corporate - Legal & Democratic, Finance, People &

Culture, Transformation and Business, Climate Change, Environment & Transport, SEND

CS/24/10 Cabinet 13<sup>th</sup> March 2024

# Residential Short Break Provision for Children with Disabilities – Robins Provision

#### Report of the Director of Children and Young People's Futures

Please note that the following recommendations are subject to consideration and determination by the Cabinet (and confirmation under the provisions of the Council's Constitution) before taking effect.

#### 1) Recommendation

That the Cabinet be asked to:

- (a) approve Devon County Council's continued operation of residential short break and 52-week provision at Robins Children's Home, onwards, from 31<sup>st</sup> March 2024
- (b) endorse the movement of £2 million budget from independent placements for children in care, as a result of this policy change.

#### 2) Background

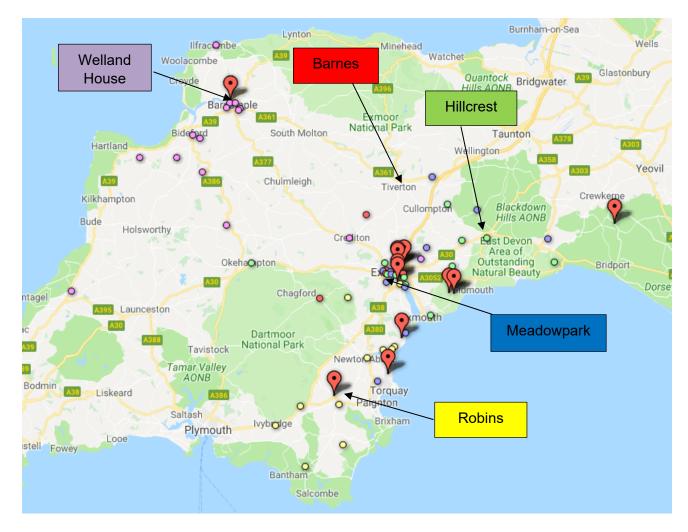
- 2.1 In July 2023, following a Requires Improvement Ofsted rating, the independent provider, Lifeworks issued 3 months' notice for the termination of their provision of Short Breaks and 52 weeks placements within Robins Children's Home. Devon County Council negotiated with Lifeworks to take over the provision and bring it within the specialist Children's Homes portfolio as the option of least risk in the short term.
- 2.2 In November 2023, Devon County Council took interim responsibility for operations at the facility with an aim to provide a mix of full-time and respite placements, and incrementally recruit staff and scale the service up to 8 beds, until 31 March 2024. This decision was made by the Director of Children's services acting within his delegated authority.

#### 3) Proposal

3.1 This report seeks approval for the operation of the service to remain within Devon County Council's specialist Children's Homes portfolio. This option provides the highest level of confidence in delivering quality and sustainable services aligned to our strategic intent and aspirations for children, young people and families in Devon. The building is currently underutilised and has the potential to offer up to 8 beds, with a combination of 52-week placements and overnight respite beds.

- 3.2 The four other homes within the portfolio have all, within the last 12 months, been inspected by Ofsted and rated Good. They are integral to Devon's residential short breaks offer to children with complex disabilities and their families.

  These are:
  - Welland House in Barnstaple, registered for 5 beds,
  - Meadowpark in Exeter, registered for 4 beds,
  - Hillcrest in Honiton, registered for 3 beds and;
  - Barnes in Tiverton, registered for 2 bed and a 52-week placement.
  - There are planned increases to the room capacity for Welland and Barnes.
- 3.3 The addition of the service at the Robins in the southern locality, would allow for a mixed economy of quality assured support offers and a more equitable spread across the county that will prevent children from coming into care.
- 3.4 The map below shows the locations of the Childrens Homes, Residential addresses (small markers) and School addresses (large red markers) of the children and young people.



#### 4) Options / Alternatives

4.1 A number of options were considered in relation to service delivery after 31 March 2024

#### 4.2 **Do Nothing**

Service closure would have an adverse impact on the 11 families who are currently using the service. The children would need to be moved to alternative provision which, for some, is highly likely to be unregistered at increased cost with associated unintended consequences. The estimated cost of the alternative provision would be approximately £2.8 million, and the closure will increase market insufficiency and inequity with no other provision available within 28 miles for children in South Devon. Devon County Council would be open to legal challenge for not meeting its statutory responsibilities.

#### 4.3 Outsource the service to an independent provider

The requisite procurement exercise would require a minimum of 6 months and an indicative cost of £25,000 to complete. This would exceed the current March deadline by several months.

- 4.4 Currently, there are not enough places in the independent residential sector, which is experiencing challenges for a number of reasons including challenges in recruiting an appropriately skilled workforce and increasingly aggressive competition for placements from other local authorities
- 4.5 There are several risks associated with outsourcing, including previous market testing and current market profiling evidencing a severe shortage of potential providers to operate the service. Additionally, there is strong evidence to suggest that costs may escalate through high levels of debt or leverage among the largest private providers and a fear of negative Ofsted judgements may lead to excessive charges and /or service termination, creating further disruption to children and their families. The significance of these factors call into question both the viability and sustainability of the option to outsource.

#### 5) Consultations / Representations / Technical Data

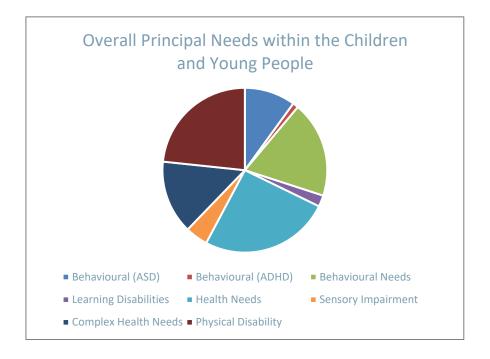
- 5.1 There has not been a requirement for formal consultation, however the consequences of Lifework's decision and announcement to close their children's home in July 2023, did create significant concern for the children and young people who use Robins, and their families. It also impacted our Health partners and Plymouth and Torbay Councils who regularly use the service.
- 5.2 Since approval for Devon County Council to takeover and operate services at the Robins was granted in November 2023 until 31 March 2024, significant remedial and development work was undertaken, at pace, to transition and establish the service in accordance with in-house requirements.
- 5.3 The service has established positive relationships with families, local education leaders and Councillor Jacqui Hodgson and has recently received appreciative feedback from the families of children and young people who receive support "It's great to see how committed DCC is to getting things up and running and we are eternally grateful".

5.4 The service has stabilised and since November, there have been 3 full time residents at Robins and 8 young people have had a Short Break. Families have expressed positive feedback to the service, "Thank you for all that you do and for the continued support for our family with arranging the Robins stays. We're all better people for having them (T is happier and we're happier). The stays are invaluable to us"

#### 6) Strategic Plan

- 6.1 This proposal aligns with a range of the Strategic Plan priorities related to achieving the best outcomes for children and young people in Devon.
- 6.2 Short breaks provide disabled children and young people with an opportunity to meet new people, try new experiences, including learning opportunities and provide families with some respite from their caring responsibilities. Devon is developing a graduated offer that provides opportunities for short breaks at different levels and over a diversity of needs.
- 6.3 At one end of the continuum, we are developing our community-based offer through the Family Hubs model and for more complex needs an overnight short break offers short-term care for children and young people with a disability or health condition that significantly impacts on the family. This can be provided by a foster carer, registered children's home (for short breaks) or an additional carer within the family home.
- 6.4 Devon County Council's *Short Breaks Commissioning Strategy 2021 2025*, sits within the overarching SEND Strategy and incorporates its vision, key priorities and outcomes. The Short Breaks provision at *Robins* contributes to our SEND Transformation Programme. It will ensure children who require specialist support are able to access vital offers which help families to better cope and remain together, preventing an escalation of needs and costs arising from inadequate provision and mitigating unintended pressure on residential schools as the only alternative for an overnight stay in the Southwest of the County.
- 6.5 There are currently 1,864 children and young people with SEND who are receiving short breaks support. 1,604 of the children and young people are the subject of an EHCP. Nearly 31% of children and young people with SEND accessing short breaks live in the local authorities Mid and East locality, 28% live in Exeter locality, 21% live in South locality and 17% live in North locality. Just over 2% reside outside of Devon.
- 6.6 Feedback from parents and carers in relation to Devon's Short Breaks offer is that overnight provision is not equitable across the county. Additionally, families want their children to receive high quality overnight short breaks, provided by trained staff in a safe environment. The service at the Robins is currently the only option for specialist residential provision situated in the Southwest region with the next, similar provision being located 28 miles away.

- 6.7 Devon has a cohort of disabled children with complex needs and limited options in terms of providers with the right skill set to work with them effectively, which are representative of the cohort this report is concerned with. Additionally, a combination of complex behaviour and poor matching processes creates instances where the total capacity of a residential home has been absorbed by one individual which significantly reduces available provision
- 6.8 This chart highlights the needs at most demand in the cohort of children who use Robins, some of these needs are coincident with each other.



- 6.9 Devon's Disabled Children's service have assessed current profiles and identified 5 additional children and young people in the Southwest who require a mixture of Short Breaks and 52 weeks support from the Robins in 2024 and ongoing for the next 3 years. The profiles highlight the levels of complexity, intensity and skills of the support required by this particular cohort of CYP and that there is greater demand for this provision than there is supply at present.
- 6.10 The advantage of Robins being operated in-house is that it enables strong partnership working between different Service Managers, Health and Education colleagues in terms of improved forward planning for effective utilisation of capacity, achieving the right mix of children and managing the balance of individual needs with the impact of a new admission on the dynamic within the home, which is a key Ofsted requirement.
- 6.11 Similarly, there are increased opportunities to form a strong working relationship with Bidwell Brook, a maintained school which is located next to Robins, Ofsted rated good and part of the Learn to Live Federation. In addition to sharing the same ethos and commitment to promoting inclusion there is a potential for pooling resources and realising greater benefits for children and young people by working in partnership.

#### 7) Financial Considerations

- 7.1 The revenue costs to run Robins in-house in 24/25 are estimated at between £1.9 and £2.1 million. The detailed costings are modelled on two different staffing models and a range of possible occupancy levels.
- 7.2 The cost is net of assumed income from our regional partners in Torbay and Plymouth. Both local authorities have historically used Robins for their children and young people and would like this practice to continue; having confirmed a combined minimum requirement of 545 bed stays per annum.
- 7.3 Health income is estimated based on contributions for the current cohort of children accessing Robins. These have all been recently checked and one individual is currently being funded by health at 10% towards the person's costs with a review pending.
- 7.4 There is an opportunity for improvement through negotiations to bring Robins into alignment with the block funding approach from Health, if there is agreement to continue to run Robins within the specialist homes portfolio. Negotiations will be compromised if Robins remains outside of the in-house portfolio.
- 7.5 The council is negotiating with the current owners of the building to either lease or purchase the property, the details of those negotiations are commercially sensitive.
- 7.6 If Robins closes, the estimated cost of placing children with independent providers is £2.8 million; £0.7 to £0.9 million more than operating Robins in-house.
- 7.7 The table below shows the weekly cost of operating Robins compared to the benchmarked cost provided by our statistical neighbours in Somerset and the cost of placing children in unregistered provision:

	Cost per Bed Night					
		NJC Staffing		NJC a	nd Agency St	affing
	100%				90%	75%
	occupancy	occupancy	occupancy	occupancy	occupancy	occupancy
Robins	£814	£904	£1,085	£898	£998	£1,197
Benchmarked cost (Somerset)	£1,450	£1,450	£1,450	£1,450	£1,450	£1,450
Unregistered cost	£2,286	£2,286	£2,286	£2,286	£2,286	£2,286

7.8 If Robins stays open, there should be a saving of approximately £2 million against the budget for independent provider placements. This budget can be repurposed to pay for the on-going revenue costs of operating Robins in-house:

	Current 24	/25 Budget	•	get Transfer to bins
Budget	Children	£'000	Children	£'000
Disabled Children's Residential Placements	22	5,192	2	478
Unregistered Placements	5	6,054	1	953
Disabled Children's Short Break Residential				
Respite	5	525	5	525
		_		1,956

- 7.9 There are risks associated with the above approach to setting a revenue budget for Robins:
  - An assumption that £1 million will be saved from the unregistered placements budget. Robins is yet to accommodate any children currently placed in unregistered provision and the overall number of children in these high-cost placements is still very high; 15 as at January.
  - The entire £0.5 million short breaks residential budget would be re-purposed to pay for Robins, which leaves no budget to pay for independently provided residential respite. However, the lack of specialist overnight residential provision and the reasons why dependency on external solutions would create instability has been explained in this report.
- 7.10 Whilst the absorption of this budget leaves little room for manoeuvre, not continuing to run Robins would be a higher risk strategy in terms of the cost and quality of alternatives, where they could be sourced.

#### 8) Legal Considerations

- 8.1 The lawful implications of the proposal have been considered in the preparation of this report.
- 8.2 Local authorities have a statutory duty to provide or commission Short Breaks for children with a disability and to provide suitable accommodation for looked after children. These duties are set out in the Children Act 1989 and associated guidance and regulations. The effect of the short breaks' duty is that the services provided by every local authority to children in need must include both 'crisis' breaks and breaks designed to ensure that family life can be sustained effectively.
- 8.3 The failure to provide or commission suitable accommodation for looked after children or a range of respite and 52 weeks care provision for children with disabilities could result in legal challenge, complaints to the local government ombudsman and adverse criticism from Ofsted

# 9) Environmental Impact Considerations (Including Climate Change, Sustainability and Socio-economic)

9.1 There is limited environmental impact from the continuation of this service.

9.2 Residential Support Workers will be predominantly based in the building, reducing travel time.

#### 10) Equality Considerations

- 10.1 There are no negative impacts from an equalities' perspective anticipated from this proposal. There is no loss of services arising from this development.
- 10.2 An Equalities Impact Assessment has been completed to support the Cabinet Report.

#### 11) Risk Management Considerations

- 11.1 This proposal has been assessed and all necessary safeguards or action have been included to safeguard the Council's position.
- 11.2 The risks associated with establishing a revenue budget for the operation of Robins and associated mitigations, are detailed in Section 7, Financial considerations.

#### 12) Reasons for Recommendations

- 12.1 The recommendation is for the council to bring the service within its specialist Children's Homes portfolio. The service believes that this would provide the highest level of confidence in the effective delivery of quality and sustainable services which are critical to the fulfilment of the Improvement Plan and meeting our strategic intent and aspirations for children, young people and families in Devon.
- 12.2 This recommendation avoids the estimated £2.8 million revenue costs associated with closure of the current service and reputational damage and unintended consequences, including pressure on children with SEND. It also ensures continued provision (at maximum capacity) of Short Breaks and 52 weeks residential services within South Devon to deliver better outcomes for CYP and their families, meet statutory responsibilities and reduce reliance on low quality, high cost, unregistered alternatives or coming into care.
- 12.3 There are further benefits related to bringing the service in-house, including, increased partnership working between teams and with health colleagues, enabling improvements to service projections, matching and joint funding protocols. Greater opportunities to develop a strong partnership approach with Bidwell Brook, a maintained school which is located next to Robins to share resources and maximise the benefits gained to children, young people and their families. Greater control over costs, the specialist support offered, effective and flexible utilisation of staff, promoting more efficient expenditure and value for money in the long term.

#### **Stuart Collins**

Director of Children and Young People's Futures

**Electoral Divisions**: Dartington, Totnes

Cabinet Member for Children's Services and Schools: Councillor Andrew Leadbetter

#### **Local Government Act 1972: List of background papers**

Nil

#### **Contact for enquiries:**

Name: Vikki Hearn Telephone: 01392 383000

Address: vikki.hearn@devon.gov.uk

# **Impact Assessment**



Assessment of: Residential Short Break Provision for Children with

Disabilities – Robins Provision

Service: Childrens Services

Head of Service: Vikki Hearn - Head of Service for Commissioning and

Resources.

Version / date of sign off by Head of Service: 15 February 2024 Assessment carried out by (job title): Sophie Holmes, Senior

**Commissioning Manager** 

#### 1. Description of service

This assessment is concerned with the provision of Short Breaks and 52 weeks placements in Robins Children's Home, which offers 8 beds and is located in Dartington, Totnes.

Local authorities have a statutory duty to provide or commission Short Breaks for children with a disability and to provide suitable accommodation for looked after children. These duties are set out in the Children Act 1989 and associated guidance and regulations

#### 2. Proposal, aims and objectives, and reason for change or review

In November 2023, following notice being served by the Service provider (and property owner), Devon County Council negotiated to take over the provision and bring it within the specialist Children's Homes portfolio as the option of least risk to the children, young people and families using the service in the short term, until 31 March 2024.

Devon County Council propose to continue to operate the service within its specialist Childrens Homes portfolio, onwards, from the 31 March 2024.

#### 3. Risk assessment, limitations and options explored (summary)

The proposal to bring the service within Devon County Council's specialist Children's Homes portfolio is based on the assessment that this will provide the highest level of confidence in the effective delivery of quality and sustainable services which are critical to the fulfilment of the strategic intent and aspirations for children, young people and families in Devon.

The four other homes within the portfolio are all Ofsted rated Good .These are, Welland House in Barnstaple, registered for 5 beds, Meadowpark with 4 beds in Exeter, 3 beds are available at Hillcrest in Honiton and 1 bed for a 52-week placement at Barnes in Tiverton. The addition of the service at the Robins in the Southern locality, would allow for a mixed economy of quality assured support offers and a more equitable spread across the county that will prevent children from coming into care.

This recommendation avoids the estimated £2.8 million revenue costs associated with closure of the current service and reputational damage and unintended consequences, including pressure on children with SEND. It also ensures continued provision (at maximum capacity) of Short Breaks and 52 weeks residential services within South Devon to deliver better outcomes for CYP and their families, meet statutory responsibilities and reduce reliance on low quality, high cost, unregistered alternatives or coming into care.

There are further benefits related to bringing the service in-house, including, increased partnership working between teams and with health colleagues, enabling improvements to service projections and matching. Greater opportunities to develop a strong partnership approach with Bidwell Brook, a maintained school which is located next to Robins to share resources and maximise the benefits gained to children, young people and their families. Greater control over the specialist support offered, effective and flexible utilisation of staff, promoting more efficient expenditure and value for money in the long term.

#### 4. People affected, diversity profile and analysis of needs

There are currently 1,864 children and young people with SEND who are receiving short breaks support. 1,604 of the children and young people are also in receipt of an EHCP. Nearly 31% of children and young people with SEND accessing short breaks live in the local authorities Mid and East locality, 28% live in Exeter locality, 21% live in South locality and 17% live in North locality.

The most predominant primary need listed for those children and young people who are accessing short breaks and have an EHCP is Autism Spectrum Disorder (37.47%), followed by Speech Language and Communication Needs (17.77%) and then Social Emotional and Mental Health (12.78%).

Feedback from parents and carers in relation to Devon's Short Breaks offer is that sufficient equity across the whole county is not apparent. Additionally, families want their children to receive high quality short breaks, provided by trained staff in a safe environment. The service at the Robins is currently the only option for specialist residential provision situated in the Southwest region with the next, similar provision being located 28 miles away.

Devon County Council's *Short Breaks Commissioning Strategy 2021 – 2025*, sits within the overarching SEND Strategy and incorporates its vision, key priorities and outcomes. The Short Breaks provision at *Robins* contributes to Devon's SEND Transformation Programme by ensuring children who require specialist support are able to access vital offers which help families to better cope and remain together and mitigating unintended pressure on residential schools as the only alternative for an overnight stay in the Southwest of the County.

Devon has a cohort of disabled children with complex needs and limited options in terms of providers with the right skill set to work with them effectively. Devon's Disabled Children's service have assessed current profiles and identified 7 CYP in the Southwest who require support from the Robins in 2024 and ongoing for the next 3 years. This is in addition to the 8 CYP who currently use the service. The profiles highlight the levels of complexity, intensity and skills of the Short Breaks support required by this particular cohort of CYP.

13 staff members employed by the previous Service Provider have been TUPE transferred to Devon County Council. A Registered Manager, Team Manager and 10 support workers have been employed since Devon CC took responsibility for the service in November 2023.

#### 5. Stakeholders, their interest and potential impacts

Historically, Torbay and Plymouth City Council have used this provision and have confirmed their commitment to continue to do so with a minimum requirement of 545 bed stays per annum.

Services at Robins have established positive relationships with families, local education leaders and local Councillor Jacqui Hodgson and have recently received appreciative feedback from the families of children and young people who receive support

The advantage of Robins being operated in-house is that it enables strong partnership working between different Service Managers, Health and Education colleagues in terms of improved forward planning for effective utilisation of capacity, achieving the right mix of children and managing the balance of individual needs with the impact of a new admission on the dynamic within the home, which is a key Ofsted requirement.

Bidwell Brook, a maintained school, located next to the Robins, Ofsted rated good and part of the Learn to Live Federation shares the same ethos and commitment to promoting inclusion with potential to pool resources and realise greater benefits for children and young people by working in partnership.

#### 6. Additional relevant research used to inform this assessment

A number of national reports were consulted, these include: The Independent Review of Children's Social Care, May 2022, The Competition and Markets Authority study, March 2022 and The High-cost children's social care placements survey, LGA, November 2023.

#### 7. Description of consultation process and outcomes

There has not been a requirement for formal consultation, however the consequences of the previous Service Provider's announcement to close their children's home in July 2023, did create concern in the children and young people who use Robins, and their families. It also impacted Plymouth and Torbay Councils who regularly use the service.

Since approval for Devon County Council to takeover and operate services at the Robins was granted in November 2023 until 31 March 2024, significant remedial and development work was undertaken, at pace, to transition and establish the service in accordance with in-house requirements.

The service has established positive relationships with families, local education leaders and Councillor Jacqui Hodgson and has recently received appreciative feedback from the families of children and young people who receive support, as demonstrated by these two examples:

"It's great to see how committed DCC is to getting things up and running and we are eternally grateful".

"Thank you for all that you do and for the continued support for our family with arranging the Robins stays. We're all better people for having them (T is happier and we're happier). The stays are invaluable to us"

A communication has been shared with the families of children and young people who use the service and staff members in respect of the recommendation made by Devon County Council's Strategic Leadership Team to Cabinet to continue to operate the service, post March 2024.

#### **Background information**

#### 8. Equality analysis

Under the Equality Act 2010, the local authority must consider how people will be affected by a service, policy or practice. In so doing we must give due regard to the need to: eliminate unlawful discrimination, harassment and victimisation; advance equality of opportunity and foster good relations across protected characteristics of age, disability, gender reassignment, pregnancy and maternity, marriage and civil partnership (for work), sex, sexual orientation, race, and religion and belief. The Equality Act 2010 and other relevant legislation does not prevent the Council from taking difficult decisions which result in service reductions or closures for example, it does however require the Council to ensure that such decisions are: informed and properly considered with a rigorous, conscious approach and open mind, taking due regard of the effects on the protected characteristics and the general duty to eliminate discrimination, advance equality and foster good relations; proportionate (negative impacts are proportionate to the aims of the policy decision); fair, necessary, reasonable, and those affected have been adequately consulted.

- a) Is this group negatively or potentially negatively impacted, and in what way?
- b) What could be done or has been done to remove the potential for direct or indirect discrimination, harassment or disadvantage and inequalities?
- c) In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?
- d) What can be done to advance equality further? This could include meeting specific needs, ensuring equality of opportunity and access, encouraging participation, empowering people, making adjustments for disabled people and action to reduce disparities and inequalities.
- e) Is there a need to foster good relations between groups (tackled prejudice and promote understanding) and help people to be safe and protected from harm? What can be done?

#### All residents by geographic area

Robins is a purpose-built facility in Dartington, Totnes for residents with physical and /or behavioural disabilities

Children and young people in the South West locality of Devon will be able to access Short Breaks and 52 weeks placements allowing for a mixed economy of quality assured support offers and a more equitable spread across the county that will prevent children from coming into care.

Services delivered to children and young people will take account of their culture, ethnic wishes, gender and sexual orientation to ensure their needs are fully met.

The service will be expected to evidence that core outcomes are being achieved including:

- High -quality care
- Protection from ill treatment, neglect and violence and are safe
- Feeling included to participate in their local community

#### Age

Services will be provided to support the needs of children and young people aged 0-18 including those with SEND.

Referral arrangements will be monitored to ensure the best match for each child or young person.

Disability (includes sensory, mobility, mental health, learning disability, neurodiversity, long term ill health) and carers of disabled people

This service is designed to meet the needs of children with a disability including sensory, mobility, learning disability, neurodiversity, mental and ill health. The nature of the service is designed to meet the needs of the carers of the children.

Race and culture: nationality/national origin, ethnic origin, skin colour, religion and belief, asylum seeker and refugee status, language needs

The service is required to deliver Short Breaks and 52 weeks placements in ways which recognise the cultural and ethnic customs, values, wishes or spiritual beliefs held by children, young people and their carer/families when accessing the service and to ensure practice meets these needs.

Sex and gender identity and reassignment (including men, women, non-binary and transgender people), and pregnancy and maternity (including women's right to breastfeed)

The service provider will be delivered in ways which recognise sex, gender and gender identity of children and young people when accessing the service.

#### Sexual orientation, and marriage/civil partnership if work related

The service will be delivered in ways which recognise the sexual orientation of children and young people in care when accessing the service.

It will be recommended providers access the following resource to ensure they follow best practice: - <a href="https://new.devon.gov.uk/equality/lgbttoolkit">https://new.devon.gov.uk/equality/lgbttoolkit</a>

#### Other relevant socio-economic factors and intersectionality

This includes, where relevant: income, housing, education and skills, language and literacy skills, family background (size/single people/lone parents), sub-cultures, rural isolation, access to services and transport, access to ICT/Broadband, children in care and care experienced people, social connectivity and refugee status/no recourse to public funds. Also consider intersectionality with other characteristics.

Following appropriate assessment and where eligibility has been established, the service will be accessible to all children and young people in care living in the Devon Local Authority area regardless of rural location, socio-economic status etc.

#### 9. Human rights considerations:

We need to ensure that human rights are protected. In particular, that people have:

- A reasonable level of choice in where and how they live their life and interact with others (this is an aspect of the human right to 'private and family life').
- An appropriate level of care which results in dignity and respect (the protection to a private and family life, protection from torture and the freedom of thought, belief and religion within the Human Rights Act and elimination of discrimination and the promotion of good relations under the Equality Act 2010).
- A right to life (ensuring that nothing we do results in unlawful or unnecessary/avoidable death).

Services to be delivered in ways which promote the United Nations Convention on the Rights of the Child. In particular: -

- Article 12 (respect for the views of the child): Every child has the right to express their views, feelings and wishes in all matters affecting them, and to have their views considered and taken seriously.
- Article 23 (children with a disability) A child with a disability has the right to live a full and decent life with dignity and, as far as possible, independence and to play an active part in the community. Governments must do all they can to support disabled children and their families.
- Article 6 (life, survival and development) Every child has the right to life. Governments must do all they can to ensure that children survive and develop to their full potential.

#### 10. Environmental analysis

An impact assessment should give due regard to the following activities in order to ensure we meet a range of environmental legal duties. The policy or practice does not require the identification of environmental impacts using this Impact Assessment process because it is subject to (please mark X in the relevant box below and proceed to the 11, otherwise complete the environmental analysis information below):

Devon County Council's Environmental Review Process	
Planning Permission	
Environmental Impact Assessment	
Strategic Environmental Assessment	

- a) Description of any actual or potential negative consequences and consider how to mitigate against these.
- b) Description of any actual or potential neutral or positive outcomes and consider how to improve as far as possible.

Reduce, reuse, recycle and compost

Conserve and enhance wildlife

Safeguard the distinctive characteristics, features and special qualities of Devon's landscape

Conserve and enhance Devon's cultural and historic heritage

Minimise greenhouse gas emissions

Minimise pollution (including air, land, water, light and noise)

Journeys made in the delivery of this service may contribute to air pollution

Contribute to reducing water consumption

Ensure resilience to the future effects of climate change (warmer, wetter winters; drier, hotter summers; more intense storms; and rising sea level)

#### 11. Economic analysis

- a) Description of any actual or potential negative consequences and consider how to mitigate against these.
- b) Description of any actual or potential neutral or positive outcomes and consider how to improve as far as possible.

[If carrying out an options appraisal, explore the pros and cons of each option for each area]

Impact on knowledge and skills

Impact on employment levels

Job opportunities may be created to ensure the delivery of services meets demand.

Impact on local business

PC/24/1 Cabinet 13 March 2024

Progress report for the Devon County Council People Strategy Action Plan Report of the Director of People & Culture

Please note that the following recommendations are subject to consideration and determination by the Cabinet (and confirmation under the provisions of the Council's Constitution) before taking effect.

#### 1) Recommendation

That the Cabinet be asked to:

- (a) endorse the content of this update
- (b) delegate authority for minor amendments to the Director of People & Culture in consultation with the Cabinet Member for Organisational Development, Workforce & Digital Transformation

#### 2) Background

Cabinet approved the new <u>People Strategy</u> for the Authority in June 2023 and the associated <u>Action Plan</u> in September 2023 which was identified as a priority to develop in response to a number of issues.

A key priority for the People Strategy is also to outline how we will ensure that we have the appropriately skilled and talented people we need to deliver services to our communities and ensure that our Council is fit for the future, in a highly competitive market. Further to this, we want all staff to understand and embody our values of care and kindness, along with our responsibility to strive for better outcomes and good value for the people of Devon.

It is critical that we also focus on the quality of our relationships and engagement with key stakeholders and partners to ensure that, working together, our strong values and collective approach ensure the best outcomes for the people of Devon. The Action Plan outlined how we will focus on delivery of this over the next 3 years and this report provides a summary of the progress to date.

#### 3) Main Body

The Strategy focuses on 6 key themes of staff experience within Devon County Council:

- 1. Voice
- 2. Recruitment
- 3. Reward
- 4. Wellbeing

- 5. Belonging
- 6. Learning

The 6 themes were shaped by feedback from previous staff surveys, findings from the Race Equality Audit, benchmarking against other organisations, research of the recruitment market, themes identified through 'Exit Interviews' with staff leaving the Authority and feedback

from staff reference groups.

The themes were consulted on ahead of being presented to Cabinet in June 2023, as outlined in Section 5. The associated Action Plan provides the overarching aims within each theme and details the actions identified as required to achieve these. It is envisaged that the activities undertaken in relation to each theme will provide a clear framework to support improved performance and culture change across our workforce.

This 6-monthly report provides an update on the progress made to date against the People Strategy Action Plan and is supported in more detail by the presentation appended. Below is a summary of the progress by theme against the actions with indicative due dates before 1 April 2024:

Voice		
Action	Update	Status
Develop and implement a communication and	The draft Engagement Strategy has been developed with input from both the corporate Communications team and the People & Culture directorate.	Completed
engagement strategy to deliver a one council	This included an appraisal of the various communication methods that the organisation will utilise to engage and involve staff in key messages and decisions that impact them.	
approach	This will be circulated to SLT in February 2024.	
Use a structured approach to engagement and co-creation to maximise the value achieved from hearing our peoples' voice	A schedule of engagement activities for 2024 has been created and will be shared with the workforce creating transparency of what will happen and when, and how they can be involved.  The People Strategy 'Support and Challenge', Group, made up of representatives from across the Council, have been tasked with creating an organisation wide perspective of engagement. This will highlight possible engagement challenges/gaps so that planned action can be taken to address.	Structure completed and remaining work ongoing
	A review has been undertaken and proposals are currently being discussed with existing groups as to how staff forums/groups are supported within the organisation, ensuring more structure in our engagement with staff.  One of the aims of this project is to strengthen and broaden	
	mechanisms for engaging with representatives from our diverse	

	workforce on strategic and operational matters as appropriate, so that everyone feels they are represented and heard. Staff Forums will be represented as part of the Equality Commission.	
Creation of a safe and shared space for achievements,	The research phase, which included undertaking a SWOT analysis of the four key elements (achievements, success, kindness, and general feedback) has been completed.	On schedule
success, kindness, and general feedback	Benchmarking is underway to understand how other organisations are approaching this including identifying internal good practice across Directorates.	
[Linked to an action under Reward]	Following benchmarking, a proposal will be developed and presented to SLT by end of March 2024. This will outline possible options and make a recommendation about the best way to proceed.	
	The work is focused on 3 proposals:	

Recruitment			
Action	Update	Status	
Incorporate learning from an 'outward mindsets' approach with a review of the Principles & Behaviours	An 'Outward Mindsets' approach is being implemented throughout the organisation through recognising that our most important asset is not solely our people, but the relationships that exist between our people.  SLT will complete the second of two Outward Mindset sessions during Q1 of 2024/25 which will then influence how this action is taken forward.	In progress	
Design a recruitment strategy to deliver a balance between internal movement and	We are collaborating with our advertising agency (Penna) to develop an Employer Value Proposition (EVP) and launch a fresh look and feel Employer Brand. A distinct but linked recruitment brand for social work is also being delivered as part of this project. This is in the research phase which will see Penna deliver their first draft of the creative EVP in April 2024.	In progress	
external recruitment, to include reviewing our image and make us the employer of choice	Due to the current pressures within the Children's and Young Peoples Futures (CYPF) directorate, creation of a Recruitment & Retention (R&R) strategy for CYPF was prioritised over a corporate one. This has now been co-produced with the service and has been approved by their leadership team. Priorities within the strategy are now being progressed.		
	The strategy includes proactively supporting CYPF to improve R&R and reduce agency reliance. We are currently working through a targeted		

	and focussed 'temp to perm' conversion project where agency workers are encouraged to move onto substantive contracts.	
Complete a cycle of workforce planning to identify workforce needs and ensure alignment to current organisational priorities	Work is underway to review the existing approach to workforce planning, taking into consideration recent findings published in the Local Government Workforce of the Future and other significant changes in the internal and external context.  This is on track to be finalised by the end of March 2024 and then will be rolled out in a systematic programme of work across the organisation beginning in April.  Common organisational themes from the Directorate Workforce Plans will be fed back into the Organisational Development team within People & Culture, to consider how they can be reflected in the People Strategy.	On schedule

Reward	Reward			
Action	Update	Status		
Deliver a benefits platform to broaden the benefits we can offer to our people	Development and promotion of new staff benefits platform (Vivup) which launched 9 October 2024, offering a wide range of over 900 lifestyle discounts schemes, including for supermarkets and fuel, as well as access to salary sacrifice schemes for home and electronic goods, electric lease cars, cycle to work, Additional Voluntary Contributions to Pensions, and Child Care vouchers.  The salary sacrifice schemes generate savings for both the employee and employer in the form of tax, National Insurance and/ or pension contributions, and can spread the cost over a salary deduction period.  Statistics as at 24 January 2024:  3200+ registrations  337 orders  Savings to the Authority in current financial year of c.£18k	Completed		
	As part of the staff benefits platform, Annual Leave Purchase was launched 29 January with the first purchase window open from 1 February. 25 purchase applications have been made so far (as at 7 February).			
Develop and deliver a framework to celebrate	Benchmarking is underway to understand how other organisations are approaching this including identification of internal good practice across Directorates.	On schedule		
achievements in both formal and informal ways, creating a one	Following benchmarking and research a proposal will be developed by end of March 24 to discuss with SLT. This will outline possible options and make a recommendation about the best way to proceed.			

council	The work is focused on 3 proposals:
approach	Peer to peer recognition
	Long Service
[Linked to an action under Voice]	A celebration event to recognise achievements

Wellbeing			
Action	Update	Status	
Review and update the 1:1 and appraisal conversations, ensuring wellbeing, learning and organisational objectives are included.	This action was completed in December 2023. The refreshed appraisal, 1:1 guides and supporting materials were shared via the People Hub (a newly developed single site for managers and staff to easily access HR related material). The People & Culture team held four listening events during January 2024 to understand how tailored support can be designed and delivered to ensure quality effective conversations are taking place.  The feedback is being analysed with a view to a report recommending options for support (in direct response to the feedback heard) being put in place during April and May 2024.	Completed	
Procurement of an Employee Assistance Programme (EAP) ensuring it delivers best value, is effective and meets the needs of the organisation	The new EAP will go live on 1 April 2024 following the contract being awarded to Vivup, as an extension of the benefits platform.  This will be provided to all employed staff in addition to elected members, foster carers and care leavers.	Completed	
Procurement of an Occupational Health service, ensuring it delivers best value, is effective and meets the needs of the organisation	The current contract ceases in October 2024 and work is underway to procure a service that offers an improved experience for our staff and managers and contributes to supporting people to be well at work.  The specification is due to be completed by March 2024. Contract award is due by July 2024.	On schedule	

Belonging			
Action	Update	Status	
Support the Corporate Equality Diversity and Inclusion Action Plan, to include improving organisational understanding of EDI through updated mandatory learning modules	<ul> <li>The EDI Essentials e-learning was refreshed and relaunched in January 2024:</li> <li>The range of new materials includes films and a personal workbook</li> <li>All new staff are expected to complete the modules during their corporate induction programme and existing staff are expected to complete it by the end of 2024 (and no longer than two years since completing the previous EDI Essentials training), although some Services Areas have set earlier deadlines for their staff.</li> <li>On 31st January 630 people had completed it, which is 11% of the corporate workforce.</li> <li>728 people have provided feedback on the course.</li> <li>54% said they have learned more, or much more, than expected. Only 1% said they learned less than they expected.</li> <li>The Equality Team will provide a full report of completion statistics, feedback analysis and proposals for further action to SLT in February.</li> </ul>	Updated training implemented and support to the Corporate Equality, Diversity & Inclusion Action Plan is ongoing	
Use learning and data from engagement strategy, including staff surveys and exit interview feedback, to help better understand what makes our people feel safe and belong.	A report identifying the key learning from the exit survey data has been produced for review. The key themes arising from the feedback have been identified and this information will be shared with the SLT theme leads to incorporate into current activity delivering against the people strategy action plan.  The findings extend beyond the Belonging theme and span across all six themes.	In progress	

Learning				
Action	Update	Status		
Design and deliver a corporate	The corporate learning strategy is due for delivery by	On		
learning strategy that is aligned to	August 2024 and will be developed by the newly	schedule		
our priorities, supports our people	strengthened L&D Team, following the completion of			
to understand our council and	the restructure within People & Culture.			
develops professional learning.				
	SLT are scheduled to complete their second 'Outward			
This includes developing a	Mindset' session during Q1 of 2024/25 which will then			
programme to roll out an 'outward	influence how this action is taken forward.			
mindsets' approach to support the				

foundations of a trusted, inclusive	
and innovative council.	

#### **Care Leavers**

In addition to the work detailed in the tables above, the People Strategy also contains specific actions that target improvement of the experience of Care Leavers within Devon.

As all of the themes have been allocated an SLT sponsor to ensure this work is supported and championed, the same approach has been adopted for Care Leavers, with Keri Denton, Interim Director for Performance and Partnerships leading this role.

The actions and the progress made against them is detailed in the presentation appended.

#### **Measuring Impact**

The People Strategy and Action Plan have been developed to provide a framework to support cultural change through 6 themes that all impact on staff experience. Whilst we can measure our progress against delivering the specific actions, measuring *culture* is less linear.

We can however, clearly identify links between the deliverables within the People Strategy and Action Plan with the Corporate Performance Framework, through instead measuring the *organisation climate* using key metrics such as:

- Turnover
- Absence rates
- Employment relations cases (grievance/disciplinary)
- Net promoter score within annual staff survey (recommending the Authority as a place to work)

Some of these indicators will feed into the Corporate Performance Framework as well as the People & Culture Directorate Plan, which are monitored as part of a regular Quality Performance Review Meeting (QPRM).

#### 4) Options / Alternatives

The People Strategy and associated Action Plan have been endorsed by Cabinet. There are multiple options that have been scoped as part of designing the Action Plan, considering a range of feedback received through the consultation and engagement outlined in Section 5. Those selected have been based on considerations such as the Authority's current context, including financial sustainability, and our cultural maturity.

#### 5) Consultations

The Cabinet Reports submitted in June 2023 and September 2023 outlined the extensive engagement and collaboration undertaken to design the strategy with staff, Senior

Leadership Team, Trade Unions and elected Members to gain their views about what matters from their perspective.

As part of shaping the strategy, feedback was collated from all of the stakeholders outlined above around the key actions required to deliver the strategy which have been used to create the Action Plan.

The following methods of consultation were used to inform the development of the Action Plan:

- Staff engagement survey in November 2022 which received 1857 responses, the themes from this are shared here: What you told us in our Autumn 2022 People Survey - news (devon.gov.uk)
- Feedback from staff following Senior Leadership Teams virtual briefing sessions held on 14 March & 2 May 2023 <u>Catch up on our May Microsoft Teams Sessions with our senior leaders - news (devon.gov.uk)</u>. Following the second briefing, 46 responses received to this survey.
- External survey and analysis undertaken by an external recruitment agency,
   ThirtyThree, to understand the ways of working people find most appealing; the
   perceptions associated with County Councils as employers and why someone may
   or may not want to work for a County Council. This survey had 2005 respondents
   working in the private sector.
- Regular consultation has taken place with Senior Officers across all parts of the Authority over the past 3 months and members of the corporate Equality team.
- HR senior leadership team and key stakeholders, including Trades Unions, have been consulted and provided detailed feedback.
- Multiple visits to the Authority offices by the Senior Leadership Team to engage, in person, with staff and gain a greater insight into the key factors that are important for them about working for the Authority
- Session with care leavers and senior officers to understand their perspectives
- Exit interview data has been reviewed from those leaving the Authority to understand their reasons
- Engagement with over 30 cross-party elected members who attended the Member engagement day on 12 May 2023 and provided feedback
- Race Equality Audit Race Equality Audit 2021 (Anti-racism at Devon County Council)
   tasks and guides
- Benchmarking and review of Workforce and People Strategies from other organisations across the public sector.

#### 6) Strategic Plan

The Council adopted its "Best Place" Strategic Plan at its meeting on 2 December 2021. The Plan – <a href="https://www.devon.gov.uk/strategic-plan/">https://www.devon.gov.uk/strategic-plan/</a> - sets out the Council's vision, ambition, and overall priorities for 2021 to 2025.

A report taken to Cabinet on 12 July 2023 outlined the corporate plan for the next 12 months, linked to the Strategic Plan. The delivery of the People Strategy is identified as one

of the six areas of focus for the next 12 months, and its successful implementation will enable staff to be best placed to deliver the outcomes in the Strategic Plan.

It will also contribute to supporting the delivery of our corporate Equality, Diversity & Inclusion agenda, most predominantly through the 'Belonging' theme but also underpinning our approach across all areas of the Strategy.

The People Strategy explicitly highlights our collective role as corporate parents and our responsibility to our care leavers. The Action Plan outlines work both underway and planned in relation to each theme of the strategy.

#### 7) Financial Considerations

The feedback from all of the engagement listed in Section 5 was used to design the Action Plan which enables the delivery of this strategy. The costs of the Action Plan is being contained through existing budget allocation to the People & Culture directorate.

#### 8) Legal Considerations

There are no legal considerations to note in this update

# 9) Environmental Impact Considerations (Including Climate Change, Sustainability and Socio-economic)

The Strategy itself has no specific sustainability impacts; however, there may be impacts that result from future actions undertaken for example in relation to staff travel or office accommodation, and the subsequent effect on the environment, that will need to be considered. Therefore, in the same way that Financial and Legal considerations will be reviewed, and recommendations made in relation to the themes in the strategy, this will also be undertaken in relation to Environmental Impacts.

#### 10) Equality Considerations

Equality matters are a focus of each theme within the Strategy and the area of 'Belonging' will predominantly centre around delivery of actions in relation to the Authority's Equality, Diversity & Inclusion agenda.

The strategy has been developed in liaison with the Authority's Equality Team and an overarching high level impact assessment has been completed and presented to Cabinet in September 2023.

#### 11) Risk Management Considerations

This Strategy and associated Action Plan impacts on two risks already cited on the Authority's Risk Register:

- Recruitment & Retention in relation to ensuring the Authority is able to attract and retain the right staff in a highly competitive current market.
- Industrial Relations Climate with regards to any changes to current Terms & Conditions or environment having an impact on staff delivery of services, such as through Industrial Action.

Financial sustainability has been considered as part of developing the Action Plan and so activities have been contained within scope of the budget allocation for the People & Culture directorate.

#### 12) Summary / Conclusions / Reasons for Recommendations

The People Strategy has been adopted and delivery of the associated Action Plan is well underway and delivery of the majority are in line with timeframes allocated; many of the actions noted as 'on schedule' are expected to be completed during Q1.. It remains the expectation that this programme of work will provide a more effective and organisation-wide collaborative approach to address workforce related issues.

#### Name

**Director:** Maria Chakraborty, Director of People & Culture

**Electoral Divisions**: All

Cabinet Member for Organisational Development, Workforce & Digital Transformation: Councillor Andrew Saywell

#### Local Government Act 1972: List of background papers

Background Paper: Approval of new People Strategy for Devon County Council

Date: 14 June 2023

Background Paper: Approval of new People Strategy Action Plan for Devon County Council

Date: 13 September 2023

#### **Contact for enquiries:**

Name: Maria Chakraborty, Director of People & Culture

Telephone: 01392 383000

Address: County Hall, Topsham Road, Exeter, Devon

# People Strategy

Action Plan Year One Progress

Cabinet- March 2024



# Governance

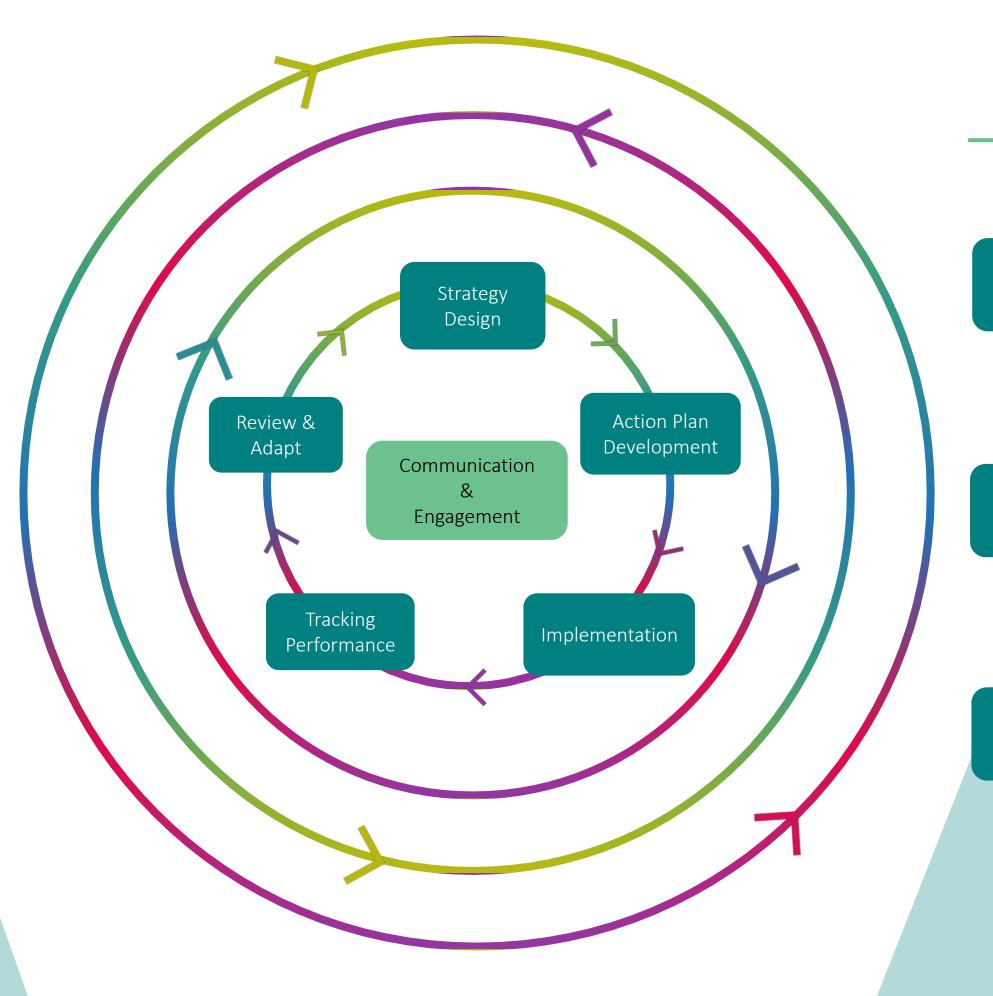
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Support and Challenge Group

Senior Leadership Team
Sponsors

People & Culture Leadership
Team



# Reportin

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Cabinet: 6 Monthly



Senior Leadership Team: 6 monthly



People & Culture Leadership Team: Monthly





# **People Strategy Actions**

# August 2023 – March 2024

Develop and implement a communication and engagement strategy to deliver a one council approach. Transparent communication about organisational change and updates, and being clear when we are informing, consulting, or cocreating.

Use a structured approach to engagement and co-creation to maximise the value achieved from hearing our peoples' voice. Identify one council approaches and be clear on how and where professional or service specific needs fit within the framework.

Creation of a safe and shared space for achievements, success, kindness, and general feedback.

Sept 23-Mar 24 [Sandra Sidgwick]

Sept 23 - Mar 24 [Sandra Sidgwick]

Sept 23 – March 24 [Rachel Fortune]

Incorporate learning from an 'outward mindsets' approach with a review of the Principles & Behaviours, to ensure that our recruitment encompasses and helps to embed this culture effectively across the organisation.

Design a recruitment strategy to deliver a balance between internal movement and external recruitment, to include reviewing our image and make us the employer of choice.

Complete a cycle of workforce planning to identify workforce needs and ensure alignment to current organisational priorities.

Oct 23 - Mar 24 [Jo <u>Prince</u> White]

Sept 23-Jan 24 [Andrea Owen]

Dec 23–June 24 [Sandra Sidgwick/ Charlotte Halliday]

Deliver a benefits platform to broaden the benefits we can offer to our people.

Develop and deliver a framework to celebrate achievements in both formal and informal ways, creating a one council approach.

October 23 [Zoe Robbins]

Oct 23 – March 24 [Rachel Fortune]

# People Strategy Actions

August 2023 – March 2024

Review and update the 121 and appraisal conversations, ensuring wellbeing, learning and organisational objectives are included.

Procurement of an Employee Assistance Programme ensuring it delivers best value, is effective and meets the needs of the organisation.

Procurement of an Occupational Health service ensuring it delivers best value, is effective and meets the needs of the organisation.

Sept 23 [Sandra Sidgwick]

Sept 23-Feb 24
[Gemma
Vine/Sam Fraser]

Aug 23–Feb 24 [Sam Fraser]

Support the Corporate Equality Diversity and Inclusion Action Plan to include:

■ Improving organisational understanding of EDI through updated mandatory learning modules

Use learning and data from engagement strategy, including staff surveys and exit interview feedback, to help better understand what makes our people feel safe and belong.

Sept 23 - Mar 24 [Harriet Lear]

Sept 23 - Jan 24 [Sandra Sidgwick]

Design and deliver a corporate learning strategy that is aligned to our priorities, supports our people to understand our council and develops professional learning. This includes developing a programme to roll out an 'outward mindsets' approach to support the foundations of a trusted, inclusive and innovative council.

Aug 23 - Aug 24
[Jo Prince White]

# Action Plan Year One – next 6 months



Recruitment



# **People Strategy Actions**

# April 2024 – October 2024

Develop and implement a communication and engagement strategy to deliver a one council approach. Transparent communication about organisational change and updates, and being clear when we are informing, consulting, or cocreating.

Use a structured approach to engagement and co-creation to maximise the value achieved from hearing our peoples' voice. Identify one council approaches and be clear on how and where professional or service specific needs fit within the framework.

Review and confirm with our people the best use of digital platforms and mechanisms, to provide multidirectional communication across the organisation.

Ongoing Ongoing March 24 – June

Design a recruitment strategy to deliver a balance between internal movement and external recruitment, to include reviewing our image and make us the employer of choice.

Complete a cycle of workforce planning to identify workforce needs and ensure alignment to current organisational priorities.

In response to the identified needs within the workforce planning cycle, take action to address specific recruitment challenges.

Ongoing

24

December – June 2024

> June 2024 -Onwards

Modernising our Terms and conditions to ensure they are fit for purpose, provides best value and are equitable and transparent. Wider review of pay and grading scheme and where necessary and appropriate, redesign, negotiate and agree changes to the grading structure.

Updating our policies to ensure they are fit for purpose, equitable and transparent.

Develop and deliver a framework to celebrate achievements in both formal and informal ways, creating a one council approach.

Design and deliver a total reward strategy.

Ongoing

Ongoing

Ongoing

Ongoing





# **People Strategy Actions**

# April 2024 – October 2024

Design and implement a preventative approach to reducing sickness absence and proactively managing cases of ill health to keep individuals at work or facilitate a timelier return.

Review, update and promote current wellbeing resources and support to include our networks, training and communication channels.

Achieving safety for our people through our HR policies and practices.

April 2024 start

April 2024 start

April 2024 start

# Buiguoleg

Support the Corporate Equality Diversity and Inclusion Action Plan to include:

Improved availability and analysis of data to identify and inform strategic action

Policies are reviewed to consider the impact of lived experience

Ongoing

Ongoing

Design and deliver a corporate learning strategy that is aligned to our priorities, supports our people to understand our council and develops professional learning. This includes developing a programme to roll out an 'outward mindsets' approach to support the foundations of a trusted, inclusive and innovative council.

Using the outcomes of the workforce planning cycle, work alongside service areas to design career pathways that meet service and generational needs and consider the impact of changing internal and external context.

Conduct a feasibility study about the best way to conduct a skills audit to capture the key skills of our people. Scope the approach to record and store skills audit in an accessible place to allow matching of skills to organisational priority work.

Ongoing to August 2024

June 2024

April 2024

# Inside Devon Pages



#### Wellbeing

Providing a safe, stable and sustainable working environment with wellbeing at the heart of everything we do.

# Find out more about topics linked to wellbeing

- Introducing our new Wellbeing Hub
- Rellbeing special
- 16 days against Domestic Violence
- Workplace work and mental health policy (SharePoint Private)
- Line-Manager resource for managing mental health in the workplace (SharePoint Priva
- · Increased focus on wellbeing in our new approach to appraisals

#### The Strategic Leadership Team sponsor for the Wellbeing theme is Steve Brown



Director of Public Health, Communities and Prosperity

"As the sponsor for wellbeing, I want to ensure that everyone across the organisation has access to health and wellbeing support. I would like to understand the impact our wide range of resources is having on the wellbeing of our employees and how this can be measured."



#### Recruitment

To attract and retain an agile and flexible workforce with the knowledge, experience, and behaviours to make Devon the Best Place to live and work, to achieve our organisational priorities.

#### Find out more about topics linked to recruitment

- Our updated onboarding portal on iTrent
- · Refreshed recruitment approval process
- Internal positions and secondment opportunities

#### The Strategic Leadership Team sponsor for the Recruitment theme is Meg Booth



Meg Booth Director of Climate Environment and Transport

"I have always worked in a field where skill shortages are common and as the sponsor for recruitment, I want to share my approach to developing internal career progression schemes to have a positive impact on the skill shortages we are facing. I have more recently worked to support the work in SEND which has provided an opportunity for me to gain experience in working within another profession and understand the recruitment and retention challenges being faced."



#### Voice

To create an effective ongoing dialogue between leaders and the wider workforce, to engage, listen to and gain clarity about what is important to them. We will feedback on what we have heard and deliver actions.

#### Find out more about topics linked to voice

- . Colleague engagement sessions with the chief executive and members of SLT
- · Feedback from colleague engagement events
- · Catch up on our January online colleague engagement event

#### The Strategic Leadership Team sponsor for the Voice theme is Matthew Jones



Matthew Jones Director of Transformation and **Business Services** 

"As the sponsor for voice, I want to ensure that we are living and breathing the "People First" approach and can connect the workforce to what we are asking them to do and why. This includes being clear about how we will communicate the priorities for the Council and how we are creating opportunities to listen to the employee voice."

# Inside Devon Pages



#### Belonging

To have an inclusive culture that celebrates diversity, where everyone can feel safe, well and the to be themselves. To grow and retain a workforce that feels it belongs and is supported to thrive.

### Find out more about topics linked to belonging

- EDI essentials training
- Black History Month (October 2023)
- Equality and diversity at DCC
- Staff networks and forums
- . Lone working and personal safety (SharePoint Private)
- Microsoft 365 support sessions
- · Device replacement

#### The Strategic Leadership Team sponsor for the Belonging theme is Maria Price



Maria Price Director of Legal and Democratic Services

"As the sponsor for belonging, I want to ensure that the work we deliver through the "People First" strategy is aligned with the work that our corporate ED&I team lead. Making DCC a place where people feel safe and valued is one of my key priorities."



#### Reward

Offer a reward package that is flexible, equitable, and transparent to provide benefits to our workforce, by connecting them to what they value.

#### Find out more about topics linked to reward

- · Our offer to you
- Boost your work-life balance with our Annual Leave Purchase scheme
- NJC 2023/24 pay award agreed
- Our new employee benefits platform is here register now on Vivup
- Important update about average holiday pay
- · Social media policy update
- · Pension scheme Additional Voluntary Contributions (AVCs)

#### The Strategic Leadership Team sponsor for the Reward theme is Angie Sinclair



Angie Sinclair Director of Finance and Public Value

"Being the sponsor for reward is a key link for me given my role, but I am also very keen to support our employees current and future to understand the total reward package on offer from Devon County



#### Learning

To be an organisation that learns and is committed to developing its workforce through a variety of opportunities.

#### Find out more about topics linked to learning

- Next Step Apprenticeships
- Total Respect Training "is by far the best training I have ever attended"
- Coaching helping people flourish
- Change and resilience courses

#### The Strategic Leadership Team sponsor for the Learning theme is Tandra Forster



Tandra Forster
Director of Integrated
Adult Social Care

"As the sponsor for learning one of my key areas of interest is to support the development of a learning strategy that clearly outlines what our offer is to support the learning of our workforce including those with additional professional requirements. I also want to promote the view that that not all learning has to be a formal course, we will be looking at learning in its broadest sense."



# People First Boards at County Hall





# So what? - Measuring

Impact
Action Plan = framework to provide tools
to support change culture.

Culture change measurement is challenging

Organisation climate more measurable

eg key metrics:

- Turnover
- Absence rates
- Employment relations cases (grievance/disciplinary)
- staff survey



# Care Leavers Commitments

The following actions outline an update on work currently underway; many of which form part of the activities within the ongoing improvement programme in the Children & Young People's Futures Service.

Further information along with timescales for delivery can be found in the LG Advisor Review Action Log.

Stand Up Speak Up Action Plan

Corporate Parenting Strategy



We will listen to the needs of our children in care and care leavers. As corporate parents we will engage with them in the most appropriate way and ensure they feel heard.

What we are doing	Next Steps	
The Stand Up Speak Up (SUSU) Council provide opportunities for care leavers to share ideas, information and explore options to meet their needs and aspirations	Development of the Talent Bank – being used as a resource to capture young people's aspirations	
Regular meetings with District Councils to progress collective parenting responsibilities		
Redesign of current Corporate Parenting Board and restructure of Champion Model Approach	Invite care leaver champions to be active participants in the corporate parenting board and sub-groups	
Run regular forums to allow children in care to have a voice with elected members		
Education, Training & Employment (ETE) Personal Adviser's work directly with individual care leavers to identify ways to best support and meet their needs	Young Head of Service role being developed (possible apprenticeship opportunity)	
	Implementation in support of treating Care	
Review and implementation of Local Offer for Care Leavers	Experience as a locally agreed Protected  Characteristic	
Members pledge to treat 'Care Experience' as a locally agreed Protected characteristic	Characteristic	

# People**First** Recruitment

Our Commitment to Children in care and Care Leavers:

We will support our children in care and care leavers to achieve their potential. As corporate parents we will work together to identify and support what pathway is right for them in their adult life.

What we are doing	Next Steps	
Promoting high aspirations for work by supporting care leavers in preparation for employment	Updating the care leavers Protocol to ensure a steady focus on immediate needs and progression	
Increase focus on developing education, employment and training opportunities		
Creation of a DCC Family Business Offer (which includes seeking opportunities through our suppliers, procurement and partnership with district councils and key stakeholders)	Benchmarking apprenticeship and employment offers through the PPMA EDI Shires, HR Managers Network and district councils	
Decision to Ring fence opportunities for employment in DCC after the completion of DCC apprenticeships	Collaboration with Economy, Enterprise & Skills to scope and develop a "Work Ready" and Work Experience Programme, for before apprenticeships and into employment	
	Collaboration with Exeter College, Economy, Enterprise & Skills and employers for the PACE Programme (launch March 2024)	
Enhance six monthly employer engagement events to identify areas for joint working, ringfencing offer and other opportunities to care leavers	Work with DCC workforce to ensure they understand the family business approach and how to fully support care leavers (to include further cohorts of the "Total Respect" training	

We will prioritise the wellbeing of our children in care and care leavers. As corporate parents we will strive to keep them safe, healthy and well.

What we are doing	Next Steps
One to one support through Personal Advisors on health and wellbeing for care leavers including a Pathway Plan	Opening up the use of the Employee Assistance Programme for care leavers from April 2024
DCC/District focus on council tax exemption for care leavers up to age 26 (one district decision awaited)	SB Free prescriptions and support with dental/eye care for care leavers
CR Mental Health and Wellbeing has a specific action plan through the Stand Up Speak Up Website:  SUSU council action tracker - Children In Care and Care  Leavers - Children In Care and Care Leavers  (standupspeakup.org.uk)	SB Development of a Physical and Mental Health Task Force to build on existing wellbeing services, therapeutic support and the "Ask Jan" initiative

In our roles as corporate parents, we will celebrate the achievements of our children in care and care leavers

What we are doing	Next Steps	
CR Recognising and celebrating the continued work of those contributing to the 'Stand Up Speak Up' website, events and development of initiatives	Under discussion to give access to Care Leavers and Foster Carers to the new Benefits Platform to access a range of discounts schemes	
CR Celebration at the annual 'Youth Voice' event		
Recognise and celebrate accomplishments at the Annual Achievements Awards held in 2023	CR Involving Care Experienced young people in the induction process of new leaders joining the organisation, to increase organisation understanding and support by sharing their lived experience.	

We will develop a range of learning opportunities for our children in care and care leavers, giving them options and pathways that best suit their future aspirations.

What we are doing	Next Steps		
Promoting through the 'Virtual School' to ensure Children in Care and care leavers individual strengths and talents are recognised, supported, encouraged and celebrated, by taking a "through school" approach to understanding these aspirations and talents	PA Expand Youth Hub offer to North Devon (with funding secured)		
PA Enhance the collective work with Further Education and partners around apprenticeships, work experience, wider learning opportunities, the Multiply initiative and reinforcing the Employment Hub offer	Collaboration between Virtual School Head, Economy, Enterprise & Skills to create an Employer Brokerage function database, sharing data on care leavers aspirations, employer skills needs and matching with		
Improve the quality of training through the DfE Skills 'Bootcamp' Programme and reviewing the outcome of	an individual family business offer		
the DfE 12 month pilot on functional skills (pilot ending April 24)	Develop in each Directorate an opportunity for mentoring and shadowing (which may come through the "Work Ready"/Work Experience Programme), plus an increase in DCC apprenticeships (up to 12 for June 2024)		
Providing access to Learn Devon training opportunities			
Under University Civic agreement, Exeter University will			
be offering a social worker apprenticeship to be launched in 2025, with care leavers given priority status for the scheme	PA Sign up to the 'Care Leavers Covenant'		
Bespoke apprenticeship service development with Exeter College - PACE Programme			

We will support our children in care and care leavers to feel valued and part of our community. This includes a commitment to listen, engage and support our foster carers to build a sense of belonging.

What we are doing	Next Steps	
Working with existing Local Offer providers to improve responsiveness and embed work within DCC Teams	GW Service review and redesign to launch a refreshed Devon Local Offer (financial completed)	
Progressing reviews and developments to ensure there are opportunities to prepare care leavers for	Set a terms of reference agreement so DCC/Districts can work together across the housing and care system, developing joint commissioning activity	
adulthood to feel safe, stable in their relationships and independent living	Corporate Parenting Sub-Groups to inform a potential future business case for multi-disciplinary/multi agency team working	
SK Continuing joint initiatives with the local community to support care leavers, developing a sense	PA To conduct peer review as part of signing up to the 'Care Leavers Charter'	
of belonging in the community	Discuss with District Councils developing further Youth Hubs across Devon	

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### STANDING ADVISORY COUNCIL ON RELIGIOUS EDUCATION 6/02/24

#### STANDING ADVISORY COUNCIL ON RELIGIOUS EDUCATION

6 February 2024

Present:-

## Group A: Christian and Other Religion and Belief Communities (with the exception of the Church of England)

K Denby, J Carpenter, P Hannam, G Kang, W Houghton, M Miller, J Taylorson, L Newson

#### **Group B: The Church of England**

S Gill, C Hulbert, J Hunter, K Keatley

#### **Group C: Teachers Associations**

R Flanagan, P Hammett, W Harrison, J Matthews, B Twiggs (Vice-Chair),

#### **Group D: Devon County Councillors**

Councillors, J Bradford, C Channon, D Sellis,

#### **Co-opted Members**

J Goody, R Northcott, S Spence

#### 54 Minutes

The minutes of the meeting held on 15 November 2023 were signed as a correct record of the meeting.

#### 55 Items Requiring Urgent Attention

There was no item raised requiring urgent attention.

#### 56 Devon SACRE Membership

The Committee noted that Leonore Newsom has joined Devon SACRE as Pagan representative of Group A and would be replacing Maia Miller.

#### 57 Standards in Schools: Monitoring and Ofsted

Devon SACRE members received an update on the findings published in recent Ofsted reports, particularly where comments relate to Religious Education (RE), collective worship or Spiritual, Moral, Social and Cultural development (SMSC) of pupils.

### Agenda Item 20a

STANDING ADVISORY COUNCIL ON RELIGIOUS EDUCATION 6/02/24

It was **NOTED** that Ofsted reports from a number of primary schools made reference to issues relating to RE provision and that two schools had specifically been followed up with regard to comments in their reports and whether assistance could be offered.

Congratulations were offered to ISCA for excellent published GCSE RE results.

It was noted, from national data, that where a higher percentage of the Year 11 cohort was entered for GCSE RS examinations, progress was higher than where a smaller percentage of the cohort were entered for the exam.

During general discussion, the following issues were raised:

- Greater subject knowledge for teachers would be helpful
- The subject title is an issue regards to take up of option subject, whether the title be 'worldviews' or RE.

#### 58 <u>Devon and Torbay SACRE - Agreed Syllabus Review and Launch</u>

The Committee **NOTED** that the new syllabus would be completed by the end of March 2024, with a launch programme in the summer term 2024. Schools would teach the new syllabus from September 2024.

Syllabus launch events would be held across Devon and Plymouth on 17<sup>th</sup>, 18<sup>th</sup>, 19<sup>th</sup> June 2024, led by syllabus-writers Fiona Moss and Stephen Pett (RE Today).

The cost of the new syllabus will be £35 per school and it was noted that an electronic copy of the syllabus would be provided to every school in Devon (including academies).

Devon County Council will initially fund the new syllabus and a significant proportion of this cost will be recovered through the 'paid-for' launch events.

Ongoing training for teachers as a follow-up to the introduction of this new syllabus, to be via the Learn Teach Lead RE (LTLRE) conference and hub meetings.

#### 59 Learn Teach Lead RE: Update

During general discussion, the Committee **NOTED** the report and that:

 the next annual conference was scheduled for 11 October 2024, at the St Mellion Conference Centre.

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### STANDING ADVISORY COUNCIL ON RELIGIOUS EDUCATION 6/02/24

- Hubs have been meeting both in person and also virtually over the last year. Hub leaders training will take place on 1 March and 5 July 2024.
- A number of new hub leaders have been appointed recently, helping to renew the programme.
- The new SWIFT hub continues to be very successful.

Hub Leaders gave an update about the South Devon hub and the Exeter hub, highlighting a visit to the Quaker meeting house by the Exeter hub members and also that both hubs welcome greater involvement by schools.

## Regional and National Developments: RE Hubs, National Content Standard in RE, Ofsted, Religion and Worldviews frameworks

During general discussion the Committee **NOTED** the report and that the RE Hubs website was available at <a href="https://www.re-hubs.uk">https://www.re-hubs.uk</a>. Information on the website included courses and events, local groups and how to contact your local hub

The final version of the Religion and Worldviews handbook for syllabus writers and curriculum developers would be published in May 2024.

The handbook is designed to support RE curriculum leaders in translating the RE Council's vision of an excellent education for all in religion and worldviews into a syllabus. RE syllabus frameworks from three school based teams to be published as part of the document.

#### 61 Devon SACRE Annual Report

The Committee **NOTED** that the annual report that summed up the work of Devon SACRE 2022-2023 would be sent to schools.

#### **Young Ambassadors**

The Committee **NOTED** that the Devon SACRE Advisor and staff at Dartmoor Multi Academy Trust would be undertaking work to train and empower a group of primary and secondary students to become Ambassadors for Freedom of Religion or Belief.

The project aimed that the young Ambassador's would work with the students at Okehampton Primary School and Okehampton College, towards a significant community event in 2024. This would be followed by a visit to Westminster in June 2025 to address MPs and Lords about the importance of RE.

The project is led by the Association of RE Inspectors and Advisers (AREIAC) and funded by Culham St Gabriel's Trust.

### Agenda Item 20a

4 STANDING ADVISORY COUNCIL ON RELIGIOUS EDUCATION 6/02/24

#### 63 Anthony Mangnall MP correspondence

The Committee **NOTED** the letter received from Anthony Mangnall MP addressing the Vice Chair's comments received. It was considered that a follow up letter be sent highlighting the shortage of teachers in secondary schools.

#### 64 Holocaust Memorial Day - Feedback from 2024

The Committee **NOTED** the recent Memorial Day events under the theme 'Fragility of Freedom'.

#### 65 **SACRE Training**

Devon SACRE **NOTED** the NASACRE training programme and that the South West Conference would be held in March 2024.

#### 66 Future Devon SACRE Meetings

Future meetings to be held on the following dates commencing at 10am

Thursday 20 June 2024 Monday 4 November 2024

The South West SACRE conference to be held online on Monday 4 March 2024.

#### NOTES:

- 1. Minutes should always be read in association with any Reports for a complete record.
- 2. If the meeting has been webcast, it will be available to view on the webcasting site for up to 12 months from the date of the meeting

#### \* DENOTES DELEGATED MATTER WITH POWER TO ACT

The Meeting started at 10.00am and finished at 12.07pm

FARMS ESTATE COMMITTEE

#### **FARMS ESTATE COMMITTEE**

19 February 2024

#### Present:-

Councillors J Yabsley (Chair), J Brook (Vice-Chair), R Chesterton, A Dewhirst, C Whitton and Mr M Warner (Tenants' representative)

#### Apologies:-

Councillors J Berry and H Gent and Mrs L Warner

#### \* 116 **Minutes**

**RESOLVED** that the minutes of the meetings held on 10 November 2023, 20 November 2023, 18 January 2024 and 19 January 2024 be signed as correct records.

#### \* 117 <u>Items Requiring Urgent Attention</u>

There was no item raised as a matter of urgency.

#### \* 118 Revenue Monitoring (Month 10) 2023/24

The Committee received the Report of the Director of Finance and Public Value (DF/23/18) on the County Farms Estate Revenue Monitoring (Month10) 2023/24, noting the target surplus of £534,000 for 2023/24 and detailing income and expenditure to date.

Of particular note was that forecasts indicated that income was expected to be approximately £96,000 higher than budget; and that South West Norse fees were expected to be slightly higher than budgeted due partly to an increase in maintenance spend.

#### Questions and discussion included:

- Members requested that a breakdown be provided of the South West Norse fees for Land Agent's time, building maintenance fees and other fees. The Land Agent agreed to look at how best to report this taking into account the existence of commercially sensitive data.
- The proposed changes to how end of tenancy valuation work might be concluded as referred to in paragraph 3.10 of the Report would be expanded upon in Part II of this meeting due to the matter currently being out for consultation.

### Agenda Item 20b

2 FARMS ESTATE COMMITTEE 19/02/24

#### \* 119 Capital Monitoring (Month 10) 2023/24

The Committee received the Report of the Director of Finance & Public Value (DFP/24/19) on the County Farms Estate Capital Monitoring (Month 10) 2023/24, noting that the approved capital programme for 2023/24 included schemes totalling £750,000.

Of particular note was the table at paragraph 2.3 of the Report showing the current five-year capital allocation for the Farms Estate, a change from the November meeting.

The Report noted that one end of tenancy compensation settlement had been paid from the capital budget and it was further noted that there would be nine whole farms changing hands this coming Lady Day.

#### \* 120 Management & Restructuring Issues

The Committee considered the Report of the Director of Transformation and Business Services (TBS/24/2) on County Farms Estate Management and Restructuring issues.

(a) Lower Chitterley Farm, Bickleigh

It was **MOVED** by Councillor Brook, **SECONDED** by Councillor Chesterton and

#### **RESOLVED** that:

- (i) The tenant's early surrender of Lower Chitterley Farm, Bickleigh be accepted.
- (ii) Lower Chitterley Farm, Bickleigh be advertised to let on the open market as a new entrant opportunity and on a Farm Business Tenancy for a term of seven years commencing 25 March 2024 (or as soon as practically possible thereafter) and terminating 25 March 2031, subject to terms being agreed.
- (b) Thorne Farm, Ottery St Mary

There was discussion around the poor fencing on part of the land and how this could be overcome, potentially with collaboration between landlord and tenant to draw down grant funding, even on short term letting arrangements.

It was MOVED by Councillor Brook, SECONDED by Councillor Whitton and

**RESOLVED** that the 10.33 hectares (25.41 acres) or thereabouts of bare land at Thorne Farm, Ottery St Mary be advertised to let in internal competition between the tenants of Cotley Farm, Ottery St Mary; New Ford Farm, Rockbeare; Topshayes Farm, Aylesbeare; Lower Barton Farm, Aylesbere; and Perriton Barton Farm, Whimple on a series of 12 Month Farm Business

### Agenda Item 20b

FARMS ESTATE COMMITTEE 19/02/24

Tenancy Agreements, subject to the first Agreement being for a term of 1.5 years terminating 25 March 2026, and subject to terms being agreed.

#### \* 121 Exclusion of the Press and Public

**RESOLVED** that the press and public be excluded from the meeting for the following items of business under Section 100(A)(4) of the Local Government Act 1972 on the grounds that they involve the likely disclosure of exempt information as defined in Paragraphs 1, 2 and 3 of Schedule 12A of the Act, namely information relating to, and which was likely to reveal the identity of, tenants and information relating to the financial or business affairs of tenants and the County Council and, in accordance with Section 36 of the Freedom of Information Act 2000, by virtue of the fact that the public interest in maintaining the exemption outweighed the public interest in disclosing the information.

#### \* 122 Holdings and Tenancies etc.

(An item taken under Section 100A(4) of the Local Government Act 1972 during which the press and public were excluded, no representations having been received to such consideration under Regulation 5(5) of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012.)

- 1. The Land Agent addressed the question raised in relation to paragraph 3.10 of the Revenue Monitoring Report (Minute \*118).
- 2. Monitoring of Tenants on an Initial Farm Business Tenancy

The Committee considered the Report of the Director of Transformation and Business Services (TBS/24/3) on the County Farms Estate Monitoring of Tenants on an Initial Farm Business Tenancy.

There then followed discussion around the provision of farm accounts from tenants on an initial farm tenancy.

It was **MOVED** by Councillor Brook, **SECONDED** by Councillor Chesterton and

**RESOLVED** that further monitoring visits be made to the tenants of Thorndon Farm, Broadwoodwidger; Nunford Farm, Colyton; and Southcott Farm, Okehampton in Autumn 2024 when the tenants will be expected to present their farm accounts for consideration.

\* **DENOTES DELEGATED MATTER WITH POWER TO ACT**The Meeting started at 2.19 pm and finished at 3.06 pm

Agenda Item 20b

#### **DEVON COUNTY COUNCIL**

#### **COUNCIL/CABINET FORWARD PLAN**

In line with the public's general rights of access to information and the promotion of transparency in the way which decisions are taken by or on behalf of the Council, Devon County Council produces a Forward Plan of any Key Decisions to be taken by the Cabinet and any Framework Decisions to be made by the County Council. The Plan normally covers a period of a minimum of four months from the date of publication and is updated every month.

The County Council has defined key decisions as those which by reason of their strategic, political or financial significance or which will have a significant effect on communities in more than one division are to be made by the Cabinet or a Committee of the Cabinet. Framework Decisions are those decisions, which, in line with Article 4 of the Council's Constitution must be made by the County Council.

The Cabinet will, at every meeting, review its forthcoming business and determine which items are to be defined as key decisions and the date of the meeting at which every such decision is to be made, indicating what documents will be considered and where, in line with legislation, any item may exceptionally be considered in the absence of the press and public. The revised Plan will be published with the papers for the meeting. Where possible the Council will attempt to keep to the dates shown in the Plan. It is possible that on occasion may need to be rescheduled. Please ensure therefore that you refer to the most up to date Plan.

Click to see an <u>up to date version of the Forward Plan</u> on the Council's web site at any time.

Also see the website for Copies of Agenda and Reports of the Cabinet or other Committees of the County Council referred to in this Plan

#### FORWARD PLAN

All items listed in this Forward Plan will be discussed in public at the relevant meeting, unless otherwise indicated for the reasons shown

Any person who wishes to make representations to the Council/Cabinet about (a) any of the matters proposed for consideration in respect of which a decision is to be made or (b) whether or not they are to be discussed in public or private, as outlined below, may do so in writing, before the designated Date for Decision shown, to The Democratic Services & Scrutiny Secretariat, County Hall, Exeter, EX2 4QD or by email to: <a href="mailto:members.services@devon.gov.uk">members.services@devon.gov.uk</a>

Date of Decision	Matter for Decision	Consultees	Means of Consultation* *	Documents to be considered in making decision	County Council Electoral Division(s) affected by matter
	Regular / Annual Matters for Consideration				

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13 March 2024	Flood Risk Management Action Plan 2024/2025 Update on delivery of the 2023/24 programme and approval of schemes for 2024/2025	All other Risk Management Authorities	Liaison through the Devon Flood and Water Managemen t Group	Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
10 April 2024 ບ ລຸ	County Road Highway Maintenance Capital Budget and Progress on 2023/24 Schemes and Proposals for the 2024/25 Programmes and the On-street Parking Account 2024/25	Public, CIRS Scrutiny, highway maintenance suppliers	Meetings and surveys	Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
ট ֍ May - <del>2</del> 024 ১১	Revenue and Capital Outturn 2023/2024			Report of the Director of Finance and Public Value outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
13 June 2024	Adult Social Care - Market Sustainability Plan and Sufficiency Assessment			Report of the Director of Integrated Adult Social Care outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions

11 September 2024	Transport Capital Programme 2024/25 and 2025/26: Update and Proposed Allocation	Public, District Councils, Stakeholders and Delivery Partners	Local Transport Plan 2011 – 2026 consultation, meetings, planning applications and local plan consultation	Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
December 2024	Childcare Sufficiency Assessment - Annual Return			Report of the Director of Children and Young People's Futures outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
11 December 2024	Target Budget and Service Targets for 2025/2026			Report of the Director of Finance and Public Value outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
14 February 2025	Education Travel Review: Approval to arrangements for subsequent academic year and School Admissions Policies 26/27	All relevant stakeholders		Report of the Director of Children and Young People's Futures outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
	Specific Matters for Consideration - KEY				

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Between 13 March 2024 and 10 April 2024	Public Open Space off Matford Lane			Report of the Director of Transformation and Business Services outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	
13 March 2024	Budget Monitoring - Month 10 - Performance Progress			Report of the Director of Finance and Public Value outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
13 March #024 age 517	Delivery of Parking Management Policy : New Pay and Display Schemes	Town Councils, Local County Councillors, Residents	Informal Consultation (with Town Councils and Local County Councillors) and Formal Consultation (Via Advertising of Traffic Regulation Order, with Advert in local Press, Notices on Site and Webpage)	Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All in East Devon; All in Mid Devon; All in North Devon; All in South Hams; All in West Devon

3 March 024	M5 Junction 28 Improvements - Approval for the submission of the Strategic Outline Business Case to the Department for Transport as part of the Large Local Major fund	Local Member and Portfolio Holder, Mid Devon District Council, National Highways	Stakeholder workshops. Public engagement session planned	Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	Cullompton & Bradninch
	Endorsement of the Devon, Cornwall and Isles of Scilly Climate Adaptation Strategy	Public, including organisations of the Devon Climate Emergency partnership	Public consultation from 9th May to 30th June 2023 including a webinar and advertising via local authority newsletters, radio, print, and social media	Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions

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13 March	Blundell's Road, Tiverton Traffic	Local	Planning	Report of the Director of Climate	Tiverton East
Page 519	Calming Phase 2 – approval to construct	Members, Mid Devon District Council; stakeholders and public	process for Waddeton Park developmen t in Tiverton. Liaison with Local Members and Mid Devon District Council. Related Traffic Regulation Orders will be subject to advertiseme nt and consultation	Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	

13 March 2024	North Devon Link Service		https://www. devon.gov.u k/haveyours ay/consultati ons/propose d-closure-of- the-north- devon-link- service-in- barnstaple- bideford- and- ilfracombe/	Report of the Director of Integrated Adult Social Care outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All in North Devon
<b>6</b> 3 March 62024 2000 2000	Future of Learning Disability Services (Day Care)		TBC	Report of the Director of Integrated Adult Social Care outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
13 March 2024	Robyns - Short Breaks	TBC	TBC	Report of the Director of Children and Young People's Futures outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
13 March 2024	Change Programme Priorities			Report of the Director of Transformation and Business Services outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions

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I	) April )24	Plymouth and South Devon Freeport: approval to go to tender and award for both the Phase 1a Spine Road, Langage and A38 Deep Lane pedestrian/cycle bridge	Landowners and members of the public	Meetings / corresponde nce and consultation to be undertaken as part of the planning process for both; existing public consultation completed on the pedestrian/c ycle bridge	Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	Bickleigh & Wembury	
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10 April 2024 Page 522	Devon County Council's Low Carbon Supply Chain Strategy	Environment al Performance Board, Climate Change Standing Overview Group of the Corporate Infrastructure and Regulatory Services Committee, Devon County Council suppliers	Meetings and surveys	Report of the Director of Climate Change, Environment and Transport, Director of Finance and Public Value outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
10 April 2024	Commissioning services to address Interpersonal and Gender-based Violence and Abuse in Devon			Report of the Head of Communities outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
10 April 2024	Sexual and Reproductive Health Recommissioning	TBC	TBC	Report of the Director of Public Health, Communities and Prosperity outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions

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10 April 2024	Fostering Allowance Uplift		Report of the Director of Children and Young People's Futures outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
10 April 2024	Re-Tender of the Community Equipment Service (previously DILIS)	Doc's to be considered - Final Decision Paper; Service Specifications (Service and IT)	Report of the Director of Integrated Adult Social Care outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions

8 May 2024 Page 524	Barnstaple Longbridge Phase 1 Scheme for approval to construct (subject to public consultation results)	Public, Councillors and Stakeholders	Previous North Devon HATOC approval to carry out public consultation. Full public consultation - online ('Have your say'), hard copies in libraries, press releases, social media adverts	Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	Barnstaple North; Barnstaple South
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8 May 2024 Page 52	West Devon Transport Hub: enhancement of transport capital programme and appropriation of land at Okehampton Business Park	County Councillors, West Devon Borough Council, Okehampton Town Council, Network Rail, GWR, Heart of the South West LEP, Devon & Cornwall Rail Partnership, OkeRail, Stagecoach	Plymouth and South West Devon Joint Local Plan consultation; letters of support from a wide range of stakeholder s in support of Levelling Up Fund grant submission	Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	Okehampton Rural
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8 May	Exmouth Gateway Active Travel	East Devon	Initial public	Report of the Director of Climate	Exmouth;	Agenda
Page 526	Improvements: Levelling Up Fund Scheme for Approval	District Council, Exmouth Town Council, Public	engagement in Summer 2023 and a full public consultation exercise in Winter 2024. Both of these through information on websites, stakeholder briefing sessions, meetings with the town council	Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	Exmouth & Budleigh Salterton Coastal	Agenda Item 22
			and in person events.			

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8 May	Proposal to establish a SEN	Parents/care	Distribution	Report of the Director of Climate	Bideford West &
2024	Resource Base at West Croft Primary School from September 2024	rs/guardians, staff, governors, County Councillors, District Councillor, MP, Trade Union Representati	of consultation document, website.	Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	Hartland
		ves, Devon Parent Carer			
Page		Forum, Equality			
ne 527		Groups, SENtient			
27		Trust, Town Council,			
		Diocese, all schools,			
		Early Years providers.			

8 May 2024	Family Hubs			Report of the Director of Children and Young People's Futures outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
8 May 2024	Property Change Programme - Phase 2	TBC	TBC	Report of the Director of Transformation and Business Services outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
8 May 1024 Page 529	Part II - Land purchase for Redbridge, River Otter	Land owners / agents, parish council and local community groups	Correspond ence and meetings	Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	Otter Valley
12 June 2024	Devon and Torbay Local Transport Plan 4 2026 - 2040: Approval to go to Consultation	N/A at this stage	N/A at this stage	Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions

12 June 2024	Bus Service Improvement Plan Tranche 2 Schemes	Local Members, Cabinet Member, Public, Stakeholders and Delivery Partners	Public consultation to be held prior to Cabinet meeting	Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
12 June 2024 <b>P</b> ຜ <b>ດ</b> ອຸ	CSW Group Ltd	TBC	TBC	Report of the Interim Director of Performance and Partnerships outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
30 July 2024	Budget Monitoring - Month 2			Report of the Director of Finance and Public Value outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
10 July 2024	Proposed Productivity Plan for submission to Department for Levelling Up, Housing and Communities			Report of the Interim Director of Performance and Partnerships outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions

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10 July 2024 Page 10 July	Pathfield Special School: reduction in number of registered places from 186 to 168 from September 2025.	Parents/care rs, staff, MP, County Councillors, District Councillors, Town Council, Equality Groups, SENtient Trust, Parent Carer Forum, all Schools, DfE, SOCA.	wide distribution of consultation document, parent/carer and staff meeting, school website, DCC Have Your Say website	Report of the Director of Climate Change, Environment and Transport, Director of Children and Young People's Futures outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	Barnstaple North
To July	Bluecoats C of E Primary School, Great Torrington, Proposal to establish two Resource Bases	Parents/care rs, staff, MP, County Councillors, District Councillors, Town Council, Equality Groups, SENtient Trust, Parent Carer Forum, all Schools, DfE, SOCA.	Wide distribution of the consultation document, school website and DCC Have Your Say website.	Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	Torrington Rural

11 September 2024	Budget Monitoring - Month 4			Report of the Director of Finance and Public Value outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
Between 11 September 2024 and 9 October 2024 Page 53	For approval - Future Delivery Model for the Highway Maintenance Service	a. Other Local Authorities on same procurement timeframe or recently procured contracts b. Supply Chain c. Elected Members	a. Discussions with lead officers b. Market engagement questionnair e through ProContract c. Spotlight Review and Scrutiny Committee	Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
13 November 2024	Budget Monitoring - Month 6			Report of the Director of Finance and Public Value outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
8 January 2025	Budget Monitoring - Month 8			Report of the Director of Finance and Public Value outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions

	PART B -FRAMEWORK DECISIONS (Requiring approval of the County Council)					
Date of Decision	Matter for Decision	Consultees	Means of Consultation**	Documents to be considered in making decision	County Council Electoral Division(s) affected by matter	
13 December 2023 D 35 Gebruary 2024 3	Corporate Performance Management Framework and Local Government Association Corporate Peer Challenge			Report of the Interim Director of Performance and Partnerships, Director of Transformation and Business Services outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions	
15 January 2024  15 February 2024	Pay Policy Statement 2024/2025			Report of the Director of People and Culture outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions	
9 February 2024 15 February 2024	Revenue Budget, Medium Term Financial Strategy 2024/2025 - 2027/2028 and the Capital Programme for 2024/2025 - 2028/2029			Report of the Director of Finance and Public Value outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions	

Not before 10th April, 2024 10 April 2024	Coroners Devon Wide Service Proposals and Adoption of Functions.	Plymouth CC / Torbay Council / and TBC	TBC	Report of the Director of Legal and Democratic Services outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
22 April 2024 29 April 2024	Devolution - Approval of Deal	Team Devon		Report of the Chief Executive outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
May 024 0 33 May 2024	Annual Performance - Summary, Review and Forward Planning			Report of the Interim Director of Performance and Partnerships outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
12 June 2024 5 September 2024	Annual Youth Justice Plan			Report of the Head of Service (Early Help and Partnerships) outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
10 July 2024 5 September 2024	Framework Decision -Devon and Torbay Local Transport Plan 4 2026 - 2040: Approval of Plan	Public consultation, interested parties, all County Council Members	Online on Have your say   Help shape services across Devon, briefing sessions	Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions

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14 February 2025 20 February	Revenue Budget, Medium Term Financial Strategy 2025/2026 - 2028/2029 and the Capital Programme for 2025/2026 - 2029/2030			Report of the Director of Finance and Public Value outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
January 2025 20 February 2025	Pay Policy Statement 2025/2026			Report of the Director of People and Culture outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions

Between 13 March 2024 and 8 May 2025  Between 13 March 2024 and 8 May 2025	Standing Items, as necessary (Minutes, References from Committees, Notices of Motion and Registers of Delegated or Urgent Decisions) [NB: Items relating to the letting or occupancy of individual holdings may contain information about, or which is likely to reveal the identity of, an applicant for a holding and about the financial and business affairs of the Council and any prospective or existing tenant that may need to be discussed in the absence of the press and public]	To be considered at the Farms Estates Committee, including any advice of the Council's Agents South West Norse Ltd.	Report of the Director of Transformation and Business Services, Director of Transformation and Business Services outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
Between 3 March 3024 and May 2025	Standing Items, as necessary (Minutes, References from Committees, Notices of Motion and Registers of Delegated or Urgent Decisions)	As necessary	Report of the outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
13 March 2024	People First Strategy - Action Plan (6 Month Progress Report)		Report of the Director of People and Culture outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
10 July 2024	Public Health Annual Report 2023/2024		Report of the Director of Public Health, Communities and Prosperity outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions

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10 July 2024	Treasury Management Stewardship Outturn Report	Corporate Infrastructure and Regulatory Services Scrutiny	Report of the Director of Finance and Public Value outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
10 July 2024	Performance Update (Quarterly Report)		Report of the Interim Director of Performance and Partnerships outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
<del>၂</del> ၂ December (၉၀24 ဟ	Treasury Management Stewardship Mid Year Report		Report of the Director of Finance and Public Value outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
7	Specific Matters for Consideration		, ,	