Public Document Pack

Mid Devon District Council

Economy Policy Development Group

Thursday, 9 September 2021 at 5.30 pm
Phoenix Chamber, Phoenix House, Tiverton

Next ordinary meeting
Thursday, 4 November 2021 at 5.30 pm

PLEASE NOTE: this meeting will take place at Phoenix House, but members of the Public and Press can and should attend via Zoom only. Please do not attend Phoenix House without prior agreement. The attached Protocol for Hybrid Meetings explains how this will work.

Join Zoom Meeting
https://zoom.us/j/96359554025?pwd=T1E2UkdFdmhqdTBXelJlRFd1S24ydz09

Meeting ID: 963 5955 4025
Passcode: 261197
One tap mobile
08002605801,,96359554025#,,,,*261197# The United Kingdom Toll-free
08003582817,,96359554025#,,,,*261197# The United Kingdom Toll-free

Dial by your location
0 800 260 5801 The United Kingdom Toll-free
0 800 358 2817 The United Kingdom Toll-free
0 800 031 5717 The United Kingdom Toll-free Meeting ID: 963 5955 4025
Passcode: 261197

Membership

Cllr J M Downes
Cllr Mrs C Collis
Cllr N V Davey
Cllr R J Dolley
Cllr Mrs S Griggs
Cllr B Holdman
Cllr D F Pugsley
Cllr R F Radford
Cllr J Wright

Committee Administrator: Sarah Lees
Tel: 01884 234310
Email: slees@middevon.gov.uk
This document is available on the Council's Website at: *www.middevon.gov.uk*

A G E N D A

Members are reminded of the need to make declarations of interest prior to any discussion which may take place

1 **Apologies and Substitute Members**
To receive any apologies for absence and notice of appointment of substitutes.

2 **Protocol for hybrid meetings** *(Pages 5 - 12)*
To note the protocol for hybrid meetings.

3 **Public Question Time**
To receive any questions relating to items on the Agenda from members of the public and replies thereto.

4 **Declaration of Interests under the Code of Conduct**
Councillors are reminded of the requirement to declare any interest, including the type of interest, and reason for that interest, either at this stage of the meeting or as soon as they become aware of that interest.

5 **Minutes** *(Pages 13 - 18)*
Members to consider whether to approve the minutes as a correct record of the meeting held on 15 July 2021.

6 **Chairman's Announcements**
To receive any announcements that the Chairman may wish to make.

7 **Doughnut Economics** *(Pages 19 - 20)*
To receive a briefing paper from Cllr Elizabeth Wainwright setting out the principles of Doughnut Economics and to also receive a presentation from the Impact and Partnership Development Officer from Exeter University. Policy Development Group to discuss how this, as a concept, can be taken forward for the benefit of the District.

8 **Covid recovery update**
To receive a presentation on the county wide Covid Recovery plan followed by discussion.

9 **Peninsula Transport: Consultation on Regional Transport Strategy Vision** *(Pages 21 - 42)*
To receive a report from the Strategic Manager for Growth, Economy and Delivery providing an opportunity for Members to consider a response to Peninsula Transport's consultation on a Regional Transport Vision.

10 **Taste Mid Devon**
To receive a presentation on the 'Taste Mid Devon' campaign followed by discussion.

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11 **Identification of items for the next meeting**
Members are asked to note that the following items are already identified in the work programme for the next meeting:

- Covid Recovery update

Note: This item is limited to 10 minutes. There should be no discussion on the items raised.

Stephen Walford
Chief Executive
Wednesday, 1 September 2021

Covid-19 and meetings

From 7 May 2021, the law requires all councils to hold formal meetings in person. However, the Council is also required to follow government guidance about safety during the pandemic. The Council will enable all people to continue to participate in meetings via Zoom.

You are strongly encouraged to participate via Zoom to keep everyone safe - there is limited capacity in meeting rooms if safety requirements are to be met. There are restrictions and conditions which apply to those in the building and the use of the building. You must not attend a meeting at Phoenix House without complying with the requirements in the new protocol for meetings. You must follow any directions you are given.

Please read the new meeting protocol which is available here: Hybrid Protocol - September 2021.pdf (middevon.gov.uk)

If you want to ask a question or speak, email your full name to Committee@middevon.gov.uk by no later than 4pm on the day before the meeting. This will ensure that your name is on the list to speak and will help us ensure that you are not missed – as you can imagine, it is easier to see and manage public speaking when everyone is physically present in the same room. Notification in this way will ensure the meeting runs as smoothly as possible.

If you would like a copy of the Agenda in another format (for example in large print) please contact Sarah Lees on:
E-Mail: slees@middevon.gov.uk

Public Wi-Fi is available in all meeting rooms.

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Mid Devon District Council – Hybrid Meeting Protocol

1. Introduction

Remote meetings via Zoom have been used during the Covid-19 pandemic in accordance with the temporary legislation. That legislation ceases to apply from 7 May 2021. However, Covid-19 legislation and guidance continues in place and this places specific requirements for meetings in relation to health and safety, risk assessments and related matters.

The Council has therefore put in place temporary arrangements which will enable meetings to take place in compliance with legislation, whilst providing alternative participation opportunities to maintain a Covid-19 safe environment. All are asked to remember that the Council's offices at Phoenix House are not just meeting rooms – they are the place of employment for many and there are implications beyond just how the meetings are held.

The arrangements set out in this Protocol will apply to meetings from 7 May 2021 until further notice. At the date of this Protocol, it is expected that arrangements may change later this year – because the Government may change the law, the Covid- 19 pandemic may have further receded and/or the Council makes alternative arrangements.

2. Hybrid arrangements – how will they work?

The primary objective is to ensure that meetings can continue as safely as possible and that the rights of Members and the Public are not diminished simply because the meeting is being held through a mix of online and face-to-face means. The Chairman will retain control and discretion over the conduct of the meeting and the Zoom host will provide administrative support to facilitate the meeting.

Please note that, exceptionally, meeting arrangements may change – in response to legislation, court decisions, or risk. This may include a meeting being postponed, or the hybrid arrangements changing or being withdrawn. We ask that you check the arrangements in advance of joining or attending the meeting.

(a) Members (councillors) entitled to vote

All Members entitled to vote in a meeting must be present in the same room – if they are to be classed as 'present' (count towards the quorum) and to cast a vote. If a Member entitled to vote is not in the room, they may still participate via Zoom (see below), but they will not be present (quorum) nor be able to vote.

(b) Other Members, Officers and the Public

The Council will use Zoom to enable all other Members, officers and the Public to attend and participate in meetings safely. Zoom will be enabled in all public meetings. Those attending the meeting physically will be able to see and hear Zoom participants via the existing large TV/monitor screens in the meeting rooms.

Those on Zoom will be able to hear Members in the room and see them – although this will be a whole room view and there will be no zooming in on individual members. It is essential therefore those Members present in the room use the microphones at all times and identify themselves before speaking.

There will be some Officers in the room – the Committee Administrator, the Zoom host and, at times, an additional support officer. There may also be a meeting room host to manage the safety of the meeting. All other Officers should use Zoom, unless they are specifically invited into the room by the Chairman of the meeting.

3. Zoom

Zoom is the system the Council will be using for those attending Hybrid meetings remotely. It has functionality for audio, video, and screen sharing and you do not need to be a member of the Council or have a Zoom account to join a Zoom meeting.

4. Access to documents

Member Services will publish the agenda and reports for committee meetings on the Council's website in line with usual practice. Paper copies of agendas will only be made available to those who have previously requested this and also the Chair of a meeting.

If any other Member wishes to have a paper copy, they must notify Member Services before the agenda is published, so they can arrange to post directly – it may take longer to organise printing, so as much notice as possible is appreciated.

The Public should continue to access agendas via the Council's website - and are encouraged to do so even after the offices at Phoenix House are fully open again.

5. Setting up the Meeting for Zoom attendance

This will be done by Member Services. They will send a meeting request via Outlook which will appear in Members' Outlook calendar. Members and Officers will receive a URL link to click on to join the meeting. The Public will use the Zoom details on the front of the agenda. The telephone dial-in via Zoom will also be available.

6. Public Access and Participation

(a) Public Access:

Members of the Public will be able to use a web link and standard internet browser. This will be displayed on the front of the agenda. Members of the Public should attend a meeting via Zoom, unless there are circumstances justifying attendance in person.

If any member of the Public still wishes to attend in person, they must notify Member Services **at least 3 working days before the meeting.** Notifications must be sent by email to:

Committee@middevon.gov.uk

Day of meeting	**Notice given by**
Monday	Previous Wednesday
Tuesday	Previous Thursday
Wednesday	Previous Friday
Thursday	Monday
Friday	Tuesday

This will ensure that the meeting rooms do not become overcrowded.

(b) Public Participation (speaking):

Public questions will continue in line with the Council's current arrangements as far as is practicable. However, to ensure that the meeting runs smoothly and that no member of the public is missed, all those who wish to speak must register **by 4pm on the day before the meeting**. They should email their full name to Committee@middevon.gov.uk. If they wish to circulate their question in advance, that would be helpful.

At public question time, the Chair will ask each registered person to speak at the appropriate time. In the normal way, the public should state their full name, the agenda item they wish to speak to **before** they proceed with their question. Unless they have registered, a member of the public may not be called to speak, except at the discretion of the Chairman.

If a member of the public wishes to ask a question but cannot attend the meeting for whatever reason, there is nothing to prevent them from emailing members of the Committee with their question, views or concern in advance. However, if they do so, it would be helpful if a copy could be sent to Committee@middevon.gov.uk as well.

7. Arrangements for any person attending meetings at Phoenix House

Anyone attending a meeting in person must observe the following requirements:

(a) For non-voting members, officers and the Public – are there exceptional circumstances to justify attending? If so, please notify in advance and in paragraph 6 above. It is essential that the Council knows who is attending and how many will be in the room.

(b) Do not attend if you: have any symptoms of Covid-19; are self-isolating (with or without a positive Covid-19 test); or are in a period of post-travel quarantine.

(c) Use the hand sanitiser which is available in the building.

(d) Follow the directions for entering, moving around and exiting the building. Follow the instructions of any Officer present to manage the safety of the meeting and/or the Chairman.

(e) Sign into the meeting if requested to do so – you may be asked to leave contact details

(f) Enter and leave the building promptly – do not gather inside after the meeting has finished, or during any break in the meeting

(g) Bring your own water/refreshments, as these will not be available for the time being.

8. Starting the Meeting

At the start of the meeting, the Member Services Officer will check all required attendees are present and that there is a quorum. If there is no quorum, the meeting will be adjourned. This applies if, during the meeting, it becomes inquorate for whatever reason.

The Chair will remind all Members, Officers and the Public attending via Zoom that **all microphones must be muted,** unless and until they are speaking. This prevents background noise, coughing etc. which is intrusive and disruptive during the meeting. The Hosting Officer will enforce this and will be able to turn off participant mics when they are not in use.

9. Declaration of Interests

Members should declare their interests in the usual way. A Member with a disclosable pecuniary interest is required to the leave the room. If they are attending via Zoom, they will be moved to the waiting room for the duration of the item.

10. The Meeting and Debate

(a) For Members and Officers physically present

Each member should raise their hand to indicate a request to speak. When called, they must identify themselves for the recording and for the benefit of those attending via Zoom. The microphone must be used when speaking – standing will make it difficult for those on Zoom to hear and is discouraged, including at meetings of Full Council.

(b) For any person attending via Zoom

The Council will not be using the Chat function. The Chairman will call speakers

in accordance with the usual rules i.e. either at Public Question Time, or for Members and Officers, when they raise their Zoom hand to speak.

No decision or outcome will be invalidated by a failure of the Chair to call a member to speak – remote management of meetings is intensive and the Hybrid arrangements are likely to be more so. It is reasonable to expect that some requests will be inadvertently missed from time to time.

When referring to reports or making specific comments, Members and Officers should refer to the report and page number whenever possible. This will help all present or in attendance to have a clear understanding of what is being discussed.

11. Voting

Voting for meetings in person is normally through a show of hands. The Member Services Officer will announce the numerical result of the vote for the benefit of those attending via Zoom.

12. Meeting Etiquette Reminder for Zoom attendees

- Mute your microphone – you will still be able to hear what is being said.
- Only speak when invited to do so by the Chair.
- Speak clearly and please state your name each time you speak
- If you're referring to a specific page, mention the page number.

13. Part 2 Reports and Debate

There are times when council meetings are not open to the public, when confidential, or "exempt" issues – as defined in Schedule 12A of the Local Government Act 1972 – are under consideration.

If there are members of the public and press attending the meeting, then the Member Services Officer will, at the appropriate time, remove them to a waiting room for the duration of that item. They can then be invited back in when the business returns to Part 1.

Please turn off smart speakers such as Amazon Echo (Alexa), Google Home or smart music devices. These could inadvertently record phone or video conversations, which would not be appropriate during the consideration of confidential items.

14. Interpretation of standing orders

Where the Chairman is required to interpret the Council's Constitution and procedural rules and how they apply to remote attendance, they may take advice from the Member Services Officer or Monitoring Officer prior to making a ruling. However, the Chair's decision shall be final.

15. Disorderly Conduct by Members

If a Member behaves in the manner as outlined in the Constitution (persistently ignoring or disobeying the ruling of the Chair or behaving irregularly, improperly or offensively or deliberately obstructs the business of the meeting), any other Member may move 'That the member named be not further heard' which, if seconded, must be put to the vote without discussion.

If the same behaviour persists and a Motion is approved 'that the member named do leave the meeting', then (if attending via Zoom) they will be removed as a participant by the Member Services Officer.

16. Disturbance from Members of the Public

If any member of the public interrupts a meeting the Chairman will warn them accordingly. If that person continues to interrupt or disrupt proceedings the Chairman may ask the Member Services Officer to remove them as a participant from the meeting.

17. Technical issues – meeting management

If the Chairman, the Hosting Officer or the Member Services Officer identifies a problem with the systems from the Council's side, the Chairman should either declare a recess while the fault is addressed or, if the fault is minor (e.g. unable to bring up a presentation), it may be appropriate to move onto the next item of business in order to progress through the agenda. If it is not possible to address the fault, the meeting will be adjourned until such time as it can be reconvened.

If the meeting was due to determine an urgent matter and it has not been possible to continue because of technical difficulties, the Chief Executive, Leader and relevant Cabinet Member, in consultation with the Monitoring Officer, shall explore such other means of taking the decision as may be permitted by the Council's constitution.

Where any Member, Officer or the Public experience their own technical problems during the course of a meeting e.g. through internet connectivity or otherwise, the meeting will not be automatically suspended or adjourned.

18. Technical issues – Individual Responsibility (Members and Officers)

Many members, officers and the Public live in places where broadband speeds are poor, but technical issues can arise at any time for a number of reasons. The following guidelines, if followed, should help reduce disruption.

- Join public Zoom meetings by telephone if there is a problem with the internet. Before all meetings, note down or take a photograph of the front page of the agenda which has the necessary telephone numbers. Annex 1 to this protocol contains a brief step-by-step guide to what to expect

- Consider an alternative location from which to join the meeting, but staying safe and keeping confidential information secure. For officers, this may mean considering whether to come into the office, subject to this being safe and practicable (childcare etc.)

- Have to hand the telephone number of someone attending the meeting – and contact them if necessary to explain the problem in connecting

- Officers should have an ‘understudy’ or deputy briefed and on standby to attend and present as needed (and their telephone numbers to hand)

Annex 1

Phone only access to zoom meetings

(Before you start **make sure you know the Meeting ID and the Meeting Password**) – Both of these are available on the agenda for the meeting

Call the toll free number either on the meeting agenda or on the Outlook appointment (this will start with 0800 --------)

(Ensure your phone is on 'speaker' if you can)

A message will sound saying *"Welcome to Zoom, enter your meeting ID followed by the hash button"*

- **Enter Meeting ID followed by #**

Wait for next message which will say *"If you are a participant, please press hash to continue"*

- **Press #**

Wait for next message which will say *"Enter Meeting Password followed by hash"*

- **Enter 6 digit Meeting Password followed by #**

Wait for the following two messages:

"You are currently being held in a waiting room, the Host will release you from 'hold' in a minute"

Wait……

"You have now entered the meeting"

Important notes for participating in meetings

Press ***6** to toggle between **'mute' and 'unmute'** (you should always ensure you are muted until you are called upon to speak)

If you wish to speak you can **'raise your hand'** by pressing ***9**. Wait for the Chairman to call you to speak. The Host will lower your hand after you have spoken. Make sure you mute yourself afterwards.

MID DEVON DISTRICT COUNCIL

MINUTES of a **MEETING** of the **ECONOMY POLICY DEVELOPMENT GROUP** held on 15 July 2021 at 5.30 pm

Present Councillors	J M Downes (Chairman) Mrs C Collis, N V Davey, R J Dolley, Mrs S Griggs, B Holdman, D F Pugsley, R F Radford and J Wright
Also Present Councillors	S J Clist, R M Deed and B G J Warren
Present Officers	Stephen Walford (Chief Executive), Adrian Welsh (Strategic Manager for Growth, Economy and Delivery), Catherine Yandle (Operations Manager for Performance, Governance and Health & Safety), Paul Deal (Corporate Manager for Finance), Clare Robathan (Policy and Research Officer), Carole Oliphant (Member Services Officer) and Sarah Lees (Member Services Officer)
Also in Attendance	Andrew Butler, National Farmers Union (NFU)

1 **Election of Chairman - Chairman of the Council in the Chair**

RESOLVED that Cllr J Downes be elected Chairman of the Policy Development Group for the 2021/2022 municipal year.

2 **Election of Vice Chairman**

RESOLVED that Cllr N V Davey be elected Vice Chairman of the Policy Development Group for the 2021/2022 municipal year.

3 **Apologies and Substitute Members**

There were no apologies for absence.

4 **Protocol for hybrid meetings**

The protocol for hybrid meetings was noted.

5 **Public Question Time**

There were no members of the public in attendance.

6 **Declaration of Interests under the Code of Conduct**

No interests were declared under this item.

7 **Minutes**

The minutes of the meeting held on 11 March 2021 were confirmed as a true and accurate record and signed by the Chairman.

8 **Chairman's Announcements**

The Chairman informed the Group that he had attended an informal meeting of the Programming Panel recently. Following discussion with members of the Panel the general view had been that the focus for Policy Development Groups going forwards should be more on developing policy rather than receiving reports for noting.

9 **Start time of meetings**

The Group **AGREED** to continue to hold meetings at 5.30pm on Tuesday evenings for the remainder of the municipal year.

10 **Agricultural sector update (00:15:00)**

Mr Andrew Butler attended the meeting (remotely) as a representative from the NFU to provide the Group with an update on the Agricultural Sector. Via a presentation he highlighted the following issues:

- The whole food chain within the UK employed circa 4 million people.
- Supply chains had been severely impacted by the pandemic.
- There had been a significant drop in beef prices.
- The tourism sector had also suffered a significant negative impact.
- In food retail initially there had been a massive increase in demand, particularly in certain products such as ling life milk and flour.
- It had been hard to move from wholesale to retail for some suppliers, different sized products for different consumers. In the early days of the pandemic there had been significant problems about matching supply with the consumer.
- Against the backdrop of high sales of minced beef, the NFU had worked hard to promote the sale of steaks which had been supported by retailers of British products.
- With Brexit there had been a significant change in the trading relationship between framers, the Government and Europe. In the early stages exports had been down 21%. Meat and dairy had been the most complicated products to export in terms of the paperwork. However, in quarter two there had been some recovery and significant efforts had been made to secure deals with the rest of the world, Australia in particular.
- The most major concern was that food was produced at a lower standard in the rest of the world than it was within the UK, this remained a core worry for consumers.
- The Farmers Payment Scheme was due to be phased out by 2027 and this presented a major risk factor for mixed farming going forwards.

Discussion took place with regard to:

- The Agricultural sector had suffered a double hit with both Brexit and the pandemic within the last 18 months.
- Whether there was a possibility of a more local abattoir in order to reduce the transport times of livestock. The costs involved with setting up an abattoir were explained including those in relation to regulation, and vets. The Group were further informed that journey time of livestock with the UK was one of the lowest in Europe. It was not ideal but the system was well controlled and regulated.
- The question was asked as to whether there was anything the Council could do to help the sector. It was explained that within the area of planning the Council could do more to support planning policies and the investment in farming. It could support 'Buy British' with its messaging as well as encouraging the public to use the countryside more responsibly.
- The price of land being a barrier to young people wanting to start a farming business. It was explained that different routes could be explored to enter the sector such as shared tenancy / farming.
- Whilst some areas within the sector remained stable in terms of prices there was a great deal of uncertainty moving forwards.
- There had been workforce pressures due the pandemic and these remained.
- Transport issues had also been a significant issue with a need for more lorry drivers transporting all elements of the sector from and to where it needed to be.
- Diversification issues and solar farms being used to produce both renewable energy and livestock grazing.

It was **AGREED** that a meeting would be set up with the NFU representative and relevant Members and officers to progress the discussion and see what could be done by the Council to support the sector further.

Note: Cllr R Dolley declared a personal interest in that he had connections within the agricultural sector and had worked for a meat production company for 15 years.

11 **Meeting management (00:45:00)**

The Chairman informed those present that he would be taking item 14 – Work Programming Session – as the next item of business since this would inform their discussion on a re-evaluation of the work of the Group going forwards.

12 **Work programming session (00:50:00)**

The Scrutiny Policy and Research Officer provided the Group with a summary of the discussions that had taken place at a recent informal Programming Panel meeting and reminded the Group, by way of presentation, of the issues which fell under the umbrella of the 'Economy' area within the Constitution and the Corporate Plan. The purpose of the meeting had been to start a conversation about a co-ordinated approach to work programming across the Council and provided an opportunity for each Group to be ambitious towards achieving its goals within the Corporate Plan.

The Chairman introduced the discussion by explaining that this provided a seed change opportunity. By way of a first step he suggested that the Performance and Risk and Financial Monitoring reports be presented to them on a much less regular basis, perhaps only once a year, however, it was recognised that the Group would still need to be involved in the annual budget setting process. He further explained that it may be necessary to set up a number of working groups to focus on particular issues in order to achieve the realigned goals of the Group.

Consideration was given to:

- The need to use officer time more efficiently
- Performance & Risk and financial monitoring was reported regularly to the Scrutiny Committee, the Audit Committee and the Cabinet. Members could always attend those meetings and if there was an issue of concern they could bring them to the relevant Policy Development Group.
- A need to think 'outside the box' and not continue with the pattern of reporting that Policy Development Groups had fallen into.
- The need for cross Policy Development Group working and an exchange of ideas. This could be supported by more regular meetings of the Programming Panel.
- The need for confidence on the officers 'to do their job' with less regular scrutiny.

It was **AGREED** that following the next formal meeting of the Programming Panel and the discussions to take place therein, the September meeting of the Economy PDG would explore work programming ideas further.

Note: * Work programming slides previously circulated; copy attached to the signed minutes.

13 **Covid 19 Local Economic Recovery Plan (01:15:00)**

The Group had before it a report * from the Head of Planning, Economy and Regeneration updating members on recovery activities undertaken to date and setting out a proposed way forward with regard to the preparation of a districtwide COVID 19 Economy Recovery Plan.

The contents of the report were outlined with particular reference to:

- The three key stages of the local response to the economic impact of the pandemic across Mid Devon:
    - Stage one: Covid 19 Emergency Response
    - Stage two: Initial Recovery Response
    - Stage three: Longer Term Economic Recovery
- The current Economic Strategy document actions would need some refinement as a result of the pandemic. Long term recovery would need to maximise opportunities to 'Build Back Better' whilst also recognising the Council's commitment to Climate Change.
- There would also be a need to recognise the Council's limitations, maximise partnership working opportunities and a need to prioritise work streams within available resources.

- The involvement of the Group was pivotal to the formulation of the recovery plan. The report proposed that a series of workshops be set up to allow Members of the Group the opportunity to delve into the five key intervention areas previously identified as part of the Economic Strategy work, these being, Employment and Skills, Place, Infrastructure, Hi-Tech, Innovation & Green Energy and Agriculture, Food and Drink. Each of these workshops would be held to link into formal Policy Development Group meetings over the remainder of the municipal year.

Consideration was given to:

- The Council's direct influence over highways issues was limited but it was able to lobby the appropriate people.
- The need to be engaged in all available avenues to apply for funding and investment.
- Due to budgetary pressures it had not been possible to appoint a Town Centre Manager at the current time.
- The proposed workshops would need to be focussed in terms of what could realistically be achieved and how to achieve it. The sessions would need to be well thought through with some refinement along the way if necessary.

Note: * Report previously circulated; copy attached to the signed minutes.

14 **Performance & Risk Outturn Report (01:33:00)**

The Group had before it, and **NOTED**, a report * from the Chief Executive providing Members with the outturn on performance against the Corporate Plan and local service targets for 2020/2021.

Note: * Report previously circulated; copy attached to the signed minutes.

15 **Financial Outturn Report 2020/2021 (01:35:00)**

The Group had before it, and **NOTED**, a report * from the Deputy Chief Executive (S151) presenting the Revenue and Capital Outturn figures for the financial year 2020/2021. This had previously been presented to the Cabinet at its meeting on 6th July 2021.

Note: * Report previously circulated; copy attached to the signed minutes.

16 **Identification of items for the next meeting (01:37:00)**

Other than the items already listed in the work programme, the following was requested to be on the agenda for the next or a subsequent meeting:

- Looking into forming a relationship with the agricultural sector through the NFU.
- Progress work in relation to the Incubation and Start Up Business Initiatives previously identified by the Group.
- Working with Petroc to support the 'Employment & Skills' intervention area.

(The meeting ended at 7.12 pm) **CHAIRMAN**

Doughnut Economics
Some background notes from Cllr Wainwright

Background:

The Doughnut model is a way of thinking about economics that balances social needs and environmental needs. It's rooted in the idea of a circular economy, rather than a linear one.

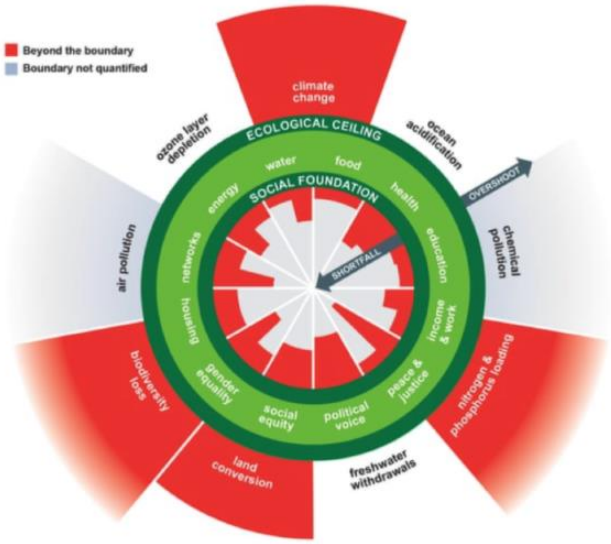
First published in 2012 in an Oxfam report by Kate Raworth, the concept of 'Doughnut Economics' rapidly gained traction internationally, including with the UN General Assembly.

Economist Kate Raworth's 2017 book, *Doughnut Economics: seven ways to think like a 21st century economist*, further explored the economic thinking needed to bring humanity 'into the Doughnut', drawing together insights from diverse economic perspectives in a way that everyone can understand. The book soon became an international bestseller and has now been translated into over 20 languages.

The principle goal of the model is to re-frame economic problems, set new goals and develop an economy where social necessities are met without overshooting ecological limits. Rather than imagine economy, environment and society as three distinct entities, this model seeks to integrate them into one holistic economic approach that recognises the need to meet social imperatives without exceeding the environmental boundaries of our planet.

The centre of the model shows the proportion of people worldwide falling short on basic necessities (food, water, healthcare and political freedom). Surrounding this centre, the model is made up of two rings: On the **outer ring** sit the nine planetary boundaries, first conceived by the Stockholm Resilience Centre in 2009. These boundaries represent points beyond which lie unacceptable environmental degradation and potential tipping points in Earth systems. The boundaries include climate change and ocean acidification, biodiversity loss and the nitrogen cycle. The **inner ring** is made up of 12 social boundaries derived from the UN Sustainable Development Goals that together represent an internationally agreed minimum social standard.

Between this environmental ceiling and a social floor this model outlines a safe space for humanity to thrive within the limits of the planet.



See how Cornwall Council are using it to inform and guide decision-making, here: https://www.local.gov.uk/case-studies/cornwall-council-doughnut-economics

From that link: "*The wheel consists of 11 outer environmental sections and 11 inner social, economic and cultural sections. It is designed so that these sections are considered in conjunction with each other and that the wider effects of proposed initiatives are brought into the decision-making process. It is also a tool to prompt thought on how a project can further benefit the residents and environment in Cornwall. It is of benefit to undertake the exercise as early in the project as possible in order to mitigate the effects of any adverse implications that are discovered during the process.*

The sections of the wheel are considered in turn and assigned an impact level. These scores represent the impact the project / policy will have and are weighed against the decision to proceed, mitigate or not to undertake it at all. A brief narrative is included alongside the wheel which draws attention to any points that project leads would like to clarify or provide further explanation on."

The doughnut economy framework now underpins the Cornwall Plan 2020-2050, committing key stakeholders to improve sustainability by 2050. The Council are working with Exeter University to monitor progress.

How further thinking on Doughnut Economics might support MDDC:

- It would support more informed decision-making.
- It would help 'join the dots' between conversations and priorities at MDDC, and make sure that policies and decisions don't undermine or counteract each other.
- It would provide a coherent framework within which to address supporting the local economy and meeting our climate goals. It can be applied in a way that is appropriate to MDDC and recognises budget constraints.
- In supporting and guiding good joined-up thinking, it reduces the burden on decision-makers.
- As budgets diminish, and challenges become more complex, new ways of thinking and approaching decision-making will be crucial.

Challenges presented by the model

The model started life as a theoretical framework. As Cities and Local Authorities apply this in their regions, the model is being further developed into a practical tool. It needs education, understanding and buy-in to develop it and make it work.

Opportunities presented by the model

For local government, the Doughnut model offers a guide to policy making that not only re-centres value by setting out the social and ecological parameters for decision-making, but also fosters collaboration and inter-departmental working, as well as opportunities for new partnerships. It offers a new way of approaching 21st century challenges.

The Doughnut has been designed to be transferable and adaptable to place. With a number of UK cities actively considering this framework, it may offer the opportunity to integrate sustainability across policy planning and delivery. Rather than dividing environmental and social concerns between departments, this model provides a tool with which to recognise the interconnected nature of sustainable development, and make it mainstream.

Following the global pandemic, there's now an opportunity to rethink and reorientate value towards social and environmental concerns over the coming months. This framework could help us do so.

ECONOMY PDG
9 SEPTEMBER 2021

PENINSULA TRANSPORT: CONSULTATION ON REGIONAL TRANSPORT STRATEGY VISION

Cabinet Member(s): Cllr Richard Chesterton

Responsible Officer: Adrian Welsh, Strategic Manager for Growth, Economy and Delivery

Reason for Report: To provide an opportunity for Members to consider a response to Peninsula Transport's consultation on a Regional Transport Vision.

RECOMMENDATION: That members consider the proposed vision and consider the key elements of a District Council response.

Financial Implications: There are no direct impacts on the District Council's budgets arising from this report; however the emerging Regional Transport Strategy is likely to inform national and regional funding allocations.

Budget and Policy Framework: There are no budgetary implications arising from this report. However the emerging Regional Transport Strategy is likely to inform strategic investment decisions in the South West. Strategic Transport is relevant to many of the Council's land use policies.

Legal Implications: There are no legal implications arising from this report.

Risk Assessment: There are no risks identified with responding to this consultation.

Equality Impact Assessment: The proposed 'Goals' section of the consultation document recognises the importance of improving transport provision for more communities and more people; however our consultation response could include a request that wider equality issues are more explicitly referred to in the vision.

Relationship to Corporate Plan: Enhanced transport provision underpins and supports the corporate objectives for the economy:

- Bringing new businesses into the District
- Business development and growth
- Improving and regenerating our town centres
- Growing the tourism sector

Impact on Climate Change: The emerging Regional Transport Strategy places great emphasis on climate change and includes a goal to deliver a net-zero carbon transport system across the peninsula.

1.0 Introduction

1.1 The Sub-National Transport Body (STB) for the South West Peninsula (Peninsula Transport) was established in 2019. It was created to transform transport and boost economic growth. It includes representatives from five

local transport authorities: Somerset County Council, Cornwall Council, Plymouth City Council, Devon County Council and Torbay Council and the two Local Enterprise Partnership, Heart of the South West & Cornwall and Isles of Scilly. It is responsible for defining and delivering the strategic transport priorities for most of South West England. Peninsula Transport will work with central government to help shape and outline strategic priorities for the region which will influence strategic investment decisions.

1.2 'Peninsula Transport' is currently developing a regional transport strategy, which will plan and prioritise strategic infrastructure across the peninsula over the next thirty years. It is currently consulting on its vision and goals for the South West transport network. This is a key milestone in developing the longer term regional transport strategy, as the vision will define the overall direction and principles of the strategy. The deadline for comments is 17 September 2021. Responses will inform a Full Transport Strategy which will be developed next year.

2.0 The Consultation Document

2.1 The consultation document is included in Appendix 1. This document incorporates a number of **proposed goals** summarised as follows:

- To improve connections between people, businesses and places; investment into road and rail networks. Better access will reduce inequality in society with better access to education, skills and employment;
- To enhance resilience and reliability of transport networks; journeys more efficient, increase productivity and improving region's ability to respond to climate change;
- To deliver affordable, zero-emissions transport for everyone; promote walking/cycling, reduce demand for cars;
- Improve the health and wellbeing of communities; give choice and access to better transport; including safety and opportunities; and
- Make the peninsula a great place to live and work; by supporting the delivery of new homes and jobs, giving people the travel choices they need and the information they need.

2.2 The consultation document also sets out a number opportunities and challenges:

- Urbanisation: since Covid-19 evidence suggests that people are moving away from cities and areas of high population density
- Digitalisation: Covid-19 lockdowns demonstrated the potential for 'apps' and online platforms to deliver improvements in the transport sector. This includes travel apps to help customers maintain social distancing.
- Decarbonisation: The need to consider ways to reduce demand for transport or reduce carbon emitted by transport.
- Flexible Lifestyles: Covid-19 saw a sudden shift towards working from home and many employers plan for a longer-term shift away from office working. Online shopping increased.
- World of Work: productivity in SW is below average. In part this is due to poor transport connections. Improvements in logistical and freight corridors could transform our economy.

3.0 Proposed Consultation Response

3.1 The consultation document sets out three questions. The following paragraphs sets out those questions followed by a number of proposed issues that could form the basis of a District Council response:

Question 1: How much do you support or oppose the Peninsula Transport vision of "Transforming transport across the Peninsula to enable our society and economy to thrive and our unique and outstanding environment to flourish"?

Response: It is suggested that the District Council support the creation of a Regional Transport Strategy and its vision. A response could also suggest more explicit reference within this vision is made to tackling climate change and addressing inequalities.

Question 2: How much do we support or oppose the Peninsula Transport goals?

- *We will improve connections between people, businesses & places*
- *We will enhance the resilience of the transport network*
- *We will deliver affordable, zero-emissions transport for everyone*
- *We will help to improve the health and wellbeing of communities in the Peninsula*
- *We will help the Peninsula to be a great place to live and work*

Response: It is suggested that these goals could be strongly supported.

Question 3: What are the transport challenges, opportunities and priorities you feel should be focused on in the next 30 years within the Peninsula Transport region?

Response: It is suggested that the following challenges, opportunities ad priorities are identified in the District Council's response:

Challenges:

- **Rural transport disparity: limited public transport coverage, high cost and infrequency**
- **Journey time reliability: A need to make improvements to allow our businesses to compete effectively**
- **Barriers to the growth agenda with current infrastructure often at capacity**
- **How to encourage non-vehicular trips with a lack of adequate cycling/walking provision within and between local communities**
- **Rural Road Maintenance**
- **Sparsity of electric charging points**

Opportunities:

- **To build back our local economy around greener transport solutions**
- **Provision of improved public transport serving our market towns and their rural hinterland**

- **To make a step change in pedestrian and cycle improvements in our Market Towns**
- **Improvements to our strategic highway network such as at J28 and J27 of the M5 Motorway, Cullompton Town Centre Relief Road, A361 Tiverton Link Road**
- **Reopening of Cullompton Railway Station**

Priorities:

- **Support our businesses through improved strategic connectivity such as M5 enhancements including J28 upgrade to unlock strategic developments**
- **Cullompton Town Centre Relief Road and Tiverton A361 Link Road to unlock development and help regenerate our town centres**
- **Reopening of Cullompton Railway Station**
- **Greater cycle/pedestrian investment in our market towns**
- **Increased electric charging point investment**
- **Rural public transport investment**
- **Road maintenance investment**

3.2 It is suggested that the above comments could form the basis of a District Council's response supplemented by further suggestions members may wish to make at this meeting.

Contact for more Information: Adrian Welsh, Group Manager - Growth, Economy and Delivery 01884 234398 awelsh@middevon.gov.uk

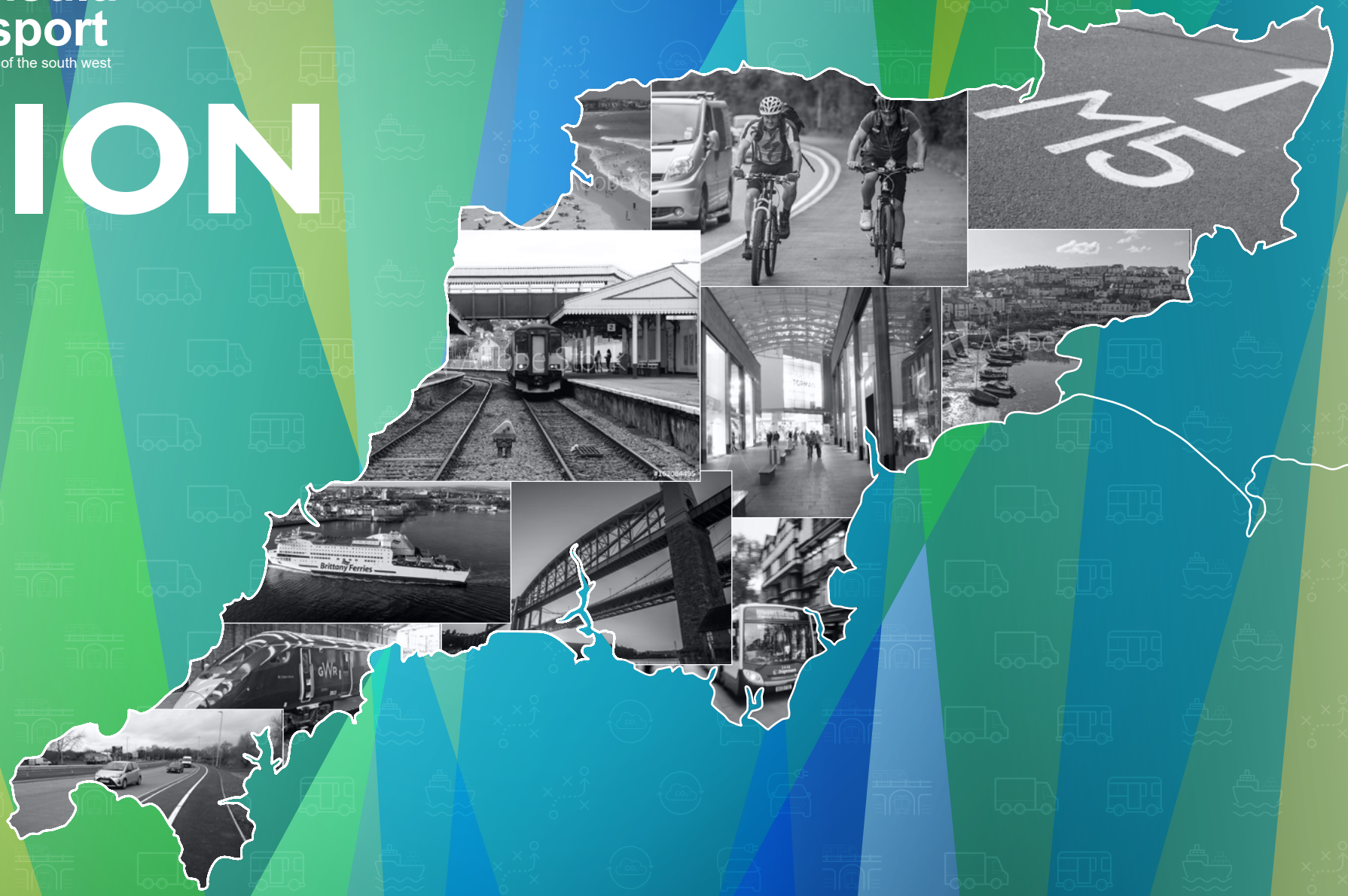
Circulation of the Report: Cllr Richard Chesterton
Cllr John Downes
Leadership Team

List of Background Papers: Peninsula Transport Vision (see Appendix 1)

Peninsula Transport

Transforming the economic performance of the south west

VISION



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FOREWORD FROM THE CHAIR

Welcome to the future of transport in the peninsula.

The local authorities for Cornwall, Devon, Plymouth, Somerset and Torbay are working together to plan and prioritise strategic infrastructure across the peninsula. This is a positive development and means we can speak as one voice to Government - the Peninsula Transport Sub National Transport Body - on behalf of the region with support from key stakeholders.

The South West economy depends on moving goods and people efficiently across the peninsula as well as being well connected with the rest of the country. Our partnership will focus on improving strategic transport links whilst each local authority will continue to address local issues.

The South West peninsula is an amazing place to live and work. Good transport connections are vital for much of our activity, so our vision is to enhance our transport system for everyone.

We want more efficient, resilient and cleaner transport that can help make the peninsula even better. Over the coming months we invite you to work with us to develop a plan to shape the future of transport in the region. We want a future that works for people, businesses and the planet – now and for decades to come.

Your thoughts are important on this early part of our journey towards a long term plan for our region. Do you share our vision? Do you think our priorities start us moving in the right direction?

Thank you for taking the time to read our vision. We look forward to hearing your views.

Andrea Davis, Chair
Peninsula Transport

OUR VISION

> **“Transforming transport across the peninsula to enable our society and economy to thrive and our unique and outstanding environment to flourish**

Transport is at the heart of everyday life – going to work or school, visiting family and friends, delivering parcels and medicines, as well as shopping and leisure – yet we often take it for granted. Reliable and resilient transport options are critical for our residents, businesses and visitors, both in rural and urban areas.

The vision for transport has been developed by Peninsula Transport. This is the Sub-National Transport Body (STB) for the South West Peninsula (See fact sheets on p16 for more details). We are working closely with stakeholders and Government to shape infrastructure solutions to meet the needs of our region.

Delivering our plan will require close collaboration between stakeholders within and beyond the peninsula, including Government, businesses and the people who live and work here. As we endeavour to recover from the impacts of the COVID-19 pandemic and rebuild our economy and society in an environmentally responsible way, we need an ambitious vision and strategy for transport in place.

Whilst the global impacts of the COVID-19 pandemic have changed the way we travel, it has also changed our perspective on when, where and how we travel. A long term transport plan can support our social, economic and environmental recovery from the current conditions.

The situation also gives us an opportunity to ’build back better’. We can harness the benefits of some of the lifestyle changes we have adopted since March 2020 and reduce carbon emissions from our transport system.

Whether you are a resident, business or visitor to the region, we want to hear from you...

Your views are invited via our website https://www.peninsulatransport.org.uk and #PeninsulaTransportVision via social media.

OUR GOALS

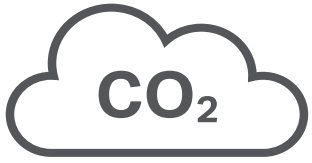
We will improve connections between people, businesses, and places

Investment into our strategic road and rail networks means more people can access transport options across the peninsula. Better access to transport reduces inequality in society with better access to education, skills and employment. It helps foster new jobs, new homes and, with careful planning, it can be sensitive to the environment.

We will enhance the resilience of the transport network

Resilience and reliability are fundamental to any good transport network. We want to enhance these factors across our peninsula, for both people and goods.

By providing better information, people are equipped to plan their journeys more efficiently, reducing journey time, increasing productivity and improving our region's ability to respond to climate change and/or severe weather events.

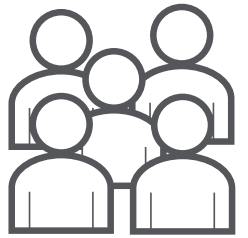


We will deliver affordable, zero-emissions transport for everyone

Our goal is to deliver a net-zero carbon transport system across the peninsula. By promoting walking and cycling alongside making the case for improvements to public transport, so that it fits the needs of more users, we can reduce demand for using cars. Together with better digital services enabling working from home, they can contribute towards a lower carbon future. Ultra low emission charging facilities will be essential to improving air quality and the switch away from fossil fuels, so we will work to deliver a charging/refuelling network for private and commercial use.

We will help to improve the health and wellbeing of communities in the Peninsula

Communities thrive where there is choice and access to better transport. Our aim is to improve affordability, choice, safety and opportunity to more communities and more people. We want to see improved public transport, linked to more walking and cycling options across the peninsula. We will provide information and enable more people to access a greater range of transport options.



We will help the Peninsula to be a great place to live and work

Our peninsula is a great place to live and work and we want to make it even better for everyone. By supporting the delivery of new homes and jobs in places where people have travel choices and the information they need, we can all benefit. Our outstanding natural environment and biodiversity are vital assets that must be considered at the start of, and throughout, our projects. We will take a collective, pragmatic approach, that maximises access to mobility but protects the very characteristics that make our peninsula so special.

OUR CHALLENGES AND OPPORTUNITIES

Our transport strategy needs to respond to the challenges and opportunities we face - such as those set out below - including the rapidly changing societal, environmental and economic context. For instance, technological change and growing pollution is impacting on peoples' behaviours, and needs and expectations are shifting. It is therefore important our future transport plans are sufficiently flexible to adapt to these aspects.

Urbanisation

There is some emerging evidence that since the COVID-19 pandemic, there is a shift to people moving away from cities and areas of high population density. The peninsula already has the highest levels of inwards migration of any area in the UK, but levels may increase further as the South West and Wales are key areas identified in a variety of research as sought after for relocation after the lockdown.

Digitalisation

The COVID-19 lockdowns demonstrated the adaptability of apps and online platforms to deliver features to inform and support the population, including for healthcare and education. In the transport sector this included the travel apps to help customers maintain social distancing. However the biggest disruptor in this field is liable to be the development of autonomous vehicle technology and its application on the highway network.

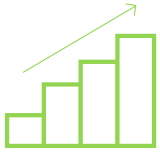
Decarbonisation

Decarbonisation remains a priority for all of the authorities in the peninsula. The evidence from the lockdowns has revealed the scale of the challenge for the transport sector, as transport is still a substantial emitter of carbon. We will need to consider ways to either reduce demand for transport or reduce the carbon emitted by transport in the first place.

Flexible Lifestyles

COVID-19 saw a sudden shift towards home working and allowed many employers to trial the approach and plan for a longer-term shift away from traditional office working. Online shopping activity also increased rapidly with the Office for National Statistics (ONS) reporting around 33% of all transactions online during the first UK lockdown compared with 20% before, creating far more deliveries and logistics operations.

World of Work



Productivity in the peninsula is below average. In part this is due to poor transport connections, which can constrain the physical access to markets which in turn impacts on the potential for inward investment, higher skilled jobs and employment opportunities. Improvements in logistical and freight corridors could transform our peninsula economy.

THE PENINSULA REGION

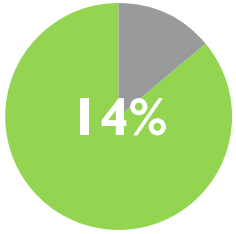
Climate Emergency Declared

CO_2

Commitment to Net Zero

All Peninsula authorities have declared a climate emergency

THE ECONOMY IS DIVERSE



No one sector accounts for more than 14% of output

Network Resilience

£1.2bn
Costs of 2014 rail disruption

£46bn
Economic Output in 2017

2.3m
Population in 2019

21m
domestic visitors in 2017

72%
of visitors to the South West originating from outside of the region

2 in 5 people live in coastal areas

Growth Sectors

- High-tech Manufacturing
- Defence
- Clean Energy
- Medical Research
- Agriculture
- Tourism
- Marine

Maritime Industry
~~£3bn~~ GVA
15,000
FTE employed

200k Homes (+24%)

Forecast by 2040

170k Jobs (+19%)

Levelling Up
Cost of housing currently exceeds earnings in South West

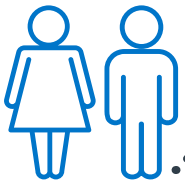
Older than average population

31% of population **over 65** by 2041

TRAVEL AND MOBILITY

½ of Peninsula workers

travel less than **10km** to work

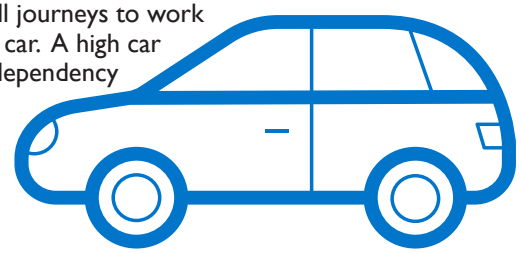


Highest private transport mileage per person in England

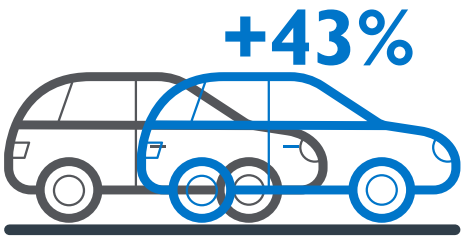
2nd highest private car ownership in England

High Car Dependency

~90% of all journeys to work are by car. A high car dependency

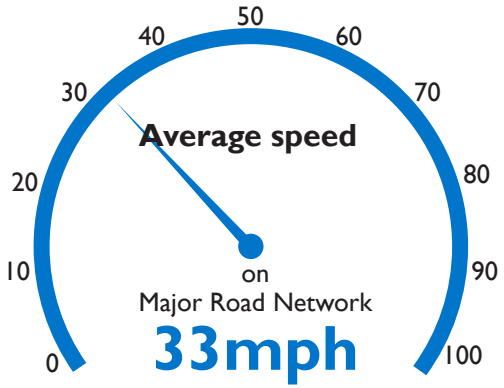


6.5K miles per year

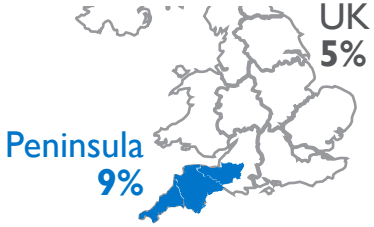


+43%

Increased distance travelled in cars forecast by 2050 – driven by population growth

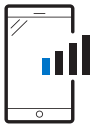


No Access to Fast Broadband

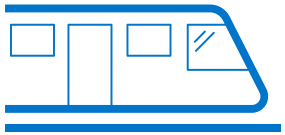


Poor Digital Connectivity

90+% UK 4G coverage

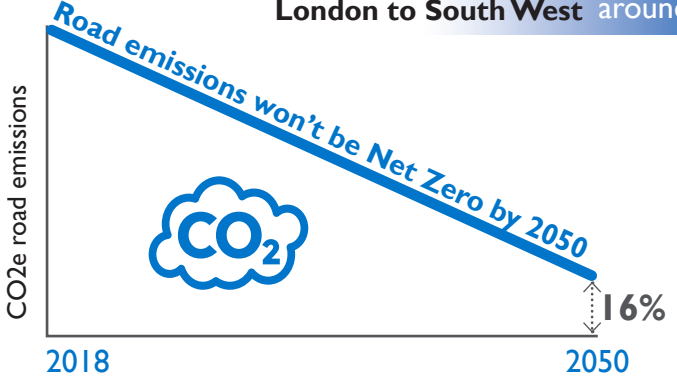


10% Peninsula 4G coverage

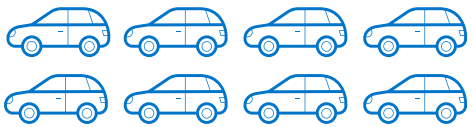


Average Speed MPH

West Coast Main Line	90
East Coast Main Line	90
London to South West	around 70



Potential impacts of COVID-19



+78,000 car trips per day

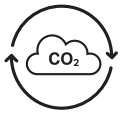
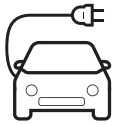
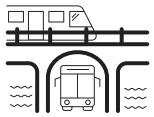
if passengers do not return to public transport

© Still Imaging

DELIVERING FOR THE PENINSULA

To ensure that our Peninsula Transport Strategy is robust and well informed, we have commissioned a range of technical studies with support from the Department for Transport. These will be delivered over the next 12 months.

Summary of strategies and studies to support the development of the Full Transport Strategy

	Strategic Economic Corridor Studies	 Carbon Transition Strategy	 Technology and Electric Vehicle Strategy	 Rail Strategy	Freight Strategy	Rural Mobility	International Gateway Study
Summary	Building on the work undertaken in our Economic Connectivity Study, this is a more detailed examination of the function and operation of the most important transport corridors in the region.	Assessment of scenarios for transitioning to low carbon and Net- Zero mobility futures including a phased plan outlining the steps required to achieve transition.	Strategy for integration of technologies including public transport, Intelligent Traffic Control, and new mobility opportunities, such as connected and autonomous vehicles (CAVs) and zero emissions vehicles (ZEVs).	Building on the Peninsula Rail Task Force's 20-year plan this is an in-depth examination of specific travel corridors, working with strategic partners including Network Rail and Western Gateway.	This strategy builds an evidence base of freight requirements and will develop a plan for more efficient distribution. Consideration of last mile delivery and community and environmental needs.	This study focusses on rural mobility needs in the Peninsula: considering access to services, jobs and education using active travel and public transport and planning to ensure equality and inclusion.	This study will identify existing and likely future transport deficits accessing ports and airports.
Key Priorities and Opportunities	Identify opportunities for productivity improvements Understand potential carbon reduction and other environmental benefits from changes to use profile on corridor Understand real cost of congestion/delays.	Assessment of scenarios for transitioning to low carbon future, in order to: Develop those which are realistic and achievable Ensure solutions are socially acceptable minimising inequalities.	Develop evidence base for technology and electric vehicles Identify quick wins by mode and sector Identify longer-term challenges and needs for deployment and implementation.	Development of a framework to understand the role of rail in addressing priorities for moving people and goods Define better integration with rail and the need for alternatives.	Understanding of consolidation opportunities for distribution off key strategic corridors Developing freight best practice in the region Improving standards of light goods/commercial vehicles operating in the region.	Make better use of existing vehicular assets Reduce the burden of ownership through shared access to mobility Capitalise on the rise of renewable energy across the region Use mobility changes as a lever for community cohesion.	Determining growth and diversification opportunities Detailing connections with markets and facilities outside of the Peninsula Understanding current constraints, impacting performance and future potential.

NEXT STEPS

Our vision sets out our transport and mobility goals for the Peninsula region. We want to influence and shape our future, so we will be developing a Full Transport Strategy next year which will help to address our existing social, economic and environmental challenges, whilst preparing for those that are yet to come.

Your feedback - as well as that from other key organisations and stakeholders (see below) - will help in the development of the Full Transport Strategy. The strategy will respond to the challenges identified and build on the opportunities to define what will be delivered and when.

Peninsula Transport (STB)

We will continue to work with partners and stakeholders to define transport and mobility priorities to transform the region over the next 30 years

Business

We will work with business and Local Enterprise Partnerships to ensure the emerging Strategy supports their priorities and contributes to growth in the economy and job market

Residents

We will continue to work with residents to get their views to shape the development of the Strategy through consultation as well as through the delivery of the emerging proposals

Local Authorities

Our local authorities will work with partners to deliver programmes/schemes that meet the objectives of the Strategy

Visitors

We will engage with and share our ambitions with those who visit the peninsula to ensure that they can help shape our priorities

Government

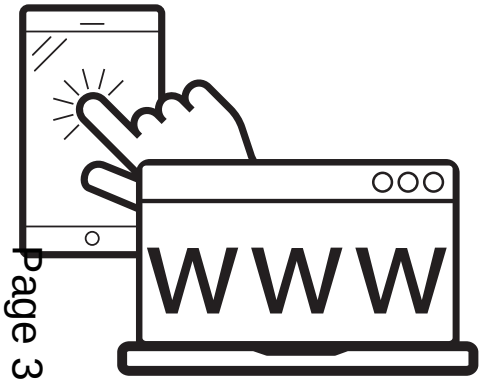
We will work with Government to promote and outline the strategic priorities for the region – seeking opportunities to secure investment and 'level-up' opportunities

OUR DIVERSE PENINSULA

GETTING YOUR VIEWS

We would welcome your comments on the Vision. Please visit our website and submit your comments now via:

https://www.peninsulatransport.org.uk and #PeninsulaTransportVision via social media.



http://www.peninsulatransport.org.uk

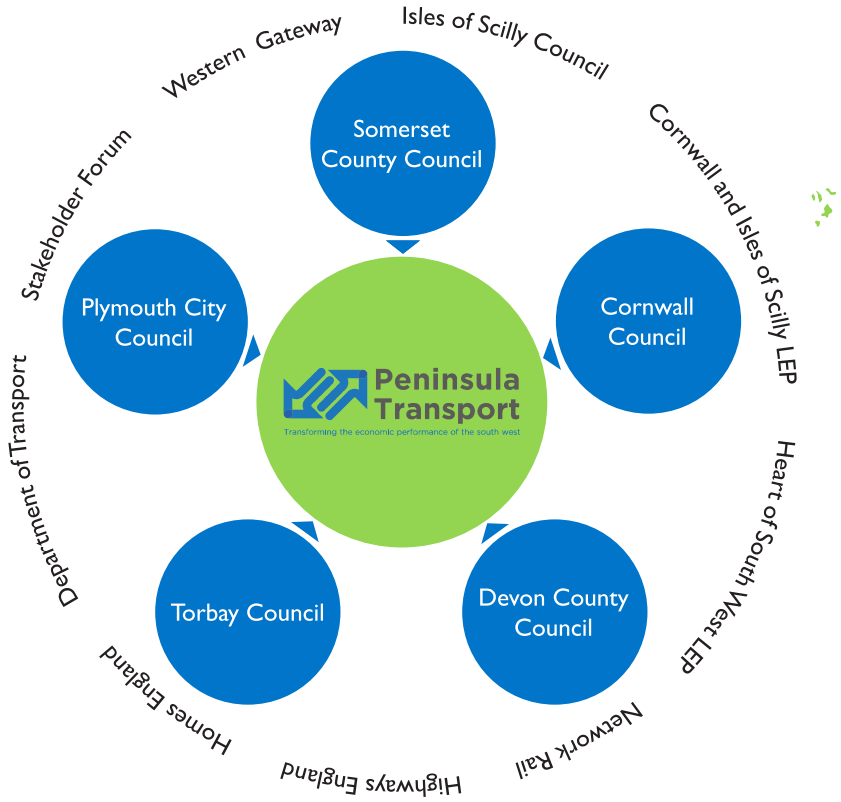
12 July 2021 - 17 September 2021

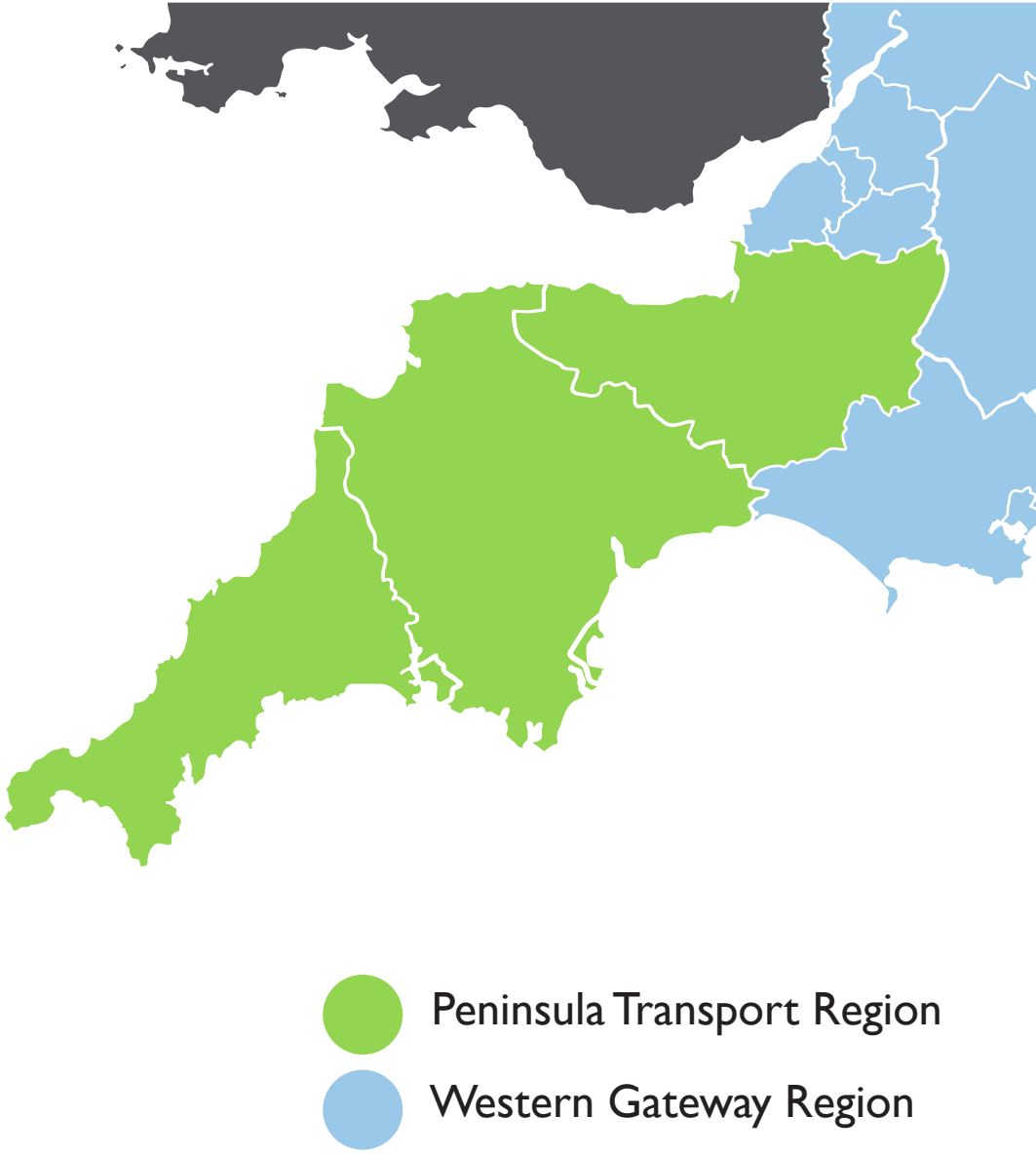
FACT SHEET

The Role of Peninsula Transport

Peninsula Transport is the Sub-National Transport Body (STB) for the South West Peninsula established to transform the economic potential of the South West. We represent five local authorities and two Local Enterprise Partnership areas and work closely with co-opted members and key stakeholders from the private and public sector. Along with our neighbouring STB, Western Gateway, we are responsible for defining and delivering the strategic transport priorities for most of South West England.

We've worked together as a region to secure investment of more than £300m through the Local Growth Deals, as well as developed plans for investment in all aspects of the transport network. Working together with Co-opted partners we are developing a Peninsula Transport Strategy that enables transport to play its vital role in delivering clean growth, connects people and is adaptable to the changes of the future.





FACT SHEET Data Sources

The Peninsula Region

The Economy is Diverse
https://peninsularailtaskforce.files.wordpress.com/2016/11/prtf-closing-the-gap.pdf

Network Resilience
2016 – PRTF Closing the Gap
Source: PRTF
https://peninsularailtaskforce.files.wordpress.com/2016/11/prtf-closing-the-gap.pdf

Maritime Industry
2019 – "Maritime Industry"
Source: Peninsula Regional Evidence Base
https://www.peninsulatransport.org.uk/wp-content/uploads/2020/03/Peninsula-Transport-REBaddendum.pdf

2.3m Population
2019 – Mid-Year Population estimates (2,332,542)
Source: Office for National Statistics licensed under the Open Government Licence.
https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationestimatesforukenglandandwalesscotlandandnorth-ernireland

£44bn
2017 – Gross value added (GVA)
Source: Office for National Statistics
https://www.ons.gov.uk/economy/grossvalueaddedgva/bulletins/regionalgrossvalueaddedbalanceuk/1998to2017

Growth Sectors
Source: https://heartofswlep.co.uk/wp-content/uploads/2020/02/HotSW-Quarterly-Business-Bulletin-Autumn-2019-pdf.pdf

Levelling Up
Average earnings £36k (SW) bottom 3 regions in country* (£515 versus £585 a week)
Average house price (Sep 20)
£244k (UK) versus £275k (SW) - top 4 regions in the country**
South West Ranked No. 1 for annual house price change (6.4%) for 2020
* https://www.michaelpage.co.uk/advice/career-advice/job-search-advice/average-uk-salary-region
** https://propertydata.co.uk/charts/house-prices

45 years old
Older population
Source: Peninsula Regional Evidence Base
https://www.peninsulatransport.org.uk/wp-content/uploads/2020/03/Peninsula-Transport-REBaddendum.pdf

31% over 65
Getting older
Source: Peninsula Regional Evidence Base
https://www.peninsulatransport.org.uk/wp-content/uploads/2020/03/Peninsula-Transport-REBaddendum.pdf

Growth Sectors
Peninsula Economic Connectivity Study – Growing sectors
https://www.peninsulatransport.org.uk/wp-content/uploads/2020/07/Peninsula-Transport-ECS-Tech-Report-Final-Version-080720.pdf

Travel and Mobility

1/2 of Peninsula Workers
Source: ONS: 2011 Census
Source: Economic Connectivity Study analysis (all scenarios)

Poor Digital Connectivity
Source: Economic Connectivity Study
Source: OFCOM Communications Market Report, August 2018 https://www.ofcom.org.uk/about-ofcom/latest/features-and-news/decade-of-digital-dependency

CO2 2018-2050
Source: Peninsula Economic Connectivity Study
https://www.peninsulatransport.org.uk/wp-content/uploads/2020/07/Peninsula-Transport-ECS-Tech-Report-Final-Version-080720.pdf

Only 3 Major Roads
Source: Peninsula Economic Connectivity Study
https://www.peninsulatransport.org.uk/wp-content/uploads/2020/07/Peninsula-Transport-ECS-Tech-Report-Final-Version-080720.pdf

Travel Recovery from COVID 19
Source: Peninsula Vision Analysis – ONS: 2011 Census

High Car Dependency
Source: ONS/DfT

2nd Highest Car Ownership per household
1.39 cars for the Penisula.
1.30 cars for England excluding London.
No.2 region for car ownership (only second to South East)