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To: The Chair and Members of the Corporate
Infrastructure and Regulatory Services
Scrutiny Committee

County Hall
Topsham Road
Exeter
Devon
EX2 4QD

Date: 11 November 2020

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**CORPORATE INFRASTRUCTURE AND REGULATORY SERVICES SCRUTINY
COMMITTEE**

Thursday, 19th November, 2020

A meeting of the Corporate Infrastructure and Regulatory Services Scrutiny Committee is to be held on the above date at 10.30am to consider the matters below. This will be a Virtual Meeting. For the joining instructions please contact the Clerk for further details on attendance and/or public participation.

Phil Norrey
Chief Executive

A G E N D A

PART I - OPEN COMMITTEE

1 Apologies

2 Minutes

Minutes of the meeting held on 17 September 2020 (previously circulated).

3 Items Requiring Urgent Attention

Items which in the opinion of the Chair should be considered at the meeting as matters of urgency.

4 Public Participation

Members of the public may make representations/presentations on any substantive matter listed in the published agenda for this meeting, as set out hereunder, relating to a specific matter or an examination of services or facilities provided or to be provided.

MATTERS FOR CONSIDERATION OR REVIEW

5 **Scrutiny Work Programme**

In accordance with previous practice, Scrutiny Committees are requested to review the list of forthcoming business and determine which items are to be included in the [Work Programme](#).

The Committee may also wish to review the content of the [Cabinet Forward Plan](#) and the Corporate Infrastructure and Regulatory Services [Risk Register](#) to see if there are any specific items therein it might wish to explore further.

6 **COVID-19 update (including financial position)**

Chief Executive to report.

7 **In-year Service Briefings:**

(a) **Corporate Services**

Report of the Chief Executive.

(b) **Planning, Transportation and Environment, Communities, and Economy, Enterprise and Skills** (Pages 1 - 8)

Briefing paper by the Chief Officer for Communities, Public Health, Environment and Prosperity, attached.

(c) **Highways, Infrastructure Development and Waste** (Pages 9 - 14)

Briefing paper by the Chief Officer for Highways, Infrastructure Development and Waste (HIW/20/43), attached.

8 **Treasury Management Stewardship - Mid-year report 2020/21** (Pages 15 - 22)

Report of the County Treasurer (CT/20/91), attached.

9 **Highways Performance Dashboard** (Pages 23 - 32)

Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/20/44), attached.

10 **Speed Management Working Group Update** (Pages 33 - 46)

Report of the Speed Management Working Group (including the previously circulated Report of the Chief Officer for Highways, Infrastructure Development and Waste on the progress of recommendations of the Traffic Speed Task Group).

11 **Standing Overview Group - Climate Change** (Pages 47 - 50)

Notes from the Climate Change Standing Overview Group held on 20 October 2020, attached.

MATTERS FOR INFORMATION

12 **Items Previously Circulated**

Below is a list of information previously circulated to Members since the last meeting, relating to topical developments which have been or are currently being considered by this Scrutiny Committee:

- Commissioning Liaison Member activity and work programme items.
- Civil Parking Enforcement data link.
- Link to 5G mobile technology: a guide.

PART II - ITEMS WHICH MAY BE TAKEN IN THE ABSENCE OF PRESS AND PUBLIC ON THE GROUNDS THAT EXEMPT INFORMATION MAY BE DISCLOSED

None

Members are reminded that Part II Reports contain exempt information and should therefore be treated accordingly. They should not be disclosed or passed on to any other person(s). They need to be disposed of carefully and should be returned to the Democratic Services Officer at the conclusion of the meeting for disposal.

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Induction Loop available



Service Delivery for Planning, Transportation and Environment, Communities, and Economy, Enterprise and Skills: In-Year Briefing

Briefing Paper by the Chief Officer for Communities, Public Health, Environment and Prosperity

1. Introduction

This mid-year report for Scrutiny covers the functions of Planning, Transportation and Environment (Head of Service: Dave Black), Communities (Head of Service: Simon Kitchen), and Economy, Enterprise and Skills (Head of Service: Keri Denton).

2. Planning, Transportation and Environment - Head of Service: Dave Black

Even though the work environment has been difficult, good progress has been made on projects so far this year. Transport Co-ordination has been the most affected area. The bus network has been massively affected. The current situation is that service levels have returned to near normal, but patronage is running at about 60% of pre COVID levels. This is largely due to the restrictions in place due to social distancing and the reduced need to travel, for example to access work. The effect of this on operating costs is that there is a need for a large government grant to make up for the shortfall in revenue to keep the services running at current levels.

School transport has been running successfully albeit with a complex combination of dedicated school buses and public transport supported by duplicate buses where there isn't enough safe capacity. There is also an additional extra government grant for school transport. The number of people using the National Bus Pass on buses has reduced significantly. Government guidance is expected soon for any knock-on effect on budgets for both Devon and the bus operators in 2021/22. Community Transport has weathered the storm and is back operating more or less as before COVID which is a real positive and demonstrates the importance of the support it receives. Staff running the system have enthusiastically managed and continue manage the evolving situation admirably.

Key projects to improve flood risk resilience have or are in the process of being delivered at: Ivybridge, Stokeinteignhead, Sidmouth, Exeter, Ugborough, Cullompton, Ottery St Mary, South Pool. The total cost of the nine projects is £2.5m made up of a cocktail of funding from Defra, Local Levy, Exeter City Council, and approximately £1m from Devon. The result is approximately 250 properties have improved flood resilience.

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The School Place Planning Team have delivered (or onsite) several expansion projects plus a new school at Glendinning Special School, Newton Abbot. Work with the Department for Education has resulted in two new schools under construction at Roundswell, Barnstaple and Monkerton, Exeter. In addition, a programme is emerging to provide additional Special Schools places. Planning permission has just been approved to progress a new school in Okehampton and expansion of Orchard Manor, Dawlish. Admissions for September 2020 resulted in 97% of children in their choice of school.

Work on the planning and delivery of major housing growth areas continues. Some funding is available for this work from Homes England in the form of capacity building and Homes Infrastructure Fund, notably South West Exeter, Culm Garden Village, Cullompton Relief Road, Tiverton Extension, Westacott Barnstaple and Dawlish. There continues to be considerable progress on the long-term developments of Sherford and Cranbrook.

During the pandemic there are record numbers of people to walking and cycling as part of their daily routines. In addition, there is advice not to use public transport, particularly where buses are well used and there are opportunities to walk or cycle. As a result, Government made a small amount of money available for emergency "pop-up" temporary cycle and pedestrian measures to improve safety and social distancing. A range of measures have taken place across the County although the majority were in Exeter where there was greatest opportunity. Detailed evaluation and consultation are now taking place on the "pop-up" measures and recommendations will be made to HATOCs. It is anticipated that further modest government funding will enable more permanent works.

Work is also progressing on a series of local schemes with the opening of Sherford Main Street and the new Exeter Science Park - Park & Ride, Moor Lane junction and Exeter cycle route through Whipton. The first phase of the A382 between Newton Abbot and Drumbridges will open soon and a bid is in for further phases. The two government funded safety schemes in north and south Devon are progressing, albeit the one in north Devon is awaiting confirmation of funding. The Full Business Case for the North Devon Link Road improvement was submitted on programme and we are awaiting a decision.

The Devon Climate Emergency project has continued to perform despite COVID. The Response Group of senior officers from 27 organisations has met monthly. The volunteer Net-Zero Task Force has steered the drafting of an Interim Carbon Plan that is due for public consultation for 10 weeks from the 7th December 2020. The Citizens' Assembly, which will test the public's appetite for addressing the more controversial issues, has been moved online and is likely to occur in July 2021. Its findings will be used to update the Interim Carbon Plan into a final version. The Climate Impacts Group has expanded its remit beyond Devon to develop a Devon, Cornwall and Isles of Scilly Climate Adaptation Plan. It is now chaired by the regional director of the Environment Agency. The collation of climate risks for public health, the natural environment, water and flooding, and society and economy is nearing completion. Gaps in our

readiness for these risks will begin to be identified, which will form the basis of the adaptation plan.

We continue to maintain our core environmental services relating to the conservation of Devon's natural and historic environment. Our success in working with partners and drawing-in of external funding massively extends the scale and scope of our influence. Highlights include continuing to work with and support the Local Nature Partnership, North Devon Biosphere and the five Areas of Outstanding Natural Beauty. We have also been proactive in the Saving Devon's Treescapes project to tackle ash dieback and involvement in a new externally funded project promoting our maritime heritage.

In terms of budget, the service is reporting an underspend which is predominantly attributed to the lower patronage of the concessionary travel. Other areas of the service are more or less on target for a balanced budget with relatively small fluctuations due to the impact of COVID.

3. Communities - Head of Service: Simon Kitchen

Inevitably, given the focus, reach and commissioning influence of the Communities team, key aspects of the Council's response and learning in relation to COVID-19 has been led from within this function; utilising its relationships with key partners and organisations.

From the start of the financial year the team has developed and maintained strong partnerships with district councils, town and parish councils and a range of community and voluntary groups and organisations. In putting in place critical infrastructure and support, the team have played an important part in the remarkable community response witnessed within the first 'phase' across Devon. The team quickly responded to the needs of the national Shielding programme, helping to support 34,000 citizens in Devon, including the direct delivery of food to over 7,000 and support and advice to many more.

Having developed strong networks in central government, the team facilitated the development of a bespoke IT system to manage 'Shielding' local data; provided direct funding to a range of infrastructure organisations supporting local response, set up a helpline and support response for local councils and rapidly developed and deployed funding streams to facilitate small and medium investment in hundreds of emerging and established community responses (£400k).

In developing and facilitating a Team Devon approach with district councils the Council collectively developed a co-ordinated infrastructure of support to the most vulnerable across the county, which included the redeployment of some DCC staff to other councils. This reflected a huge undertaking across our key partners alongside what is recognised as an extraordinary community and voluntary sector response. Team Devon arrangements have continued, and work has included the development of shared arrangements to support those experiencing extreme financial hardship, utilising funding from the Council and Government (£1.7M). These arrangements continue to evolve.

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The response has created a great deal of learning across organisations, particularly relating to the agility, leadership and innovation from the voluntary, community and social enterprise sectors (VCSE). The Council has continued additional funding to support preparation for future response requirements but has also facilitated a VCSE group to explore wider opportunities including the potential opportunities in recovery for the sector and wider partners.

We continue to work across partners to plan and prepare for any future response and this has been captured in a *Community Support Plan* adopted by partners and recently exercised. In addition, a linked plan to support any national re-introduction to shielding has been developed alongside government, which has included work to implement a national data sharing system to transfer information in relation to those clinically extremely vulnerable. The Council and local partners recently contributed into a National Audit Office review of shielding (to be published in the new year) and reviewers commented on the strength of local partnerships and response. The Council's *Doing What Matters* and *Making the Connection* funding remains suspended pending any need to deploy funds in a further local outbreak, though this will be reviewed in the new year.

Despite the pandemic the team have continued to make significant progress in key areas, including across commissioned services. Following the award of contract after a rigorous and competitive procurement exercise, DYS Space have provided invaluable support to hundreds of young people since March, despite being unable to operate a centre-based model for some time. DYS Space quickly delivered, in partnership with the police and district councils, a targeted on-street service to work with young people reinforcing social distance awareness and to help young people in crisis. In addition, DYS Space enhanced their digital outreach work by developing an online Youth Centre offer enabling young people to remain in contact with youth support through a safe and secure platform alongside a virtual referral and 1:1 service for young people. This has been so successful that this model attracted £160k of additional National lottery funding to extend for the remainder of the year.

Libraries Unlimited stayed very much 'open for business' despite the closure of its buildings and again enhanced its digital offer seeing significant uptake in digital subscriptions and e-book borrowing. Library staff made hundreds of calls to many of its 'regular' customers, many of whom had felt isolated and lonely, and who found the contact invaluable. Whilst many areas of the country have still to re-open library services, Devon was one of the first areas to start to see libraries being re-opened, which were done so in a phased return. Libraries Unlimited piloted book deliveries and a click and collect service to maximise access to the book stock and the mobile libraries continue to operate a valuable service to the most rural areas of Devon.

Data quickly began to emerge in the early days of lockdown that more people were seeking support from domestic abuse services commissioned by the Council. The team were able to secure an additional £400k from emergency COVID-19 funding from government to bolster initial response support and

services, alongside employing additional roles within the Early Help arena to ensure early warning signs across families were picked up and appropriate support facilitated. In addition, the Council is co-producing a new relationship management tool/database which will enhance the capability and capacity of our front-line provider to record and track enquiries and cases, enabling better system join-up. The team are also seeking to create an additional temporary post to prepare the Council for the opportunities and additional statutory duties arising from the new Domestic Abuse Bill, given the importance of this agenda.

The Communities Team have worked closely with colleagues across the peninsula to secure £417,395 from the Home Office to identify and challenge perpetrators of domestic violence and abuse.

Active Devon continues its great work as a community-focused, non-profit organisation (hosted by DCC) dedicated to inspiring and supporting Devon to be active. Active Devon works closely with its key funder Sport England and is currently exploring the development of a separate entity element to allow the opportunity to generate income separate to the Council, in order to create greater sustainability for the sector.

In wider partnerships the team are leading work alongside Clinical Commissioning Groups and others to explore 'waste' and 'failure' in the way that services currently respond to people with complex needs and developing improved approaches to understanding people, their needs and how to better organise responses. The work is influencing the 'Inequalities' stream of the pandemic response planning. Work continues in partnership to develop responses around serious violence and radicalisation and the team has convened a Youth Crime Prevention working group with key partners to bring together key learning and approaches. The team led work for the Council to become 1 of 3 national leads, alongside Sport England, for an innovative pilot (working locally with CITY Community Trust) to support around 150 young people a year to improve outcomes around criminal justice and educational exclusion and attainment.

The team continue to explore opportunities to support the [five ways to wellbeing](#) in the Council's work contributing to promote Exeter UNESCO City of Literature status; the Villages in Action cultural programme; and the timely re-publication of Todd Gray's *Devon and the Slave Trade* which now includes a foreword from the Leader of DCC. The team were particularly proud to lead work resulting in the Council achieving Silver Status within the Armed Forces Covenant Employer Recognition Scheme.

4. Economy, Enterprise and Skills - Head of Service: Keri Denton

The Economy, Enterprise and Skills Service has continued to support the local economy and respond to the significant economic consequences from COVID. It has continued to work with businesses, deliver skills and training opportunities, provided a range of regulatory services and guidance through the joint Devon, Somerset and Torbay Trading Standards and progressed several

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key infrastructure programmes. Set out below are some of the highlights and achievements:

The Service has established a Devon Economic Recovery Group, working with the private and public sector and published a Team Devon Economic Recovery Prospectus. This has included a programme of measures and support across four broad themes:

- Business and Sectors
- Employment and Skills
- Place and Communities and
- Opportunities.

An investment case has been made to Government to co-invest in an initial recovery programme and the Service has secured more than £10m capital funding from the Heart of the SW Local Enterprise Partnership for a range of projects across Devon under the Government's Getting Building Fund.

The Service has continued to deliver its primary adult and community learning programme through the year through Learn Devon, with 5,100 individuals engaged over the year, and around 1,000 enrolments alone to improve individual English and Maths performance. Despite a 15% drop in learner numbers due to COVID, attainment amongst core subjects remained strong across the year as the service shifted to a digital first approach. This included notable successes in our GCSE cohort, with 90% of candidates achieving a strong pass (compared to 78% nationally), and a significant increase in the number of individuals accessing a digital course (approximately 750 in 2019/20).

The Service has also continued the Council's Post 16 Transition programme, working with CSW Ltd to provide the Council's wraparound tracking and support provision for those young people moving from full time education into new opportunities. Tracking over 29,000 young people in Devon this year, including around 3,000 individuals with a barrier to learning or in need of specialist support, the service continued to provide a tailored service to those at risk of NEET. Despite the onset of COVID and historic changes in the condition of the labour market, NEET levels overall remained relatively low at around 5% as of September 2020, and actually saw a reduction in the level of those considered NEET amongst those either in or leaving care in the 16-19 age group due to cross organisational work on the issue.

Working with the Heart of the South West Local Enterprise Partnership, the service also continued to lead upon a range of activity across the Skills and Employment agenda. This included the expansion of the HotSW Careers Hub to support every mainstream secondary school and college in the County from September 2020; project activity by the Digital Skills Partnership to support up to 750 individuals into new careers and to upskill; ongoing intelligence and analytical work with the University of Exeter around our local labour market and economy; and the securing of a further £3.5m of European funding to support up to 1,200 new training opportunities within Devon, Plymouth and Torbay across the Health and Social Care sector.

In response to COVID and the increasing number of redundancies the Service has put into place an Employment Support programme, working with Job centre Plus to support the upskilling of individuals at risk of redundancy, provide careers advice and support to finding new employment through a range of coaching and other support.

The Service is working through a range of projects to stimulate business growth and successfully securing external funding. The Service now delivers the Heart of the South West Growth Hub on behalf of the LEP (2,135 businesses supported), in addition to Growth Support Programme which delivered 3 and 12 hours of business support to 119 and 46 SME's respectively. Additional funding has been secured to support businesses respond to the pandemic and over 1800 applications were received for kickstart funding, from which 327 grants were awarded. Overall, the Service has supported 2,581 businesses across the HotSW area between April - September 2020.

The joint Devon, Somerset & Torbay Trading Standards Service continues to perform strongly, meeting key operational targets and carrying out some major investigations. The Service has also focused on prevention and business support. Examples include, a campaign to tackle financial scams with a specific focus on educating younger people who are increasingly becoming victims, a project developed in partnership with the Property Ombudsman to provide business support and interventions to all letting agents in our service delivery area.

The joint Trading Standards Service has continued to work innovatively throughout the Covid-19 pandemic and has ran highly successful online interventions on Mental Health in The Farming Community (working with partners to raise awareness of the issues and signposting farmers to practical support) and on Allergens in Food (advising local businesses of the issues and legal requirements and highlighting best practice). The Service has also been fully integrated with the work of the Devon Economic Recovery Group, developing its successful approved trader scheme, Buy With Confidence to incorporate a Made in Devon option for businesses who want to emphasise the local origin of their product or service as well as contributing to a number of other proposed initiatives.

The Service has led on the County Council's input in the Connecting Devon and Somerset programme which is successfully delivering new broadband services across North Western Devon. A procurement to appoint contractors to deliver gigabit capable broadband is underway and is on target to have new contracts in place by the end of December. The programme has also delivered and supported a range of community-led schemes and secured £1m capital funding from the LEP to deliver a Mobile Boost voucher programme to improve mobile phone connectivity.

The service has continued with development, management and marketing of its industrial estate portfolio, including at Okehampton East Business Park, Mullacott Cross Industrial Estate in Ilfracombe, Duchy Square in Princetown

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and Roundswell South in Barnstaple. New developments are being taken forward at Skypark, and the Council has purchased the former Flybe Training Academy and will lease this to Exeter College to deliver a Future Skills Academy.

At Roundswell South work continues to construct a new Enterprise Centre, which is on target to complete early in the New Year. The service continues to support the development of Exeter Science Park and has supported the Science Park on the development of the Ada Lovelace Building and securing investment of £5m for a new Grow Out Building, under the LEP's Getting Building Fund.

In depth analysis and economic briefings have also been produced by the Service to monitor the impacts of COVID on the economy, its communities and workforce. This evidence base has supported the development of business cases into Government, and secured investment from the LEP. The Service has led on this for the region and presented information into Government, to our MPs and other stakeholders.

Dr Virginia Pearson
CHIEF OFFICER FOR COMMUNITIES, PUBLIC HEALTH, ENVIRONMENT AND PROSPERITY

Electoral Divisions: All

Cabinet Member for Policy, Corporate Resources and Asset Management:
Councillor John Hart

Cabinet Member for Children's Services and Schools: Councillor James McInnes

Cabinet Member for Highway Management: Councillor Stuart Hughes

Cabinet Member for Infrastructure Development and Waste: Councillor Andrea Davis

Cabinet Member for Economy and Skills: Councillor Rufus Gilbert

Cabinet Member for Community, Public Health, Transportation and Environmental Services: Councillor Roger Croad

Local Government Act 1972: List of Background Papers

Contact for Enquiries: Dr Virginia Pearson
Tel No: 01392 38000 Room 142: County Hall, Exeter. EX2 4QD

Background Paper	Date	File Reference
Nil		
Service Delivery for PTE Communities and EES In Year Briefing - Final		

Service Delivery for Highways, Infrastructure Development and Waste: In-Year Briefing

Briefing Paper by the Chief Officer for Highways Infrastructure Development and Waste

1. Summary

This report provides an in-year briefing on service delivery within Highways, Infrastructure Development and Waste.

2. Current Position Statements

2.1 Highways and Traffic Management

As the Committee is updated regularly through the Highways Dashboard reports, the in-year briefing only covers those areas not previously reported this year.

The public rights of way network and the walking/cycling recreational trails have remained open and available for the public to use during lock down and beyond. We have seen a marked increase of the use of these routes, both very local paths and the named routes, (sections of the Exe Estuary Trail show an increase of 153%). We have increased our cutting regimes to assist with social distancing and during the first lockdown phase made sure to work closely with landowners to address their concerns and continue to do so. There has also been an increase in reports from the public reflecting the increased use and also perhaps a new audience/type of user of these networks.

Both of the Country Parks remained open throughout lockdown to enable people to visit and enjoy the environment for health and wellbeing. Grand Western Canal visitor numbers have quadrupled, while Stover has seen a 50% increase. Both have been awarded the nationally recognised Green Flag award again this year. Stover has started the recruitment of its National Lottery Heritage funded team to deliver the project to restore Stover Park to its 18/19th century parkland landscape.

The Materials Laboratory adapted quickly during lockdown and continued to operate testing services such as coring of roads, taking advantage of reduced traffic levels and minimising disruption. The laboratory successfully maintained its UKAS accreditation, a nationally recognised quality approval. This is usually achieved through a series of visits to the laboratory, so it was a challenge to work with the providers to achieve this remotely by the surveillance visit being carried out virtually and supplying videos of the staff undertaking the testing.

In February, Skanska UK announced their intention to withdraw from the highway maintenance, street lighting maintenance and rail maintenance sectors, and that they were starting the process of the Skanska Infrastructure Services divestment, of

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which the Devon Highways Term Service Contract is part. The programme for the divestment was set as

- Preferred bidder identified – early Q4 2020
- Sale agreed, subject to novation of contracts – end Q4 2020
- Novation of Contract from Skanska to Buyer – Q1/Q2 2021

It is understood that the programme is still on track.

The Winter Service began on the 15th October, all staff involved have received up to date training to prepare us for the months ahead. All plant connected to the service is operational and has been calibrated. We have upgraded 5 gritters in the fleet and invested in 4 additional tractor towed gritters to increase resilience.

The Roadworks Permitting scheme has now gone live along with Street Manager, the Dft's new software for handling street works administration. The permitting team are currently processing an average of 4000 permits a month, with the scheme currently achieving its self-funding requirement. However, it is proposed that the first review of the scheme is postponed until April 2022, to ensure that we have a more realistic view of "normal" conditions, to enable a proper assessment.

The new Streetlighting contract has been awarded and will run for the next 10 years. Mobilisation has begun with an emphasis on delivering the LED upgrade programme.

The Civil Parking Enforcement Team (CPE) received a Certificate of Recognition in this year's PATROL Parking Annual Reports by Councils (PARC), recognising the team's 2018/19 annual reports. With reduced enforcement during lockdown members of the team assisted in updating the asset inventory register. On easing of lockdown restrictions, the team worked with local communities and the Police to tackle parking issues in areas of concern.

Work has been ongoing to develop a programme which will be available soon, enabling members to get a clearer view of when Traffic Orders can be delivered. During the Covid crisis, the traffic team have administered and assisted communities in providing Emergency Active Travel Fund (EATF) solutions.

We continue to make good progress regarding support for volunteers that want to assist their community. We now have;

- 80 road warden agreements in place (up from 75 in 2019)
- 12 trained in traffic management since November 2019 (total 238 since 2014)
- 57 signed up for the Highway Safety Awareness online course
- 5 parishes have had pothole repair material since November 2019
- 17 bids received so far this financial year for the Highway Maintenance Community Enhancement Fund, approved 13.

With the closure of Lucombe House in September the team has also moved its base successfully to Great Moor House, although staff continue to work from home.

As part of the move, a new Network Operational Control Centre (NOCC) has been built at Great Moor House. The new NOCC has been upgraded and modernised to enable DCC to continue to effectively manage winter and emergency events.

2.2 Infrastructure Development

A new private sector partnership contract commenced on 1st April with a new Consultant, WSP, taking over from Jacobs UK. It was a difficult time leading up to the start of the contract with lockdown commencing, the week before but we are pleased to report we have got off to an excellent start, helped greatly by the WSP senior management team being familiar with working with Devon.

Although in the early part of lockdown and with closures in the supply chain, some sites had to close a few of the larger sites remained operational. Most sites were working by the end of April with adjustments to working practices to keep the sites Covid secure. With the designers working from home the design, tender preparation and evaluation work on schemes continued as normal throughout the lockdown, with some schemes reprogrammed to take account of the lower traffic flows.

Works continue on developing a number of multi-use trails and cycle projects including, Clyst Valley trail, Teign Estuary trail and cycle improvements in Exeter. In addition, the team have been working on schemes under the emergency active travel fund including Russell Way crossing and Ludwell Lane.

Remedial works associated with the February storm (Dennis), have been progressed at various locations around the County, including Austin's Bridge, a new retaining wall East Portlemouth, and design work for the landslip on the Ashburton Road, Bovey Tracey (landslip).

Sherford Main Street, Moor Lane Roundabout, Alma Bridge replacement and the A382 phase 1 sites continued through lockdown, with the first three now completed and the latter due to be completed in the new year.

Design work on the Tiverton Eastern Urban Extension junction (phase 2) and the A382-A383 link is nearly completed with the schemes ready to go out to tender shortly.

Design works continue on other schemes including the future phases of the A382 and works associated with the South West Exeter and Dawlish Housing Infrastructure schemes.

A361 North Devon Link Road between South Molton and Barnstaple has successfully been procured and the contract is waiting to be awarded. The project will include the main line delivery improvements between South Molton and Barnstaple as well as junction improvements and subject to confirmation of funding the scheme is due to commence on site in 2021.

There are currently 66 schemes within the Schools Maintenance Programme of which 44% (29 schemes) have already completed this year. The schools basic need programme has seen the completion of Phase 1 expansion of Cullompton Community College, and initial phases of expansion at Orchard Manor School. In addition, we have expansion projects on-site at Pathfield School and Bidwell Brook Special School that are due to complete later this year or in 21/22 respectively.

Progress on the new Marsh Barton Station has greatly improved and site work should commence in Spring 2021, subject to the granting of planning permission.

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2.3 Waste Management

The Waste Management Service has had an eventful and challenging 6 months, but the team has worked hard to maintain operations during the Covid 19 pandemic collaborating closely with district councils, internal teams and other key stakeholders as well as maintaining close links with the Devon public.

The network of 19 Household Waste Recycling Centres (HWRCs) closed from 24th March 2020 for 6 weeks following the Government putting the country into lockdown. During the closure period, site staff and HGV drivers were redeployed where possible and some were utilised by District Councils to keep kerbside waste and recycling services going during periods of severe staff shortages caused by self-isolation etc.

When the HWRCs re-opened, strict social distancing measures were in place and the numbers of public on site at any time were limited. Security staff had to be deployed to enforce a 'one in one out' policy at sites to ensure that they did not become overcrowded. Demand on the sites at this time was unprecedented, given the backlog of waste in people's homes. This, along with reduced capacity at sites, caused significant pressures. Traffic Management personnel had to be deployed at busy sites to limit queuing issues on the Public Highway. Overall, this was an extremely busy and challenging time for the HWRC network, and the sites remained very busy throughout the summer period. Demand now appears to be easing and the sites are returning to some form of normality (albeit with social distancing).

The 2019/20 data has shown an increase in the recycling rate to 56.6% making Devon provisionally the 2nd best recycling county in the country. East Devon has now surpassed the 60% recycling rate at 60.5%. The draft Resource and Waste Management Strategy for Devon and Torbay has been completed and subject to Cabinet agreement will go out to public consultation in the New Year. A key focus of this document is on reducing the carbon impact of the services. Recommendations from work carried out by the University of Exeter and Eunomia Consulting have been included and have contributed to the Devon Climate Emergency work.

Due to the Covid 19 pandemic the behavioural change campaign work over the first six months of this year has been focussed on social media and web-based advice. Nevertheless, this has been very effective and has helped people reduce, reuse and recycle even more during lockdown with recycling quantities at the kerbside up by 12%. Campaigns have been implemented focussing on food waste, home composting and textiles, metals and plastics. An online recipe book <https://www.recycledevon.org/love-food-hate-waste-recipes/Have-your-food-and-eat-it-Recipe-Book.html?page=1> was launched to help people reduce their food waste. Textiles have a significant carbon impact so the team have been promoting the campaign <https://www.recycledevon.org/buy-less-wear-more/>. A new Recycle Devon website has been launched and Facebook followers are up to 12,800.

The Schools Waste Education team has been providing resources for home schooling but are now back in schools working in an outdoor setting. The Recycle Devon Guides Badge is being developed following the success of the Recycle Devon Scouts badge. The Community Action Groups in Devon (CAG Devon) project has advised groups via their new website and social media. An online Skills Share event is planned.

In the final year of the Ecowaste4food project (a 4-year EU funded project aimed at reducing food waste in the supply chain) a “DIY dinner” series of cooking classes were held across Devon prior to lockdown promoting cooking skills and ways to reduce food waste, the participants benefitted from over 1000 hours of tuition in total.

The Devon Reuse Project’s event of the year was the Big Fix 2020 coordinated by Devon’s Reuse Officer whereby 68 Repair Cafes were held simultaneously across the country. This was incredibly successful with 926 volunteer menders, 2278 items fixed and 32 tonnes of CO2 saved. In Devon alone 14 cafes were held, with 203 menders, 580 items fixed and 7 tonnes of CO2 saved.

The Clean Devon Partnership (a county led multi agency approach to litter and fly tipping) now has 25 partners and launched in March with a Duty of Care campaign. A litter campaign is being developed for the Spring. See <https://cleandevon.org/>

3. Budget Update - Revenue Expenditure Highways, Infrastructure Development and Waste

Highways, Infrastructure Development and Waste is overall forecasting a breakeven position.

Waste management is forecasting an underspend of £750,000. The impact on waste tonnages of the Covid-19 lockdown has been mixed but garden waste tonnages have been significantly lower, partly the result of the closure of the household waste recycling centres.

The Highways and Traffic Management and Infrastructure Development services are forecasting an overspend of £750,000 mainly due to increased costs of safety defects, partly as a consequence of the wet winter of 2019/20.

Meg Booth

Chief Officer for Highways, Infrastructure Development and Waste

Electoral Divisions: All

Cabinet Member for Highway Management: Councillor Stuart Hughes

Cabinet Member for Infrastructure Development and Waste: Councillor Andrea Davis

Cabinet Member for Community, Public Health, Transportation and Environmental Services: Councillor Roger Croad

Local Government Act 1972: List of Background Papers

Contact for Enquiries: Meg Booth

Tel No: 01392 38000 Room: County Hall, Exeter. EX2 4QD

Background Paper	Date	File Reference
Nil		
Service Delivery for Highways, Infrastructure Development and Waste In Year Briefing - Final		

Treasury Management – Mid Year Stewardship Report 2020-21

Report of the County Treasurer

Please note that the following recommendations are subject to consideration and determination by the Committee before taking effect.

Recommendation: That the Committee consider whether it wishes to draw to the attention of the Cabinet any observations on the Treasury Management Mid Year Stewardship Report.

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### **1. Introduction**

- 1.1 The County Council has adopted the CIPFA (Chartered Institute of Public Finance and Accountancy) Code of Practice for Treasury Management in the Public Services. A revised Code of Practice was published by CIPFA in December 2017 and a revised Policy Statement and Treasury Management Practices (TMPs) were agreed by Council in February 2018. The Treasury Management and Investment Strategy for 2020/21 was agreed by Council in February 2020 and forms part of the published budget book.
- 1.2 The purpose of this report is to inform members of any key matters arising from the Council's Treasury and Debt Management activities during the first seven months of the 2020/21 financial year. It is intended to enable members to ensure that agreed policy is being implemented. This report, together with any comments offered by this committee, will be considered by Cabinet on 9th December.

### **2. Borrowing Strategy 2020-21 to 2022-23**

- 2.1 The overall aims of the Council's borrowing strategy are to achieve:
  - Borrowing at the lowest rates possible in the most appropriate periods;
  - The minimum borrowing costs and expenses;
  - A reduction in the average interest rate of the debt portfolio.
- 2.2. The Medium Term Financial Strategy assumes that, over the three year period, no new long-term borrowing will be required, although this will be kept under review. The majority of the capital programme is funded by capital grants or use of capital receipts. Some use is made of internal borrowing from the Council's cash resources, and prudent management of the capital programme aims to ensure that there is no requirement to take on additional

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external borrowing. If short-term borrowing is required to aid cashflow, this will be targeted at an average rate of 0.7%.

- 2.3 Active treasury management and the maintenance of levels of liquidity have ensured that no short term borrowing has been required for the financial year to date. Cash positions are monitored daily and modelled over a monthly horizon to ensure that anticipated liquidity levels are forecast accurately.
- 2.4 In accordance with the Medium Term Financial Strategy no long term external borrowing has been undertaken this financial year. Instead all borrowing required to fund capital expenditure has been funded by internal cash balances. This position will be kept under review, but the expectation remains that no new external borrowing will be required during the three year period.
- 2.5 At 31st October 2020 the level of long term debt remains unchanged at £507.85m as detailed in the table below.

## Analysis of Long Term Debt

|                                 | <b>Actual<br/>31.03.20<br/>£'m</b> | <b>Interest<br/>Rate<br/>%</b> | <b>Actual<br/>31.10.20<br/>£'m</b> | <b>Interest<br/>Rate<br/>%</b> |
|---------------------------------|------------------------------------|--------------------------------|------------------------------------|--------------------------------|
| <b>Fixed Rate Debt</b>          |                                    |                                |                                    |                                |
| PWLB                            | 436.35                             | 4.99                           | 436.35                             | 4.99                           |
| Money Market                    | 71.50                              | 5.83                           | 71.50                              | 5.83                           |
| <b>Variable Debt</b>            |                                    |                                |                                    |                                |
| PWLB                            | 0.00                               |                                | 0.00                               |                                |
| Money Market                    | 0.00                               |                                | 0.00                               |                                |
| <b>Total External Borrowing</b> | <b>507.85</b>                      | <b>5.11</b>                    | <b>507.85</b>                      | <b>5.11</b>                    |

- 2.6 Every year the Council budgets for a Minimum Revenue Provision to set aside cash to then repay this external debt. At the same time, we are then borrowing that cash back, by way of internal borrowing from the Council's cash balances to finance the capital programme. At present we have "over borrowed" from cash by some £60 million, i.e. we have borrowed £60 million from the Council's cash balances, in addition to the external debt of £507.85 million, to fund the capital programme. The ability to internally borrow from the Council's cash has enabled the Council to fund its capital programme in recent years without taking out further external debt and incurring additional interest costs and other capital financing costs.
- 2.7 While cash balances remain relatively high, we can continue to internally borrow to meet our capital commitments and maintain a measured level of future capital investment. However, this may become more challenging if there continues to be growing pressure on both the Council's capital programme and revenue budget, and other calls on cash balances such as the deficit on Special Educational Needs.
- 2.8 No opportunities have arisen during this financial year to repay external debt without incurring substantial premium penalties, which would negate any benefit of repaying the debt. The PWLB sets premature repayment rates and,

where the interest rate payable on a current loan is higher than the repayment rate, the PWLB policy imposes premium penalties for early repayment. With current low rates of interest these penalties would be of a significant cost. Therefore, it will only make financial sense to repay debt early if the PWLB changes its current policy, or if interest rates rise significantly and cancel out the repayment premiums. This is unlikely to happen in the short to medium term.

- 2.9 The earliest date on which any of the Council's external debt matures is 31 March 2027, when the Council is due to repay a PWLB loan of £33.8 million, with a further £5.8 million to be repaid later in 2027. While this may still seem a long time away, officers have begun to consider plans for the repayment of these loans. Given that the Council's capital programme is "over borrowed" from its internal cash, there will need to be careful management of future capital requirements to ensure that cash resources are available so that these loans can be repaid, otherwise there might be a future need to take out new external borrowing to re-finance the debt.

### **3. Investment Strategy 2020-21**

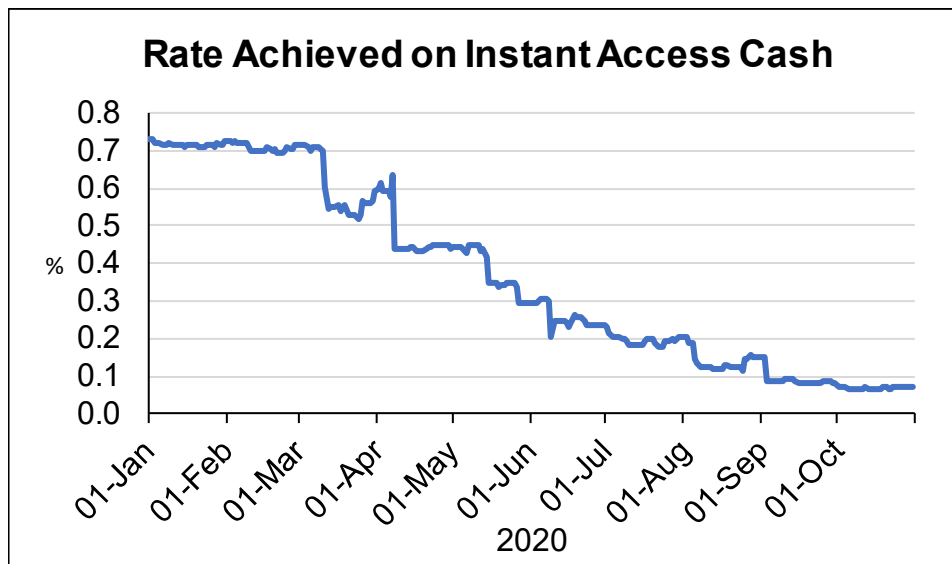
- 3.1 The County Council continues to adopt a very prudent approach to counterparties to whom the County Council is willing to lend. As a result, only a small number of selected UK banks and building societies, money market funds and Non-Eurozone overseas banks in highly rated countries are being used, subject to strict criteria and the prudent management of deposits with them. In addition, the CCLA (Churches, Charities and Local Authorities) Property Fund is being used. The lending policy is kept under constant review with reference to strict criteria for inclusion in the counterparty list.
- 3.2 The 2020/21 Treasury Management Strategy also included provision for the use of multi-asset income funds or short dated bond funds. Use of such funds would be subject to the approval of the Cabinet Member for Resources Management.
- 3.3 The overall aim of the Council's investment strategy is to:
- Limit the risk to the loss of capital;
  - Ensure that funds are always available to meet cash flow requirements;
  - Maximise investment returns, consistent with the first two aims;
  - Review new investment instruments as they come to the Local Authority market, and to assess whether they could be a useful part of our investment process.
- 3.4 The target rate for interest on deposits with banks, building societies and money market funds is 0.75%. The target rate for the CCLA Property Fund is 4.5%.
- 3.5 The following table shows the County Council's fixed and variable rate investments as at the start of the financial year and as at 31st October 2020:

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## Schedule of Investments

|                                                  |              | Actual<br>31.03.20<br>£'m | Interest<br>Rate<br>% | Actual<br>31.10.20<br>£'m | Interest<br>Rate<br>% |
|--------------------------------------------------|--------------|---------------------------|-----------------------|---------------------------|-----------------------|
| <b>Maturing in:</b>                              |              |                           |                       |                           |                       |
| <b>Bank, Building Society &amp; MMF Deposits</b> |              |                           |                       |                           |                       |
| <b>Fixed Rates</b>                               |              |                           |                       |                           |                       |
| Term Deposits                                    | < 365 days   | 72.50                     | 1.00                  | 70.00                     | 0.95                  |
|                                                  | 365 days & > | 20.00                     | 1.40                  | 13.00                     | 1.60                  |
| <b>Variable Rate</b>                             |              |                           |                       |                           |                       |
| Call Accounts                                    |              | 45.00                     | 0.65                  | 50.00                     | 0.07                  |
| Notice Accounts                                  |              | 45.00                     | 0.90                  | 80.00                     | 0.47                  |
| Money Market Funds (MMF's)                       |              | 23.01                     | 0.48                  | 1.59                      | 0.06                  |
| <b>Property Fund</b>                             |              | 10.00                     | 4.28                  | 10.00                     | 3.94                  |
| <b>All Investments</b>                           |              | <b>215.51</b>             | <b>1.04</b>           | <b>224.59</b>             | <b>0.75</b>           |

- 3.6 The world now looks very different compared to how it looked when the 2020/21 Treasury Management Strategy was set early in the year. The coronavirus pandemic has resulted in a lockdown of much economic activity across large parts of the world. The United Kingdom has been particularly badly hit, and as a result the Bank of England reduced its base rate firstly to 0.25% and then to 0.1% during March. When the Council set a target interest rate of 0.75% for 2020/21, it did so bearing in mind the risk of interest rates being cut as a result of a messy Brexit, but the impact of the pandemic has meant that rates have been cut further than would have been expected when the target rate was set.
- 3.7 The decision was taken in early April to keep more cash immediately available to ensure the Council could meet all cashflow requirements resulting from the coronavirus pandemic. This decision was made taking into account both additional expenditure and actual and potential loss of income. The rates available for immediately available cash (call accounts and money market funds) have reduced steadily, as shown by the following graph. The increase in immediate cash plus reduction in rates has therefore reduced the income achievable.





- 3.8 However, despite the pandemic, it is still currently forecast that the Council will achieve the budgeted level of investment income in 2020/21. Revenue lending up to 31st October, including the use of term deposits, call accounts, money market funds and the CCLA property fund, has earned interest of £1,090,000 against a full year budget of £1,542,000. It is forecast that the investment income for the full financial year will exceed budget by around £150,000.
- 3.9 The following factors contribute to that position:
- Term deposits carried forward into 2020/21 that were made at the rates prevailing before the pandemic hit the economy have provided some mitigation against the rate cuts.
  - Local authorities that were seeking to bolster their cash balances in March were offering significantly higher rates, and we were able to agree forward deals totalling £20 million at rates above 1% over varying time periods. Subsequently the rates on offer from other local authorities have dropped significantly.
  - Front-loading of Government grants related to the pandemic has meant that to date the Council's cash balances have not been significantly impacted, but the anticipated level of additional expenditure is forecast to be higher than the grants provided.
- 3.10 The income forecast in paragraph 3.8 includes the investment in the CCLA Property Fund. The Council would be expected to achieve investment income of between £400,000 and £450,000 per year from the fund. Income over the first half of the financial year was down to around £193,000. This reflects collection of 93% of rents originally due on 25 March, 88% for the difficult quarter to 24 June and 75% received for the 29 September quarter-day, a figure that is likely to increase. This is a reasonably positive result under the current circumstances, but uncertainty remains.

## **4. Minimum Revenue Provision**

- 4.1 Each year the Council has a statutory obligation to charge to the revenue account an annual amount of Minimum Revenue Provision (MRP), which is a charge to make provision for the repayment of the authority's external debt and internal borrowing. The charge is based on the historic borrowing required to fund the Council's capital programme.
- 4.2 The current policy, following a review in 2018/19 is to charge MRP in equal instalments over the life of the asset benefiting from the capital spend, based on the annuity method. The budgeted MRP for 2020/21 is £12.704m.

## **5. Prudential Indicators**

- 5.1 Linked to its Treasury Management Strategy, the County Council is required to monitor its overall level of debt in line with the CIPFA Code of Practice. Part of the code requires consideration of a set of Prudential Indicators in

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order to allow the Council to form a judgement about the affordable, prudent and sustainable level of debt.

5.2 The purpose of the indicators is to demonstrate that:

- Capital expenditure plans are affordable;
- All external borrowing and other long term liabilities are within prudent and sustainable levels;
- Treasury management decisions are taken in accordance with professional good practice.

5.3. Three Prudential Indicators control the overall level of borrowing. They are:

- The Authorised Limit - this represents the limit beyond which any additional borrowing is prohibited until the limit is revised by the County Council. Revision may occur during the year if there are substantial and unforeseen changes in circumstances, for example, a significant delay in achieving forecast capital receipts. In normal circumstances this limit will not require revision until the estimate for 2021/22 is revised as part of the 2021/22 budget process.
- The Operational Boundary – this indicator is based on the probable external debt and other long term liabilities during the year. Variations in cash flow may lead to occasional, short term breaches of the Operational Boundary that are acceptable.
- The Underlying Borrowing Requirement to Gross Debt - the Council also needs to ensure that its gross debt does not, except in the short term, exceed the total of the Capital Financing Requirement.

5.4 During the Budget process, the following Borrowing Limits were set for 2020/21:

- Maximum borrowing during the period (Authorised Limit) - £780.972m
- Expected maximum borrowing during the year (Operational Boundary) - £755.972m
- Maximum amount of fixed interest exposure (as a percentage of total) - 100%
- Maximum amount of variable interest exposure (as a percentage of total) - 30%

5.5 Members are asked to note that for 2020/21 to date, the Council has remained within its set Borrowing Limits and has complied with the interest rate exposure limits.

## 6. Prospects for 2021/22

6.1 The coronavirus outbreak has done significant economic damage to the UK and economies around the world. The Bank of England took emergency action in March to cut Bank Rate to first 0.25%, and then to 0.10%. Given the combination of a potential “no deal” Brexit, the expected growth in unemployment when the Government’s furlough scheme concludes, and the introduction of a second national lockdown resulting from a second wave of COVID infections, it is likely to be some time before the economy recovers

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sufficiently for interest rates to increase. Some forecasters have suggested that a cut into negative territory could happen.

- 6.2 There is also likely to be significant pressure on the Council's finances going forward. Significant expenditure has been committed to support the response to the pandemic, while the Council also faces a growing deficit on the provision for Special Educational Needs (SEND). While at the end of October 2020 the cash balances remain relatively high, this has been partly due to the front-loading of Government grants related to the pandemic, and as this continues to be spent, and the SEND deficit grows, it is likely that the cash balances will reduce significantly before the financial year end.
- 6.3 The Government's funding settlement for the next financial year is not yet known, but with significant savings likely to be required there may be a need to draw on reserves which may further reduce the cash in 2021/22.
- 6.4 Therefore, in planning the Treasury Management Strategy for 2021/22, it is likely that we will have to budget for lower cash balances and lower rates than in the current year. The target rate for lending to banks and building societies is likely to be reduced from 0.75% down to between 0.3% and 0.35%. This target rate will only be possible because of some continuing two year deals already in place at higher rates. The level of budgeted income for 2021/22 is therefore likely to be around half what is budgeted in 2020/21. These assumptions will be reviewed before the 2021/22 Strategy is presented in January.

## 7. Summary

- 7.1. No long term borrowing has been undertaken to date in 2020/21. The expectation is that no new borrowing will be required during the remainder of the 2020/21 financial Year.
- 7.2 No short term borrowing has been undertaken to date in 2020/21.
- 7.3 The investment income achieved as at the end of October stands at around £1.09 million compared to the budget target for the year of £1.542 million.
- 7.4 Looking ahead, falling interest rates will reduce the level of interest income that can be achieved on the Council's cash balances in future years. A potential reduction in available cash will mean that the Council will need to manage its capital programme carefully to ensure it remains affordable within the policy of not taking out further external debt.

Mary Davis  
County Treasurer

Electoral Divisions: All

Local Government Act 1972:

List of Background Papers: Nil

Contact for Enquiries: **Mark Gayler**

Tel No: **01392 383621** Room: **G97**



## Highways Performance Dashboard

Report of the Chief Officer for Highways, Infrastructure Development and Waste

### 1. Introduction

In response to the recommendations of the Planned & Reactive Maintenance: Potholes & Drainage Task Group presented to the Corporate, Infrastructure and Regulatory Services (CIRS) Scrutiny Committee in March 2019 an updated Performance Dashboard Report has been produced. The intention of this report is to provide Members with an overview of the performance of Devon Highways.

This report considers the following areas;

- Reactive works including potholes and drainage cleaning
- Ash dieback
- Delivery of planned works
- Winter service
- Carbon reduction
- Civil Parking Enforcement

### 2. Reactive Works

#### 2.1 Cleaning

The gully cleaning programme is currently just ahead of programme. This work stream has been affected by Covid-19 but the gangs are working hard to maintain the programme. Additional resources are being planned for November to ensure it is completed within the financial year.

We are maintaining a high level of performance audits which is indicating an increase in the quality of the workmanship. This view is being backed up by feedback from the Neighbourhood Teams.

Additional resources are also being added to the grips, easements and buddleholes programme to ensure the works stay ahead of programme.

Further details can be found in Appendix A.

#### 2.2 Safety Defects

The numbers of pothole defects identified this year has been consistently high compared to the three-yearly average so far through 2020/21. This is largely due to carriageway 8-10 inspections being brought forward to the summer months to support ash dieback and to free up inspection resource during winter. These inspections have now been completed, leading to much lower pothole numbers

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being recorded in October compared to previous years. The additional resources will improve our ability to respond to increased enquiry numbers throughout the peak winter months.

## **3. Ash Dieback**

As reported in the previous Dashboard Report the spread of Ash Dieback across the County continues at an alarming rate. Due to the risk to the travelling public we have increased the surveys of the 3-5 network to annual rather than every other year. In addition to twice the number of surveys the recorded number of infected trees in each district is significantly higher than previous years. As such the total number of trees recorded with ADB in 2020 will exceed 7,000 compared with only 9 in 2017.

Where infected trees lie within the public highway we aim to have them removed within 6 months of being made aware of the issue. This is presenting a significant challenge to the team due to the rapid increase in volumes. We are currently working with our private sector partner WSP to look at what support they can offer through the use of technology and additional staff resources.

The results of the surveys can be found in Appendix B

## **4. Scheme Delivery**

Good progress is being made on delivery of schemes in the highway maintenance programme. The very welcome additional funding announced in last year's budget was confirmed in March and provides the largest annual programme ever. Due to Covid-19 no planned works were able to be undertaken in April or May so the highways team, and the supporting supply chains for design and delivery of the programme have had a busy summer and are currently on track to deliver the full value of the programme. However, there are more uncertainties than in a usual year in view of Covid-19 and a risk that a resurgence will have an impact. If any scheme slippage occurs these items will be included in the forward programme.

## **5. Winter Service**

The winter season formally started on 15<sup>th</sup> October with daily assessment of the weather forecast and our contractor Skanska starting their standby arrangements. A contingency plan has been produced to attempt to mitigate risks presented by Covid-19. The new Network Operations Control Centre is now in operation having transferred from Lucombe House and will assist in an emergency response to severe weather. Winter training has been undertaken remotely.

## **6. Carbon Reduction**

The Highways and Traffic Management team and Engineering Design Group have established a Carbon Reduction Board and project team in response to the County Council's commitment to become net-zero carbon by 2030.

The purpose of the team is to investigate, consider and embed new ways of working that help reduce the carbon output when designing and commissioning construction

works for new major capital projects and highway maintenance operations, this will consider the wider supply chain.

Work is ongoing on the collation of possible tools and processes available in the industry to assist with the assessment of carbon emissions. The project will develop an in-depth understanding of the different approaches before choosing the most appropriate for the Service. Emission calculations will be based on a 'whole life cost' approach – from sourcing primary materials through to their disposal at the end of a project's life. These calculations will help officers choose the most appropriate, sustainable repair.

A RAG system has been used to identify the top ten carbon emitting work types. Work has been ongoing to develop a benchmark for carbon output on these ten activities. This work continues, with assistance from our contractors and Exeter University.

The project has the potential for a significant change of working practice as well as a cultural change to how construction works are planned and designed.

## **7. Civil Parking Enforcement**

We publish our parking ticket statistics showing how many tickets have been issued in each town. These figures are always published in arrears. Information for 20/21 can be viewed on the County Council's website.

<https://www.devon.gov.uk/roadsandtransport/parking/how-parking-is-regulated/>

A copy of the table can be found in Appendix C.

Meg Booth

Chief Officer for Highways, Infrastructure Development and Waste

## **Electoral Divisions: All**

Cabinet Member for Highway Management: Councillor Stuart Hughes

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

Contact for enquiries: Rob Richards

Room No. Lucombe House, County Hall, Exeter. EX2 4QD

Tel No: (01392) 383000

| Background Paper | Date | File Reference |
|------------------|------|----------------|
| Nil              |      |                |

rr041120cirssc Highways Performance Dashboard - Final

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## Appendix A to HIW/20/44

### Gully Cleaning Programme

As of 9<sup>th</sup> October (52% through the financial year)

|                       | <b>Total to be cleaned</b> | <b>Attended</b> | <b>Cleaned</b> | <b>left to attend</b> | <b>% Complete Overall</b> |
|-----------------------|----------------------------|-----------------|----------------|-----------------------|---------------------------|
| <b>Honiton</b>        | 26,519                     | 13,557          | 12,520         | 12,962                | 51%                       |
| <b>Exeter</b>         | 39,117                     | 12,371          | 11,227         | 26,746                | 32%                       |
| <b>Rydon</b>          | 19,256                     | 12,236          | 11,776         | 7,020                 | 64%                       |
| <b>South Hams</b>     | 18,509                     | 12,730          | 11,488         | 5,779                 | 69%                       |
| <b>Okehampton</b>     | 13,767                     | 10,874          | 10,552         | 2,893                 | 79%                       |
| <b>Merton</b>         | 16,815                     | 9,740           | 9,424          | 7,075                 | 59%                       |
| <b>South Molton</b>   | 25,431                     | 12,694          | 11,703         | 12,737                | 50%                       |
| <b>Sub Contract 1</b> |                            | 5,031           | 4,408          |                       |                           |
| <b>Sub Contract 2</b> |                            | 4,206           | 3,790          |                       |                           |
|                       | <b>159,414</b>             | <b>84,202</b>   | <b>78,690</b>  | <b>75,212</b>         | <b>53%</b>                |

### Grips, Easements and Buddleholes Programme

As of 9<sup>th</sup> October (52% through the financial year)

|                  | <b>To be Cleaned</b> | <b>Cleaned</b> | <b>Left to Attend</b> | <b>% Complete</b> | <b>Programmed (m)</b> | <b>Cleaned (m)</b> | <b>Additional Cleaned (m)</b> | <b>Total Cleaned (m)</b> |
|------------------|----------------------|----------------|-----------------------|-------------------|-----------------------|--------------------|-------------------------------|--------------------------|
| <b>South</b>     | 16856                | 8023           | 8833                  | <b>48%</b>        | 54,599                | 28,815             | 3,194                         | 32,010                   |
| <b>West</b>      | 35990                | 15435          | 20555                 | <b>43%</b>        | 114,481               | 46,565             | 3,473                         | 50,037                   |
| <b>North</b>     | 5402                 | 4836           | 566                   | <b>90%</b>        | 14,314                | 13,715             | 1,115                         | 14,830                   |
| <b>Mid Devon</b> | 7403                 | 2079           | 5324                  | <b>28%</b>        | 18,758                | 8,476              | 3,492                         | 11,968                   |
| <b>East</b>      | 34135                | 25763          | 8372                  | <b>75%</b>        | 86,135                | 63,827             | 7,600                         | 71,426                   |
|                  | <b>99,786</b>        | <b>56,136</b>  | <b>43,650</b>         | <b>56%</b>        | <b>288,288</b>        | <b>161,398</b>     | <b>18,874</b>                 | <b>180,272</b>           |



**Appendix B to HIW/20/44**  
 Results of Ash Dieback surveys on the 3-5 network

|          | 2017                 |                           |                                             |                         | 2018                 |                           |                                             |                         | 2019                 |                           |                                             |                         | 2020                 |                           |                                             |                         |
|----------|----------------------|---------------------------|---------------------------------------------|-------------------------|----------------------|---------------------------|---------------------------------------------|-------------------------|----------------------|---------------------------|---------------------------------------------|-------------------------|----------------------|---------------------------|---------------------------------------------|-------------------------|
|          | No. of ADB locations | Est no. of trees with ADB | Total no. of defect locations (all species) | % of locations with ADB | No. of ADB locations | Est no. of trees with ADB | Total no. of defect locations (all species) | % of locations with ADB | No. of ADB locations | Est no. of trees with ADB | Total no. of defect locations (all species) | % of locations with ADB | No. of ADB locations | Est no. of trees with ADB | Total no. of defect locations (all species) | % of locations with ADB |
| T'bridge |                      |                           |                                             |                         |                      |                           |                                             |                         | 18                   | 61                        | 68                                          | 26%                     | 146                  | 500                       | 165                                         | 88%                     |
| S Hams   |                      |                           |                                             |                         | 8                    | 28                        | 32                                          | 25%                     |                      |                           |                                             |                         | 190                  | 1037                      | 216                                         | 88%                     |
| W Devon  | 3                    | 3                         | 46                                          | 7%                      |                      |                           |                                             |                         | 37                   | 121                       | 52                                          | 71%                     | 204                  | 815                       | 237                                         | 86%                     |
| Exeter   |                      |                           |                                             |                         | 1                    | 1                         | 59                                          | 2%                      |                      |                           |                                             |                         | 14                   | 64                        | 69                                          | 20%                     |
| E Devon  | 0                    | 0                         | 51                                          | 0%                      |                      |                           |                                             |                         | 9                    | 10                        | 50                                          | 18%                     | 80                   | 312                       | 105                                         | 76%                     |
| M Devon  |                      |                           |                                             |                         | 92                   | 341                       | 122                                         | 75%                     |                      |                           |                                             |                         | 191                  | 1342                      | 211                                         | 91%                     |
| Torrige  | 2                    | 6                         | 52                                          | 4%                      |                      |                           |                                             |                         | 16                   | 24                        | 35                                          | 46%                     | 145                  | 1763                      | 153                                         | 95%                     |
| N Devon  |                      |                           |                                             |                         | 46                   | 75                        | 99                                          | 46%                     |                      |                           |                                             |                         | 122                  | 1106                      | 135                                         | 90%                     |
| TOTAL    | 5                    | 9                         | 149                                         | 3%                      | 147                  | 445                       | 312                                         | 47%                     | 80                   | 216                       | 205                                         | 39%                     | 1092                 | 6939                      | 1291                                        | 85%                     |

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## Appendix C to HIW/20/44

Number of Penalty Charge Notices issued by community

| Community          | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | TOT |
|--------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Appledore          |     | 2   | 5   | 2   | 1   |     | 2   |     |     |     |     |     | 12  |
| Ashburton          | 3   | 14  | 16  | 22  | 31  | 30  | 24  |     |     |     |     |     | 140 |
| Aveton Gifford     |     |     |     | 1   |     |     |     |     |     |     |     |     | 1   |
| Axminster          | 1   | 12  | 9   | 4   | 14  | 4   | 28  |     |     |     |     |     | 72  |
| Bampton            |     |     |     |     |     | 5   | 3   |     |     |     |     |     | 8   |
| Bantham            |     | 1   | 2   |     |     |     |     |     |     |     |     |     | 3   |
| Barnstaple         |     | 36  | 165 | 128 | 166 | 181 | 93  |     |     |     |     |     | 769 |
| Beer               | 1   | 3   |     | 7   | 1   | 17  | 2   |     |     |     |     |     | 31  |
| Bere Alston        |     |     |     | 4   |     |     | 1   |     |     |     |     |     | 5   |
| Berrynarbor        |     |     |     |     |     |     |     |     |     |     |     |     | 0   |
| Bickington         |     |     |     | 1   | 1   |     |     |     |     |     |     |     | 2   |
| Bideford           |     | 80  | 101 | 93  | 61  | 59  | 21  |     |     |     |     |     | 415 |
| Bishopsteignton    |     |     | 7   | 2   | 1   | 3   | 1   |     |     |     |     |     | 14  |
| Bishops Tawton     |     |     |     |     |     |     |     |     |     |     |     |     | 0   |
| Bovey Tracey       | 1   | 7   | 13  | 15  | 14  | 25  | 22  |     |     |     |     |     | 97  |
| Bow                | 2   | 3   | 3   |     | 2   | 4   | 1   |     |     |     |     |     | 15  |
| Bradninch          |     |     |     |     |     |     |     |     |     |     |     |     | 0   |
| Braunton           |     |     | 6   | 2   | 7   | 6   |     |     |     |     |     |     | 21  |
| Brixton            |     |     |     |     |     |     |     |     |     |     |     |     | 0   |
| Broadclyst         |     |     |     |     |     |     |     |     |     |     |     |     | 0   |
| Buckfastleigh      |     | 8   | 6   | 10  | 24  | 29  | 11  |     |     |     |     |     | 88  |
| Budleigh Salterton | 2   | 6   | 27  | 10  | 14  | 8   | 15  |     |     |     |     |     | 82  |
| Chagford           | 2   |     | 28  | 39  | 17  | 6   | 15  |     |     |     |     |     | 107 |
| Chillington        |     |     |     |     |     |     |     |     |     |     |     |     | 0   |
| Chudleigh          | 5   | 6   | 25  | 29  | 11  | 19  | 9   |     |     |     |     |     | 104 |
| Clovelly           |     |     | 6   | 8   | 7   | 1   |     |     |     |     |     |     | 22  |
| Clyst Honiton      |     | 1   |     |     |     |     | 8   |     |     |     |     |     | 9   |
| Clyst St Mary      |     |     | 1   | 5   | 6   | 5   | 7   |     |     |     |     |     | 24  |
| Colyton            | 3   |     |     |     |     |     |     |     |     |     |     |     | 3   |
| Combe Martin       |     |     | 11  |     | 12  | 8   | 13  |     |     |     |     |     | 44  |
| Copplestone        |     |     | 2   |     |     | 3   | 1   |     |     |     |     |     | 6   |
| Crediton           | 20  | 19  | 73  | 55  | 16  | 59  | 79  |     |     |     |     |     | 321 |
| Croyde             |     | 4   | 3   | 6   | 2   | 2   |     |     |     |     |     |     | 17  |
| Cullompton         | 15  | 13  | 24  | 19  | 12  | 40  | 26  |     |     |     |     |     | 149 |
| Dartington         |     |     |     |     |     |     |     |     |     |     |     |     | 0   |
| Dartmouth          | 10  | 5   | 133 | 131 | 250 | 160 | 136 |     |     |     |     |     | 825 |
| Dawlish            | 3   | 13  | 76  | 83  | 74  | 38  | 133 |     |     |     |     |     | 420 |
| Dawlish Warren     |     |     | 1   |     |     |     |     |     |     |     |     |     | 1   |
| Down Thomas        |     |     |     | 3   |     |     |     |     |     |     |     |     | 3   |
| East Budleigh      |     |     | 1   |     |     |     | 3   |     |     |     |     |     | 4   |

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|                   |     |     |      |      |      |      |      |  |  |  |  |  |       |
|-------------------|-----|-----|------|------|------|------|------|--|--|--|--|--|-------|
| East the Water    |     |     |      |      | 14   | 5    | 1    |  |  |  |  |  | 20    |
| Exeter            | 289 | 786 | 1946 | 1957 | 1570 | 2147 | 2249 |  |  |  |  |  | 10944 |
| Exminster         | 1   |     |      |      |      |      | 1    |  |  |  |  |  | 2     |
| Exmouth           | 123 | 211 | 402  | 380  | 346  | 316  | 375  |  |  |  |  |  | 2153  |
| Fremington        |     |     |      |      |      |      |      |  |  |  |  |  | 0     |
| Frithelstock      |     |     |      |      |      |      |      |  |  |  |  |  | 0     |
| Georgeham         |     |     |      |      |      |      |      |  |  |  |  |  | 0     |
| Great Torrington  |     | 21  | 18   | 24   | 14   | 18   | 10   |  |  |  |  |  | 105   |
| Hartland          |     |     |      | 1    |      |      | 2    |  |  |  |  |  | 3     |
| Halberton         |     |     |      |      |      |      |      |  |  |  |  |  | 0     |
| Harberton         |     |     |      |      |      |      |      |  |  |  |  |  | 0     |
| Harbertonford     | 2   |     |      |      | 1    |      |      |  |  |  |  |  | 3     |
| Heathfield        |     |     |      |      |      |      |      |  |  |  |  |  | 0     |
| Holbeton          |     | 66  | 16   | 8    | 3    | 2    |      |  |  |  |  |  | 95    |
| Holne             |     | 2   | 3    |      |      |      |      |  |  |  |  |  | 5     |
| Holsworthy        |     | 7   | 4    | 7    | 1    | 2    |      |  |  |  |  |  | 21    |
| Honiton           | 18  | 22  | 26   | 15   | 16   | 61   | 78   |  |  |  |  |  | 236   |
| Horrabridge       |     |     |      |      | 1    |      |      |  |  |  |  |  | 1     |
| Hope Cove         |     |     |      |      |      |      |      |  |  |  |  |  | 0     |
| Ide               |     |     | 1    | 1    | 2    | 5    | 2    |  |  |  |  |  | 11    |
| Ilfracombe        |     | 45  | 77   | 48   | 36   | 54   | 79   |  |  |  |  |  | 339   |
| Instow            |     |     |      | 2    | 1    |      | 4    |  |  |  |  |  | 7     |
| Ipplepen          |     |     |      |      |      |      |      |  |  |  |  |  | 0     |
| Ivybridge         | 1   | 18  | 25   | 28   | 15   | 29   | 26   |  |  |  |  |  | 142   |
| Kenton            |     |     | 1    |      |      |      |      |  |  |  |  |  | 1     |
| Kingsbridge       | 17  | 42  | 115  | 120  | 83   | 96   | 120  |  |  |  |  |  | 593   |
| Kingskerswell     |     |     | 3    | 10   | 2    |      | 2    |  |  |  |  |  | 17    |
| Kingsteignton     |     |     | 9    | 7    | 5    | 4    | 6    |  |  |  |  |  | 31    |
| Kingswear         | 3   |     | 13   | 4    | 23   | 17   | 5    |  |  |  |  |  | 65    |
| Lee Mill          |     |     | 4    | 3    | 2    |      | 7    |  |  |  |  |  | 16    |
| Liverton          |     |     |      |      |      |      |      |  |  |  |  |  | 0     |
| Loddiswell        |     |     |      |      |      |      | 1    |  |  |  |  |  | 1     |
| Longcombe         |     |     |      |      |      |      |      |  |  |  |  |  | 0     |
| Lypstone          |     |     |      | 10   | 18   | 4    | 24   |  |  |  |  |  | 56    |
| Lynmouth          |     |     | 2    |      | 4    |      |      |  |  |  |  |  | 6     |
| Lynton            |     |     | 4    |      | 17   | 1    |      |  |  |  |  |  | 22    |
| Marlborough       |     |     |      |      |      |      |      |  |  |  |  |  | 0     |
| Marldon           |     |     | 1    |      | 2    |      | 3    |  |  |  |  |  | 6     |
| Modbury           | 2   | 9   | 13   | 13   | 7    | 26   | 11   |  |  |  |  |  | 81    |
| Moretonhampstead  |     |     | 18   | 23   | 26   | 13   | 14   |  |  |  |  |  | 94    |
| Mortehoe          |     | 5   |      | 6    | 3    | 1    |      |  |  |  |  |  | 15    |
| Newton Abbot      | 14  | 71  | 322  | 392  | 283  | 276  | 282  |  |  |  |  |  | 1640  |
| Newton Ferrers    |     |     | 5    | 4    | 4    |      |      |  |  |  |  |  | 13    |
| Newton Poppleford |     |     |      |      |      |      |      |  |  |  |  |  | 0     |

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|                      |    |     |     |     |     |     |     |  |  |  |  |  |      |
|----------------------|----|-----|-----|-----|-----|-----|-----|--|--|--|--|--|------|
| Newton St Cyres      | 1  | 1   |     |     |     | 2   | 1   |  |  |  |  |  | 5    |
| North Tawton         |    |     | 3   | 4   | 2   | 3   | 2   |  |  |  |  |  | 14   |
| Northam              |    | 4   | 8   | 3   | 15  | 3   | 2   |  |  |  |  |  | 35   |
| Noss Mayo            |    |     |     | 3   | 3   |     |     |  |  |  |  |  | 6    |
| Ogwell               |    |     |     |     |     |     |     |  |  |  |  |  | 0    |
| Okehampton           | 8  | 7   | 29  | 12  | 10  | 50  | 41  |  |  |  |  |  | 157  |
| Otterton             |    |     |     |     |     |     |     |  |  |  |  |  | 0    |
| Ottery St Mary       | 6  | 15  | 24  | 20  | 2   | 41  | 47  |  |  |  |  |  | 155  |
| Plympton             |    |     |     |     |     |     |     |  |  |  |  |  | 0    |
| Poundsgate           |    | 186 | 76  | 27  | 40  |     |     |  |  |  |  |  | 329  |
| Princetown           |    |     |     | 1   | 3   |     |     |  |  |  |  |  | 4    |
| Roundswell           |    |     |     |     |     |     |     |  |  |  |  |  | 0    |
| Salcombe             | 2  | 2   | 72  | 151 | 131 | 95  | 104 |  |  |  |  |  | 557  |
| Sampford Peverall    |    |     |     |     |     |     |     |  |  |  |  |  | 0    |
| Sandford             | 3  |     | 1   | 1   | 2   | 1   | 1   |  |  |  |  |  | 9    |
| Seaton               | 2  | 14  | 36  | 12  | 5   | 43  | 51  |  |  |  |  |  | 163  |
| Shaldon              | 1  | 5   | 23  | 22  | 28  | 14  | 25  |  |  |  |  |  | 118  |
| Sidbury              |    |     |     |     |     |     | 1   |  |  |  |  |  | 1    |
| Sidford              |    |     | 1   |     |     |     | 1   |  |  |  |  |  | 2    |
| Sidmouth             | 6  | 12  | 51  | 34  | 54  | 35  | 49  |  |  |  |  |  | 241  |
| Silverton            |    |     |     |     |     |     | 1   |  |  |  |  |  | 1    |
| Slapton              |    |     |     |     |     |     |     |  |  |  |  |  | 0    |
| South Brent          |    | 4   | 6   | 6   | 4   | 4   | 11  |  |  |  |  |  | 35   |
| South Milton         |    |     |     |     |     |     |     |  |  |  |  |  | 0    |
| South Molton         |    | 27  | 49  | 36  | 15  | 12  | 15  |  |  |  |  |  | 154  |
| South Zeal           |    |     |     |     |     |     |     |  |  |  |  |  | 0    |
| Starcross            |    |     |     |     |     |     | 2   |  |  |  |  |  | 2    |
| Sticklepath          |    |     | 3   | 2   | 2   | 10  |     |  |  |  |  |  | 17   |
| Stoke Fleming        |    |     |     | 1   |     |     |     |  |  |  |  |  | 1    |
| Stoke Gabriel        |    |     | 4   | 2   |     |     |     |  |  |  |  |  | 6    |
| Tavistock            | 8  | 21  | 72  | 116 | 85  | 58  | 89  |  |  |  |  |  | 449  |
| Teigngrace           |    |     |     |     |     |     |     |  |  |  |  |  | 0    |
| Teignmouth           | 7  | 68  | 212 | 283 | 295 | 244 | 233 |  |  |  |  |  | 1342 |
| Thurlestone          |    |     |     |     |     |     |     |  |  |  |  |  | 0    |
| Tiverton             | 59 | 58  | 80  | 56  | 19  | 82  | 81  |  |  |  |  |  | 435  |
| Topsham              | 5  | 9   | 64  | 51  | 43  | 99  | 103 |  |  |  |  |  | 374  |
| Torcross             |    |     |     | 3   |     |     |     |  |  |  |  |  | 3    |
| Totnes               | 7  | 75  | 140 | 197 | 177 | 110 | 103 |  |  |  |  |  | 809  |
| Uffculme             |    |     |     |     |     |     |     |  |  |  |  |  | 0    |
| Wembury              |    |     |     | 4   |     |     |     |  |  |  |  |  | 4    |
| West Alvington       |    |     | 1   |     | 1   | 1   | 1   |  |  |  |  |  | 4    |
| West Charlton        |    |     |     |     |     | 3   |     |  |  |  |  |  | 3    |
| Westward Ho!         |    |     | 4   |     | 6   | 5   |     |  |  |  |  |  | 15   |
| Widcombe in the Moor |    |     |     |     |     |     |     |  |  |  |  |  | 0    |

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|            |     |      |      |      |      |      |      |  |  |  |  |  |       |
|------------|-----|------|------|------|------|------|------|--|--|--|--|--|-------|
| Woodbury   |     |      | 2    | 3    |      | 3    | 2    |  |  |  |  |  | 10    |
| Woolacombe |     | 138  | 38   | 35   | 14   | 7    |      |  |  |  |  |  | 232   |
| Yealmpton  |     | 1    | 1    | 6    |      | 1    | 6    |  |  |  |  |  | 15    |
| Yelverton  |     |      |      | 4    | 1    |      |      |  |  |  |  |  | 5     |
| Totals     | 653 | 2185 | 4772 | 4837 | 4200 | 4715 | 4928 |  |  |  |  |  | 26290 |



## Speed Policy and Management Progress Report

### 1.0 Background

1.1 This report summarises the agreed actions, recommendations and proposals arising from the Scrutiny Committee Speed Task Group (SCTG) report (June 2019). In December 2019 a Speed Management Working Group (SMWG) was established, comprising Members, Devon County Council Road Safety Officers, Neighbourhood Highways Team, members of the County's Traffic Team, Public Health Team, Comms Team and Police Road Casualty Reduction and Traffic Management Officers.

### 2.0 Newton Abbot 20 mph Trial Scheme

2.1 The SMWG considered different options, based on extensive research of 20 mph schemes across the UK and beyond. Evidence demonstrates that while 85<sup>th</sup>ile speeds reduce slightly by 1-2 mph, higher speeds can be reduced significantly, particularly on higher-speed main roads (which are normally excluded), leading to lower collision rates and severity. In addition, vulnerable road users feel safer, leading to increases in active/sustainable travel and an improvement in the character of the area. In order to gain the greatest potential benefit from the trial and to increase the value of lessons learnt, the SMWG agreed the following parameters;

- The scheme should be extended to include the all roads through the built-up area, including main roads.
- Kingkerswell should be removed from the trial as it is a separate area.
- Extensive 'before and after' data will be gathered, including the views of local people, to measure the success of the scheme.

2.2 The results of the trial will inform future policy on 20 mph speed limits. Preliminary design work and consultations have already been undertaken.

### 3.0 SCARF Review

3.1 The Group has reached two main conclusions;

- The SCARF process remains a useful tool for its purpose but there are improvements which should be made to address some of the Scrutiny Group's concerns,
- Some of the Scrutiny Group's other concerns are valid but potential solutions lie beyond the scope of SCARF.

3.2 The Group recommends the following actions;

- Set up a dedicated SCARF website, to include a complaints tracker so the public can monitor the progress and outcome of their complaints, a map showing investigation sites, and a facility to upload new complaints on a set form.
- Where the evidence does not indicate a speed-related road safety issue, communities should free to take self-funded actions. These could include;
  - Speed Watch,
  - Temporary Vehicle Activated Speed (VAS) warning signs,
  - Local safety campaigns.
- Introduce Remote Meetings and Data-sharing Protocol between agencies to make the SCARF process more efficient and quicker.

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- Introduce a Matrix to Record Evidence of Environmental Factors as part of the site analysis.
- Revise the System for Evaluating Complaints at 20 mph sites, to reduce the incidence of slight speeding (i.e. 85<sup>th</sup>ile speeds between 21-25 mph) triggering intervention which in reality is not required.
- Carry out a multi-agency review of technology to ensure we are making the best use of what is available. Some of the issues already identified for review include;
  - Use of ANPR to identify repeat offenders,
  - Average speed cameras on routes with multiple complaints,
  - Analysis of fastest speeds to evidence issues.
- Consideration of requests for new or changed Speed Limits where existing limits are deemed inappropriate, to include;
  - Inclusion of Highways Development Control and EDG schemes, potentially involving closer liaison with Traffic Team in setting new speed limits,
  - Review of recent departures from standard,
  - Move towards Safe Systems approach in setting and reviewing speed limits.
- Follow-Up of Engineering Measures to set up a priority waiting list for approved schemes which SCARF has identified as requiring engineering measures.

3.3 The Scrutiny Group recognised that if a community believes there is a speeding issue, and that causes them to change their behaviour and attitudes accordingly, then there is a problem, even if the evidence demonstrates that the road safety hazards are not significant. SCARF does not provide a solution in these instances.

3.4 A 'Local Traffic Review' is one potential action. It may be that while traffic speeds are not significantly high there may be other related concerns which generate speeding complaints, such as lack of crossing facilities or footways or parking issues. A review might identify these issues and suggest remedial actions, whereas currently the SCARF process simply determines that no action is justified.

3.5 It is noted the Scrutiny Group resolved to require; The 'doing what matters' team to take forward the recommendations and report with leaders to ensure maximum impact. The SCARF review Group believes the 'doing what matters' team is best placed to take this issue forward. It is recommended that officers engage with the "doing what matters" team to develop links to the SCARF process.

## 4.0 Review and refocus the Road Safety Strategy and current Speed Limits Policy;

4.1 The draft Devon Road Safety Strategy, upon approval, will commit Devon County Council to a Safe System approach to achieving a Vision Zero outcome. The Strategy's Mission Statement is:

*... to ensure that every mode and every route should be available to everybody free from the risk or fear of harm.*



4.2 Devon County Council is a founder partner of the South West Peninsula Road Safety Partnership (SWPRSP) which is committed to an interim target of a 50% reduction in death and serious injury by 2030.

The following key principles combine to form the policy & practice foundation on which the Devon Road Safety Strategy, in its current form, would be based:

1. The preservation of life and the prevention of serious harm is a public health priority<sup>1</sup>.
2. The elimination of death or serious injury arising from ordinary and predictable use of the highway is the statutory responsibility of the local authority acting as highway authority.
3. Road safety – specifically the elimination of fatalities and serious injuries arising from the ordinary and predictable use of the highway – is therefore a public health objective, with responsibility for delivery largely resting with the local highway authority.
4. All policies, decisions and actions will be based on best available evidence. Where there is no or limited evidence available every effort will be made to develop an evidence base sufficiently robust to support local decision making.
5. Wherever possible a collaborative, partnership-based approach to road casualty reduction will be pursued to help protect Devon citizens from risk on neighbouring networks, and to help reduce the threat of collisions arising from road users travelling in Devon but resident in neighbouring areas.

## 5.0 Interim Policy for 20 mph Speed Limit Requests

5.1 The SMWG is aware that requests for new 20 mph SPLs continue to be received. It has been resolved to defer implementation of any new 20 mph zones until after the Newton Abbot trial scheme has been completed and reviewed, as the success or otherwise of that scheme will directly impact future policy. In the interim period it is proposed to adopt the following policy (Appendix B);

- Add requests to a central waiting list.
- Review requests to identify those where other measures may be more appropriate.
- Undertake data surveys as resources permit.
- Revise 20 mph SPL policy after Newton Abbot scheme. Schemes associated with development, EDG or externally funded to be reviewed and implemented individually.

## 6.0 All new residential developments (over 50 houses) to be designed as 20mph from 2019 onwards.

6.1 This has been DCC policy for a number of years.

## 7.0 Develop a local toolkit

7.1 This will be for Communities and Town and Parishes to use to create Healthy Streets supporting a hyper local approach to communication on lower speeds as well as practical steps that can be taken in local areas. This should be supported where possible with practical support and training.

7.2 Similar toolkits have been produced by governments, local authorities, police forces and pressure groups around the world. Some of these have been analysed and the best or

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most appropriate components have been assimilated. A Devon toolkit is being assembled. This is an ongoing process.

## 8.0 DCC to be more open to innovative trials, including associated monitoring, where safe to do so and funding can be secured.

8.1 As the SMWG has progressed with work on the project innovation has been embraced, notably it has been shown that the Newton Abbot scheme has been extended to include all of the roads in the built-up area, beyond the remit of the original recommendation. It is also proposed to extend the range of Actions in the SCARF process to include more scope for community involvement where enforcement or engineering measures are not justified.

7.2 Officers have consulted with colleagues in the other local highway authorities across the Devon-Cornwall peninsula. It has been agreed that a more consistent approach to speed management across the D&C Constabulary region would bring benefits to all parties. The results of trial schemes and innovative ideas is being shared and already this had enabled authorities to arrange to trial different ideas and methods so that results can be compared.

7.4 A common complaint from the public is that SCARF 'ignores' the fastest drivers by utilising 85<sup>th</sup>ile speeds. It is believed that the fastest 15% of drivers are likely to be habitual speed limit breakers and officers are looking at potentially using Automatic Number Plate Recognition (ANPR), Average Speed Camera or Speed Watch data to identify these individuals. Potentially by sharing the data across the peninsula the police can deal with the persistent offenders.

7.5 There is also a commitment to developing the idea of Route Reviews as an alternative to the specific 'spot site' technique used for SCARF. This could involve utilising cameras and vehicle identification technology on main routes across the peninsula where speed complaints have been made at multiple locations. The idea is being considered jointly to determine if the authorities could work together to deliver this idea effectively.

7.6 A new procedure is being adopted which will allow local Councils to deploy speed warning signs with permission from DCC without having to meet SCARF criteria for intervention.

## 8.0 Speed Watch

8.1 The police are currently reviewing Speed Watch to address organisational and logistical issues which have hindered implementation of new schemes. This will be the subject of a further report at a later date.

## 9.0 Next Steps

9.1 Work on the Newton Abbot trial scheme will continue. Proposal are being developed for;

- data gathering and analysis,

- communication strategy and promotion of the scheme,
- consultation,
- detailed design.

9.2 These tasks have inevitably been delayed due to the Covid-19 virus and are being held in abeyance whilst traffic conditions are disrupted until the road network stabilises.

9.3 Work continues to reform the SCARF process and implement the other changes described within this report.



**Progress of the Recommendations from the Traffic Speed Task Group**

Report of the Chief Officer for Highways, Infrastructure Development and Waste

**1. Background**

Cabinet resolved at its meeting of 13th June 2018 that the County Council's speed management policy be reviewed (Minute \*189 (c)). The Corporate Infrastructure and Regulatory Services Scrutiny Committee formed a Traffic Speed Task Group (TSTG) to undertake this and has recommended a range of measures (Appendix I). Cabinet resolved at its meeting of 10th July 2019 that the relevant Cabinet Member and Chief Officer for Highways, Infrastructure Development and Waste be asked to take forward and progress/co-ordinate the recommendations contained therein, subject to available resources (Minute \*378 (b)). This report provides an update on the progress of the recommendations.

**2. Speed Management Working Group**

A Speed Management Working Group (SMWG) has been established comprising members and officers from appropriate teams to manage the implementation of the recommendations. It includes local members (Cllrs Gordon Hook, Alistair Dewhurst, Jackie Hook), the local HATOC chair (Cllr Jerry Brook), Portfolio Holder (Cllr Stuart Hughes), the Police (policy and operational teams), and officers from the DCC Traffic Management Team, Road Safety, Public Health and Communications. teams.

Some of these representatives will attend on a permanent basis while others will attend occasional meetings which focus on specific issues. The Group will call-in representatives from other stakeholder and interest organisations as necessary, both internal and external.

The SMWG held its first meeting on 24<sup>th</sup> January 2020 with the next meeting scheduled for 19<sup>th</sup> March. Prior to these meetings officers had gathered information from other trials around the UK, and developed outline proposals for consideration. Between meetings it is agreed that officers will hold informal sub-group discussions and workshops to collate information or develop the elements of the schemes necessary to implement the recommendations and policies.

Initial focus for the group has been on proposals for the Newton Abbot trial with discussion on; community engagement, how the impact of any scheme should be measured; design options; timescale; and, funding.

The group also agreed Terms of Reference (Appendix I) and made a request for officers to put forward an overall programme for the delivery of the recommendations, as resolved by Cabinet.

At the next meeting scheduled for March it is proposed to continue discussion on the Newton Abbot scheme and overall programme, along with a review of the SCARF process (including how town and parish councils can be better supported when seeking to fund Vehicle Activated Signs for their communities).

It is also intended to agree a reporting mechanism back to Cabinet to track progress and provide regular updates.

### 3. Overview of Work to Date

The following work has been undertaken in support of key recommendations:

#### Recommendation

1.1 Review and refocus the Road Safety Strategy and current Speed Limits Policy to reflect;

- a) The wider consideration of health, sustainable travel and whole environmental impacts of speed management;
- b) Adoption of the safe systems approach;
- c) Inspirations from the TfL Healthy Streets Strategy;
- d) DfT 2013 Speed Limit Policy recommendations
- e) Public consultation on substantial changes.

#### Progress

The SMWG has reviewed a significant amount of material including evaluation reports of other authorities' speed management schemes and policies. It is felt that before a comprehensive change in Speed Limit Policy can be implemented the results of the Newton Abbot 20 mph trial scheme must be evaluated, as this will inform what the policy should be.

The wider considerations, inspirations and recommendations referred to will all be reflected in the Newton Abbot scheme. The SMWG will consider how new requests for 20 mph schemes should be managed in the meantime and make a recommendation.

In October 2019, the South West Peninsula Road Safety Partnership held its first meeting. This partnership is a strategic collaboration, which aims to reduce the number of personal injury collisions; particularly those resulting in killed or serious injury, across the area formed by the four local authorities of Devon and Cornwall which is co-terminus with the Devon and Cornwall Police force area<sup>1</sup>. The partnership will have responsibility for overall strategy for road safety and road traffic collision reduction, agreeing interventions and monitoring performance.

A multi-agency and holistic approach will be adopted to solve common road safety issues across the Peninsula, which is consistent with a safe systems methodology. The shared vision for the partnership is for the road system of Devon and Cornwall to be free from death and serious injury, supporting an accessible, healthier and safer peninsula.

#### Recommendation

1.2 All new residential developments (over 50 houses) to be designed as 20mph from 2019 onwards.

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<sup>1</sup> The partnership members comprise Devon County Council, Torbay Council, Plymouth City Council, Cornwall Council, Highways England, Devon and Somerset Fire and Rescue Service, Cornwall Fire and Rescue Service, Devon and Cornwall Police, The Office of the Police and Crime Commissioner for Devon and Cornwall, South West Ambulance Service NHS Trust, NHS Trusts and Public Health

## Progress

This is DCC policy for all new developments.

## Recommendation

1.3 Trial a default residential 20 mph limit in Newton Abbot and Kingkerswell.

## Progress

The SMWG has reviewed a number of area-wide 20 mph speed limit schemes across the UK.

It particular the group have considered schemes in Brighton, Bristol and London, which have included the major A and B class through roads as well as the residential side roads. Results show collision injury rates dropped significantly; up to 42% and the greatest reductions were on the main roads, resulting in fewer and less severe injuries. Greater reductions in traffic speeds have been achieved; between 3 mph and 10 mph, with the fastest drivers slowing down the most. People said they felt safer; walking and cycling rates increased by up to 20% and more children started walking or cycling to school.

The group are considering if this is the correct model for the Newton Abbot trial.

In order to evaluate the full impacts of any trial scheme and learn lessons for future schemes it will be important to gather comprehensive 'before' and 'after' evidence and data. This will fall broadly into two categories; technical data (Such as speed and collision data) and subjective observations and thoughts from people who live in, or travel through, the scheme area. Surveys will be undertaken to assess the immediate and longer-term impacts of the scheme and further questionnaire surveys will also be undertaken.

Officers have developed a draft scheme and provisional programme for discussion at the March meeting. Officers are also reviewing existing data on driver behaviour in the community and previous feedback from the community including the Newton Abbot Neighbourhood Plan.

An initial meeting has been held with a representative of the Police and Crime Commissioner (PCC) who is supportive of the proposals and nature of the trial in principle.

Funding the first year of work to deliver the trial scheme will be included in the Transportation Capital Programme for consideration by Cabinet at their meeting on the 8<sup>th</sup> April 2020.

## Recommendation

2.1 Review the SCARF process to reflect changes made to the Road Safety Strategy and Speed Limits Policy, ensuring local communities have a meaningful and transparent say on proposed local schemes, using a matrix similar to that used in Torbay.

## Progress

Officers have undertaken an initial review of the SCARF process and will be presenting a proposal to take forward a full review at the March meeting.

It is understood that there is a need to ensure that the process is more transparent, and that outcomes from reviews must be communicated in a timely manner. The review will also focus on understanding what Town and Parish Councils want, and ensuring that they are supported in funding vehicle activated signs for their communities.

An initial meeting has been held with a representative for the PCC to discuss how SCARF may be remodelled to address issues raised in scrutiny report.

## Recommendation

2.2 Develop a local toolkit that Communities and Town and Parishes can use to create Healthy Streets supporting a hyper local approach to communication on lower speeds as well as practical steps that can be taken in local areas. This should be supported where possible with practical support and training.

## Progress

Local toolkits produced by other authorities are being reviewed by officers with a view to producing a specific tool for DCC. Lessons learned from the community engagement and promotional campaigns planned for Newton Abbot trial will be used to further develop the toolkit.

## Recommendation

3.1 DCC to be more open to innovative trials, including associated monitoring, where safe to do so and funding can be secured.

## Progress

The Authority is supportive to innovation in speed management. The Newton Abbot scheme will trial a new and innovative approach, it will be carefully monitored and reviewed to inform future policy and schemes.

Through Exeter City Council's Sport England Local Delivery Pilot, the County Council is working collaboratively with a range of organisations to 'test and learn' a number of highway initiatives aimed at increasing peoples' physical activity but also creating healthy, low-traffic streets. Working in partnership with communities and schools, the programme will help local neighbourhoods more easily deliver school streets<sup>2</sup> and play streets<sup>3</sup>. These will help create a safer environment for young people to be more active in, whether playing with friends or travelling to school. This has the potential to be expanded to other parts of the County if they are proven successful.

An innovative project using light touch psychological and physical traffic calming measures outside St Michael's Primary School in Exeter has been approved and will soon be implemented. School children undertook a street audit to identify barriers to safety and co-designed with Sustrans an image of a dragon, which will be marked permanently on the highway – this aims to reduce speed by changing the appearance of the highway and increasing driver awareness of pupils on a main traffic route through the area. It is one of three pilots to be delivered across the UK and was made possible through funding secured

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<sup>2</sup> School Streets have been trialled around the UK to close an area of highway immediately outside schools so that only pedestrians and cyclists can use them at school start and finish times

<sup>3</sup> Play Streets are resident and community-led initiatives to enable children to play freely and safely in their own street



by Sustrans through the Road Safety Trust fund with £10,000 capital funding match from Devon County Council.

The County Council will also be developing and delivering more modal filters, which can be bollards, planters or bus gates aimed at filtering out different modes of transport. For instance, such filters can enable through access on residential streets for pedestrians and cyclists but not cars, thereby creating a low traffic environment, safer for more active travel.

### Recommendation

3.3 Improving the approach and processes around Community Speed Watch to include;

- a) Clear lines of communication with County and Parish Councillors as well as local police
- b) Resolution of the blockages in accessing equipment
- c) Better access to training for volunteers
- d) Publicity of other opportunities for people in Devon to volunteer to support local police work including Speed Watch.
- e) Consideration of a shared database to share and publicise speed offences – e.g. as used in Kent and Sussex.

To ultimately increase the number of communities involved in the Speed Watch programme.

### Progress

The initial meeting has been held with a representative of the PCC to discuss how Community Speed Watch may be remodelled to address issues raised in scrutiny report.

### Recommendations

3.2 A named County Councillor to sit on the Speed Watch Community development group to lead on the planning and development of Speed Watch across Devon.

4.1 Sign up to the 'Driving for Better Business' initiative and promote across Devon.

4.2 The 'doing what matters' team to take forward the recommendations and report with leaders to ensure maximum impact.

4.3 Write to all Devon MPs to encourage Government to push for greater use of Intelligent Speed Adaptation for works vehicles eg. Buses, taxis etc.

### Progress

These four recommendations will be discussed at the next meeting of the SPWG.

Meg Booth  
Chief Officer for Highways, Infrastructure Development and Waste

**Electoral Divisions: All**

Cabinet Member for Highway Management: Councillor Stuart Hughes

Local Government Act 1972: List of Background Papers

Contact for enquiries: Christopher Rook

Room No. Lucombe House, County Hall, Exeter. EX2 4QD

Tel No: (01392) 383000

| Background Paper | Date | File Reference |
|------------------|------|----------------|
|------------------|------|----------------|

Nil

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**Terms of Reference:**

*A working group to set priority and programme for the review of the County's approach to managing speeds, as laid out in the Road Traffic Speed Working Group report.*

*The core group will comprise of effected DCC Members, Traffic Management Team, Road Safety Team, Communications Team and Public Health representatives. The group will draw on the expertise of other organisations as required, including the Police*

*The group will meet on a monthly basis to review progress. As tasks are nearing completion and resource permits further tasks identified in the report will be programmed for delivery.*

*Progress will be dependent on available budget and staff resource; best endeavours will be made by officers to secure both.*

*Regular updates will be provided to Cabinet on the progress of the group, along with recommendations on any matter effecting County wide policy or procedure.*

[Link to Cabinet minute 378](#)

<https://democracy.devon.gov.uk/ieListDocuments.aspx?CId=133&MId=3429&Ver=4>

**TSTG Recommendations**

1.1 Review and refocus the Road Safety Strategy and current Speed Limits Policy to reflect;

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- b) Adoption of the safe systems approach;
- c) Inspirations from the TfL Healthy Streets Strategy;
- d) DfT 2013 Speed Limit Policy recommendations
- e) Public consultation on substantial changes.

1.2 All new residential developments (over 50 houses) to be designed as 20mph from 2019 onwards.

1.3 Trial a default residential 20 mph limit in Newton Abbot and Kingkerswell.

2.1 Review the SCARF process to reflect changes made to the Road Safety Strategy and Speed Limits Policy, ensuring local communities have a meaningful and transparent say on proposed local schemes, using a matrix similar to that used in Torbay.

2.2 Develop a local toolkit that Communities and Town and Parishes can use to create Healthy Streets supporting a hyper local approach to communication on lower speeds as well as practical steps that can be taken in local areas. This should be supported where possible with practical support and training.

3.1 DCC to be more open to innovative trials, including associated monitoring, where safe to do so and funding can be secured.

3.2 A named County Councillor to sit on the Speed Watch Community development group to lead on the planning and development of Speed Watch across Devon.

3.3 Improving the approach and processes around Community Speed Watch to include;

a) Clear lines of communication with County and Parish Councillors as well as local police

b) Resolution of the blockages in accessing equipment

c) Better access to training for volunteers

d) Publicity of other opportunities for people in Devon to volunteer to support local police work including Speed Watch.

e) Consideration of a shared database to share and publicise speed offences – e.g. as used in Kent and Sussex.

To ultimately increase the number of communities involved in the Speed Watch programme.

4.1 Sign up to the 'Driving for Better Business' initiative and promote across Devon.

4.2 The 'doing what matters' team to take forward the recommendations and report with leaders to ensure maximum impact.

4.3 Write to all Devon MPs to encourage Government to push for greater use of Intelligent Speed Adaptation for works vehicles eg. Buses, taxis etc.

## Corporate Infrastructure and Regulatory Services Scrutiny Committee Climate Change Standing Overview Group

10:30 am 20<sup>th</sup> October 2020

Virtual Meeting on Teams

Notes from the session

Membership – all Members of CIRS Committee.

| Present                                                                                                                                                                            |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Councillors A Dewhirst (Chair), P Colthorpe (Vice-Chair), Y Atkinson, K Ball, J Berry, J Brook, A Eastman, R Edgell, J Hodgson, J Hook, R Radford, C Slade and C Whitton. R. Croad |

Response group has been meeting monthly, chaired by Phil Norrey. The tactical group has also continued to meet and the draft consultation is a product of this group. When consultation goes live in Dec the document will be easier to download.

### Timetable of the project

Task force's proposal for net zero earliest credible date – 2050 should be the date at the latest with interim carbon budgets. Incorporating a 45% reduction of 2010 emissions by 2030.

The slide below extracted from the presentation summarises the challenges for the timeframe:

### Devon's Timeline to Net-Zero Carbon

- Centre for Alternative Technology
  - "Without national-scale, systematic transition in place, time is now very tight. 2030 ... is now becoming a hugely challenging delivery timeline"
- Committee on Climate Change
  - 2050 is "the earliest credible date". "It is feasible, but will only be deliverable with a major strengthening and acceleration of policy effort"
- Centre for Energy and Environment, University of Exeter
  - The net-cost of meeting net-zero in 2030 to the Devon economy is almost three times higher than 2050 (4.2% of Devon's GDP, vs 1.5% of Devon's GDP)
- There isn't enough land available in Devon to offset the emissions associated with nationally-regulated activity between 2030 and 2050 (assuming tree planting is the preferred method)



### Comments and questions from Members included:

- Concern for the specifics of funding for Devon?  
A: 2% GDP every year to reach net zero, but difficult to be specific at a macro level. Before the consultation actions with funding status will be published.
- Q. Will clear targets be specified on the course to 2050?  
Chapter 12 details indicators to monitor progress.
- Q. We should have a date before 2050 and should be strengthening our ask to government to support net zero before this date.

- Q. 45% 2030 – wasn't this raised as an issue previously?

## **Draft Interim Carbon Plan**

### **Economy and resources:**

Stretch target for recycling. 70% recycling by 2025.

Reward businesses and householders if they are acting in positive ways for the environment e.g. green mortgages or reduction in business rates.

### **Members comments and questions:**

- Linked with similar initiatives in the region 5 mil boost LEP funding. LEP announced that the chancellor has not backed this with funding.
- What about efforts to reduce packaging on purchases to support the circular economy?
- Partnerships with big organisations which could improve recycling rate.
- Investment – significant opportunity to redirect pension fund to green initiatives locally.
- Explore carbon credit for Council Tax.
- Textiles recycling could be hugely increased, but reduction in buying is more important, but very difficult to achieve without societal shift.
- How is Devon County leading by example?

Citizens assembly will discuss financial incentives for householders.

### **Energy supply:**

Need capacity on peaks – or possibly change when those peaks are.

Need to store energy

Need to deploy more renewable energy as fast as possible. Need for a energy strategy for Devon.

### **Members comments and questions:**

- Difficulty in getting buy-in for landscape energies - but might help to put in context of alternatives.
- Increasing the use of hydrogen in daily life.
- Plan for ensuring that houses are well insulated

Issue for Citizens Assembly – onshore wind energy.

### **Built environment**

Keen to build on the examples already taken place in South West for low carbon.

Behaviour change required

Retrofit buildings, need centralised Devon-wide advice service to offer independent impartial advice.

Net zero construction.

### **Members comments and questions:**

- Retrofitting costs are prohibitive for older buildings, including those that are listed.

- Implications of central government planning changes and how this will be incorporated in new development.
- Need to proactively lobby government to incorporate net zero in new buildings.

## Food land and sea

Develop a land use framework – establishing land use principles. Bringing activities together under a coherent strategy. Implement trees for Devon initiative. Create a Devon Carbon investment platform.

Question to Citizens Assembly Livestock farming – require a 20% reduction in beef, lamb, and dairy consumption. What does this mean for Devon?

## Members comments and questions:

- Include National parks in the discussion.
- Livestock in Devon might be part of the solution, not the problem. Local food production should be part of the solution over and above importing food with lower welfare and safety standards.
- Consult with Natural England, who have just changed regulations for sheep farmers on Dartmoor, with limited consultation.
- The role of supermarkets – farmers having to sell into the market which supermarkets dictate. Need for a switch from supermarkets to local.
- Introduction of a Devon brand

## Transport

Technology and relocalisation of services reduce the need to travel. Live, work and use services locally. Improve strategic cycle routes. Increase electric vehicle charging points throughout Devon.

## Member comments and questions

- Need to reflect on the realism of reducing the need to travel in highly rural communities. Rural isolation considering the average age profile is a particular issue in Devon.
- Public transport is critical but will never get to some of the rural areas in Devon.
- Support low-emission vehicles particularly in rural areas.
- Improved cycle routes are positive but should also create new cycle routes.
- Constituents do travel for the sake of travel, particularly retired.
- Need to have pandemic proof public transport.
- Local transport hubs.

## Making the plan a reality

Detailed funding that is available, planned and needs to be found. Have performance indicators relating to the plans objectives.

## Member comments and questions

- Green mapping so people can share experiences and ideas

