

## Service Delivery for Climate Change, Environment and Transport: In-Year Briefing

Report of the Director of Climate Change, Environment and Transport

### **1. Summary**

This report provides an in-year briefing on service delivery within Climate Change, Environment and Transport.

### **2. Current Position Statements**

#### **2.1 Planning Team**

The planning team have a statutory responsibility for the determination of minerals and waste development proposals (county matters) and regularly monitor sites to ensure compliance with planning conditions. It is responsible for investigating and resolving breaches of planning control where unauthorised waste and mineral development has occurred. The team is also responsible for the determination of planning applications for the authority's own developments such as schools and transport infrastructure.

The planning team have continued to perform very well, determining 92.1% of county matter planning applications within statutory time limits over the last two years. This compares with an average of 91.8% achieved by a group of 10 comparator authorities<sup>1</sup>.

The planning team also have a statutory responsibility for the preparation, review and update of the Minerals and Waste Local Plans. The Waste Local Plan has recently been reviewed and the Minerals Plan is currently undergoing a review.

Development opportunities working across the planning discipline rather than in specialist areas have been created to broaden the skills and develop a flexible, agile workforce able to manage variations in workload. The team, work across the organisation to, coordinate a corporate response to the preparation, review and update of District Council Local Plans and in providing corporate responses to major planning applications, ensuring that Devon County Council's corporate priorities are recognised and provided for in new developments.

The planning team also works closely with the District Council planning teams in the delivery of major housing proposals such as Cranbrook and Sherford, particularly in the delivery of new schools, transport infrastructure and community facilities. An example of this is significant progress with the South West Exeter development where the Housing Infrastructure Fund is supporting accelerating delivery of homes. Earlier this year the new pedestrian/cycle bridge was completed, providing an

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<sup>1</sup> authorities include Bucks, Hants, Lincs, Somerset, Suffolk, Cumbria, Kent, North Northants and North Yorks

important link across the A379 to the new Matford Brook Academy. The Suitable Alternative Natural Green Space (SANGS) Ridgetop Park also had its formal opening and planning permission was granted for the new community building and GP surgery with agreement from both the Parish Council and NHS to take on the new facilities. The latest phase of highway works at Devon Motel and Trood Lane are on site with tenders due for the remaining highway works later this autumn. This investment activity has seen over 250 dwellings completed and over 400 dwellings under construction.

## **2.2 Schools Place Planning**

The School Place Planning Team continues to support the SEND Improvement and Safety Valve work, providing strategic and operational support across the Local Authority as well as discharging the wider statutory responsibilities in respect of school place planning.

Work continues on the delivery of a sustainable pattern of Special School provision, recently with the opening of a £4.5m extension to the Lampard School in Barnstaple, which caters for children with complex needs and the new Promise School in Okehampton, which caters for pupils with social, emotional and mental health needs. This is a part of a wider targeted plan that will see the special school estate increase by 90% since 2018 including two planned new schools in Ivybridge and Cranbrook. The Team are now leading on the production of a wider SEND Sufficiency Plan, a targeted programme to increase Resource Base programme as well as a review of Alternative Provision commissioning.

The Team are also working closely with Early Years colleagues to ensure the increase in Early Years entitlement is carefully planned as well as supporting schools and/or clusters of schools to ensure they are prepared for the changing demographics over the medium term.

There is also an ongoing strategic review of Devon's Education S106 policy supported by the wider planning team which has recently been tested at appeal for which we await the Inspector's outcome.

Meeting parental preference for schools remains a priority and Devon continues to see high rates of parental preference in mainstream schools with 96.7% first choices allocated for primary and 90.4% for secondary in 2023. It is expected these will increase for September 2024 and that all children are able to access their local school should they wish to and apply on time. Again, the team are working with individual schools where there is forecast pressure to ensure strategic solutions can be explored.

## **2.3 Transport Planning**

The team continues to enjoy success in securing external grant funding for transport schemes with £1.825m (capital and revenue) announced in May through tranche 4 of the Active Travel Fund for schemes in Exeter, Newton Abbot and Appledore as well as extending the Tarka Trail between Ilfracombe and Barnstaple. An additional £285k capital grant was also secured towards the tranche 3 scheme on Rifford Road, Exeter. This followed news at the start of the year of securing £29.2m Levelling Up Fund monies for completion of the Dinan Way link road in Exmouth with associated town centre walking and cycling enhancements, and the West Devon

Transport Hub, a new rail station on the east of Okehampton, secured in partnership with West Devon Borough Council. These projects form part of the £150m transport capital programme covering the period up to April 2025, which consists of £107m grant funding secured by Devon County Council and £18m grant funding secured in collaboration with our District Councils.

The strong track record in securing Government grant funding is through having a pipeline of 'development-ready' schemes and with match funding in place, which is provided through a combination of developer contributions, Local Transport Plan funding and Devon County Council resources. The transport schemes aim to deliver economic, environmental (i.e. decarbonisation) and social (i.e. health, wellbeing and safety) benefits, aligning strongly with the Strategic Plan and contributing to making Devon the best place to grow, live well and prosper.

Along with the Levelling Up Fund and Active Travel Fund projects, the team is prioritising completion of time-constrained grant funded schemes, which include the Langage Business Park spine road and pedestrian / cycle bridge projects to support the Plymouth and South Devon Freeport, Bus Service Improvement Plan bus priority measures in Exeter, Barnstaple and Newton Abbot, Future High Streets Fund improvements in Newton Abbot and the South West Exeter Housing Infrastructure Fund infrastructure package.

The Government has also recently announced reallocated HS2 funding for the following projects, which the team have been developing business cases for and/or been supporting through its work with partners in the Peninsula Transport Sub National Transport Body. These are all subject to business case approvals in line with the standard Government processes:

Rail:

- Tavistock to Plymouth rail line reopening
- Final phase of the South West Rail Resilience Programme (between Parsons Tunnel (Holcombe) and Teignmouth);

Road:

- A382 Newton Abbot to Drumbridges Major Road Network (MRN) scheme
- A379 Exeter Bridge Road structures renewal MRN scheme
- M5 Junction 28 Large Local Majors scheme.

Local Transport Authorities are expected to produce a new Local Transport Plan by Summer 2024; however guidance has not yet been published. The indication is that Local Transport Plans will be expected to focus on decarbonisation (with scheme quantification of carbon impacts), levelling up and improving user experience. The vision and objectives have been developed following a series of stakeholder engagement sessions and a comprehensive evidence base, drawing upon the Devon Carbon Plan work, has been completed. A public consultation on the draft plan will potentially occur early in the new year.

Supporting the Local Transport Plan are a suite of transport mode strategies. The Bus Service Improvement Plan is adopted and Local Cycling and Walking Infrastructure Plans (LCWIPs) have been endorsed by the local Highways and Traffic Orders Committees for Heart of Teignbridge (covering Newton Abbot, Kingsteignton and Kingskerswell), Barnstaple with Bideford and Northam, and Exeter. These LCWIPs are currently being reviewed following the publication of The

Plan for Drivers, before being considered for approval by Cabinet in January. Work is underway on three other LCWIPs covering the countywide strategic trail network and the growth areas of East Devon and Mid Devon.

An Electric Vehicle Strategy has been completed with changes made following the public consultation in late 2022. This will be discussed at Scrutiny Committee prior to seeking adoption by Cabinet.

At a Sub Regional level, officers continue to work with Cornwall, Plymouth, Torbay and Somerset authorities to develop Peninsula-wide transport strategies to support improved connectivity and economic growth and decarbonisation outcomes. This year it has completed technology and electric vehicle and international gateway strategies, which will provide a strong basis for future investment in the sub region.

## **2.4 Road Safety**

Collision statistics for Devon have continued to show a decrease in the number of people who are being injured on our roads. The number of collisions reduced during COVID, which is largely attributable to the significantly lower volumes of traffic on the roads, i.e. due to lockdown restrictions. The latest injury collision numbers show that Devon collisions are lower than its 2017-2019 pre-COVID average and it has seen a more marked reduction compared to the national norm. In Devon, casualties have decreased by 23% when compared to the 2017-2019 average, whilst over the same period there has been a decrease of 16% in casualties across Great Britain.

Devon continues to work in partnership with Cornwall, Plymouth City and Torbay Councils, National Highways and the emergency services through Vision Zero South West (VZSW), which has a collective aim to halve the number of people being killed or seriously injured by 2030. The partnership is doing this by collaborating, sharing best practice and working together. It combines the activities of the police in their work on speed enforcement (now also including AI cameras to capture mobile phone use and seatbelt offences) with behaviour change initiatives targeting the most vulnerable road users. An example of this work includes targeting motorcyclist safety and VZSW employing the services of the Cabinet Office's Behavioural Science team to find out the best way of engaging this traditionally hard-to-reach group. In Devon and Cornwall since January, there have been 12 motorcyclists killed and a further 19 critically injured.

Supporting pedestrian and cyclist safety, £0.38m external revenue funding has been secured towards behavioural change initiatives and Devon recently celebrated its success as being in the top 10 authorities for roll out of Bikeability training for Year 6 pupils. More than 8,500 (71%) of pupils have received training over the past 12 months, which will support safer cycling on our roads and encouraging sustainable travel habits as they progress into adulthood.

On the capital side, the A3121 Safer Roads scheme in South Devon between Wrangaton Cross and Ermington was completed.

## **2.5 Highways and Traffic Management**

As the Committee is updated regularly through the Highways Dashboard reports, the in-year briefing only covers the Engineering Design Group and Development Management.

The Engineering Design Group continues to deliver a broad portfolio of capital projects which has recently seen the completion of the Marsh Barton Rail Station and the new Promise school in Okehampton. In addition to the delivery of projects the team manage the county's stock of bridges and structures and education buildings. The issues associated with the historic RAAC concrete that were highlighted in the media this September were previously well understood by the team who had been monitoring the county's assets for some time. This led to a high degree of confidence that the school stock presented a low risk to pupils.

The works on the North Devon Link Road have progressed despite the poor weather conditions experienced through July and August. The scheme is a demonstration of joint working with a contractor that has been faced with a multitude of challenges borne out of the recent hyperinflation experienced in the construction sector.

In addition to the work that the Highways and Traffic Management Team are doing around the calculation of carbon emissions, the A382 scheme has been awarded an additional £3.2m under the Live Labs 2 programme to research and trial innovative solutions to deliver a carbon negative highway widening scheme. The project runs from Drumbridges to Forches Cross and includes the Jetty Marsh link. The team look to get DfT approval before the spring with the scheme programmed to start ahead of next summer.

The Highways Development Management team have commented on 936 planning applications in the last twelve months. These range from small access alterations, new supermarkets, through to sites of several hundred houses in locations across Devon. In particular large sites in Tiverton, Cullompton, Barnstaple and Exeter have brought challenges. The team have dealt with four large applications for the continued expansion of Cranbrook, working closely with East Devon District Council and Highways England. In the south of the county housebuilding continues at Sherford, despite the wider economic situation having some impact on house sales. Behind the scenes work continues on potential Local Plan allocations and pre application enquires as developers and landowners vie to be in a good position when the economy and house sales start to increase again.

A consequence of some of these larger planning applications is the need for off site, or site access, improvements resulting in approximately 100 Section 278 agreements for works on the highway each year. In addition, the team work with developers and their contractors on Section 38 agreements for the eventual adoption of roads within their developments.

## **2.6 Waste Management**

Devon experienced an overall household waste reduction of 7.6% in 2022/23, a welcome reduction from 1.2% growth in 2021/22. The recycling rate for 2022/23 fell slightly to 54 % mostly due to the dry hot summer in 2022 but Devon still remains one of the top performers in the country. Current figures indicate stabilisation of

growth for 2023/24 for residual waste (black bag) but a 20% increase in garden waste due to the warm & wet summer.

Virtually all residual waste is now sent to energy recovery with just a very small fraction being landfilled. The Shared Savings Scheme continues to support those District Councils that have made significant service changes that have reduced the County Council's treatment costs as well as improved services for their residents. Over £6.7m has been shared across 5 District Councils over the last 7 years. Exeter City Council and South Hams District Council continue to work towards the Devon aligned collection service with the continued roll out of a separate weekly food waste collection.

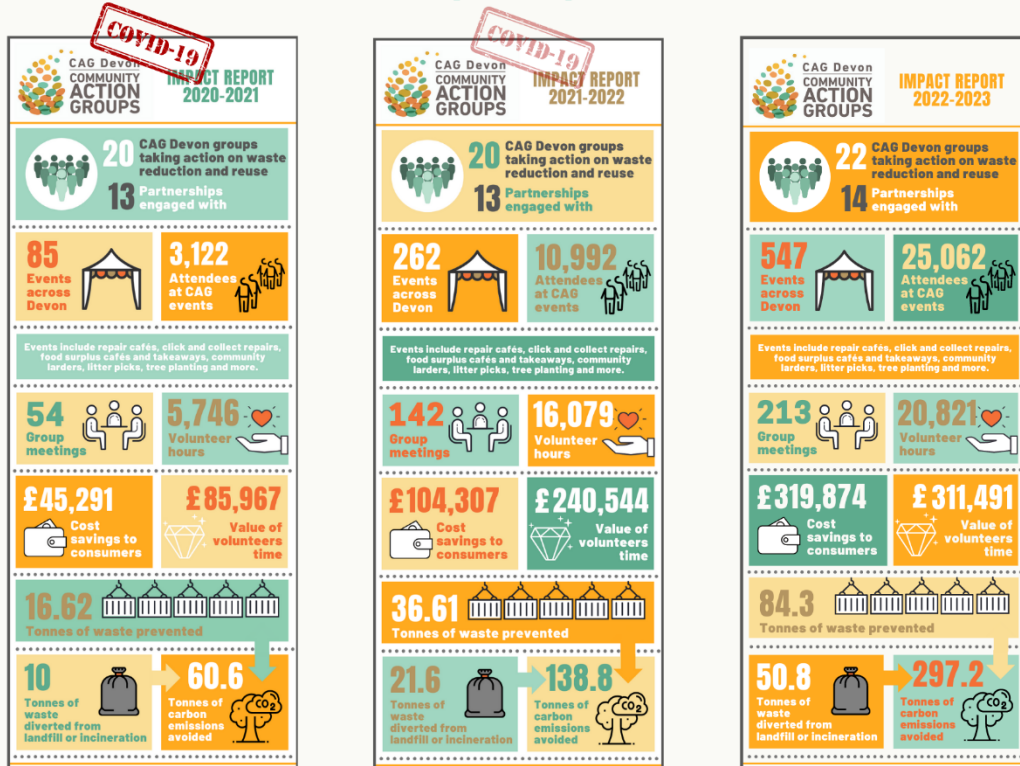
The introduction of the van permit scheme at the Household Waste Recycling Centres (HWRCs) has helped to reduce trade waste abuse which has led to a reduction in waste managed at these sites. Contracted costs have risen by 13.9% inflation this year following the 8.1% inflationary increase last year. The reduction in waste arisings has helped manage the contractual cost increases.

The County Council continues to lead the behavioural change work across Devon under the banner of Recycle Devon. Campaigns have included a Big Green Day out, Green your Clean, and food waste reduction and recycling. This focus is on materials that have a high carbon impact. The Big Fix 2023 grows from strength to strength. It was a national event this year co-ordinated by Devon. A total of 83 Repair Cafés registered, representing England, Northern Ireland, Scotland, and Wales. 800 volunteers gave 2,353 volunteer hours with an estimated 2761 items being repaired.

The Devon Community Action Group (CAG) project continues to support 22 Devon CAG groups taking action on waste reduction and reuse including hosting Repair cafes. It has been expanded recently to cover a wider geographical area helping to develop more sustainable cohesive communities helping to support vulnerable members.

## CAG Devon Groups' Impact 2020-23

www.cagdevon.org.uk



Funded by the Devon Authorities Strategic Waste Committee (DASWC), a compositional study of 1800 residual bins across the county was undertaken in October 2022. This showed that over 40% of the residual waste could have been recycled, which would have delivered savings in the region of £3.9m. The work of DASWC continues to focus on increased resident participation and reduced contamination – right waste, right bin!

### DEVON WASTE EDUCATION PROJECT

2022-2023  
Academic Year

**Our Waste Educators worked with 72 schools across Devon**

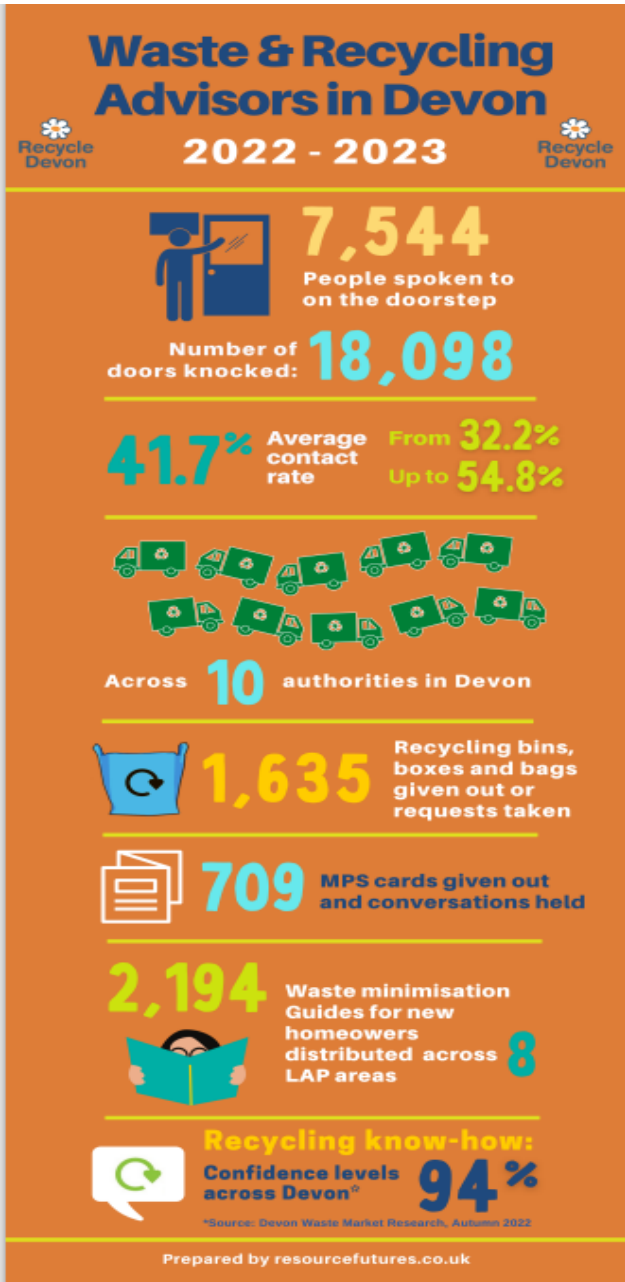
**Delivering 306 curriculum linked workshops**  
Including the Compost Bin Habitat, Litter in the Environment, Recycling Materials Challenge and our most popular Plastic Pirates!

**Reaching 10,411 young people and 966 adults**  
in workshops, assemblies, community events, school trips and other activities

**REDUCE REUSE RECYCLE**

Waste education is key to developing responsible citizens as well as the influence that children have on adult behaviour at home and developing sustainable communities. Last year 72 schools were visited, and 306 curriculum linked workshops were delivered.

In addition, school and community visits to the Energy Recovery Facilities at Exeter and Devonport remain popular and are a good opportunity to educate residents on managing their waste in a more sustainable manner.



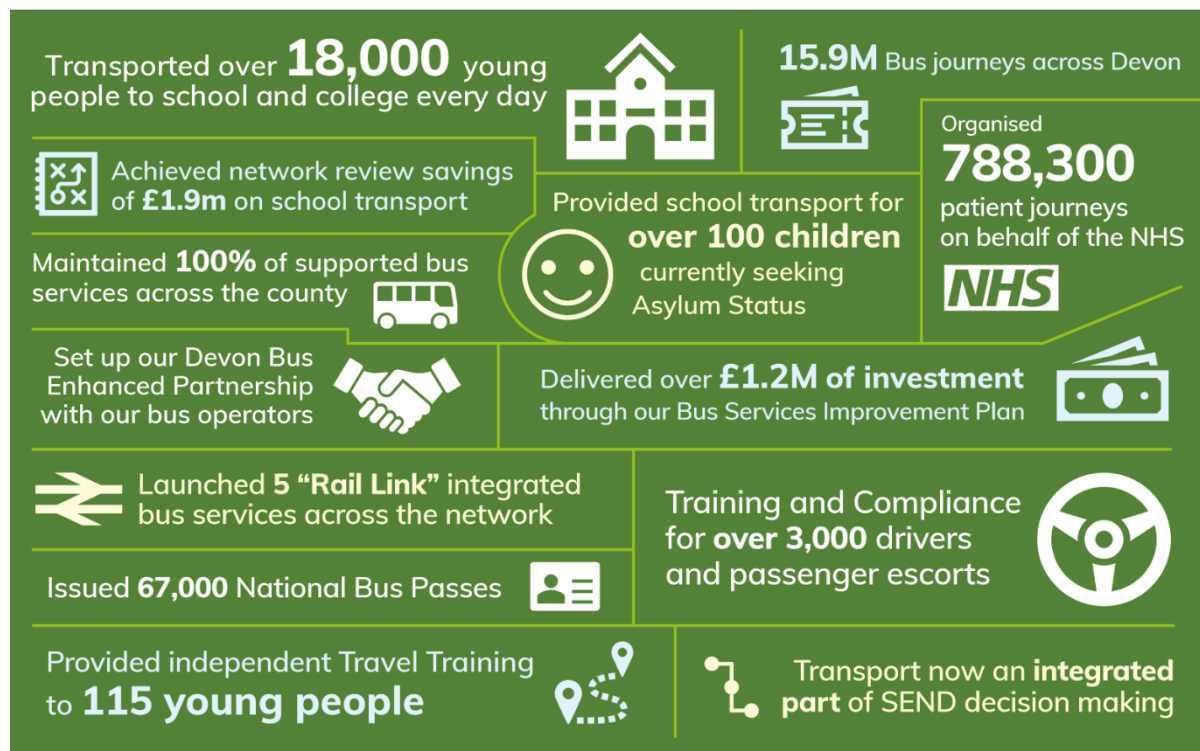
The Waste and Recycling Advisors contract is jointly funded by Devon, Torbay and the District Councils through DASWC, and continues to provide much needed one-to-one engagement with residents particularly at a time when authorities are introducing new or changed services. Additionally, avoidance of food waste and single use plastics plus the reduction of carbon, remains topical. The Waste & Recycling Advisors are addressing concerns from residents and answering their queries, as well as providing additional bins, boxes, caddies and sacks where requested.

**2.7 Transport Coordination Service (TCS)**

The Transport Coordination Service (TCS) continues to successfully manage all aspects of the County Council’s passenger transport responsibilities as well as successful partnership working with other public sector bodies.



In 2022/23 TCS delivered:



A network of 189 local bus services and various community transport schemes, not provided by the commercial market, are supported. Stagecoach remains the primary bus operator in Devon and has improved the reliability of their services over the last 12 months. There do remain some isolated driver issues but not on the scale of 2022. Congestion, in particular in and around Exeter, has a major impact on reliability. Network stability, some service improvements and the government's £2 Fare Cap Scheme has seen a 5% growth in bus patronage over the last year. However overall patronage is still not back to pre-pandemic levels.

Financial risks remain with high tender inflation and surrendered commercial bus services. The existing bus network has been maintained as much as possible by using Local Transport Fund from the DfT. A further award of Bus Service Improvement Plan + (BSIP+) funding will be used to provide continued mitigation of financial risks for the remainder of the current financial year and through 2024/25.



The Devon Bus Enhanced Partnership (EP) continues to flourish since its inception in November 2022. Partnership working with our bus operators and highways teams within the County Council has improved communication and efficient working practices. This is especially evidenced in relation to the highways network and the effects of roadworks etc. on the bus network. The EP Board are responsible for the delivery of our Bus Services Improvement Plan (BSIP) grant (£14.1M) and this year

have made significant headway with the delivery of several capital schemes, including over £1M invested in bus stop infrastructure, real time information and publicity. Two Bus Priority schemes have received Cabinet approval and work will begin on these in the spring, including the New North Road Bus Gate which diverts 199 buses each day away from a route which passes through a residential area, past a school and mosque.

The BSIP revenue schemes have also started to be delivered with the commencement of several new bus services to complement the existing network and provide vital journeys for commuters, connections to other travel modes and for those accessing education, health and leisure trips. The remainder of the additional services and enhancements will start in January 2024.

The Devon BUS (Bus Users and Stakeholders) Forum has been established which meets quarterly. The Forum acts as an informal body to consider current issues and opportunities relating to all aspects of bus services across the DCC administrative area. Invitees represent the views of bus users and stakeholders across the county and provide a united voice through the invited representatives, who include bus operators, key stakeholders from education, health and other modes of transport such as rail operators, bus user group representatives, recognised industry bodies and local representation from Highways and Traffic Orders Committee (HATOC) representatives. Three Forums have so far taken place and feedback has shown that they have been very useful in helping to identify and resolve issues.

138,631 National Bus Passes which, in line with national guidance, are renewed every 5 years. This number of pass holders in the past 12 months is up by over 3,000 passes. Bus companies are reimbursed for journeys made within our administrative area. The number of bus pass journeys also remains below the pre-pandemic levels but in September 2023 we launched our “Miles of Smiles” campaign specifically targeted at increasing concessionary pass patronage.

In 2022, Devon was one of twelve successful submissions to the DfT’s “Tackling Loneliness with Transport” funding programme to trial a twelve-month pilot of innovative transport experiments. Devon’s Connecting You pilot received £493,894 and delivered a range of projects with 25 partner organisations to 1,854 beneficiaries. An accompanying accredited Drivers Disability Awareness Training programme was developed, and training manuals are being distributed to all bus companies and community transport operators across the County. A project report is being compiled including outcomes and recommendations for DfT and will be shared on the DCC Travel Devon website in November.

The TCS manage transport for just over 15,000 entitled young people every per day of which over 2,200 have a Special Educational Need (SEND). Transport inflation and contract surrenders remains a pressure, in particular in the bus and coach sector where, for example, we lost Downs Coaches of Mary Tavy who had worked for the County Council for over 100 years. Officers within TCS work hard to contain any cost increases by integrated movements with public transport and looking at other innovative transport solutions but we are keen for the supplier base to not reduce further. The number of approved taxi and private hire suppliers has increased on the Transport Procurement framework, and this is resulting in more competition in some areas of the County.

Transport officers are linked in with the overall financial pressures on SEND and the SEND Improvement Plan. By transport being an integrated part of the overall decision making more appropriate placements can be considered with shorter journey times. The Deputy Director for Transport Operations, Environment and Waste is the current national chair for the Association of Transport Coordination Officers (ATCO) and, with transport colleagues across England, is hosting an event in November for local authority transport officers to come together to share best practice and look at more efficient ways of providing transport.

The County Council fleet of vehicles continues to be maintained and work is ongoing look at the most effective use of the in-house passenger fleet and how this can change to meet continued pressures in the commercial sector and provide better value than current arrangements. The longer term plan for the electrification of the fleet continues.

Safety and compliance remains an important part of the TCS function with the commissioning of a large volume of transport needs with a multitude of suppliers. The number of transport related safeguarding incidents being reported to the Local Authority Designated Officer (LADO) have increased. However, the Safeguarding lead within TCS has a good working relationship with the LADO schools and the police.

The TCS continues to support partners, for example Exeter College, with their own transport arrangements so they are provided in an integrated way. More recently they have expanded their work for Torbay Council helping manage their education transport operations. This includes driver training and safety and compliance for their transport contracts. By working with such partners, transport can be procured more cost effectively through economies of scale and provides a source of income to offset the County Council's own management costs.

The NHS funded Patient Transport Advice Service (PTAS), managed by TCS, remains groundbreaking and has been granted additional funding in 2023/24 to continue the Pathfinder development work on behalf of NHS England (NHSE). Devon was the only Pathfinder project to be given this additional funding which is being used to place PTAS staff into Royal Devon University Healthcare (RDUHE) Acute settings to work alongside ward staff and discharge coordinators. The aim is to manage related blockages in patient flow and discharge. Regular updates and presentations on this work are being given to the NHSE Non-Emergency Patient Transport (NEPTS) Improvement Board.

Health transport requests are now processed alongside Adult Social Care (ASC) transport bookings. This is a logical step as there is a level of crossover between ASC and NEPTS transport service users. Knowledge of bookings for both services will help to ensure appropriate vehicles are booked i.e. if a person booked for ASC transport travels in a car, why would they need to travel in a NEPTS ambulance to access medical appointments? Combining the NEPTS and ASC transport functions will also provide a cost saving benefit for the County Council, as NHS Devon have agreed that appropriate ASC clients can be booked onto NEPTS ambulances, removing the need for DCC to procure separate, more expensive, Ambulances on an individual basis.

PTAS is also working more closely with Devon Partnership Trust (DPT) managing both taxi and secure ambulance bookings. This is under a Section 75 agreement that includes the County Council, NHS Devon (including Livewell South West) and DPT. DPT is funding increased capacity within PTAS and gives DPT a greater level of control over transport expenditure. It also provides parity of esteem across mental health and physical health transport provision in Devon, as required by NHSE NEPTS eligibility guidance.

## **2.8 Environment Group**

The team continue to provide core environmental services relating to the conservation of Devon's natural and historic environment. The main focus is providing specialist advice in support of the County Council's statutory planning functions, its infrastructure development and, increasingly, inputting to District Council planning issues on a full cost recovery basis.

This year there is also a particularly strong focus on the implementation of three new statutory functions stemming from the Environment Act 2021, these being:

1. Leading in the production of the Local Nature Recovery Strategy for Devon, including Torbay and Plymouth, through our designated role as 'Responsible Authority'
2. Supporting all local planning authorities across Devon in preparing for the mandatory introduction of 'Biodiversity Net Gain', which is now expected in January 2024
3. Carrying out an initial appraisal of how the Authority will ensure its compliance with the new requirement to further the conservation and enhancement of biodiversity through the delivery of all relevant services.

Much of the work continues to be delivered through a range of environmental partnerships, either coordinated through or supported by the County Council. A particular highlight has been the development of the new Climate Adaptation Plan covering Devon, Cornwall and the Isles of Scilly which, together with the adopted Devon Carbon Plan, sets out our collective response to the challenges (and opportunities) linked to climate change. Good progress has also been made in the implementation of our own DCC Carbon Reduction Plan through investment in a range of capital projects, including street lighting, the refurbishment of County Council buildings, the purchase of electric vehicles for our fleet, and the purchase of land for woodland planting for carbon offsetting purposes.

The team lead or contribute strongly to the work of a wide range of other environmental partnerships. This includes our engagement with five Areas of Outstanding Natural Beauty (AONBs), two World Heritage Sites, the North Devon Biosphere Reserve and five different coastal and estuary partnerships. As an illustration of the value of this work to Devon's environment and the additional benefit to its rural economy, set out in the table below are the figures for the investment made by our five Devon AONBs in practical conservation measures in the form of grants to farmers and landowners through the four years of the 'Farming in Protected Landscapes' (FiPL) programme.

<b>FiPL</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>Total</b>
<b>Blackdown Hills</b>	138,000.00	192,787.00	315,000.00	407,000.00	<b>1,052,787.00</b>
<b>North Devon</b>	148,601.00	134,628.00	202,522.00	233,949.00	<b>719,700.00</b>
<b>South Devon</b>	273,805.00	340,119.89	403,876.97	595,230.08	<b>1,613,031.94</b>
<b>East Devon</b>	153,000.00	213,000.00	270,680.00	356,242.00	<b>992,922.00</b>
<b>Tamar Valley</b>	210,030.00	267,022.00	390,007.00	515,486.00	<b>1,382,545.00</b>
<b>Total</b>					<b>5,760,985.94</b>

In the County Council's role as Lead Local Flood Authority, there has been increasing demand for our services, particularly through our statutory consultee role in advising on sustainable drainage issue for all major development and in processing consents for works affecting watercourses. There also continues to be significant investment, drawing from national grant-in-aid as well as the Authority's own capital funding, in addressing flood protection in high priority locations affected by surface water flooding.

The primary focus in the current year is progressing studies and investigations to inform a programme of works over the coming four to five years. However, significant 'property flood resilience' schemes (i.e., which provide specific protection to individual affected properties) are being implemented in Barnstaple, Broadhempston, Exeter and South Pool, with grants also provided to individual householders in many locations around the county. In addition, the team is in the early stages of its implementation of a £7m programme to explore a range of innovative approaches to improving flood resilience as part of a major, national, pilot scheme, with this known as the 'Devon Resilience Innovation Programme'.

Sadly, a significant part of the Flood Team's effort in recent months has been in progressing the required formal investigation into significant flood events and supporting the associated recovery process. An investigation report was recently published relating to flash flooding which affected East Devon, particularly Newton Poppleford, Tipton St. John and nearby communities, in early May. The more recent intense rainfall event experienced on 17 September resulted in the largest number of properties affected by surface water flooding through a single event, more than 250 in total, since the establishment of the DCC Flood Risk Team over 10 years ago.

### **Meg Booth**

Director of Climate Change, Environment and Waste

### **Electoral Divisions: All**

Cabinet Member for Highway Management: Councillor Stuart Hughes

Cabinet Member for Climate Change, Environment and Transport: Councillor Andrea Davis

Cabinet Member for Public Health, Communities and Equality Councillor Roger Croad

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

Nil.

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Final