

**Devon Strategic Partnership Delivery Board  
Meeting 2<sup>nd</sup> August 2007**

**Agenda Item 3: Update from other Partnership Tables**

**Recommendations**

1. That the Delivery Board note sections 1- 3 of this report
2. That the Delivery Board consider the recommendations from the Devon Futures group in section 4 of this report.

**Partnership Tables**

**1. DSP Partnership Board**

- a. **A Vision for Devon** has been agreed by majority. Shown in Sustainable Community Strategy/ Local Area Agreement progress report.
- b. **Election of a new Partnership Chair.** Two candidates were approved to go forward for election – they are John Bunting and Sally Foxhall. An email enabling electronic voting has been sent to all members of the Devon Strategic Partnership Conference, with paper copies to those without email. Voting concludes on 7<sup>th</sup> September.

2. **Devon Strategic Partnership Conference** The next conference will be held on 9<sup>th</sup> October at Newton Abbot racecourse, 9.30 - 4.30. It will be facilitated by Sue Goss and Hywel Lloyd of OPM.

3. **Themes.** Once the Sustainable Community Strategy is agreed, it will enable DSP to make clear decisions about delivery arrangements for the Local Area Agreement. However, in the meantime the following groups have been looking at governance arrangements or how they may be fit for delivery:
  - a. **Children's Trust and Safer Devon Partnership** - papers showing revised governance have been to Delivery Board recently
  - b. **Health and Wellbeing Partnership.** This is being set up and a report on progress will come to Delivery Board next month
  - c. **Other groups.** Devon Strategic Housing Group, Environment Devon, Devon Economic Partnership and Stronger and Inclusive Communities group have all been considering their governance or their future role under the Local Area Agreement.

4. **Devon Futures** This group met to consider transport as an issue for Devon. Its recommendations to the Delivery Board are as follows:

- a. The encouragement for employers to establish, and encourage the use of, community hubs would reduce commuting and business mileage, and have the potential to enable people who are currently constrained by distance to work. If all partners were prepared to offer some space for others to use, and to

encourage their staff to work from other centres, there could be a noticeable reduction in car travel as a consequence.

- b. Employers should be encouraged to make more creative use of the possibilities provided by technology.
- c. There should be 'stress testing' of Devon transport against a 10 fold increase in fuel prices as this might assist in finding out whether the current plans are viable.
- d. All DSP partners should be encouraged to develop green travel plans and, as they are completed, they should be shared so that others can gain from experience and identify areas of good practice.
- e. Ways of providing incentives, as well as disincentives, for greener travel arrangements should be identified. For example the current mileage rates for using private cars are 40p per mile, but only 1p per passenger is added.
- f. Methods should be found to encourage enterprise solutions to travel problems.
- g. Whilst it is believed that the cost of installing light rail solutions is prohibitive, greater use of fast ferry links could assist in reducing the demand on car travel.
- h. Communities should be assisted to identify their own solutions to travel problems. A small amount of funding to support a community network could bring disproportionate benefits.
- i. Transport planning should be based on CO<sub>2</sub> emissions and the production of an evidence base to show where these emissions are currently being produced would help inform future planning decisions.
- j. The need to reduce travel, and the impact of changes to public facilities, should be part of all planning decisions including, for example, the focusing of health provision in a smaller number of sites and the closure of post offices.