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Mid Devon District Council

Economy Policy Development Group

Thursday, 4 November 2021 at 5.30 pm
Council Chambers, Phoenix House, Tiverton

Next meeting
Thursday, 13 January 2022 at 5.30 pm

PLEASE NOTE: - this meeting will take place at Phoenix House and members of the Public and Press are encouraged to attend via Zoom wherever possible. The Protocol for Hybrid Meetings explains how this will work. Please do not attend Phoenix House without contacting the committee clerk in advance, in order that numbers of people can be appropriately managed in physical meeting rooms.

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Membership

Cllr J M Downes (Chairman)
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 **Public Question Time**
To receive any questions relating to items on the Agenda from members of the public and replies thereto.

3 **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.

4 **Minutes** *(Pages 5 - 10)*
Members to consider whether to approve the minutes as a correct record of the meeting held on 9 September 2021.

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

6 **Covid Economic response update**
To receive a verbal update and presentation from the Strategic Manager for Growth, Economy and Delivery.

7 **Medium Term Financial Plan - General Fund, Housing Revenue Account and Capital Programme** *(Pages 11 - 30)*
To receive a report from the Deputy Chief Executive (S151) presenting to Member's the updated Medium Term Financial Plan (MTFP) which covers the period 2022/23 to 2026/27 and options available in order for the Council to set a balanced budget.

8 **Peninsula Transport: Response to the Consultation on Regional Transport Strategy Vision** *(Pages 31 - 52)*
To receive a report from the Director of Place informing Members of the District Council's response to the Regional Transport Vision consultation being undertaken by Peninsula Transport, the sub-national transport body. This report was requested by the PDG following consideration of consultation material at its last meeting.

9 **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:

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- Covid Economic response – update
- Budget 2022/2023 – update
- Market Environmental Strategy (tbc)
- Shopfront Enhancement Scheme (tbc)
- Taste Mid Devon – update
- Feedback on informal workshops

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

Stephen Walford
Chief Executive
Wednesday, 27 October 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: https://democracy.middevon.gov.uk/documents/s23135/MeetingProtocolUpdateOct2021nextreviewFeb2022.pdf

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 via:
E-Mail: slees@middevon.gov.uk

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MID DEVON DISTRICT COUNCIL

MINUTES of a **MEETING** of the **ECONOMY POLICY DEVELOPMENT GROUP** held on 9 September 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, R F Radford and J Wright
Also Present Councillors	R J Chesterton, R M Deed, R Evans, Mrs E J Lloyd and Miss J Norton
Present Officers	Stephen Walford (Chief Executive), Adrian Welsh (Strategic Manager for Growth, Economy and Delivery), John Bodley-Scott (Economic Development Team Leader), Amy Dugard (Consultation and Youth Involvement officer), Zoe Lentell (Growth and Regeneration Officer), Sally Gabriel (Member Services Manager) and Sarah Lees (Member Services Officer)

17 **Apologies and Substitute Members**

There were no apologies for absence.

18 **Protocol for hybrid meetings**

The protocol for hybrid meetings was noted.

19 **Public Question Time**

There were no members of the public present.

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

No interests were declared under this item.

21 **Minutes**

The minutes of the meeting held on 15 July 2021 were confirmed as a true and accurate record and signed by the Chairman.

22 **Chairman's Announcements**

The Chairman had the following announcements to make:

a) He welcomed the Environment PDG Members joining the meeting via Zoom. The Doughnut Economics item was an issue that both PDG's were interested in as well as the whole Council.

b) He reminded the Economy PDG Members that 4 informal PDG workshops had been set up between now and Christmas and Zoom appointments had been sent out by the clerk. These would be held to discuss and develop area's within the Economic Strategy such as Agriculture, Place, Infrastructure and Employment & Skills.

c) He stated that he would be bringing forward item 10, 'Taste Mid Devon' to follow the Covid recovery update.

23 **Doughnut Economics (00:07:00)**

The Group received a presentation from Peter Lefort, the Impact and Partnership Development Officer from the University of Exeter, with regard to the concept of Doughnut Economics.

Members of the Environment Policy Development Group had been invited to attend the meeting for this item since this was a concept that was also of interest to them.

Cllr Lloyd introduced the item stating that this subject was a good opportunity for Policy Development Groups to be more proactive in developing policy. Through the use of this concept there was an opportunity to translate ambitions into real opportunities in a sector where decision making was becoming increasingly more complex. It provided an opportunity for teams to work more collaboratively within a supportive framework.

Mr Peter Lefort from Exeter University had been invited to attend the meeting to explain the concept of Doughnut Economics and its relevance to Mid Devon in greater detail. Key elements of this concept were outlined by way of presentation which included the following:

- There was a difference between a 'complicated system' and a 'complex system'. Complicated systems were not simple but understandable, a correct answer existed and resolution required expertise. Complex systems were not fully understandable, no correct answer existed and they required perspective.
- With Doughnut Economics there was a need to move away from a linear perspective and replace it with an attempt to view a situation more holistically.
- Within 'the doughnut' the outer ring represented the ecological ceiling within which existed the 'safe and just place for humanity'. The inner circle represented the social foundation where such issues as food, health, education, housing, work, justice and political voice existed. Beyond these boundaries were complex issues such as climate change, biodiversity loss, land conversion and chemical pollution, all co-existing within and circling 'the doughnut'.
- Inaction was no longer a valid choice and business 'as usual' was not an option if climate change was to be addressed.
- Every decision would have a negative impact somewhere and there was a need to acknowledge this way of thinking in that we cannot control all of these systems.

- Economic growth was not always the ‘right’ thing to strive towards. There was no one right way to achieve something.
- Collaboration was key.
- An example was provided of a decision taken by Cornwall Council to introduce a cycle route showing the impacts of this decision on a number of areas.

Discussion took place regarding:

- This concept touched on all areas of the Council’s work and had a wider remit than that of just the Economy Policy Development Group.
- The ‘doughnut’ model had been adopted by Cornwall Council in 2019 and positive effects had already been seen. Officers had found it particularly helpful in helping to facilitate the decision making process.
- The model shown illustrated that there was a danger of ‘overshooting’ with particular ambitions. Competing priorities could present significant challenges. A way of tackling this would be to measure the health of an area and try to understand where the social flaws existed. Each decision should be looked at individually and assessments made in each case relating to the positive and negative impacts.
- Public engagement had been greater as a result of Cornwall using this model.
- There was a need to investigate how this could work for Mid Devon and to map out relatable examples that pertained to the district.
- It was suggested that the Economic Development team hold discussions with experts in this area as well as the Devon doughnut collective in order to investigate this concept further and bring relevant information before the Cabinet since this needed to be assessed as a concept affecting the Council as a whole.

RECOMMENDED that the Cabinet receive more information on the concept of Doughnut Economics and that this information include specific examples of how it could work within Mid Devon.

(Proposed by the Chairman)

Reason for the decision:

The Doughnut Economic model provides a framework to balance social and environmental needs and therefore may be of benefit to the residents of Mid Devon as well as the wider community.

24 **Covid recovery update (00:45:00)**

The Group received, by way of presentation, an update with regard to Covid recovery initiatives across Devon. This included the following:

- The general state of the UK economy and the effect of the pandemic which had been showing some recovery in recent months.
- The Government were predicting a return to the pre-pandemic state by the end of 2021.
- Different sectors were bouncing back in different ways showing different types of recovery.

- Mid Devon generally had a lower than average unemployment rate but also lower than average salaries when compared nationally.
- There was a significant labour shortage in a number of sectors.
- There was a mismatch between the skill sets available and the types of jobs being offered.
- People who were hardest affected in Mid Devon were also the lowest 20% of earners.
- Data was showing increased levels of food poverty.
- Town centres had been showing a decrease in footfall figures.
- Immediate short term challenges included labour shortages, the need for upskilling and reskilling.
- Medium term challenges included business being taken away from the high streets due to online shopping.
- £731k had been given by Defra to support framers.
- Devon Work Hubs would be looked at as a priority especially in the rural areas.
- Evidence showed that businesses were wanting to grow where they could.
- Town Centre regeneration initiatives were still moving ahead.

Discussion took place regarding:

- The skills gap, how it was measured and what could be done to address this? It was explained that labour shortages were in particular areas such as HGV drivers, qualified chefs in the hospitality sector and the construction industry. It was vital to tap into what Team Devon were doing making sure those that needed to were involved in the skills programme. The Economic Development team were working with Petroc to progress this where possible.
- Concerns regarding more skilled employees moving into the area (and thus increasing the demand for housing) making it more difficult for Mid Devon residents to get onto the property ladder.
- The need to provide accessible information and support to those most in need and who did not have access to information technology.

It was requested that the slides presented this evening be circulated to Group Members after the meeting since they contained useful statistics that could be relayed to Parish Councils

25 **Meeting Management (01:19:00)**

The Chairman informed the Group that he was moving ‘Taste of Devon’ to be the next item of business.

26 **Taste Mid Devon (01:20:00)**

The Group received, by way of presentation, information with regard to the recently launched ‘Taste Mid Devon’ campaign. This included the following:

- This was a promotional campaign designed to attract Mid Devon people and tourists back to a large number of excellent eateries within the district and to support the hospitality industry.

- There were two fundamental principles to the campaign, growing the local economy and supporting the food and drink sector.
- 21% of all Mid Devon businesses were related to the food and drink sector.
- Posters were displayed in strategic locations, social media forums had been targeted and well as a dedicated section on the Visit Mid Devon website with clickable links providing further information.
- Food and drink trails were being drawn up providing a fun and interactive way of experiencing all that Mid Devon had to offer in terms of eating and drinking establishments.
- Members could help by informing constituents about this campaign, by 'liking' social media posts and visiting establishments themselves and leaving comments and photographs on the website.

Discussion took place with regard to:

- The website was kept up to date via a partnership arrangement with Tiverton Museum.
- The team were monitoring the effects of the campaign through various channels including checking search engine results.
- Residents could sign up to receive a newsletter.
- It was important to link the various platforms together to ensure there was better engagement.
- Consideration would be given to drawing up an information pamphlet for those people who did not access social media forums.
- All eateries had been contacted within Mid Devon and offered the opportunity for a free listing on the website.

The Chairman thanked the officers who had provided the information this evening, it had been very informative and he had been encouraged by the enthusiasm which had been shown for this initiative.

It was **AGREED** that the team come back to the Group in 3 or 4 month's time providing an updated presentation on the campaign using the data and information provided to this meeting as a benchmark.

27 **Peninsula Transport: Consultation on Regional Transport Strategy Vision (01:42:00)**

The Group had before it 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.

The following views were expressed:

- This was an important document and it was necessary for Mid Devon to be, bold, ambitious and brave about what it wanted in it.
- At the moment the consultation related to the future infrastructure 'vision' and was therefore quite high level. Mid Devon officers would work with colleagues at Devon County Council to develop the strategy further following the consultation.

- Disappointment that the consultation process was already well underway and Members had not had a lot of time to discuss it. Engagement with Members would have been appreciated at an earlier stage.
- Improvements to regional transport was seen as key to economic recovery and as a way of responding to climate change.
- Public transport and access to reliable transport information electronically needed much improvement.
- A joined up approach was vital such as working closely with the Forward Planning team.
- The strategy fitted in with the Council's Corporate Plan.
- The final strategy would influence the distribution of funding.

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

28 **Identification of items for the next meeting (01:55:00)**

The following was requested to be on the agenda for the next or a subsequent meeting,

- Update on progress with regard to the working relationship with the NFU
- Update on the Peninsula Transport Strategy as to what the final submission was
- More information with regard to the skills gap (to be provided as part of the next Covid response update)
- Update on the 'Taste Mid Devon' campaign at the January 2022 meeting

(The meeting ended at 7.28 pm) **CHAIRMAN**

ECONOMY POLICY DEVELEOPMENT GROUP
4 NOVEMBER 2021

MEDIUM TERM FINANCIAL PLAN – General Fund (GF), Housing Revenue Account (HRA) and Capital Programme

Cabinet Member Cllr Andrew Moore, Cabinet Member for Finance
Responsible Officer Andrew Jarrett – Deputy Chief Executive (S151)

Reason for Report: To present to Member's the updated Medium Term Financial Plan (MTFP) which covers the period 2022/23 to 2026/27 and options available in order for the Council to set a balanced budget.

RECOMMENDATION: Members note the updated MTFP's and feedback to Cabinet their recommendations for resolving the forecast budget shortfall.

Relationship to Corporate Plan: The Medium Term Financial Plan (MTFP) sets out the financial resources available to deliver the Council's ongoing Corporate Plan priorities.

Financial Implications: The implications of the revised budget gap are set out within the paper. Many areas require greater clarity, therefore a number of key assumptions underpin the reported position, which will be refined as greater clarity is received through the budget setting process.

Budget and Policy Framework: The Council has an annual legal requirement to set a balanced budget. The MTFP provides an overarching steer of what the Council can afford to deliver over a rolling five year period and is instrumental in setting the budgetary context for next year's budget setting process.

Legal Implications: None directly arising from this report, although there is a legal obligation to balance the budget. There are legal implications arising from any future consequential decisions to change service provision, but these would be assessed at the time.

Risk Assessment: The MTFP makes a number of financial assumptions based on a sensible/prudent approach. The Council must ensure that the budget proposals are robust and achievable.

Equality Impact Assessment: No implications arising from this report.

Climate Change Assessment: Some provision has already been included in the base budget and further evaluation/consideration will be made as the draft budget process progresses. Significant investment is currently forecast within the Capital Programme, however this will be dependent upon full options appraisals and levels of Grant funding available.

1.1 The main purpose of the MTFP is to show how the Council will strategically manage its finances across the five year period 2022/23 to 2026/27 in order to support the delivery of the priorities detailed in the Corporate Plan. It collectively covers the General Fund, the Capital Programme and the Housing Revenue Account.

1.2 Members are referred to the MTFP report to 26 October 2021 Cabinet for greater detail. This report assumes that Members have read that report.

2.1 The starting base for the MTFP is the 2021/22 approved budget, which is then adjusted for any supplementary estimates approved by the Council or any significant budget variances identified in the monthly budget monitoring report to the Cabinet.

2.2 This base then has to be adjusted for unavoidable costs, such as, pay increases, inflation, service pressures associated with new legislation, a growing residential or business property base or improving performance, etc. The MTFP will also consider forecasts for investment receipts and income from fees and charges.

2.3 Finally the MTFP considers and makes assumptions regarding future levels of funding, in particular Council Tax including the potential growth in tax base, Business Rates again including any movement in the baseline as well as changes in the reliefs, multipliers and overall retention levels. Forecasts are also made for the likely level of future Central Government funding.

2.4 The key inflationary assumptions underpinning the General MTFP and an indication of their sensitivity to movements in the assumptions are:

2022/23	**Budget £k**	**Inflation Assumption %**	**2022/23 Forecast Financial Impact £k**	**1% Change £k**	**5% Change £k**
Staffing	12,660	3.75%*	475	127	633
NDR on Council Properties	703	1%	7	7	35
Gas	99	1%	1	1	5
Electric	293	1%	3	3	15
Water	148	1%	1	1	7
Members Allowances	323	3.75%*	12	3	16
Insurance	203	20%	41	2	10
Fuel	355	2%	7	4	18
Leisure Fees and Charges	(3,093)	3%	(93)	(31)	(155)
Support Service Recharge to HRA	(1,501)	3.75%*	(56)	(15)	(75)
TOTAL	**10,190**		**398**	**102**	**509**

2.5 The resulting forecast General Fund position is therefore:

2021/22		2022/23	2023/24	2024/25	2025/26	2026/27
£000		£000	£000	£000	£000	£000
11,870	**Expenditure**	11,651	11,612	11,909	12,041	12,335
(11,870)	**Funding**	(10,579)	(9,932)	(10,178)	(10,429)	(10,692)
0	**Annual Shortfall**	**1,072**	**607**	**52**	**(119)**	**30**
0	**Cumulative Shortfall**	**1,072**	**1,680**	**1,732**	**1,612**	**1,643**

2.6 There are still some fundamental issues that have not been resolved that may either improve or worsen the summary budget that can be summarised as follows:

- Impact of the Comprehensive Spending Review (SR21) and the Autumn Budget and their consequences for the Local Government Financial Settlement due in December;

- Changes to Central Government funding schemes including New Homes Bonus and Business Rate allocations/mechanics;

- Longer term implications of Covid-19

- Ongoing service reviews (including changes to fees and charges) as services look to improve the efficiency and effectiveness of their delivery.

2.7 The specific Service Units within the General Fund budget and the current projection of their 2022/23 budget is included within **Appendix 1**.

2.8 During the summer, Leadership Team and services have been reviewing a range of budget options that could be considered in order to help mitigate that remaining budget shortfall across the five years of this MTFP. This also includes some possible additional costs that could arise. These Budget Options can be found in **Appendix 2** and will form the basis of the Committee's discussions. In addition, the Committee is asked to identify further options to resolve the immediate budget gap for 2022/23 and future years.

3.1 The Capital Programme includes new bids for capital funding to support new programmes as well as 'rolling' items already highlighted in the current year's Capital Programme In February, Member's will be asked to approve the Year 1 programme and note the indicative future years.

3.2 The table below shows the capital funding position during the life of the MTFP:

MTFP Capital Programme

2021/22		2022/23	2023/24	2024/25	2025/26	2026/27
£000		£000	£000	£000	£000	£000
	General Fund:					
10,755	**Capital Requirement**	**25,158**	**38,293**	**17,013**	**14,050**	**7,574**
	Funded by:					
2,094	Existing Funds	14,360	15,386	1,698	665	644
8,661	PWLB Borrowing	10,798	22,907	15,315	13,385	6,930
10,755	**Total Funding**	**25,158**	**38,293**	**17,013**	**14,050**	**7,574**
	Housing Revenue Account:					
6,950	**Capital Requirement**	**29,462**	**19,930**	**17,790**	**21,830**	**17,100**
	Funded by:					
3,733	Existing Funds	10,237	10,175	10,266	10,667	9,272
3,217	PWLB Borrowing	19,225	9,755	7,524	11,163	7,828
6,950	**Total Funding**	**29,462**	**19,930**	**17,790**	**21,830**	**17,100**
17,705	**Overall Capital Requirement**	**54,620**	**58,223**	**34,803**	**35,880**	**24,674**
17,705	**Overall Funding**	**54,620**	**58,223**	**34,803**	**35,880**	**24,674**

3.3 This forecast shows a marked increase in the borrowing requirement over the duration of the MTFP. This is largely due to a significant plan to increase the HRA Housing stock through the HRA and plans to fund housing developments through 3Rivers. Similarly, a number of bids are included that will help the Council deliver is commitment to climate change and reducing carbon emissions.

3.4 The specific schemes related to this committee are shown in **Appendix 3**.

3.5 The Committee is asked to review the bids and feedback to Cabinet any recommendations to increase/reduce them and any alternative options for Cabinet to consider.

4.1 The HRA is a ring-fenced account within Mid Devon's financial accounting system. This means that a balanced budget must be set each year including all income and expenditure pertinent to the Council's landlord function and excluding all other income and expenditure (since this would be captured as part of the General Fund budget).

4.2 Within the HRA MTFP assumptions have been included for inflation broadly in line with those included in the General Fund. In addition, funding is included to address costs arising from new legislation post Grenfell, the recommendations from the recent Fire Assessment Audit and Carbon reduction, the latter being offset by assumed external funding. A prudent assumption of a 3% rent increase has been applied in 2022/23 allowing for the ongoing impact of Covid-19 and economic constraints.

4.3 The draft HRA MTFP for 2022/23 to 2026/27 is summarised below:

2021/22		2022/23	2023/24	2024/25	2025/26	2026/27
£000		£000	£000	£000	£000	£000
7,059	Direct Expenditure	7,978	8,137	8,348	8,564	8,787
(13,218)	External Income	(13,576)	(14,247)	(14,824)	(15,692)	(16,273)
(6,159)	**Net Cost Of Services**	**(5,598)**	**(6,110)**	**(6,476)**	**(7,128)**	**(7,486)**
6,159	Indirect Expenditure	5,499	6,109	6,775	7,196	7,705
0	**Budget (Surplus) / Deficit**	**(99)**	**(1)**	**299**	**68**	**219**
0	**Cumulative (Surplus) / Deficit**	**(99)**	**(100)**	**199**	**267**	**486**

4.4 The full HRA HTFP can be found in **Appendix 4**.

4.5 There is a marked increase in the cost of Capital Financing reflecting the proposed investment in housing shown in the Capital Programme. Assumptions have been made on the opportunity to increase the number of units, the cost of these units, the timing of the build programme, and the impact on the HRA finances including debt financing and additional rental income generated based upon Social Rent.

4.6 Overall this shows that only the first two years of the forecast is able to generate a surplus and therefore contribute to the Housing Maintenance Fund (HMF). In the remaining years there is a deficit that needs to be addressed, rising to £486k if no remedial action is taken.

4.7 The Committee is asked to review the HRA MTFP and feedback to Cabinet any recommendations for Cabinet to consider.

5.1 Having a realistic financial plan for the next five years will enable the Council to ensure it is allocating its limited financial resources to its key priorities. The current Corporate Plan sets out the Council's goals/objectives and must clearly be matched by the financial resources that are available.

5.2 Members of the committee are invited to review the financial position and recommend to Cabinet ongoing options that might address the forecast budget shortfalls.

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ajarrett@middevon.gov.uk

Paul Deal
Corporate Manager for Financial Services
pdeal@middevon.gov.uk

Circulation of the Report: Cabinet, Cllr Andrew Moore, Leadership Team

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Appendix 1

PDG SERVICE UNIT MOVEMENTS

Service Unit	Direct Costs Detail	2021/2022 Annual Budget £	Reversal of One-off Adjustments £	Add Back Covid-19 Income £	Inflation £	2022/2023 Forecast Budget £	Movement £	+/- %
	Cabinet							
SCM01	Leadership Team	406,590			14,776	**421,366**	14,776	4%
SCM02	Corporate Functions	95,740			3,491	**99,231**	3,491	4%
SCM03	Corporate Fees	152,450			712	**153,162**	712	0%
SCM06	Pension Backfunding	779,690			-	**779,690**	-	0%
SES01	Emergency Planning	8,150			-	**8,150**	-	0%
SFP01	Accountancy Services	533,720			15,277	**548,997**	15,277	3%
SFP02	Internal Audit	94,410			-	**94,410**	-	0%
SFP03	Procurement	113,470			3,883	**117,353**	3,883	3%
SFP04	Purchase Ledger	45,840			1,640	**47,480**	1,640	4%
SFP05	Sales Ledger	44,770			1,640	**46,410**	1,640	4%
SHR01	Human Resources	387,360			12,989	**400,349**	12,989	3%
SHR02	MDDC Staff Training	29,870			-	**29,870**	-	0%
SHR03	Payroll	36,370			1,364	**37,734**	1,364	4%
SHR04	Learning And Development	47,500			1,402	**48,902**	1,402	3%
SIT01	It Gazetteer Management	70,500			2,514	**73,014**	2,514	4%
SIT03	It Information Technology	968,430			20,744	**989,172**	20,742	2%
SLD01	Electoral Registration	230,820	(45,000)		4,034	**189,854**	(40,966)	-18%
SLD02	Democratic Rep And Management	504,460			16,954	**521,414**	16,954	3%
SLD04	Legal Services	368,503			12,724	**381,227**	12,724	3%
SPR01	Building Regulations	59,430		(44,000)	8,258	**23,688**	(35,742)	-60%
SPR04	Local Land Charges	(16,970)		(1,500)	27,053	**8,583**	25,553	-151%
SRB01	Collection Of Council Tax	442,380			14,135	**456,515**	14,135	3%
SRB02	Collection Of Business Rates	(105,380)			18	**(105,362)**	18	0%
SRB03	Housing Benefit Admin & Fraud	126,270	(9,960)		9,330	**125,640**	(630)	0%
SRB04	Housing Benefit Subsidy	65,000			-	**65,000**	-	0%
SRB06	Debt Recovery	71,810			2,638	**74,448**	2,638	4%
TOTAL CABINET PDG		**5,561,183**	**(54,960)**	**(45,500)**	**175,573**	**5,636,294**	**75,111**	**1%**
	Community PDG							
SCD01	Community Development	138,500	15,560		-	**154,060**	15,560	11%
SCS20	Customer Services Admin	23,350			-	**23,350**	-	0%
SCS22	Customer First	751,010			26,242	**777,252**	26,242	3%
SES03	Community Safety - C.C.T.V.	45,200			38	**45,238**	38	0%
SES04	Public Health	3,990			-	**3,990**	-	0%
SES11	Pool Cars	280			637	**917**	637	228%
SES16	Es Staff Units/Recharges	750,610			26,030	**776,640**	26,030	3%
SES17	Community Safety	6,220			-	**6,220**	-	0%
SES18	Food Safety	(24,200)			414	**(23,786)**	414	-2%
SES21	Licensing	48,480		(30,340)	5,120	**23,260**	(25,220)	-52%
SES22	Pest Control	5,000			-	**5,000**	-	0%
SES23	Pollution Reduction	(580)			414	**(166)**	414	-71%
SPR02	Enforcement	91,780			3,023	**94,803**	3,023	3%
SPR03	Development Control	825,420	(355,753)	(129,650)	35,860	**375,877**	(449,543)	-54%
SPR09	Forward Planning	263,550			-	**263,550**	-	0%
SPR11	Regional Planning	249,903		(1,800)	-	**248,103**	(1,800)	-1%
SRS01	Recreation And Sport	906,999		(464,687)	(10,025)	**432,287**	(474,712)	-52%
TOTAL COMMUNITY PDG		**4,085,512**	**(340,193)**	**(626,477)**	**87,753**	**3,206,595**	**(878,917)**	**-22%**
	Economy PDG							
SCD02	Economic Development	79,420		(6,910)	3,977	**76,487**	(2,933)	-4%
SCP01	Parking Services	(529,250)		95,000	3,065	**(431,185)**	98,065	-19%
SPR06	Economic Development	552,360	(34,000)		-	**518,360**	(34,000)	-6%
SPS12	Gf Properties Shops/Flats	(401,060)			1,297	**(399,764)**	1,297	0%
TOTAL ECONOMY PDG		**(298,530)**	**(34,000)**	**88,090**	**8,339**	**(236,101)**	**62,429**	**-21%**
	Environment PDG							
SES02	Cemeteries	(62,630)			1,234	**(61,396)**	1,234	-2%
SES05	Open Spaces	200,854			493	**201,347**	493	0%
SGM01	Grounds Maintenance	555,436			22,001	**577,437**	22,001	4%
SPS01	Asset Management	40,000			-	**40,000**	-	0%
SPS03	Flood Defence And Land Drain	26,430			-	**26,430**	-	0%
SPS04	Street Naming & Numbering	7,810			236	**8,046**	236	3%
SPS05	Administration Buildings	262,420			3,392	**265,812**	3,392	1%
SPS06	MDDC Depots	74,990			957	**75,947**	957	1%
SPS07	Public Transport	(15,280)			168	**(15,112)**	168	-1%
SPS09	Property Services Staff Unit	738,890			26,631	**765,521**	26,631	4%
SPS11	Public Conveniences	63,980			838	**64,818**	838	1%
SWS01	Street Cleansing	420,440			14,294	**434,734**	14,294	3%
SWS02	Waste Collection	229,459	75,000	(19,000)	40,382	**325,841**	96,382	42%
SWS03	Recycling	1,017,000	(60,000)	(167,530)	46,818	**836,288**	(180,712)	-18%
SWS04	Waste Management	366,440			11,482	**377,922**	11,482	3%
TOTAL ENVIRONMENT PDG		**3,926,239**	**15,000**	**(186,530)**	**168,925**	**3,923,634**	**(2,605)**	**0%**
	Homes PDG							
SES15	Private Sector Housing Grants	(3,630)			-	**(3,630)**	-	0%
SHG03	Homelessness Accommodation	396,640	(66,850)		13,707	**343,497**	(53,143)	-13%
TOTAL HOMES PDG		**393,010**	**(66,850)**	**0**	**13,707**	**339,867**	**(53,143)**	**-14%**
	GRAND TOTAL	**13,667,414**	**(481,003)**	**(770,417)**	**454,295**	**12,870,287**	**(797,127)**	**-6%**

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Mid Devon District Council - Medium Term Financial Plan

	Description	Budget Gap 2022/23 £	2023/24 £	2024/25 £	2025/26 £	2026/27 £	TOTAL £	
v1	Annual Budget Shortfall	1,332,295	604,197	49,238	(122,368)	27,276	**1,890,638**	
v2	Inclusion of 60% of 3R interest charges	(180,000)		60,000	(120,000)	60,000	**(180,000)**	
v2	Inclusion of GP Surgery loan interest	(80,000)	3,000	3,000	3,000	3,000	**(68,000)**	
v2	**CURRENT BUDGET GAP**	**1,072,295**	**607,197**	**112,238**	**(239,368)**	**90,276**	**1,642,638**	
v2	**Cumulative Budget Shortfall**	**1,072,295**	**1,679,492**	**1,791,730**	**1,552,362**	**1,642,638**		

Budget Options to address the MTFP Budget Gap

	Previous Options	2022/23 £	2023/24 £	2024/25 £	2025/26 £	2026/27 £	TOTAL £	PDG Committee
1	Recruitment freeze / 12 month ban on filling any vacancies unless proof that the service would fall below legal minimum level	(75,000)	(50,000)	(50,000)	0	0	**(175,000)**	**ALL**
2	Leisure centres. Additional income above general inflation increase based upon new capital expenditure	0		(50,000)	0	0	**(50,000)**	**Community**
3	Reduce waste collections to encourage more recycling	0	(136,000)	(75,000)	0	0	**(211,000)**	**Environment**
4	Close Public Toilets - Market Sq Crediton, TTC complete ownership of PC, Down St Mary remodel?	(25,000)	(25,000)	0	0	0	**(50,000)**	**Economy**
5	Review agency spend and look at why we need to rely on agencies/do things differently	(50,000)	0	0	0	0	**(50,000)**	**ALL**
6	Review Court Costs - Amount/Process - Also Recovery to pre COVID levels	(38,000)	0	0	0	0	**(38,000)**	**Homes**
7	Phoenix House – sublet office space; creating hot desk areas combined with WFH becoming the normal working practice	0	(30,000)	(50,000)	0	0	**(80,000)**	**Environment**
8	Invest in our own hydro scheme	0	0	(49,000)	0	0	**(49,000)**	**Environment**
9	Move staff out or Old Road, GF purchase building and lease back to HRA until decommissioned	0	(38,000)	0	0	0	**(38,000)**	**Environment**
10	Reduce grants to charitable organisations, other than those who support our statutory obligations	(13,000)	(13,000)	0	0	0	**(26,000)**	**Community**
		(201,000)	**(292,000)**	**(274,000)**	**0**	**0**	**(767,000)**	

New Options to be review / worked up

Ref	Description	2022/23 £	2023/24 £	2024/25 £	2025/26 £	2026/27 £	TOTAL £	PDG Committee
1	**Funding**							
a	Council Tax Collection Fund gain (one-off)	(200,000)	200,000	0	0	0	**0**	**Economy**
b	Council Tax Recovery/Growth - refine assumptions	£???	£???	£???	£???	£???	**0**	**Economy**
c	Business Rates Collection Fund gain	(100,000)	100,000	0	0	0	**0**	**Economy**
d	Business Rates Recovery/Growth - refine assumptions (particularly retention/reset)	(100,000)	£???	£???	£???	£???	**(100,000)**	**Economy**
e	Future Business Rates Growth - both Costs and Income in relation to: Hitchcotts (30%), J27, J28, EUE, North Western Cullompton Expansion, Hartnells etc	0	(200,000)	(100,000)	(100,000)	(100,000)	**(500,000)**	**Economy**
f	Continuation of Lower Tier Services Grant	£???	£???	£???	£???	£???	**0**	**Not Applicable**
g	Finalisation of New Homes Bonus - possible supplementary payment - new replacement scheme	£???	£???	£???	£???	£???	**0**	**Not Applicable**
h	Implications of Fair Funding Review - possible new grant funding - removal of Negative RSG - Potential exposure to Business Rates rebasing	(180,000)	200,000	100,000	£???	£???	**120,000**	**Not Applicable**
i1	3 Rivers Returns - increased Interest above that already built in	(140,000)	150,000	(50,000)	10,000	160,000	**130,000**	**Homes**
i2	3 Rivers Returns - Dividend Payments	0	0	(250,000)	£???	£???	**(250,000)**	**Homes**
j	GP Surgery Loan - Phase 2	0	0	(80,000)	0	0	**(80,000)**	**Economy**
		(720,000)	**450,000**	**(380,000)**	**(90,000)**	**60,000**	**(680,000)**	

Ref	Description	2022/23 £	2023/24 £	2024/25 £	2025/26 £	2026/27 £	TOTAL £	PDG Committee
2	**Transformation**							
a	Decarbonisation Savings	(40,000)	£???	£???	£???	£???	**(40,000)**	**Environment**
b	Property Rationalisation - savings on overheads - Play Parks ?? - Amenity Car Parks??	£???	£???	£???	£???	£???	**0**	**Environment**
c	Digital Transformation - Costs and Savings	(30,000)	(60,000)	(30,000)	0	0	**(120,000)**	**Community**
d	HIF Projects - Base position reflects £18m Grants - Additional pressures i.e. interest etc (hopefully offset by Levelling Up Bid)	£???	£???	£???	£???	£???	**0**	**Community**
e	Harlequin Valet - receipt from sale of asset (possible £100k one-off - use in-year or next year?)	£???	0	0	0	0	**0**	**Not Applicable**
f	NET Reduced costs as outcome of "hybrid working" - Reduced travel costs - Greater Productivity - Additional IT Costs	£???	£???	£???	£???	£???	**0**	**ALL**
		(70,000)	**(60,000)**	**(30,000)**	**0**	**0**	**(160,000)**	

Ref	Description	2022/23 £	2023/24 £	2024/25 £	2025/26 £	2026/27 £	TOTAL £	PDG Committee
3	**Other Savings?**							
a	Review Fees and Charges - Green / Trade Waste - Discretionery elements of Licensing / Planning - Car Park Fees	(50,000)	£???	£???	£???	£???	**(50,000)**	**ALL**
b	Additional implications of CRF and Levelling up Bids	£???	£???	£???	£???	£???	**0**	**Community**
c	Review HRA Recharges - refine further	(5,000)	£???	£???	£???	£???	**(5,000)**	**Homes**
d	Reduce Corporate Subscriptions / Fees	£???	£???	£???	£???	£???	**0**	**ALL**
e	Commercialise Services	£???	£???	£???	£???	£???	**0**	**ALL**
f	Increase subscriptions to Piper Alarms	£???	£???	£???	£???	£???	**0**	**Homes**
g	Outsource Homelessness provision - reduced admin costs	£???	£???	£???	£???	£???	**0**	**Homes**
h	Refine Inflation Assumptions - Services to "consume their own smoke"	£???	£???	£???	£???	£???	**0**	**ALL**
		(55,000)	**0**	**0**	**0**	**0**	**(55,000)**	

Ref	Description	2022/23 £	2023/24 £	2024/25 £	2025/26 £	2026/27 £	TOTAL £	PDG Committee
4	**Possible Costs**							
a	Climate Change Commitment Implications (over and above associated grant funding)	50,000	50,000	50,000	50,000	50,000	**250,000**	**Environment**
b	Cyber Security - Insurance premium - Costs arising from Audit recommendations	20,000	£???	£???	£???	£???	**20,000**	**Not Applicable**
c	CCTV - additional spend?	£???	£???	£???	£???	£???	**0**	**Economy**
d1	SFS Leasing Contract - Maintenance costs	30,000	30,000	30,000	30,000	30,000	**150,000**	**Environment**
d2	SFS Leasing Contract - Lease costs	65,000	15,000	15,000	15,000	15,000	**125,000**	**Environment**
e	Additional implications of CRF and Levelling up Bids	£???	£???	£???	£???	£???	**0**	**Community**
f	Stop sharing Transport Manager post with Exeter City Council	20,000	0	0	0	0	**20,000**	**Environment**
g	Contributions for bedding from Town Councils - ceased	13,000	0	0	0	0	**13,000**	**Community**
h	Increase in asset maintenance programme	50,000	£???	£???	£???	£???	**50,000**	**Environment**
i	Increased Audit Fees under new procurement framework	20,000	20,000	£???	£???	£???	**40,000**	**Not Applicable**
j	Increased Pension Deficit - Higher Back Funding requirement - Higher contribution rates	0	100,000	0	0	100,000	**200,000**	**Not Applicable**
k	Carlu Close - possible increase in Rental payment - possible reduced utilities	30,000	0	0	0	0	**30,000**	**Environment**
l1	Updated Capital Programme - GF revenue implications - Interest	54,000	174,000	(3,000)	(101,000)	(98,000)	**26,000**	**ALL**
l2	Updated Capital Programme - GF revenue implications - Minimum Revenue Provision (MRP)	0	45,000	383,000	107,000	63,000	**598,000**	**ALL**
m	Additional cost implications of Recruitment and Retention pressure	100,000	0	0	0	0	**100,000**	**ALL**
n	Loss of NHB (capital contribution) - Adequate property maintenance	100,000	100,000	100,000	100,000	100,000	**500,000**	**Not Applicable**
		552,000	**534,000**	**575,000**	**201,000**	**260,000**	**2,122,000**	

Ref	Description	2022/23 £	2023/24 £	2024/25 £	2025/26 £	2026/27 £	TOTAL £	PDG Committee
5	**Longer Term Decisions / Tough Choices**							
a	Reduce Service Provision - Reduce standard - Cease provision	£???	(150,000)	(200,000)	£???	£???	**(350,000)**	**ALL**
d	Further Commercial Activity	£???	£???	£???	£???	£???	**0**	**Economy**
		0	**(150,000)**	**(200,000)**	**0**	**0**	**(350,000)**	
	Potential MTFP Position	**578,295**	**1,089,197**	**(196,762)**	**(128,368)**	**410,276**	**1,752,638**	
	Notes:							
6	**Reserves**							
a	General Fund - 10% above minimum							
b	Reallocate NHB - £3m earmarked to support Capital - could be used for Revenue instead							
c	Reallocate Other Earmarked Reserves - £15m+ excluding NNDR S31 Grant							
7	**Other Issues**							
a	National changes to waste collection services							
b	Ability for planning to be break even							
c	No inclusion of National Insurance increase contribuions as assumed fully funded							
8	**Other Considerations**							
a	DC Elections May 2023							
b	Financial implications from recent petition for referendum on democratic system (c.£300k)							

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CAPITAL PROGRAME - Medium Term Financial Plan 2022/23 - 2026/27

PDG Committee		Estimated Capital Programme 2022/23 £k	Estimated Capital Programme 2023/24 £k	Estimated Capital Programme 2024/25 £k	Estimated Capital Programme 2025/26 £k	Estimated Capital Programme 2026/27 £k	Total £k	Notes
	General Fund Estates Management							
	Lords Meadow Leisure Centre							
Community	Dance Studio space challenge (Relocation of dance studio)		902				902	Funding options to be explored - subject to acceptable Business Case/Financial appraisal
Community	Fitness Studio renewal of equipment		150				150	
Community	ATP surface replacement		150				150	
Community	Spin Bikes		24				24	
	Exe Valley Leisure Centre							
Community	ATP replacement (50% share with DCC)				150		150	50% Funded by DCC
Community	Spin Bikes		32				32	
	Culm Valley sports centre							
Community	Remodelling dance studio		153				153	Funding options to be explored - subject to acceptable Business Case/Financial appraisal
Community	ATP replacement (50% share with DCC)			150			150	50% Funded by DCC
Community	Ceiling - asset review	260					260	
Community	Fitness Studio renewal of equipment			150			150	
Community	Spin Bikes		24				24	
	Leisure - Climate Change-Net Zero Target (incl heat- decarbonisation)							
Environment	EVLC - Boilers & CHP					80	80	Subject to acceptable Business Case/Financial appraisal and success of External/Salix funding bids
Environment	EVLC - Air Source Heat Pumps				420		420	Subject to acceptable Business Case/Financial appraisal and success of External/Salix funding bids
Environment	EVLC - Solar Car Park Cover					390	390	Subject to acceptable Business Case/Financial appraisal and success of External/Salix funding bids
Environment	EVLC -Ground Source Heat Pumps					520	520	Subject to acceptable Business Case/Financial appraisal and success of External/Salix funding bids
Environment	EVLC - Building Fabric - Insulation improvements				350		350	Subject to acceptable Business Case/Financial appraisal and success of External/Salix funding bids
Environment	LMLC -Solar Car Park Cover		640				640	Subject to acceptable Business Case/Financial appraisal and success of External/Salix funding bids
Environment	LMLC -Ground Source Heat Pump -(for whole site)				170		170	Subject to acceptable Business Case/Financial appraisal and success of External/Salix funding bids
Environment	LMLC - Building Fabric -insulation improvements					350	350	Subject to acceptable Business Case/Financial appraisal and success of External/Salix funding bids
Environment	CVSC - Biomass Boiler installation			160			160	Subject to acceptable Business Case/Financial appraisal and success of External/Salix funding bids
Environment	CVSC -Air Source Heat Pump				170		170	Subject to acceptable Business Case/Financial appraisal and success of External/Salix funding bids
Environment	CVSC -Ground Source Heat Pumps					220	220	Subject to acceptable Business Case/Financial appraisal and success of External/Salix funding bids
Environment	CVSC -Building Fabric -Insulation improvements				200		200	Subject to acceptable Business Case/Financial appraisal and success of External/Salix funding bids
	Total Leisure	**260**	**2,075**	**460**	**1,460**	**1,560**	**5,815**	
	Other MDDC Buildings							
Environment	Cemetery Lodge - Structural solution for damp	62					62	
	Phoenix House							
Environment	Cooling options Air Handing Unit			150			150	
Environment	Phoenix House - Air Source Heat Pumps and ducting			450			450	Subject to acceptable Business Case/Financial appraisal and success of External/Salix funding bids
	General Car parks							
Environment	MSCP -Solar carport and additional security					370	370	Funding options to be explored - subject to acceptable Business Case/Financial appraisal
	MDDC Depot sites							
Environment	Depot Design & Build - Waste & Recycling	250	3,500				3,750	Subject to identification of appropriate site
Environment	Recycling Baler replacement			480			480	
	MDDC Shops/industrial Units							
Economy	36 & 38 Fore Street including Flat above structure & cosmetic works	250					250	This is in addition to the £47k identified in 2021/22.

PDG Committee		Estimated Capital Programme 2022/23 £k	Estimated Capital Programme 2023/24 £k	Estimated Capital Programme 2024/25 £k	Estimated Capital Programme 2025/26 £k	Estimated Capital Programme 2026/27 £k	Total £k	Notes
	Parks & Play Areas							
Environment	Amory Park - Hard Court Area		64				64	
Environment	Play Area's - schemes tbc		50	50		50	150	
	Public Conveniences							
Environment	Phoenix Lane Toilets - new construction in fresh position - funding options to be pursued	125					125	Funding options to be explored - subject to acceptable Business Case/Financial appraisal
Environment	Westexe Rec Toilets - Replacement		159				159	Funding options to be explored - subject to acceptable Business Case/Financial appraisal
	Other Projects							
Environment	Hydromills Electricity generation Project - Tiverton Weir	420					420	Funding options to be explored - subject to acceptable Business Case/Financial appraisal. This is in addition to £800k identified in 2021/22 that is forecast to slip into 2022/23.
Economy	Tiverton Market Paving - Permanent Solution		150				150	
	Total Other	**1,107**	**3,923**	**1,130**	**0**	**420**	**6,580**	
	HIF Schemes							
Economy	Cullompton Town Centre Relief Road (HIF bid)	8,414	11,038	597			20,049	Revised Project costs/funding have been incorporated per Cabinet Report 03/08/21 and latest forecast from DCC (July 2021). Revised total project costs £24.9m. 'Levelling Up' funding bid has been submitted for £13.6m, if successful this funding will be used to partially fund costs in this forward looking MTFP but also budgeted costs in 2021/22 (which depending on the speed in which this project progresses may slip into 2022/23). Total project costs in this plan take into account monies already spent in 2019/20 & 2020/21 and the budgeted spend in 2021/22 Capital Programme.
Economy	Tiverton EUE A361 Junction Phase 2 (HIF bid)	4,640	5,100				9,740	Additional £1.9m projected costs assumed in 2023/24 per Cabinet Report 03/08/21 (Total revised project forecast £10.1m). At this stage for illustrative purposes to be funded by borrowing until tendering process complete and revised report brought back to Cabinet regarding delivery contract and associated funding and revised estimated profile of spend.
	Total HIF Schemes	**13,054**	**16,138**	**597**	**0**	**0**	**29,789**	
	ICT Projects							
Not Applicable	Laptop/desktop refresh	50					50	Further consideration required as to whether Projects classified in Capital or Revenue; this will be undertaken during the budget process.
Not Applicable	Workstation refresh		50				50	Further consideration required as to whether Projects classified in Capital or Revenue; this will be undertaken during the budget process.
Not Applicable	Secure WIFI Replacement	50					50	Further consideration required as to whether Projects classified in Capital or Revenue; this will be undertaken during the budget process.
Not Applicable	Server hardware/software Citrix Replacement	40					40	Further consideration required as to whether Projects classified in Capital or Revenue; this will be undertaken during the budget process.
Not Applicable	MS365 Licensing	100	100	100			300	Further consideration required as to whether Projects classified in Capital or Revenue; this will be undertaken during the budget process.
Not Applicable	Multi-Factor Authentication	20					20	Further consideration required as to whether Projects classified in Capital or Revenue; this will be undertaken during the budget process.
Not Applicable	Sophos Security Software	30					30	Further consideration required as to whether Projects classified in Capital or Revenue; this will be undertaken during the budget process.
Not Applicable	Cyber/Veeam Backup Software/Disaster Recovery	80					80	Further consideration required as to whether Projects classified in Capital or Revenue; this will be undertaken during the budget process.
Not Applicable	Uninterruptible Power Supply Refresh			20			20	Further consideration required as to whether Projects classified in Capital or Revenue; this will be undertaken during the budget process.
Not Applicable	VM/Storage Area Network			120			120	Further consideration required as to whether Projects classified in Capital or Revenue; this will be undertaken during the budget process.
	Other ICT Service related projects							
Not Applicable	Replacement Access Database - Property Services	100					100	Further consideration required as to whether Projects classified in Capital or Revenue; this will be undertaken during the budget process.
Not Applicable	Replacement HR Data base	80					80	Further consideration required as to whether Projects classified in Capital or Revenue; this will be undertaken during the budget process.
Not Applicable	Leisure management project- System hardware/ software	150					150	Further consideration required as to whether Projects classified in Capital or Revenue; this will be undertaken during the budget process.
	Total ICT	**700**	**150**	**240**	**0**	**0**	**1,090**	

PDG Committee		Estimated Capital Programme 2022/23 £k	Estimated Capital Programme 2023/24 £k	Estimated Capital Programme 2024/25 £k	Estimated Capital Programme 2025/26 £k	Estimated Capital Programme 2026/27 £k	Total £k	Notes
	Private Sector Housing Grants							
Homes	Disabled Facilities Grants–P/Sector	577	581	586	590	594	2,928	
	Total PSH Grants	**577**	**581**	**586**	**590**	**594**	**2,928**	
	TOTAL GF PROJECTS	**15,698**	**22,867**	**3,013**	**2,050**	**2,574**	**46,202**	
	Other General Fund Development Projects							
Homes	3 Rivers Scheme - Bampton	1,206					1,206	Linked to 3 Rivers Business Plan V10
Homes	3 Rivers Scheme - Riverside Development (rear of Town Hall) Tiverton	356					356	Linked to 3 Rivers Business Plan V10
Homes	* 3 Rivers scheme - Knowle Lane, Cullompton (note slippage from 2020/21 will fund planned spend in 2021/22)	1,298	1,426				2,724	Linked to 3 Rivers Business Plan V10
Homes	* 3 Rivers Schemes - Future Projects	4,800	11,500	14,000	12,000	5,000	47,300	Linked to 3 Rivers Business Plan V10
	* These schemes require signed loan agreements before they can be progressed further							
Economy	Park Road (Delivery of this project is yet to be determined until conclusion of marketing exercise & therefore maybe a Capital Receipt)	1,300					1,300	
Economy	Regeneration Project 1		2,500				2,500	Funding options to be explored - subject to acceptable Business Case/Financial appraisal
Economy	Regeneration Project 2	500					500	Funding options to be explored - subject to acceptable Business Case/Financial appraisal
	TOTAL GF OTHER DEVELOPMENT PROJECTS	**9,460**	**15,426**	**14,000**	**12,000**	**5,000**	**55,886**	
	GRAND TOTAL GF PROJECTS	**25,158**	**38,293**	**17,013**	**14,050**	**7,574**	**102,088**	

PDG Committee		Estimated Capital Programme 2022/23 £k	Estimated Capital Programme 2023/24 £k	Estimated Capital Programme 2024/25 £k	Estimated Capital Programme 2025/26 £k	Estimated Capital Programme 2026/27 £k	Total £k	Notes
	HRA Projects							
	Existing Housing Stock							
Homes	Major repairs to Housing Stock	2,255	2,240	2,260	2,280	2,300	11,335	
Homes	*Renewable Energy Fund	250	250	250	250	250	1,250	
Homes	Home Adaptations - Disabled Facilities	300	300	300	300	300	1,500	
	* 22/23 & 23/24 are dependent on SHDF Funding bid in 21/22 - if successful this spend will be b/fwd to 21/22							
	**** Housing Schemes (1:4:1 Receipt) Projects**							
Homes	Housing Scheme - Project 1	35					35	Subject to acceptable Business Case/Financial appraisal - 40% Funded through 1:4:1 Monies, additional funding options to be explored
Homes	Housing Scheme - Project 2	130					130	Subject to acceptable Business Case/Financial appraisal - 40% Funded through 1:4:1 Monies, additional funding options to be explored
Homes	Housing Scheme - Project 3	750					750	Subject to acceptable Business Case/Financial appraisal - 40% Funded through 1:4:1 Monies, additional funding options to be explored
Homes	Future Housing schemes - 1:4:1 Projects		140	430	2,400		2,970	Subject to acceptable Business Case/Financial appraisal - 40% Funded through 1:4:1 Monies, additional funding options to be explored
Homes	Affordable Housing/ Purchase of ex RTB	400	400	400	400	400	2,000	Subject to acceptable Business Case/Financial appraisal - 40% Funded through 1:4:1 Monies, additional funding options to be explored
	**** Housing Development Schemes**							
Homes	Housing Scheme - Project 9	1300					1,300	Subject to acceptable Business Case/Financial appraisal - Assumed 45% Homes England Funding in respect of additional units created, additional funding options to be explored
Homes	Housing Scheme - Project 10	1300					1,300	Subject to acceptable Business Case/Financial appraisal - Assumed 45% Homes England Funding in respect of additional units created, additional funding options to be explored
Homes	Housing Scheme - Project 11	1500					1,500	Subject to acceptable Business Case/Financial appraisal - Assumed 45% Homes England Funding in respect of additional units created, additional funding options to be explored
Homes	Housing Scheme - Project 12	1500					1,500	Subject to acceptable Business Case/Financial appraisal - Assumed 45% Homes England Funding in respect of additional units created, additional funding options to be explored
Homes	Housing Scheme - Project 13	1100					1,100	Subject to acceptable Business Case/Financial appraisal - Assumed 45% Homes England Funding in respect of additional units created, additional funding options to be explored
Homes	Housing Scheme - Project 14	800					800	Subject to acceptable Business Case/Financial appraisal - Assumed 45% Homes England Funding in respect of additional units created, additional funding options to be explored
Homes	Housing Scheme - Project 15	4600					4,600	Subject to acceptable Business Case/Financial appraisal - Assumed 45% Homes England Funding in respect of additional units created, additional funding options to be explored
Homes	Housing Scheme - Project 16	900					900	Subject to acceptable Business Case/Financial appraisal - Assumed 45% Homes England Funding in respect of additional units created, additional funding options to be explored
Homes	Housing Scheme - Project 17	1000					1,000	Subject to acceptable Business Case/Financial appraisal - Assumed 45% Homes England Funding in respect of additional units created, additional funding options to be explored
Homes	Housing Scheme - Project 18	900					900	Subject to acceptable Business Case/Financial appraisal - Assumed 45% Homes England Funding in respect of additional units created, additional funding options to be explored
Homes	Housing Scheme - Project 19	1400					1,400	Subject to acceptable Business Case/Financial appraisal - Assumed 45% Homes England Funding in respect of additional units created, additional funding options to be explored
Homes	Future Housing development Schemes		14000	13900	16100	13800	57,800	Subject to acceptable Business Case/Financial appraisal - Assumed 45% Homes England Funding in respect of additional units created, additional funding options to be explored
	**** Proposed Council House 1:4:1 & Housing Development schemes subject to full appraisal**							
Homes	Westexe - Structural Communal area work (stairwells, steps)	100	350				450	Funding options to be explored - subject to acceptable Business Case/Financial appraisal
Homes	Garages Block - Redevelopment	92					92	This is in addition to the £408k identified in 2021/22, the majority of which is projected to slip into 2022/23
Homes	Post Hill, Tiverton	8,800	2,200				11,000	Original timescales/costs have been assumed - subject to scheduling of delivery provider. Planning application to be submitted Jan/Feb 2022
Homes	Old Road Depot remodelling options - forecast expenditure to maintain operations	50	50	250	100	50	500	Assumed Costs to keep building operational
	GRAND TOTAL HRA PROJECTS	**29,462**	**19,930**	**17,790**	**21,830**	**17,100**	**106,112**	
	GRAND TOTAL GF + HRA Projects	**54,620**	**58,223**	**34,803**	**35,880**	**24,674**	**208,200**	

PDG Committee		Estimated Capital Programme 2022/23 £k	Estimated Capital Programme 2023/24 £k	Estimated Capital Programme 2024/25 £k	Estimated Capital Programme 2025/26 £k	Estimated Capital Programme 2026/27 £k	Total £k	Notes
	FUNDING							
	MDDC Funding Summary							
	General Fund							
	EXISTING FUNDS	**2022/23 £k**	**2023/24 £k**	**2024/25 £k**	**2025/26 £k**	**2026/27 £k**	**Total £k**	
	Capital Grants Unapplied Reserve	577	581	661	665	594	**3,078**	
	Capital Receipts Reserve	130	130	65	0	0	**325**	
	NHB Funding	181	237	110	0	50	**578**	
	Other Earmarked Reserves	418	200	265	0	0	**883**	
	HIF Funding (Tiverton & Cullompton schemes)	6,465	10,550	0	0	0	**17,015**	
	Levelling Up funding bid (Cullompton Relief Road Project)	6,436	3,438	0	0	0	**9,874**	
	DCC Funding (Cullompton Relief Road Project)	153	250	597	0	0	**1,000**	
	Subtotal	**14,360**	**15,386**	**1,698**	**665**	**644**	**32,753**	
	NEW FUNDS							
	PWLB Borrowing (50 years)	750	6,000	0	0	0	**6,750**	
	PWLB Borrowing (25 years)	758	1,851	610	1,310	1,930	**6,459**	
	PWLB Borrowing (10 years)	330	0	555	75	0	**960**	
	PWLB Borrowing (5 years)	0	230	150	0	0	**380**	
	PWLB Borrowing (3 years)	8,960	12,926	14,000	12,000	5,000	**52,886**	
	Tiverton HIF Scheme - Assumed funded through borrowing from Public Works Loan Board		1,900				**1,900**	Funding options to be explored - subject to acceptable Business Case/Financial appraisal
	Subtotal	**10,798**	**22,907**	**15,315**	**13,385**	**6,930**	**69,335**	
	Total General Fund Funding	**25,158**	**38,293**	**17,013**	**14,050**	**7,574**	**102,088**	
	Housing Revenue Account							
	EXISTING FUNDS	**2022/23 £k**	**2023/24 £k**	**2024/25 £k**	**2025/26 £k**	**2026/27 £k**	**Total £k**	
	Homes England Funding	5,862	6,300	6,255	5,848	5,393	**29,658**	
	Capital Grants Unapplied Reserve	170	168	168	168	168	**842**	
	Capital Receipts Reserve	1,380	1,071	1,187	1,975	1,015	**6,628**	
	NHB Funding	21	21	21	21	21	**105**	
	HRA Housing Maintenance Fund	0	0	0	0	0	**0**	
	Other Housing Earmarked Reserves	2,804	2,615	2,635	2,655	2,675	**13,384**	
	Subtotal	**10,237**	**10,175**	**10,266**	**10,667**	**9,272**	**50,617**	
	NEW FUNDS	**2022/23 £k**	**2023/24 £k**	**2024/25 £k**	**2025/26 £k**	**2026/27 £k**	**Total £k**	
	PWLB Borrowing (50 years)	19,225	9,755	7,524	11,163	7,828	**55,495**	
	Subtotal	**19,225**	**9,755**	**7,524**	**11,163**	**7,828**	**55,495**	
	Total Housing Revenue Account Funding	**29,462**	**19,930**	**17,790**	**21,830**	**17,100**	**106,112**	
	TOTAL FUNDING	**54,620**	**58,223**	**34,803**	**35,880**	**24,674**	**208,200**	

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ECONOMY PDG
4TH NOVEMBER 2021

PENINSULA TRANSPORT: RESPONSE TO THE CONSULTATION ON REGIONAL TRANSPORT STRATEGY VISION

Cabinet Member(s): Cllr Richard Chesterton

Responsible Officer: Mr Richard Marsh, Director of Place

Reason for Report: To inform Members of the District Council's response to the Regional Transport Vision consultation being undertaken by Peninsula Transport, the sub-national transport body. This report was requested by the PDG following consideration of consultation material at its last meeting.

RECOMMENDATION: That members note the content of the submitted 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 suggested placing even more emphasis on tackling inequalities and transport disparity.

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. The importance of addressing climate change was an important part of our response.

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. 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 was considered at the Economy Policy Development Group meeting of the 9th September 2021. At that meeting the Group discussed key elements of a response and requested that the submitted response be considered at the next meeting (4th November 2021). The response to the consultation is appended as Appendix 2. The consultation response was submitted on time and acknowledgement was received.

2.2 It should be noted that this consultation is the start of a conversation with regard to the emerging Regional Transport Strategy and Officers will continue to liaise with the County Council and Peninsula Transport as this work evolves.

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

"The South West Peninsula is an amazing place to live and work. Transport connections are vital for much of our activity and so our vision is for an enhanced transport system: more efficient, resilient and cleaner – helping to make the Peninsula even better.

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

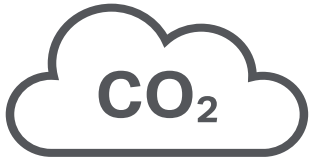
We will improve connections between people, businesses, and places

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.

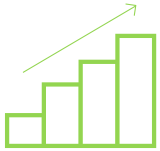
Decarbonisation

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

14%

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

25% Protected area

56% Urban

44% Rural

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

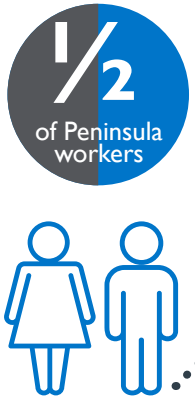
170k Jobs (+19%)

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



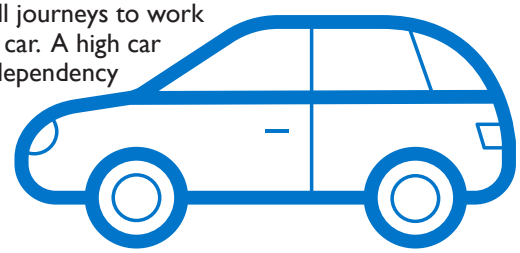
travel less than **10km** to work

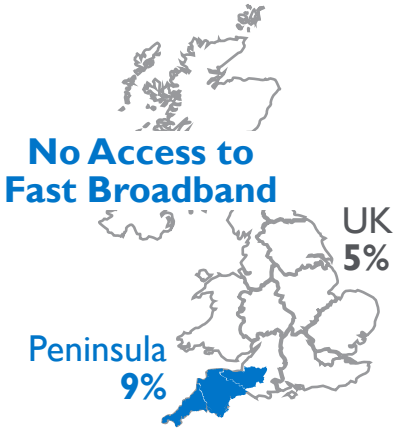
Highest private transport mileage per person in England

6.5K miles per year

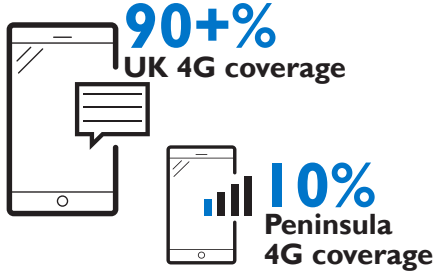
High Car Dependency

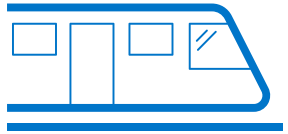
~90% of all journeys to work are by car. A high car dependency





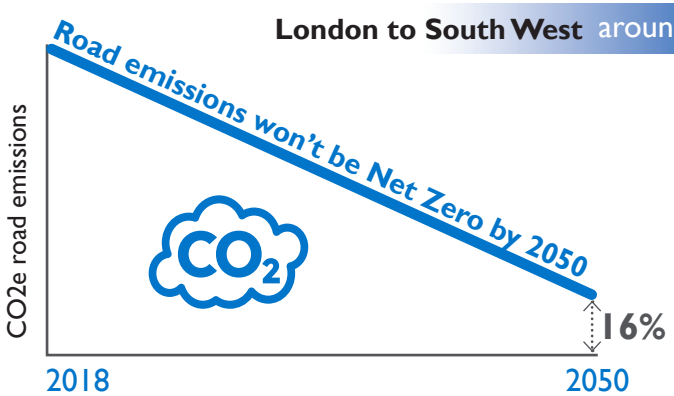
Poor Digital Connectivity



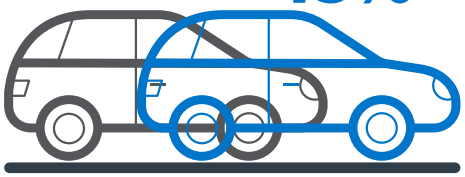


Average Speed MPH

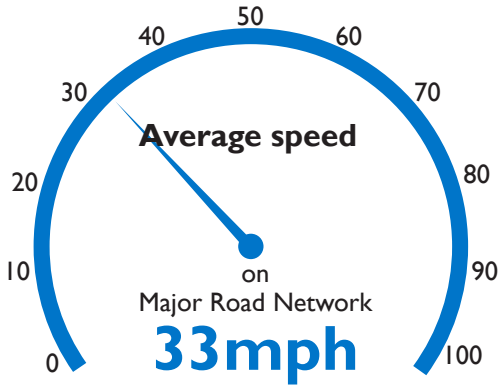
West Coast Main Line	90
East Coast Main Line	90
London to South West	around 70



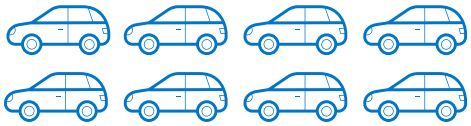
+43%



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



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.

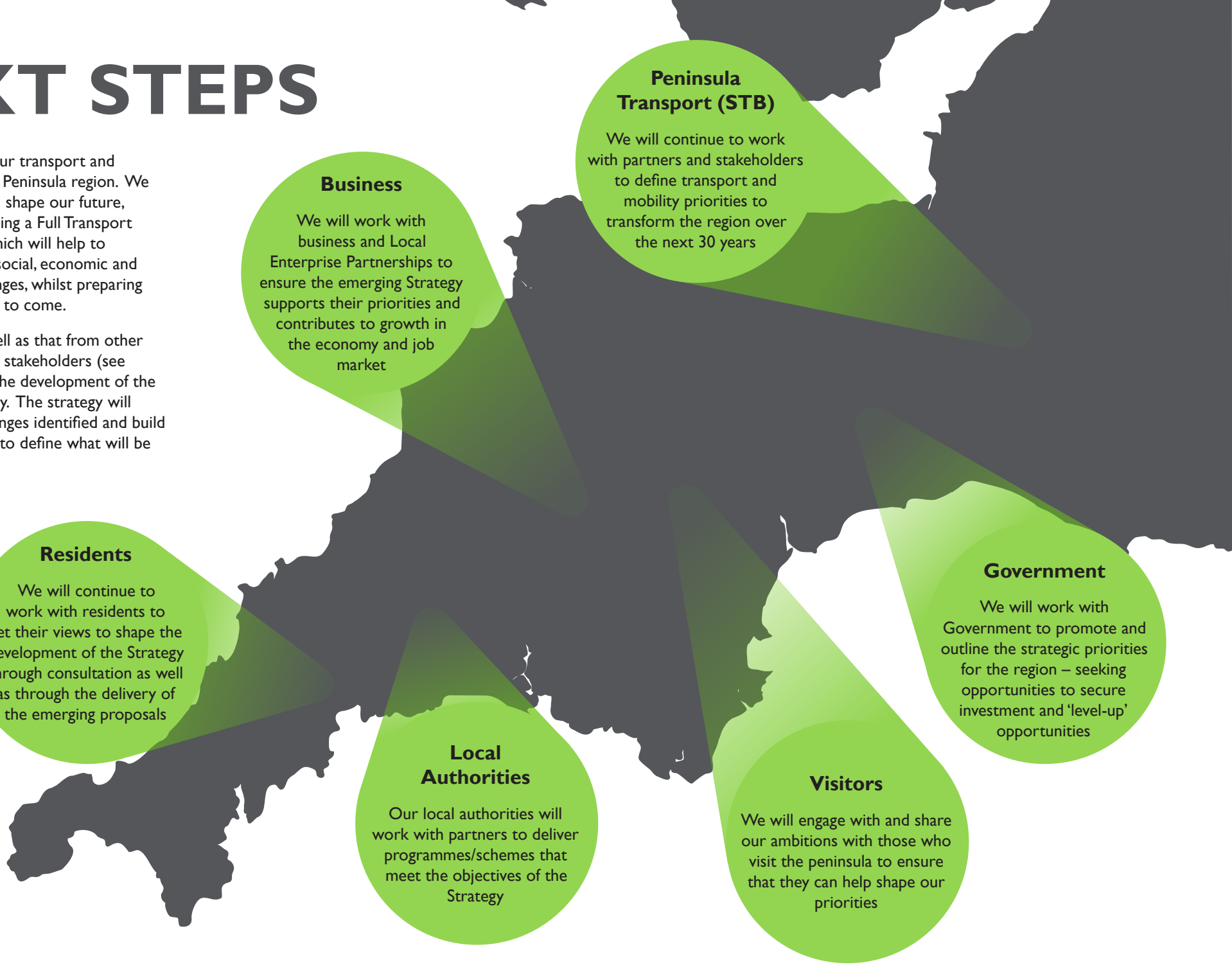
Summary of strategies and studies to support the development of the Full Transport Strategy

	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.

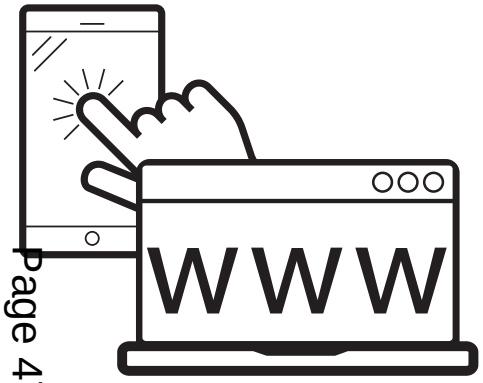


OUR DIVERSE PENINSULA

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

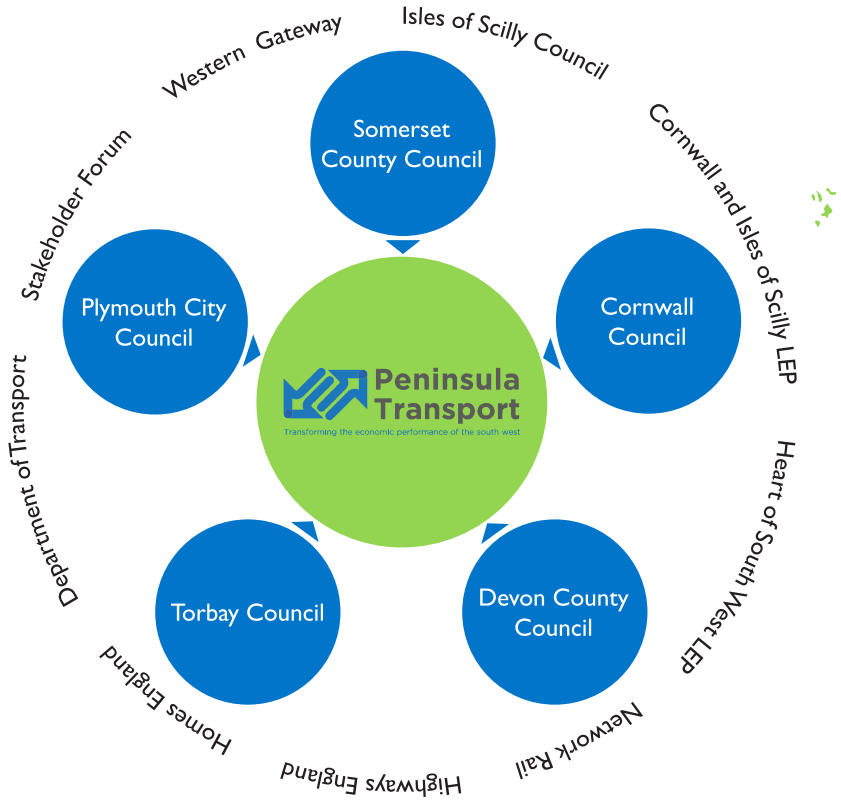
12 July 2021 - 17 September 2021

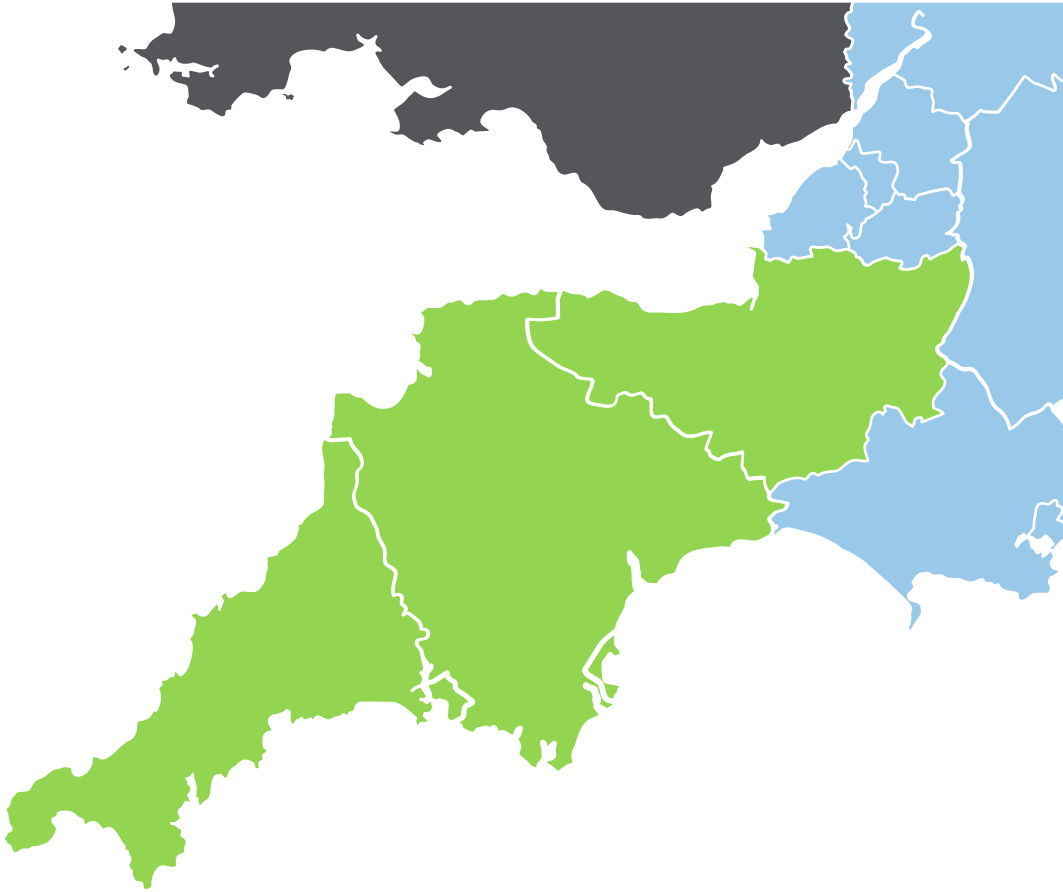
FACT SHEET

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.





Peninsula Transport Region

Western Gateway Region

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/regionalgrossvalueaddedbalanceduk/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)

APPENDIX 2

Peninsula Transport Consultation - Mid Devon 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"?

Strongly Support
This consultation was considered by Mid Devon District Council's Economy Policy Development Group at its meeting of the 9th September 2021.
Mid Devon District Council supports the creation of a Regional Transport Strategy and wish to work closely with Devon County Council and Peninsula Transport with regard to the next stages of the plan's development. Regional transport improvements are key to economic recovery and can play a vital role in responding to climate change. Whilst the District Council supports the Vision it would recommend that more explicit reference be made to the importance of 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***

These goals are all strongly supported. In addition, it is suggested that reliable public transport digital/electronic information needs much improvement in the sub region and the role of intelligent transport systems should be considered in future plans.

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?

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
- Inequality issues more generally with regard to transport provision and access

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
- To improve digital transport information and connected intelligent transport systems

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

Thank you for giving us the opportunity to comment on the vision; the District Council would wish to be closely involved as the strategy develops.