

County Council  
Thursday, 25th May, 2023



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**DEVON COUNTY COUNCIL**

To: Members of Devon County Council

County Hall  
Exeter  
EX2 4QD

17 May 2023

Your attendance is requested at the Meeting of the Devon County Council to be held at County Hall, Exeter on Thursday, 25th May, 2023 at 2.15 pm.

Chief Executive

## **AGENDA**

**13. Questions from Members of the Council (Pages 1 - 16)**

Answers to questions from Members of the Council pursuant to Standing Order 17.





## **QUESTIONS TO THE LEADER OF THE COUNCIL AND CABINET MEMBERS**

**Thursday 25 May 2023**

**1. QUESTION FROM COUNCILLOR HANNAFORD  
Re: Reinforced Autoclaved Aerated Concrete**

What work has been done in the Devon County Council area of responsibility to establish if any schools are constructed with reinforced autoclaved aerated concrete?

**REPLY BY COUNCILLOR LEADBETTER**

The County Council and its Joint Venture Property Consultants including the area building surveyors have undertaken a review of the school estate that Devon County Council are the responsible body for to identify buildings where RAAC maybe present. Any buildings that were identified were subject to more intrusive investigation to ascertain whether RAAC was present. None of the identified buildings were subsequently confirmed as being constructed of RAAC. In 2020/21 the County Council put in place arrangements within the existing school quinquennial condition survey programme for condition surveyors to highlight and report any material they suspected might be RAAC during their condition survey. To date no RAAC concerns have been raised.

The Department for Education recently updated their RAAC guidance for schools/responsible bodies and following this guidance the County Council is in the process of improving the robustness of our processes. This will involve a desktop exercise to identify specific properties constructed during the period and of the construction type where RAAC might be present. Property professionals undertake various surveys across the school estate to ensure compliance on an annual basis in addition to the quinquennial condition surveys. It is proposed to add a RAAC review as part of the surveyors visit, where they are attending a building that has been as identified meeting the age and construction type criteria.

**2. QUESTION FROM COUNCILLOR HANNAFORD  
Re: Reinforced Autoclaved Aerated Concrete**

How many schools have been identified?

**REPLY BY COUNCILLOR LEADBETTER**

None to date.

**3. QUESTION FROM COUNCILLOR HANNAFORD  
Re: Reinforced Autoclaved Aerated Concrete**

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How many of these are affected by the thirty-year immediate structural failure danger?

**REPLY BY COUNCILLOR LEADBETTER**

None to date.

**4. QUESTION FROM COUNCILLOR HANNAFORD  
Re: Reinforced Autoclaved Aerated Concrete**

How many are operating with structural modifications?

**REPLY BY COUNCILLOR LEADBETTER**

No RAAC identified to date.

**5. QUESTION FROM COUNCILLOR HANNAFORD  
Re: Reinforced Autoclaved Aerated Concrete**

Are any schools under threat of closure or partial closure because of these issues?

**REPLY BY COUNCILLOR LEADBETTER**

No

**6. QUESTION FROM COUNCILLOR HANNAFORD  
Re: Reinforced Autoclaved Aerated Concrete**

What investment and capital plan are in place to actively address these serious issues?

**REPLY BY COUNCILLOR LEADBETTER**

Please see process outlined above to increase robustness of RAAC identification. If any RAAC is identified, a full condition and structural review would be undertaken and if remedial works were to be identified then these works would form a priority for investment under the Schools Capital Maintenance programme where Health & Safety works are deemed the highest priority for investment.

**7. QUESTION FROM COUNCILLOR CONNETT  
Re: Exe Press**

How many copies of Exe Press are printed for each edition of the magazine?

**REPLY BY COUNCILLOR DAVIS**

Currently 830. The precise number is amended each edition in response to demand, to reduce waste and limit cost.

**8. QUESTION FROM COUNCILLOR CONNETT**

**Re: Exe Press**

What is the cost (shown separately) to produce and print the magazine for each edition?

**REPLY BY COUNCILLOR DAVIS**

Design cost: £300. Print cost: £490.35. Set against this is the newsletter income of £500 from relevant advertisements.

**9. QUESTION FROM COUNCILLOR CONNETT**

**Re: Exe Press**

How many copies of Exe Press are posted using Royal Mail or any other paid for postal service?

**REPLY BY COUNCILLOR DAVIS**

For the last edition of the newsletter, 796 printed copies were distributed by Royal Mail. This compares with 1,443 distributed by email. The Exe Estuary Management Partnership does review its database and mailing list from time to time, including a request to newsletter subscribers to move to an electronic version wherever practical. Whilst there has been incremental reduction in demand, responses are always received highlighting the importance of retaining printed copies, particularly for local residents who have difficulty with online communications. This issue will be considered again by the Exe Estuary Management Partnership at its Executive meeting on 6th June.

**10. QUESTION FROM COUNCILLOR CONNETT**

**Re: Exe Press**

What is the cost of postage for each edition?

**REPLY BY COUNCILLOR DAVIS**

Royal Mail postage cost per number of copies sent per envelope are as follows:

1	=	£1.02
2	=	£1.44
3	=	£1.44
5	=	£1.90
10	=	£2.39
12	=	£2.39
15	=	£2.99
20	=	£2.99
25	=	£2.99
50	=	£5.99

Of the 796 posted copies, 474 are sent in bulk to various businesses, Tourist Information Centres and Council Offices around the estuary. These are kept

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under constant review, with the last review being undertaken for the Autumn / Winter 2022 edition.

Postage is 2<sup>nd</sup> class, except the larger bulk mailings (15 copies and above), which are classed as parcels.

**11. QUESTION FROM COUNCILLOR CONNETT**  
**Re: Exe Press**

How many editions were produced in 2022 and how many are scheduled for production in 2023?

**REPLY BY COUNCILLOR DAVIS**

Three editions of Exe Press were produced in the 2022-23 financial year and, currently, three are planned for 2023-24.

**12. QUESTION FROM COUNCILLOR CONNETT**  
**Re: Exe Estuary Management Partnership**

What is the total non-pay budget of the Exe Estuary Management Partnership for 2022/23 and 2023/24

**REPLY BY COUNCILLOR DAVIS**

The only routine, non-staff related, budget is that allocated for core partnership activity, including costs associated with Exe Press; this year's planned figure is £3,223. Postage costs fall outside of this budget, being an in-kind contribution made by Devon County Council in its role as 'host authority'.

**13. QUESTION FROM COUNCILLOR CONNETT**  
**Re: Section 114 Notice**

Does Devon County Council face a 'material threat of a Section 114 Notice'?

**REPLY BY COUNCILLOR TWISS**

A section 114 notice is a statutory report provided for under section 114 of the Local Government Finance Act 1988 that must be issued by the Chief Finance Officer of a relevant authority, such as a Council, if the Chief Finance Officer assesses that either:

- a Council is doing, or is about to do something unlawful; or
- expenditure of the authority in a financial year is likely to exceed the resources available.

The County Council is not in either of these situations currently, so no, I do not consider the authority to be at material threat of a Section 114 Notice. That does not however mean that we can be complacent, and we must work to ensure our ongoing financial sustainability.

The governance review report to Procedures Committee on 25 April 2023 referenced a section 114 threat in relation to the SEND deficit. A meeting last week with Government has significantly reduced that threat.

**14. QUESTION FROM COUNCILLOR CONNETT**  
**Re: resurfacing of the A379**

Would the relevant Cabinet Member provide an update and timetable for the resurfacing of the A379 through Starcross.

**REPLY BY COUNCILLOR HUGHES**

Resurfacing works on the A379 through Starcross is still considered a high priority within a very pressured budget, but it is planned for delivery this financial year. Early Contractor Involvement (ECI) is continuing to ensure that effective planning and consultation takes place, and the scheme is delivered as soon as possible within resource and permitting requirements.

**15. QUESTION FROM COUNCILLOR CONNETT**  
**Re: Repairing potholes**

Please confirm the priority levels and timescales to repair potholes in Devon.

**REPLY BY COUNCILLOR HUGHES**

The County Council's Highway Safety Policy sets out our approach to highway safety inspections and the identification of pothole defects in Devon – namely sections 5 and 6. Inspectors work to a set of investigatory criteria, if a pothole meets this criteria it is then risk-assessed to determine a suitable priority level and timescale for repair, either next working day, 7 day or 28 day.

**16. QUESTION FROM COUNCILLOR CONNETT**  
**Re: Repairing potholes**

At 14 May 2023, how many potholes await repair in the Devon County Council area?

**REPLY BY COUNCILLOR HUGHES**

As of 14<sup>th</sup> May 2023 there were 1,384 Safety Defect potholes awaiting repair.

**17. QUESTION FROM COUNCILLOR CONNETT**  
**Re: Repairing potholes**

In the last financial year and at 14May in the current financial year, how many potholes were repaired within the relevant priority time limit?

**REPLY BY COUNCILLOR HUGHES**

For 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023, 37,051 (89%) of 41,630 were completed within required timescales.

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For 1<sup>st</sup> April 2023 to 14<sup>th</sup> May 2023, 6,017 (88.5%) of 6,802 have been completed within required timescales.

**18. QUESTION FROM COUNCILLOR CONNETT**  
**Re: Repairing potholes**

In the last financial year and at 14 May in the current financial year what is the longest period of time taken to repair any pothole in each priority category from the time it was reported.

**REPLY BY COUNCILLOR HUGHES**

The data held in our system is not representative as there are occasions when potholes are made safe through an initial visit and receive a permanent repair when resources and co-ordination with others permits.

Officers are analysing data to provide information as soon as possible.

**19. QUESTION FROM COUNCILLOR CONNETT**  
**Re: Repairing potholes**

In the last financial year and at 14 May in the current financial year, what is the longest period of time for any pothole in each category still waiting to be fixed from the time it was reported.

**REPLY BY COUNCILLOR HUGHES**

Please see response to 4 above.

**20. QUESTION FROM COUNCILLOR CONNETT**  
**Re: Claims arising from potholes**

How many claims for damage arising from potholes or road defects have been submitted to Devon County Council in the last financial year and to 14 May in the current financial year?

**REPLY BY COUNCILLOR HUGHES**

2022-2023: 1,561  
April 2023 – 14 May 2023: 286

**21. QUESTION FROM COUNCILLOR CONNETT**  
**Re: Payments for claims from road defects**

How much has been paid/agreed but not yet paid to settle claims for damages arising from road defects in the last financial year and to 14 May in the current financial year?

**REPLY BY COUNCILLOR HUGHES**

2022/23: £26,417  
April 2023 – 14 May 2023: £9,133



**22. QUESTION FROM COUNCILLOR CONNETT**  
**Re: Matford Electricity Sub Station**

How much was spent preparing the planning application DCC 4329/2022 Proposed Electricity Sub Station at Matford, Exeter, and submitted to Devon County Council in December 2022?

**REPLY BY COUNCILLOR DAVIS**

A total of £ £373,147 has been spent on the substation to date. This includes the preparation of the planning application and design for the site, initial site assessment work to inform the options consultation and updating reports for the planning application. All the work for the substation is included on a single code so includes the wider background work.

**23. QUESTION FROM COUNCILLOR CONNETT**  
**Re: Matford Electricity Sub Station**

How much was the separate planning application fee?

**REPLY BY COUNCILLOR DAVIS**

The application fee to submit to Teignbridge was £3,042.

**24. QUESTION FROM COUNCILLOR CONNETT**  
**Re: Matford Electricity Sub Station**

The same Planning Application was submitted by Devon County Council to Teignbridge District Council on 15 May this year. What is the reason for the duplicate application and what is the planning fee paid by Devon County Council?

**REPLY BY COUNCILLOR DAVIS**

The delivery of the substation is a key priority of the South West Exeter Housing Infrastructure Fund (HIF) project, which is having a positive impact on unlocking housing at SW Exeter. There is currently a lack of electricity capacity in the area and the substation will enable delivery of the full allocation of housing at SW Exeter and the wider area.

There are time constraints to the Government HIF funding, which has a deadline of December 2024, as well as milestones which DCC must meet as part of the funding contract. The duplicate application was submitted to ensure more options are available to DCC to meet the funding requirements and enable delivery of this important element of the infrastructure package. Although it is standard practice for DCC to submit planning applications to itself for county council development, there is not the ability to appeal a decision. A duplicate planning application was submitted to Teignbridge District Council so that the ability to appeal a refusal or non-determination of the application is an option which is available should the need arise and is considered an appropriate course of action.

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As identified under the reply to the question above, the fee for the duplicate application is £3,042.

**25. QUESTION FROM COUNCILLOR CONNETT**  
**Re: Lower Hare Farm, Whitestone**

The Lower Hare Farm, Whitestone, landfill planning consent, progress in meeting all the planning requirements and when the council anticipates the site will become operational.

**REPLY BY COUNCILLOR BROOK**

The granting of planning permission for the landfill consent is subject to the applicant entering into a legal agreement and whilst progress has been made on this we are awaiting further information from the landowner before the agreement can be signed and the planning permission issued. In addition to this there are planning conditions that have to be discharged before the development can begin. Other than planning control, the operator also needs to secure an Environmental Permit from the Environment Agency before waste material can be deposited at the site. At this stage it is not possible to provide a date when the site will become operational.

**26. QUESTION FROM COUNCILLOR CONNETT**  
**Re: Education Health & Care Plans (EHCP)**

What is the current (as at 17 May) waiting time for an assessment by an Educational Psychologist?

**REPLY BY COUNCILLOR LEADBETTER**

The current waiting time for an assessment by an Educational Psychologist is approximately 6 months. There is high demand for which mitigating measures are set out in the SEND Improvement Plan -the assessment panel has a relatively high refusal rate based on individual need rather than a blanket policy so there is work underway with schools. The Educational Psychologists have paused trading to focus on statutory work but there is also a need for them to do some early intervention work too.

**27. QUESTION FROM COUNCILLOR CONNETT**  
**Re: Education Health & Care Plans (EHCP)**

What is the current (as at 17 May) waiting time for an Education Health & Care Plan (EHCP) to be issued?

**REPLY BY COUNCILLOR LEADBETTER**

Each EHCP takes different amounts of time and with the backlog of 608 overdue assessments these figures will increase. It is a very complex process involving a range of partners.

**28. QUESTION FROM COUNCILLOR CONNETT  
Re: Education Health & Care Plans (EHCP)**

How many children in Devon are waiting for an EHCP?

**REPLY BY COUNCILLOR LEADBETTER**

There are currently 1291 EHC Needs Assessments in Progress. This demonstrates the high level of referral rates from schools.

**29. QUESTION FROM COUNCILLOR CONNETT  
Re: Education Health & Care Plans (EHCP)**

In the last financial year and to the 17 May in the current year, how many EHCPs have been delivered within the 16 week time limit?

**REPLY BY COUNCILLOR LEADBETTER**

The EHCP assessment process needs to be completed within 20 weeks, 16 weeks is the decision point to issue the EHCP. The below shows the figures for the completion of the plan at 20 weeks

	Completed in 20 weeks
2022/23 Financial Year	90
2023/24 Financial Year to 17 <sup>th</sup> May	13

**30. QUESTION FROM COUNCILLOR CONNETT  
Re: Education Health & Care Plans (EHCP)**

What is the current (as at 17 May) longest wait in Devon for an EHCP?

**REPLY BY COUNCILLOR LEADBETTER**

463 Days from Request Date, 323 Days past 20 weeks deadline.

**31. QUESTION FROM COUNCILLOR CONNETT  
Re: Education Health & Care Plans (EHCP)**

How many EHCPs are currently over the 16 week time limit?

**REPLY BY COUNCILLOR LEADBETTER**

The EHCP assessment process needs to be completed within 20 weeks, 16 weeks is the decision point to issue the EHCP. The below shows the figures for the completion of the plan at 20 weeks

608 EHC Needs Assessments are past the 20 week deadline.

**32. QUESTION FROM COUNCILLOR DEWHIRST  
Re: Classrooms at Abbotskerswell Primary school**

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- Can the Cabinet Member for Children's Services and Schools say what is the design life for the wooden huts used as classrooms at Abbotskerswell Primary school?
- How long have these huts been in place?
- When are they scheduled for replacement?
- How many huts of a similar nature are in use in Devon schools?
- How many Devon schools have huts of a similar nature?

## **REPLY BY COUNCILLOR LEADBETTER**

- We do not hold any records for the design life of the timber frame (“Devon Lady”) classrooms built in the 1970’s-80’s. The design life or life expectancy of a building is not a “static” number it will evolve depending upon levels of maintenance and investment. Typically in the industry today a timber frame building would be deemed to have an approximate 30 year design life, but there are timber frame buildings in operation today that are 100’s of years old. We invested approximately £100,000 of capital maintenance funding in Blocks 02 & 03 in 2018/19 comprising new roof works, re-cladding, external redecoration and structural improvements.
- Records indicate Block 03 has been in place since 1974 and Block 02 & 04 since 1979.
- The County Council is allocated an annual School Condition Allocation (SCA) from the Department for Education this (2023/24) year this was £3.5m. The total backlog maintenance for the maintained school estate is approximately £40m with £20m deemed to be urgent and critical. The priorities for investment as agreed with school leaders through the Schools Organisation, Capital and Admissions group (SOCA) are to target urgent H&S issues and the highest priority condition items as identified in the schools condition surveys. With limited single year allocations of funding it is not possible to have a programme of scheduled block replacements across the County.
- We have 46 buildings of similar type across the maintained school estate.
- These buildings are located at 38 schools across the maintained school estate. For some additional context to the questions raised; we run quinquennial (5 yearly) condition survey programme across the school estate and I am aware that Abbotskerswell Primary School has very recently been surveyed but the information has not yet been added to our Asset Management database. If this survey highlights any high priority needs these will be considered in our autumn prioritisation exercise alongside other competing priorities.

### **33. QUESTION FROM COUNCILLOR BAILEY Re: New bridge for River Otter**

The redbridge provides a vital pedestrian link across the River Otter between the communities at Newton Poppleford and Harpford, and also forms a section of the highly valued East Devon Way. In February this year the cabinet member for

highways Cllr Stuart Hughes stated that negotiations for a new bridge were 'ongoing'. Despite my eight requests to DCC officers since February I remain unclear what this means and what progress (if any) has been made since DCC agreed a new bridge was needed in October 2020. Please can the cabinet member for highways provide a comprehensive update on the progress of the negotiations.

## **REPLY BY COUNCILLOR HUGHES**

Details regarding negotiations on the proposed replacement of the red bridge between Newton Poppleford and Harpford are largely as per information already provided by relevant officers.

To summarise;

Public access across the River Otter between Newton Poppleford and Harpford (Newton Poppleford and Harpford Footpath 16) is recognised as being of significant importance. In addition to day-to-day community use, this location forms part of the East Devon Way promoted route, providing opportunity for residents and visitors to explore the East Devon Area of Outstanding Natural Beauty. The River Otter in this location is prone to movement, with the adjacent fields forming important floodplain.

The current footbridge is open and available for public use. Condition is routinely monitored by an appropriately qualified engineer, in accordance with relevant Devon County Council policy and procedure, alongside regular and reactive path checks carried out by the area public rights of way warden.

Due to concerns about natural river realignment and potential impact from future flood events, an alternative position has been identified for a new bridge, a little way downstream from the current location. This will be needed should the existing location and bridge become unviable. The intention is for a new bridge to be designed to a standard appropriate for potential use by cyclists and horse riders, in addition to pedestrian access.

Details are commercially sensitive and without prejudice, requiring that information is treated in confidence. Focus at present is on negotiating with relevant landowners to agree on the location for a new bridge; to agree future alignment for connecting paths; and to agree access to land to carry out surveys. The proposed new bridge and associated access will require a combination of public path orders, and potential land purchase. Negotiations on behalf of Devon County Council are being coordinated by South West Norse who provide our estate surveyor services, and they are currently negotiating with an agent appointed by a key landowner. Negotiations are progressing, but heads of terms have not yet been agreed. Relevant officers extend their previous invitation to meet with you to provide more detailed information on the proposals and associated discussions.

## **34. QUESTION FROM COUNCILLOR BAILEY Re: Number of claims relating to poor road conditions**

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Please state the number of claims made against Devon County Council relating to the poor condition of roads during the 2020/21, 2021/22 and 2022/23 financial years and so far in the financial year 2023/2.

## **REPLY BY COUNCILLOR HUGHES**

2020/21 - 953  
2021/22 - 716  
2022/23 - 1,561  
2023 - 14 May - 286

### **35. QUESTION FROM COUNCILLOR BAILEY** **Re: Compensation from claims relating to poor road conditions**

Please give the amount of compensation paid by Devon County Council in response to claims relating to the poor condition of roads during the 2020/21, 2021/22 and 2022/23 financial years and so far in the year 2023/24.

## **REPLY BY COUNCILLOR HUGHES**

2020/21 - £95,393  
2021/22 - £37,135  
2022/23 - £25,687  
2023 - 14 May - £9,133

### **36. QUESTION FROM COUNCILLOR WRIGLEY** **Re: Economics of repeatedly filling potholes**

When can I expect an answer to my queries raised at the last full council – the report on the economics of the way we repeatedly fill potholes rather than fixing them?

## **REPLY BY COUNCILLOR HUGHES**

The economics of resurfacing vs pothole filling is complex but I have attempted to layout a relatively simplistic approach to give an indication of the order of magnitude. The costs for resurfacing are subject to complexity of location and scale and cost for potholes are subject to size and number.

A review of recent resurfacing schemes suggests a typical cost of approximately £100 per square metre. Based on a typical 6m road this equates to £600,000 for a kilometre of road.

The average cost of a pothole between 0 and 4 square metres in 22/23 was £149.28

On this basis you could repair approximately 4,000 potholes for the cost of resurfacing 1km of carriageway. If we assume a 15 year life expectancy for the resurfacing that equates to 267 potholes per year/km

We are currently recording in the order of 3 potholes per kilometre per year across the network.

## 37. QUESTION FROM COUNCILLOR WRIGLEY

### Re: Ensuring sufficiency of childcare in the area

Following the announcement on 5<sup>th</sup> May of the closure of Grafton Childcare Day Nursery and Preschool in Newton Abbot on 26<sup>th</sup> May losing some 57 spaces, what provisions have been made to ensure sufficiency of childcare in the area? What impact will this have on the local hotspots of insufficient childcare, and how many other childcare facilities in Devon are at risk following unannounced visits from Ofsted?

### REPLY BY COUNCILLOR LEADBETTER

There has been a review of current places available and capacity to meet demand by DCC's Early Years and Childcare Team. We have concluded that there is sufficient childcare to meet demand and we are aware some parents are opting to take children to Torbay settings. The DCC team are contacting settings and conducting drop in visits to manage any pressure points on settings and currently we do not believe there are any settings under pressure from over subscription.

What impact will this have on the local hotspots of insufficient childcare?

None. The revised review for Newton Abbot shows there is currently over-capacity within the locality and the movement of placements seems to be towards the Torbay area rather than Teignmouth and Dawlish where there are more concerns regarding, We do not think this situation will further exacerbate the issue in Dawlish and Teignmouth.

How many other childcare facilities in Devon are at risk following unannounced visits from Ofsted?

DCC Early Years and Childcare Service have regular meetings with Ofsted where they discuss settings that are causing concern or are likely to receive a visit because of a concern. We were aware of concerns being raised regarding Grafton Childcare from an Ofsted perspective so we have been monitoring the situation. We regularly review localities where we are aware of a provider causing concern to mitigate the risks and provide additional support and input to support improvements. The team also plan for worst case scenarios and monitor sufficiency and capacity within local areas where there are risks.

If a parent needs to find out what childcare is available in Devon they can use Pinpoint [Categories - Search Results | Pinpoint Devon](#)

They can search by the type of childcare they want, and/or by the age of the child they want childcare for, or where they want the childcare.

If they cant find what they are looking for. Often it will be because they want very early in the morning or evenings or Sundays, for example, we have a web based form they can complete to tell us. [Unable to find childcare form](#) when they click submit it comes to the Early Years and Childcare team and one of our locality

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workers gets in touch with the parent (if they have asked us to) and they help them to find what they need.

Generally, we are doing a good job of meeting the sufficiency duty and most parents can get what they want.

We survey parents approx. twice a year to gauge demand and also survey providers twice a year to establish what provision is available and their capacity. Our Childcare Sufficiency Report goes to Cabinet during the Autumn term and is published [here](#). Hotspots and Spotlight areas are identified in this report. These are areas where there may be a need for more places for specific ages of children, at particular times of the day or weeks of the year or because of housing developments etc.

## **38. QUESTION FROM COUNCILLOR HODGSON Re: 20mph speed limits in residential areas**

Why hasn't Devon County Council adopted the 20mph speed limits in residential areas and town and village centres as now being implemented by Cornwall county Council? Why is DCC staying with its current criteria that excludes many places that would benefit local residents and improve road safety for all users?

### **REPLY BY COUNCILLOR HUGHES**

It has been agreed by Cabinet to take a more flexible approach to the provision of 20mph schemes by using the scoring matrix agreed at our Cabinet meeting in December 21.

Subsequently 4 schemes were selected for progression with an initial £100k funding; Tiverton, Ashburton, Atherington and Winkleigh. These (along with trials around schools in Newton Abbot) form the basis of our study on the effectiveness of 20s and a changing Policy approach to 20mph limits.

Data is currently being collected on driver behaviour as part of the study and this will continue post implementation. Once the study is complete we will better understand the effectiveness of these interventions and will provide an evidence based approach to future roll out as budgets permit. Cornwall has delivered blanket 20mph limits in two communities to date and are using the findings from these areas to inform future plans. Devon officers are in contact with their counterparts in Cornwall and are monitoring the findings of their project.

In the meantime, a further £150k from our Local Transport Plan Integrated Transport Block has been allocated for a second tranche this year with communications sent to Members and Town & Parish Councils on the communities that will be treated as part of that.

Where communities wish to consider self-funding their schemes, I have asked officers to work with them to deliver those ambitions. There are several live conversations currently underway in this respect.



None the less, once we better understand the effectiveness of 20mph limits I will ask officers to submit a report to Cabinet on how we may meet the need for these interventions in the many communities that have requested them.

**39. QUESTION FROM COUNCILLOR HODGSON**  
**Re: Air Quality Management Action Plan in Totnes**

What measures are currently being considered to address the Air Quality Management Action Plan for the Totnes AQMA on the A385? This area has existed as an AQMA since 2009 and no effective measures have been carried out.

**REPLY BY COUNCILLOR DAVIS**

Recent air quality data produced by South Hams District Council indicates continued improvement in air quality in Totnes, with locations achieving below the 40 µg/m<sup>3</sup> annual average concentration objective level for NO<sub>2</sub>. Our approach is to continue working closely with South Hams District Council and the development industry to deliver local active travel improvements and encourage more sustainable ways of travelling, particularly for short distance journeys. We are also supporting initiatives to increase the uptake of electric vehicles to reduce pollutants from people who need to drive. The historic nature of the road network and environmental constraints in the town mean that there are limited road capacity improvements available. Examples of measures completed or planned include:

- Working with developers to secure delivery of cycle routes to key destinations in Totnes, e.g. from new development on the western side of the town or improving the 'chicken run' access to the eastern side of Totnes
- New electric vehicle charging points installed at Victoria Street Car Park and Pavilions Car Park, with a third charging location in the town also to be identified, funded as part of Devon County Council's £1.3m DELETTI programme.
- Electric Bike hire and Car Clubs delivered in Totnes and the Dartington area
- Improvements to Bob the Bus timetable to offer better choices for residents
- Installation of cycle stands across the town
- Inputting to the emerging Local Cycling and Walking Infrastructure Plan being funded by South Hams District Council and West Devon Borough Council, which will develop a pipeline of prioritised cycle schemes across the geography.

