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To: The Chair and Members
of the Cabinet

County Hall
Topsham Road
Exeter
Devon
EX2 4QD

Date: 29 April 2024

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CABINET

Wednesday, 8th May, 2024

A meeting of the Cabinet is to be held on the above date at 10.30 am in the Committee Suite (DAW) - County Hall to consider the following matters.

Donna Manson
Chief Executive

A G E N D A

PART I - OPEN COMMITTEE

- 1 Apologies for Absence
- 2 Declarations of Interest

Members of the Council will declare any interests they may have in any item to be considered at this meeting, prior to any discussion taking place on that item.

The other registrable interests of Councillors of Devon County Council, arising from membership of City, Town or Parish Councils and other Local Authorities will automatically be recorded in the minutes.

For details of District and or Town and Parish Twin Hatters – please see here -
[A list of county councillors who are also district, borough, city, parish or town councillors](#)

3 Minutes

Minutes of the meeting held on 13th April 2024 and the special meeting of 22 April 2024 (both previously circulated).

4 Items Requiring Urgent Attention

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

5 Announcements

6 Petitions

7 Question(s) from Members of the Council

FRAMEWORK DECISIONS

NIL

KEY DECISIONS

8 Revenue and Capital Outturn 2023/2024

Report of the Director of Finance and Public Value (DFP/24/56) presenting the outturn for 2023/2024. This Report will follow.

Electoral Divisions(s): All Divisions

9 County Road Highway Maintenance: Capital Budget and Progress on 2023/24 Schemes and Proposals for the 2024/25 Programmes and the On-street Parking Account 2024/25 (Pages 1 - 32)

Report of the Director of Climate Change, Environment and Transport (CET/24/28) relating to the County Road Highway Maintenance Capital Budget, including progress on 2023/24 Schemes and proposals for the 2024/25 Programmes and the On-street Parking Account 2024/25, attached.

The relevant Impact Assessment is the Budget Impact Assessment, which has been previously circulated, and is attached as a link for the attention of Members at the meeting - [Budget Impact Assessment 2024-25](#).

Electoral Divisions(s): All Divisions

10 Destination Exmouth Levelling Up Fund: Exmouth Gateway (Pages 33 - 40)

Report of the Director of Climate Change, Environment and Transport (CET/24/31) on proposals to remove the Exmouth Gateway proposals from the Destination Exmouth Levelling Up Fund (LUF) package, attached.

*Electoral Divisions(s): Exmouth;
Exmouth & Budleigh Salterton Coastal*

11 The Future of Kingswear Primary School (Pages 41 - 72)

Report of the Director of Climate Change, Environment and Transport (CET/24/30) on the future of Kingswear Primary School, attached.

An Impact Assessment has been prepared, is attached, and also available on the website at <https://www.devon.gov.uk/impact/kingswear-primary-school-impact-assessment/>.

*Electoral Divisions(s): Dartmouth &
Marldon*

12 Property Change Programme - Phase 2 (Pages 73 - 78)

Report of the Director of Transformation and Business Services (TBS/24/7), outlining Phase 2 of the Property Change Programme, attached.

Electoral Divisions(s): All Divisions

MATTERS REFERRED

NIL

STANDING ITEMS

13 Question(s) from Members of the Public

14 Delegated Action/Urgent Matters

The Register of Decisions taken by Members under the urgency provisions or delegated powers is available on the website in line with the Council's Constitution and Regulation 13 of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012. The decisions taken and associated information can be found [here](#).

15 Forward Plan (Pages 79 - 96)

In accordance with the Council's Constitution, the Cabinet is requested to review the list of forthcoming business (previously circulated) and to determine which items are to be defined as key and/or framework decisions and included in the Plan from the date of this meeting.

The [Forward Plan is available on the Council's website](#).

PART II - ITEMS WHICH MAY BE TAKEN IN THE ABSENCE OF THE PRESS AND PUBLIC

16 Exclusion of the Press and Public

Recommendation: that the press and public be excluded from the meeting for the following items of business under Section 100(A)(4) of the Local Government Act 1972 on the grounds that they involve the likely disclosure of exempt information as defined in Paragraph 3 of Schedule 12A of the Act namely, the financial or business affairs of a third party and in accordance with Section 36 of the Freedom of Information Act 2000, by virtue of the fact that the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

17 Part II - Land purchase for Redbridge, River Otter (Pages 97 - 116)

(An item to be considered by the Cabinet in accordance with the Cabinet Procedure Rules and Regulation 5 of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012, no representations having been received to such consideration taking place under Regulation 5(5) thereof)

Report of the Director of Climate Change, Environment and Transport (CET/24/29), attached.

An Impact Assessment is also attached for the consideration of Members.

Electoral Divisions(s): Otter Valley

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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Declarations of Interest for Members of the Council

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Induction Loop available



CET/24/28
Cabinet
8 May 2024

County Road Highway Maintenance Capital Budget and Progress on 2023/24 Schemes and Proposals for the 2024/25 Programmes and the On-street Parking Account 2024/25

Report of the Director of Climate Change, Environment and Transport

Please note that the following recommendations are subject to consideration and determination by the Cabinet (and confirmation under the provisions of the Council's Constitution) before taking effect.

1) Recommendations:

That the Cabinet be asked to:

- (a) Note the progress on 2023/24 capital funded highway maintenance programme detailed in Appendices B and C to this report.
- (b) Note that due to the Department for Education Special Educational Needs and Disabilities Safety Valve Programme Grant funding agreement being more than anticipated at budget setting in February it is now possible to release £10 million of Capital Receipts to support Highways Infrastructure.
- (c) Approve an increase of £10 million to the Climate Change Environment and Transport 2024/25 capital programme funded by capital receipts.
- (d) Approve a further increase of £639,551 to the Climate Change Environment and Transport capital programme, being £455,000 in 2024/25 and £184,551 in 2025/26, funded by the DfT Traffic Signal Obsolescence Grant and Green Light Fund.
- (e) Approve the capital funded highway maintenance programme for 2024/25 as set out in Appendices D and E.
- (f) Approve that the detailed allocation of the available budget be determined by the Director of Climate Change, Environment and Transport, in consultation with the Cabinet Member for Highway Management, on the basis of the Highways Infrastructure Asset Management Plan, and within the limits of the approved budget.
- (g) Approve the programme funded from the On-street Parking Account for 2024/25 as set out in Appendix F.

2) Background/Introduction

This report deals with both capital funding for highway maintenance and the On-street Parking Account (OSP). It reviews the progress delivered in 2023/24 for the capital programme and details the proposed programmes for capital funding and OSP for 2024/25.

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Restoration or replacement of highway components which are dilapidated due to traffic loading, weather impacts or aging of assets is funded through capital investment. Effective capital investment in the highway network will ensure assets are kept structurally sound over their design life enabling officers to better plan future budget expenditure and mitigate the impact of unforeseen high-cost revenue funded reactive repairs. When investment is made at the right time, long term maintenance costs will be reduced.

The 2024/25 indicative funding awarded to Devon County Council (DCC) from central government included in this report, was approved by Full Council in February 2024. Consideration has been given to the deteriorating condition of the road network, and the need for additional investment, to try to prevent a further decline in the condition of the asset. As such an in-year increase of £10 million to the capital programme is proposed as set out in the recommendations and further information below, utilising capital receipts funding now available following conclusion of the Government's SEND Safety Valve settlement. The commitment from Devon County Council for this year and Government to increased funding during the next 10 years, enables the Council to improve planning and decision making on the intervention timing and type of treatment to optimize network condition. This report seeks approval from Cabinet to allocate the total capital funding across the programmes and schemes proposed in 2024/25 as listed in appendices D and E.

An overprogramming element within the programme helps to manage in year pressures such as inflation or unforeseen delays to design or delivery schedules. The allocations include an anticipated overprogramming carry forward value of Local Transport Plan (LTP) monies from 2023/24 of £185,000 subject to approval of the revenue and capital outturn report, which is expected to be brought before Cabinet at the same meeting.

The report also seeks approval from Cabinet for the programme of work identified in accordance with the provisions of the Traffic Management Act 2004, to be funded from the On-street Parking Account as listed in appendix F.

3) Learning and Innovation

Like all authorities, Devon is facing significant financial pressures which have been compounded further by recent high inflation. The additional effects of climate change bring real challenges for the Council, in maintaining its road network. The Highways and Infrastructure Development Service has continued to focus on improving efficiencies, alongside innovation, recognising that in the absence of adequate funding, the Council must prioritise and make evidence-based decisions.

This continued learning can be demonstrated through benchmark data provided by the National Highway and Transport (NHT) Network. The NHT has analysed cost, network size and road condition data for a number of Highway Authorities over a number of years and this work demonstrates that the service has saved over £2 million in the 2022/23 financial year by adopting more efficient practices.

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The Highway Infrastructure Asset Management Plan (HIAMP) approved in April of 2023 is positive output of consolidated learning in recent years, providing a framework to enhance existing good practice and improve the effectiveness of decision making. To better reflect current working practices, elements of the Plan are updated dynamically to better match the changing environment the Service operates in. This is driven forward by newly created Asset Owners who act as champions for individual asset groups, ensuring that changes are reflected upon within a risk framework, and improvement actions driven forward.

To meet the changing dynamics and challenges in managing highway infrastructure the service must continue to engage with the market sector to encourage innovation that will serve to provide the service with the means to be more versatile in meeting changing environmental, political and funding pressures. Increased engagement through formal programmes of testing and trialling of new proprietary treatments and technologies will inspire development and add value to how the service is delivered.

Building on the success of the Cross Asset Innovation Programme that was established in 2022/23, this year saw teams and individuals within the Service submit 34 innovation proposals. By using assessment criteria linked to service plan objectives this resulted in 11 innovations being proposed within the upcoming programme, including a trial of alternative materials for use on off-road multi use trails and relining of damaged drainage pipes to minimise network disruption.

In 2023 Devon County Council (DCC) was one of 7 successful bidders to ADEPT's (Association of Directors of Environment Economy Planning and Transport) Live Labs 2 programme, a £30 million Department for Transport (DfT) funded scheme aiming to decarbonise the local road network. DCC's bid, in partnership with Milestone Infrastructure and the University of Exeter, will receive £3.68 million to use on bringing innovations together on the A382 Major Road Network (MRN) scheme with the aim of constructing a carbon negative project. Following production of a business case, the project team received confirmation of funding in May 2023 and are also investigating additional sources of funding. Since receiving funding, the team have been exploring the construction sector and beyond for products and innovations that will reduce the carbon value of the project. In parallel with this work, the University of Exeter has been working on the carbon calculation tool. This work brings together DCC's and Milestone's knowledge to create a hybrid that is better suited to measure the carbon in large projects as well as the ongoing carbon for maintenance.

One of the key objectives of the Live Labs and Cross Asset Innovation programmes is to share learning. In an effort to improve the capture and cascade of this learning across the Service a central portal is being set up to store innovation records along with an easily completed innovation record sheet to ensure consistency.

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The use of Artificial Intelligence (AI) in the capture and monitoring of asset condition is an exciting development which is developing at pace. This has also been recognised by the DfT who are currently reviewing its road condition data standards through the trial of emerging AI technologies. ([Road condition data and technology review: position paper - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/road-condition-data-and-technology-review-position-paper))

The service continues to observe the development of the new condition data standard with a keen interest and will also ensure that it keeps practically informed through engaging in Devon trials to establish how this technology could add value to our data source for risk-based decision making. Two trials are currently underway focusing on road condition and inventory capture of our strategic network and mirroring of our inspection process.

4) Capital Programme

Financial Considerations and Sources of Funding for 2024/25

In 2024/25 the indicative Highway Maintenance Block (HMB) funding is £29.346 million and consists of:

- HMB funding LTP 'Needs' based formula is £23.477 million and is for maintaining and improving the network, based upon local knowledge, circumstances and priorities. This is equivalent to the same level of funding compared with the previous three years.
- HMB funding 'Incentive' element allocation is £5.869 million and is a mechanism to enable an authority to receive additional funding over and above the 'Needs' based formula.

In addition to the HMB funding is the 2024/25 Potholes Fund indicative allocation of £23.477 million, plus an extra allocation of £6.663 million from the Network North announcement, which totals £30.140 million.

The Department for Transport indicative total of £59.486 million, was included in the capital programme, approved by full Council 15 February 2024. This is in line with the figures above.

On the 26 March 2024 the Council was informed that further to the application submitted to a challenge process, the DfT has allocated funding of £639,551 from the Traffic Signal Obsolescence Grant and Green Light Fund.

- the Traffic Signal Obsolescence Grant, to upgrade traffic signal systems by replacing obsolete equipment and,
- the Green Light Fund, to provide funding to tune up traffic signals to better reflect current traffic conditions and get traffic flowing.

It is proposed to increase the level of investment in the highways network in 2024/25 with a recommended increase of £10 million to the currently approved Capital Programme. This can be funded using capital receipts, avoiding the need for

additional borrowing, due to the Department for Education (DfE) Special Educational Needs and Disabilities Safety Valve Programme Grant funding agreement being more than anticipated when the budget was approved by Council in February 2024. At that time, it was necessary to plan for a significant requirement for capital receipts to support the Safety Valve however following the conclusion of discussions with DfE this requirement is lower than previously anticipated, making this in-year budget increase affordable.

Further funding support for the 2024/25 capital budget is expected as follows.

- £189,000 associated with ecological mitigation works for the Slapton Line scheme, is expected to be brought forward from 2023/24, subject to approval of the revenue and capital outturn report which is expected to be brought before Cabinet in May 2024.
- The existing capital programme also includes a continued budget funded by internal borrowing, for street lighting Central Management System. £2.057 million is profiled in 2024/25.

Table 1 summarises the funding sources for 2024/25 as:

	£'000
LTP Needs Formula Allocation 2024/25	23,477
Incentive Funding (Band 3) 2024/25	5,869
Potholes Fund 2024/25	23,477
Network North Funding	6,663
Devon County Council capital receipts	10,000
Traffic Signal Obsolescence Grant and Green Light Fund	640
LTP projected Overprogramming brought forward from 2023/24 (subject to approval)	-185
Central Management System Street lighting budget, funded by internal borrowing	2,057
A379 Slapton Line projected brought forward grant from 2023/24	189
Total	72,187

Table 1 – Funding Sources

5) Road Condition and Strategy

Assessment of road surface condition of classified roads throughout the United Kingdom is provided using automated survey vehicles (SCANNER) and through visual surveys which ensure a consistent method of determining and comparing road condition across the UK network. The main measure of road condition is the Road Condition Indicator (RCI), this is made up of several parameters, such as cracking and rutting which combine to give an overall measure of the state of the road and an indication of surface condition. The underlying data can then be used along with other data to inform decisions about maintenance and future programmes.

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Under the Local Government Act, Local Authorities (LA) are required to provide, over a two-year cycle, data to the Department for Transport (DfT) on the conditions of their 'A', 'B' and 'C' roads. In addition, because the percentage of unclassified roads make up more than 52% of the total road network in Devon, we also measure the road condition of this important part of the network, and this survey is undertaken over a three-year cycle.

Based on the RCI data, sections of road are split into 3 categories (red, amber, green) representing the general condition of that piece of highway with red being the worst condition and green carriageways in a good state of repair.

The roads categorised in a 'red' condition indicate poor overall condition and are roads likely to require major maintenance soon, some possibly immediately. If left untreated, the cost of maintaining these roads increase significantly the longer they are left. Those roads within an 'amber' condition are roads that are in a reasonable condition but have some apparent deterioration requiring further investigation to determine the optimum timing for planned maintenance. Often intervention maintenance on these roads will extend the life of the road at a considerably reduced cost than if the section of road was allowed to deteriorate to a 'red' condition category where more extensive and major works will be necessary.

Road Network

Figure 1 shows the proportion of classified and unclassified roads across the network.

Almost every journey begins and ends on local roads. The local road network is of critical importance in connecting people and driving economic growth and should be treated as an important national asset which must be managed appropriately.

Individuals, families, and communities in Devon depend on their local road network, and it acts as the key arterial system that drives economic growth in villages, towns and cities. Unclassified roads combined with 'C' roads make up 87% of Devon's total road network.

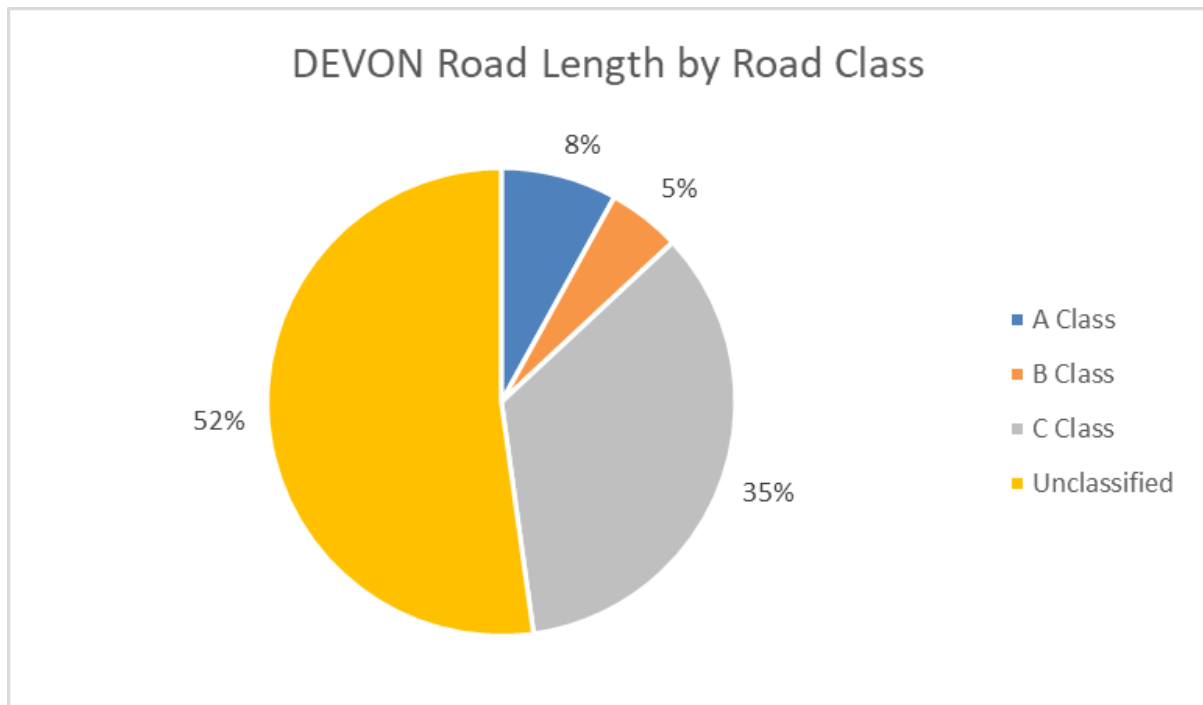


Fig 1 - Devon's Road Length by Road Class

6) Road Statistics and Analysis

The Council has a commitment under the refreshed Highway Infrastructure Asset Management Plan to maintain the 'A' and 'B' class road network to a minimum condition of below 4% in the 'red' national indicator band. This commitment absorbs a significant part of the funding streams with the remaining budget spread across Devon's lengthy road network of 'C' and unclassified roads.

Reviewing the 2023 survey data for Devon, the percentage of roads categorised in red condition was:

- 'A' road's 2%
- 'B' road's 3%
- 'C' road's 13%
- Unclassified road's 23%.

Appendix A, Figures 1 to 4 inclusive, provides a summary of Devon's RCI data in a graphical form over time by road classification using the national indicator bands.

The condition of the A and B road network remains on target for the 12th successive year, and the condition of C road network has improved, however, there is a further decline in unclassified roads. The graph in Fig.2 below indicates how the effect of inflation together with a reduction of funding has impacted on the unclassified road network and demonstrates the erosion of what has been achieved with the former higher level of annual investment.

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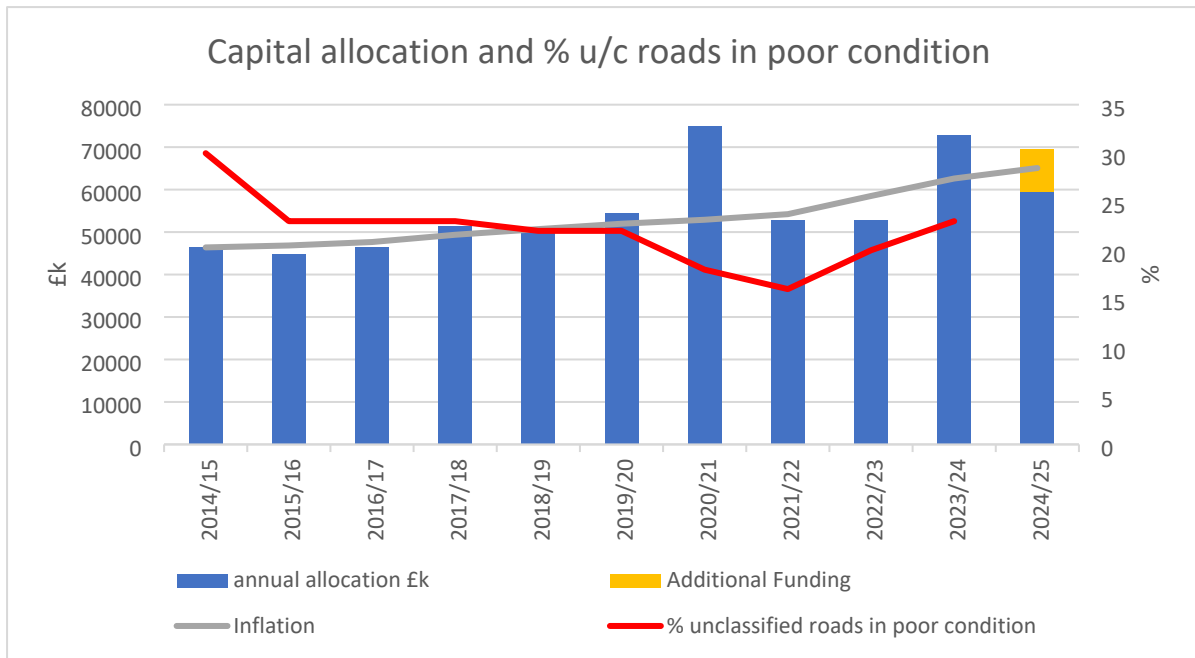


Fig 2. Impact of inflation and funding on unclassified road condition

When additional funding has been available, the condition of roads has improved. The additional boost in funding of £16 million in 2023/24 (additional Pothole Fund and Network North Funding) is likely to have a positive impact on the next year’s survey. If the 2014/15 allocation had increased in line with inflation, the 2024/25 settlement would have been £65.083 million which is an additional £5.597 million. Whilst there is a reduction in investment this year, the Government have signalled additional allocations for the next 10 years in the Network North statement identifying an intention to invest an additional £208 million in allocation to Devon between 2025 and 2034. The profile of this additional funding is currently unknown.

For many years funding restrictions have seen a growing reliance on preventative and short-term less expensive treatments, however such treatments, although providing an excellent short to mid-life solution, cannot be used indefinitely. At some point more robust treatments are required to avoid the repetitive cycle of pothole repairs. With Devon’s road network being predominantly rural and with instances of minor roads structurally poor, a high proportion of the network is more vulnerable and susceptible to the formation and propagation of potholes. In addition, the long term under investment in the asset has resulted in a very fragile road network that deteriorates rapidly during periods of extended wet weather or freezing temperatures. The increased funding during the next 10 years, enables the Council to improve planning and decision making on the intervention timing and type of treatment to optimize network condition.

Although most of Devon’s bridge stock remains classed as “very good” to “good”, the large size of Devon’s bridge asset still means there are over 300 bridges (10%) classed as “fair” and 21 “poor” to “very poor” condition. Those bridges with a “poor” condition rating are managed through mitigations such as weight restriction signs,

physical measures, monitoring or strengthening to reduce the risk to the travelling public.

It should be noted the condition scores do not accurately reflect a safety related defect. The Council's bridge engineers undertake an ongoing review of the bridges with fair to very poor condition scores to ensure issues relating to safety are dealt with. In line with good industry practice, bridges are subject to a General Inspection every 2 years and the Council's bridge inspectors ensure any serious safety related issues are raised with the Bridges and Structures Asset Management Team and dealt with urgently.

Programmes of work over recent years are showing the condition of the retaining wall stock continues to require a large proportion (30%) of the Bridge Assessment and Strengthening (BAS) budget being allocated to the maintenance of this asset type. Inspections of retaining walls continue to obtain a better understanding of condition to allow, where possible, planned rather than reactive work to be undertaken to manage retaining walls in future years.

7) Capital Highway Maintenance Programme: 2023/24

Progress on the 2023/24 Highway Structural Maintenance Programme is shown in Appendix B of this report and the 2023/24 Bridges Assessment and Strengthening Programme can be found in Appendix C.

The Prime Minister's Network North announcement on 4 October 2023 included a commitment to an additional £8.3 billion for local highway maintenance nationally from 2023/24 -2033/34, over and above what local authorities were expecting to receive. The first £150 million of this was allocated in the 2023/24 financial year, in addition to the £200 million already announced at Budget 2023.

At the end of November 2023 DCC received an additional £6.663 million of funding from the Network North funding for local highways maintenance, particularly for the resurfacing of carriageways, cycleways, and footways to prevent potholes and other road defects from occurring.

Of the additional funding, approximately £1.5 million was allocated to the funding of extra serviceability patching gangs to prepare the network in advance of the more extreme winter period. This aimed to build resilience and arrest the traditional spike in the creation of potholes during this period. The remainder of the funding was allocated to surfacing and larger patching schemes which will provide targeted resilience across the network.

More information and a list of sites can be found here: [Additional Maintenance Funding 2023/24 – Network North - Roads and transport \(devon.gov.uk\)](https://www.devon.gov.uk/Additional-Maintenance-Funding-2023-24-Network-North-Roads-and-transport)

Since 2020 there have been additional challenges due to the impact of high inflation. This has had an impact on the spending power of the items within the programme. However, prudent monitoring of progress has ensured successful delivery of the

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annual programme. This has been achieved through the remarkable efforts of our officers and a collaborative approach with our supply chain partners.

In 2023/24 a total of 212 bridge and structures projects were included in the annual programme for design, inspection or works. As reported last year the number of landslides and retaining wall failures has increased in recent years and the Bridge Assessment budget has been under increasing pressure year on year to cover this unplanned engineering work. In instances where embankment failures and slippages occur affecting highway stability the funding for this work will be provided through the Highway Structural Maintenance (HSM) budget.

A programme of inspecting and testing circa 10,000 ageing columns has been undertaken during 2023/24 to understand their condition. In parallel, over 1,000 ageing street lighting columns have been replaced.

In support of the Authority's Carbon Reduction Plan and to save revenue funding on energy, £8.7 million was allocated to convert 45,000 street lighting assets, which are principally in residential areas, to LED over a three-year period. This funding concluded in 2023/24, taking the total of LED conversion to circa 69,000 made in total. Although the ongoing programme has had some delays outside the control of the Service, over 5,000 conversions were carried out during 2023/24. There remains just over 10,000 units that have not yet been converted.

The Traffic Signal Government Grant has been used to replace several existing traffic signal sites in the 2021/22 and 2022/23 financial years. This has allowed for the full replacement of traffic signal equipment at those sites with all equipment being replaced with the extra low voltage traffic signal equipment and LED signal heads, helping to reduce power consumption and subsequent carbon emissions whilst simultaneously improving safety at these sites. Additionally, service ducts were repaired where required to ensure these sites can be maintained more easily in the future.

In total, 4 traffic signal junctions have been replaced with updated equipment whilst 10 Toucan crossing sites have been replaced.

8) Capital Highways Maintenance Programme: 2024/25

The 2024/25 total allocation of £72.187 million (as detailed in Table 1) is to be allocated funding as follows:

	£'000
Highway Structural Maintenance	64,707
Bridge and Structures Programme	7,480
Total	72,187

Table 2 – Programme Allocation

A detailed breakdown of the respective programme elements can be found in Appendix D and E.

This includes the additional £6.663 million Road Resurfacing Fund for local highways maintenance which will enhance the volume allocated to surface treatments and larger patching schemes which will provide targeted resilience across the network. More information and a list of sites can be found here:

[Additional Maintenance Funding 2024/25 – Road Resurfacing Fund - Roads and transport \(devon.gov.uk\)](https://www.devon.gov.uk/Additional-Maintenance-Funding-2024/25-Road-Resurfacing-Fund-Roads-and-transport)

Appendix D also includes the proposed extra £10 million to be invested by Devon County Council utilising capital receipts, which is focussed on increasing the amount of patching (£7.25m), drainage repairs (£2m) and acceleration of the road marking programme (£0.75m) to improve road safety and quality of the road network.

An annual cross-asset prioritisation exercise has been conducted as recommended in the Well Managed Highway Infrastructure Code of Practice. This covered all major asset groups, focusing on needs and improvement actions as identified in the HIAMP. This resulted in allocations being adjusted to best deliver identified maintenance standards and ensuring that best use is made of resources.

In addition to the Term Maintenance Contract (TMC), there are several other contracts in place that deliver other significant elements of the capital programme. A framework contract provides alternative supply chain delivery options for surfacing and patching works, high friction surfacing and in-situ and ex-situ recycling. There are also separate contracts for the delivery of specialist works such as surface dressing, micro texturing and footway slurry sealing. A new contract for road restraint systems has recently commenced also.

Key elements of the proposed programme include:

8.1 Highway Structural Maintenance (HSM): Principal Roads (A class roads)

Overall condition of principal roads has remained steady in the past 3 years. To ensure principal roads are retained at less than 4% 'red' condition, it is proposed to allocate £3.5 million for carriageway resurfacing and patching. This will ensure those roads which need immediate attention are treated whilst also optimising the treatment for planned maintenance on those roads which are beginning to show signs of deterioration.

8.2 Skid Resistance Treatment (SCRIM)

Skidding resistance surveys (SCRIM Surveys) are undertaken by local authorities and National Highways. They provide a measure of the road surface contribution to the frictional forces developed between a vehicle's tyres and the road when accelerating, braking or cornering. Skidding resistance figures do not necessarily reflect safety levels on the network but rather sites where further investigation is required.

Devon limits routine annual SCRIM surveys to the principal (A class) road network only as it is considered neither affordable nor practicable for all roads on the highway network to be surveyed for skid resistance. The remaining untested network is covered under the strategy in the Annual Wet and Dry Collision Review, other roads

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identified as requiring further investigation are also included in the programme of assessment.

It is not possible to treat all parts of the principal road network that are currently below the Devon's investigatory level therefore the work is prioritised and limited to potentially high-risk sites with a history of collisions. This includes sites with a reported skidding resistance deficiency and a history of collisions on wet surfaces, others with a high deficiency and collisions on dry surfaces.

The allocation for SCRIM deficient sites is £1.7 million.

8.3 All Roads

Key elements include:

8.3.1 Local Asset Programme

The ongoing evolution in collaborative working both across the service and with partners and supply chain ensures work programmes are developed having access to a wide scope of knowledge that informs on the best and most practical solutions to engineering works. Collaboratively it ensures the approach utilises the best mix of tried and tested and innovative solutions to deliver best value and quality whilst adding to the pool of knowledge and expertise to drive through continuous improvement. With programme development and scheme selection increasingly looking towards a local perspective, there is confidence that a combination of technical data in the form of asset management principles and local need ensures limited resource is being prioritised to those areas where the local need is the greatest.

A significant element of the HSM capital budget is allocated to the Local Asset Programme, which for 2024/25 is £18.013 million (25%), it is essential that scheme selection is based on a combination of asset management principles and local priorities. Using an integrated approach that combines both these important attributes ensures the determination of allocation through the consideration of factors such as road length and condition, usage, potholes and other defects and footway length and condition along with local priorities that review physical condition and knowledge secured from Neighbourhood Teams and discussions with local members, communities and Parish and Town Councils.

An integrated approach to repairs and maintenance both in terms of highway improvement works and also the inclusion of external undertakers ensures many activities are combined where possible under one traffic management establishment, thereby reducing the disruption to the travelling public.

8.3.2 Preventative Programme

Preventative maintenance treatments such as, but not limited to, surface dressing, micro asphalt and footway slurry sealing are used to preserve and extend the life of road pavements and footway surfaces that are already in a reasonable to good condition. By their very nature they are intermediate maintenance treatments that

can often be used more than once in the life of a surfacing and are relatively low cost and of low carbon usage offering good value for money and benefits in terms of carbon footprint. Crucially these treatments should be considered before serious deterioration has taken place as they do not provide structural protection however, they do restore texture and protect the surface from further deterioration thereby arresting the development of potholes within the pavement.

The preventative programme is the backbone of the maintenance programme and is a major activity that drives other aspects of current and future work programmes such as, patching and drainage. Consequently, investment in this area of treatment is considered fundamental in the management of the deterioration and depreciation of the network, thus in 2024/25 the service is investing £7.5 million in a preventative programme. This expenditure is targeting 120 surface dressing sites totalling in excess of 1 million sq.m. including 66,000 sq.m. on the strategic road network. In addition, 19 sites will receive micro asphalt treatment totalling 55,000 sq.m with 70 footway sites (70,000 sq.m) also receiving full slurry seal treatment.

8.3.3 Minor Road Strategy

A significant portion of the HSM budget is being targeted towards minor repairs across the network, this pro-active strategy endeavours through early intervention to capture deterioration before the situation becomes severe and necessitates more extensive treatments.

Positioned strategically around the county, the fleet of Dragon Patchers provide an additional option to more traditional methods of patch repairs for highway improvements. The machines focus on the effective and efficient repair of selected small to medium sized patches on all parts of the network. In 2024/25 £2.2 million is allocated to support the Dragon Patcher fleet in the delivery of minor patching programme.

Traditional highway improvement hand patching is allocated £14.55 million and will deliver the programme of serviceability patching and assist in supporting the Dragon Patcher where required. It will focus on localised issues identified by officers and members of the public in respect of serviceability patches and small to medium sized patches that are unsuitable for Dragon Patcher treatment.

8.3.4 Road Restraint Systems

Road Restraint Systems (RRS) are roadside safety barrier that contain and redirect vehicles. They reduce the severity of crashes for occupants and the public. Designed and installed on the verge and central reservations of road, they are used to contain and redirect errant vehicles. Allocation to RRS in 2024/25 is £0.6 million and this will focus on the continued delivery of the RRS strategy based upon the upgrading and replacement of systems on high-risk sites. Work continues in delivering elements of the bridge vulnerability programme where impact protection for elements of structural assets on high-speed roads require upgrading. Further work being carried out in the upgrade of legacy road restraint systems on our minor road network.

8.3.5 Highway Lighting Column Upgrades and LED Replacement

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15% of street lighting columns are over 40 years old and a significant proportion of younger columns have been identified with specific failure modes that need to be checked. In response to this, £1.5 million has been made available annually to facilitate a continuing programme of column replacement, to mitigate the liability that this represents.

Testing columns was a key process last year and enabled high risk columns to be prioritised. During 2024/25 this work will continue with the risk-based column replacement programme along with testing a further 10,000 columns. Inspections and testing have enabled better identification of risk and management of stock.

A further £2.057 million was approved by Council for the street lighting Central Management System. The project will accelerate the installation of the Central Management System to achieve 80% coverage across the county, therefore 65,000 lanterns. Remote fault monitoring of the asset will be possible, helping to reduce site visits. A policy review with appropriate sign-off will enable extended dimming profiles to be implemented to reduce energy costs and carbon in addition to facilitating requests from communities for street lights to be turned off.

8.3.6 Traffic Signal Replacements

The traffic signal upgrade programme continues over the coming year with £680,000 being invested in a program to refurbish 4 pedestrian crossing and 2 traffic junctions during 2024/25. This work will improve the safety of the asset and by the use of modern controllers, detection equipment and extra-low voltage (ELV). Additionally the Government has awarded £139,551 from the Traffic Signal Obsolescence Grant for further refurbishment, and £500,000 from the Green Light Fund to tune up traffic signals to better reflect current traffic conditions and get traffic flowing. This is estimated to be split £455,000 in 2024/25 and £184,551 in 2025/26.

8.3.7 Bridges and Structures

The Bridge and Structures maintenance allocation for 2024/25 is £7.5 million. The 2023/24 projections estimate £20,000 overprogramming, which will be the first call on the 2024/25 budget.

The programme for 2024/25 will continue with further strengthening, refurbishment, and replacement projects to improve the resilience of the network. The ongoing programme of inspections and major examinations will continue to ensure the risk of failure of an asset is kept to an acceptable and manageable level. The first stage of safeguarding of the public by modifying parapets on high bridges was completed in 2021/22, with an ongoing programme of work being delivered over the past 3 years and further work on one other identified bridge to continue in 2024/25.

8.3.8 Storm Damage (resilience contingency)

In line with DfT requirements for highway authorities to make provision within their funding allocation, a resilience contingency reserve of £2.212 million has been incorporated within the programme should unforeseen damage be experienced

during the year.

8.3.9 Cycleways and Public Rights of Way Network

The refreshed Highway Infrastructure Asset Management Plan has a key objective of making active travel a realistic alternative for both business and leisure journeys on the network. This is good news in terms of public health and the wellbeing of society, but the impact of increased footfall and cycling means an increase in maintenance. Further to works carried out in 2023-24 to replace a boardwalk / bridging structure on the Exe Estuary Trail, the programme for Renewal of Access Trails infrastructure has been allocated £750,000. A further £1.2 million is being invested into other elements of the public rights of way and cycleway network to ensure these amenity transport assets continue to be maintained to a safe and usable condition and promote active travel.

8.3.10 Cross Asset Innovation Programme

Approximately £1.5 million has been allocated through a Cross Asset Innovation Programme. Innovation is vital, especially in allowing the service to best meet changing environmental, political and funding pressures.

The recently approved Highway Infrastructure Asset Management Plan (HIAMP) also highlights that in response to the many challenges the council faces, it needs to be agile and continually review its processes, looking for improvements and efficiencies through innovation and adopting new ways of working.

Following submissions from across the service, 11 innovations/campaigns were approved including a trial of alternative materials for use on off road multi use trails and relining of damaged drainage pipes to minimise network disruption.

8.3.11 Minor Traffic Management Improvements

A programme of renewal for road markings at mini-roundabouts and pedestrian crossings is being delivered through the Minor Traffic Management Improvements programme of £1.95m. This programme of work will be undertaking and progressing annual HATOC waiting restriction requests (this will see works completed on previous years commitments in East Devon and Exeter, along with design and advertising of new requests received county wide in October 2023). The programme also includes providing disabled parking facilities to assist residents with parking near their homes; it is typically expected that around 500 bays will be provided each year. There will also be work undertaken to review and introduce residents parking (and other restrictions) in key communities, review speed restrictions (providing vehicle activated signs where appropriate) and undertake signing route reviews.

9) Options/Alternatives

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The current approach to scheme selection uses a preventative regime based upon need and sound asset management principles that optimises the use of available funding to reduce whole life maintenance costs. An alternative to this preventative regime would be to repair roads on a 'worst first' basis by focusing maintenance on the sections of road in the poorest condition.

Experience and learning gained from working differently during the last few years, has demonstrated that a combination of both traditional approaches combined with greater influence and input from a community perspective offers a more transparent service. Greater local involvement offers a more robust and pragmatic focus on scheme selection by ensuring those locally identified important roads are 'fit for purpose'.

It is important however to note that any departure from our asset management approach as defined in the HIAMP could adversely affect future financial settlements from the DfT who see the use of sound asset management principles as fundamental in delivering cost effective maintenance solutions. It is therefore essential that developments within the plan continue to incorporate and amalgamate these and other principles within the assessment of its works programmes as the DfT have clearly indicated they will take this into account in future submissions for funding.

10) On-Street Parking Account

The expenditure of on-street parking income is restricted by the Road Traffic Regulation Act 1984. The costs of operating the on-street parking service is the first call on the income held in the On-street Parking Account (OSP). Any remaining surplus must then be used in accordance with the eligibility criteria set out in Section 55 of the Act, with surpluses used for:

- The provision or operation of public transport services
- The provision of facilities for public transport services
- Highway or road improvement projects
- Environmental improvements

The 2024/25 Highways Maintenance budget includes |£900,000 for highways cyclic revenue maintenance works funded from the OSP. These works include maintenance of trees, drainage and all highway grass cutting undertaken by the Authority.

Additionally, a £3.368 million subsidy is provided to bus services from the account. This represents almost 60% of all subsidy provided by the Council. There are over 200 bus routes in Devon of which only around 30 operate commercially, i.e., with no financial support. Some communities are wholly reliant on subsidised routes with no services that are operating at a sustainable commercial level.

Full details of the proposed OSP non-operating expenditure for 2024/25, totalling £5.456 million, are shown in Appendix F.

The estimated balance of the account is now expected to reduce from £570,000 at 31 March 2024 to £217,000 by 31 March 2025.

Expenditure charged to the OSP is regularly reviewed to ensure the fund is used effectively. It is likely that a review of spending from the account will be required in the next 12 months.

Traffic Management Plans

There continues to be a high demand from communities for the review and implementation of parking restrictions. Larger schemes looking at community wide changes (including measures such as residents parking) are served via the £250,000 Traffic Management Plans budget in the OSP.

The current level of demand means that the 2024/25 programme is filled with existing commitments, and a full programme of works has been developed by the Traffic Management Team with regular updates shared with Members.

Due to continued high levels of demand, requests for new schemes are prioritised based on traffic management need, sustainability, and community support for inclusion in future programmes to ensure resource and monies are used to best effect. To ensure sustainability, schemes should be substantially self-financing, including components of residents parking and / or pay & display, in line with the policy on new residents parking schemes.

11) Consultations

The results of the 2023 National Highways and Transport (NHT) Public Satisfaction Survey reflect public perception of performance, importance, and the desire for various activities to be funded. The overall perception of highway maintenance in Devon has reduced and is slightly lower than the national average. However, in comparison to similar County Councils in a comparator group, Devon remains slightly above the average. The summary of the survey undertaken in June 2023 reflects the Council's road condition survey, with respondents feeling that road condition is worsening. This also is reflected in the national results which shows a downward trend.

Analysis shows that the authority has strengths in street lighting maintenance and footway repair. The results show that condition of the highway network and the speed and quality of repairs are important to the public. The public would also like to see more funding directed to improving the condition of roads.

Although not a consultation it is important to note that a petition has been received from Mid Devon District Council with 517 signatories asking for highway improvements. A Notice of Motion has also been received from Torridge District Council raising concerns about the conditions of the roads in Torridge.

12) Strategic Plan

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The priorities laid out in the Council's Strategic Plan 2021 - 2025 have been used to shape the new Highways Infrastructure Asset Management Plan which in turn determines the priorities of the Highways and Traffic Management service.

The condition of highway assets and the public rights of way network directly impacts the safety and resilience of communities and helps them to connect with people and places that are important to them. This is important for wellbeing and improving health.

The highway network is often described as the arteries of the economy and a reliable and resilient network is important to support economic recovery and make Devon a fairer place for people and families struggling the most.

13) Environmental Impact Considerations (Including Climate Change)

The ability to efficiently transport people and goods around the County underpins Devon's economy and has a direct impact on the quality of the environment. When maintenance work is undertaken, it is managed to ensure that the effect on the surrounding environment is kept to a minimum.

As part of DCC's drive to become carbon neutral by 2030 a business model has been developed for carbon reduction in maintenance and construction works. In 2022, a new process went live with a carbon webform, a tool used by DCC contractors to supply carbon data associated with works being delivered for DCC. Further algorithms have been developed in conjunction with Exeter University to automatically turn the data into carbon emissions figures. These are displayed on data dashboards and enable various audiences to make informed decisions for change. The information on the dashboards is being used to establish how the Council utilises different treatments or to drive through procedures and processes that will reduce our carbon usage.

Using the carbon data, several positive changes have been introduced to reduce CO₂e levels. Examples include:

- The move to warm mix asphalt, which uses approximately 12% less carbon during the manufacturing stages.
- Utilisation of concrete mixes with lower levels of cement, a product with high embodied carbon.
- Cold applied road markings trials.
- Introduction of sustainably sourced hydrotreated vegetable oil (HVO) as an alternative fuel source.
- Electrification of cyclical works gang equipment.

The carbon negative Live Labs 2 scheme referred to in Section 3 above will also offer great learning opportunities. Whenever possible designers are encouraged to use recycled materials and secondary aggregates.

Prior to installation, highway construction materials are subjected to rigorous testing to ensure their suitability within the works and how their use impacts the

environment. All construction contracts managed by the Service include recycling options to ensure that the use of natural resources is reduced.

A service level Decarbonisation Strategy was developed in August 2023 and is available on the webpages: [Highways and Traffic Management, Engineer Development and Structures Service Decarbonisation Strategy - Roads and transport \(devon.gov.uk\)](#) This sets the approach to the reduction journey for the Service and includes several activity-based targets to help drive behavioural change.

The ability to accurately report total carbon emissions associated with maintenance and construction works has improved significantly but remains a work in progress. It is estimated that in the financial year 2022/23 that at least 30,800t CO₂e was generated through highway maintenance works. However, this figure underreports areas such as safety reaction, Dragon Patcher, capital schemes and grass cutting.

Further calculations have been undertaken on the emission from operating depots, which has identified a further emission volume of 164t CO₂e.

Based on the Department for Energy Security and Net Zero's (DESNZ) traded carbon values for modelling purposes the total emissions would have a carbon offset value of just under £2 million.

It is now estimated that the authority has saved over 18 million kWh of energy since it embarked on the switch to energy efficient LEDs in 2016. This equates to an annual financial saving of £6 million during this period at today's prices. The remaining lanterns are planned to be upgraded to LED where possible over the next 12 months, in conjunction with a continuing programme of column replacements. The contractor has also committed to and is progressing towards being carbon neutral by 2030.

The carbon savings made by the LED programme has resulted in a current annual saving of 10,900t Co₂e compared to usage in 2016. This is equivalent to an 80% saving.

Within the traffic signals asset, the use of extra-low voltage and LED signal heads has reduced the annual energy consumption by 33%.

The DCC fleet is also benefiting from the shared use of our Term Main Contractors HVO fuel supply where possible. As the current vehicle fleet comes up for replacement, electric vehicles are being used. The Highways and Traffic Management Service currently have 8 in operation in the fleet.

14) Equality Considerations

Where relevant, in coming to a decision the Equality Act 2010 Public Sector Equality Duty requires decision makers to give due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other prohibited conduct;

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- advance equality by encouraging participation, removing disadvantage, taking account of disabilities and meeting people's needs; and
- foster good relations between people by tackling prejudice and promoting understanding

in relation to the protected characteristics (age, disability, gender reassignment, marriage and civil partnership (for employment), pregnancy and maternity, race/ethnicity, religion or belief, sex and sexual orientation).

A decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.

An Impact Assessment has been prepared which has been circulated separately to Cabinet Members and also is available on the Council's website at: [Corporate websites - Budget Impact Assessment 2024-25 09-01-2024 V1 Published.pdf - All Documents \(sharepoint.com\)](#)

15) Legal Considerations

The lawful consequences of the recommendations have been considered in the preparation of this report.

With the condition of parts of the network there is likely to be an increase in user dissatisfaction and complaints which could lead to an increase of challenges to the Authority.

16) Risk Management Considerations

The proposals contained in this report have been assessed and all reasonable actions are taken to safeguard the Council's position.

The Service has adopted a risk-based approach to the management of highway infrastructure maintenance, including setting policy and strategy, establishment of inspection and condition assessment regimes, determining priorities and programmes, procuring the service and the management of all associated data and information.

This is undertaken against a clear and comprehensive understanding and assessment of the risks and consequences and is in accordance with local needs (including safety), priorities and resources.

Inability to undertake sufficient planned and general preventative maintenance work at the optimum time will result in an increased depreciation to the highways asset. This will lead to increased deterioration and defects and consequently, increased repair costs with potential for claims, which will put pressure on revenue budgets.

Where risks have been identified which could disrupt the capital programme by causing higher than anticipated costs or delays, such as those associated with cost, inflation, or inclement weather, the implications have been accounted for in preparing

this report. This includes developing long term programmes and the provision for reasonable contingencies in the estimates for capital highway and bridge maintenance schemes.

17) Public Health Impact

There is considerable uncertainty in assessing the overall impact to public health as a specific result of underfunding. The approach to managing safety and risk across the network is closely monitored with many effective interventions, policies, and targeted investment in place to minimise any impact on public health. However, a deteriorating network challenges the Service's ability to continue to meet current expectations and invariably this will affect how it meets and delivers to those challenges. Clearly impacts will vary, from sustainable travel alternatives through to the health effects from increases in accidents or the impact of community severance as a result of road conditions and increased travel disruption.

18) Reasons for Recommendations and Conclusion

It is important to report to Cabinet on the performance of the highway network.

The DfT capital settlement for 2024/25 provides funding for capital maintenance of highway assets and this report sets out proposed programmes to optimise their availability and safe use for the travelling public. The settlement does not keep up with inflation and so a further investment of £10million is proposed from Devon County Council. Approval of schemes and programmes of highway maintenance will enable the delivery of the 2024/25 plan to proceed.

The report alerts Members to the fact that Government provides insufficient capital funding to meet all network maintenance needs. However, the proposed programme is designed to make best use of the available financial resources using the Cabinet endorsed Asset Management approach.

The Network North funding announcement signals a welcome step change in Government funding during the next 10 years. During the forthcoming year the service will be developing longer-term strategies and programmes of work to make best use of this.

Meg Booth

Director of Climate Change, Environment and Transport

Electoral Divisions: All

Cabinet Member for Highway Management: Councillor Stuart Hughes

Local Government Act 1972: List of background papers

Nil

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County Road Highway Maintenance Capital Budget and Progress on 2023/24
Schemes and Proposals for the 2024/25 Programmes and the On-street Parking
Account 2024/25

Appendix A to CET/24/28

Road Condition Indicator (RCI) by Year

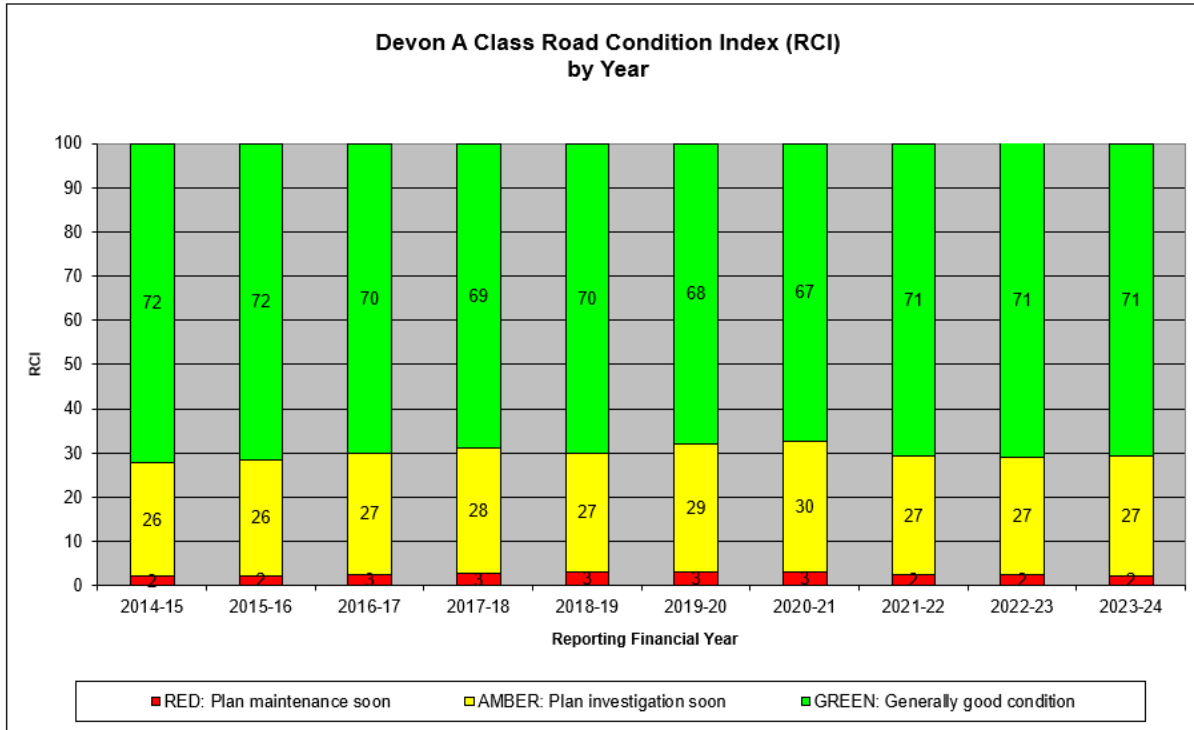


Figure 1

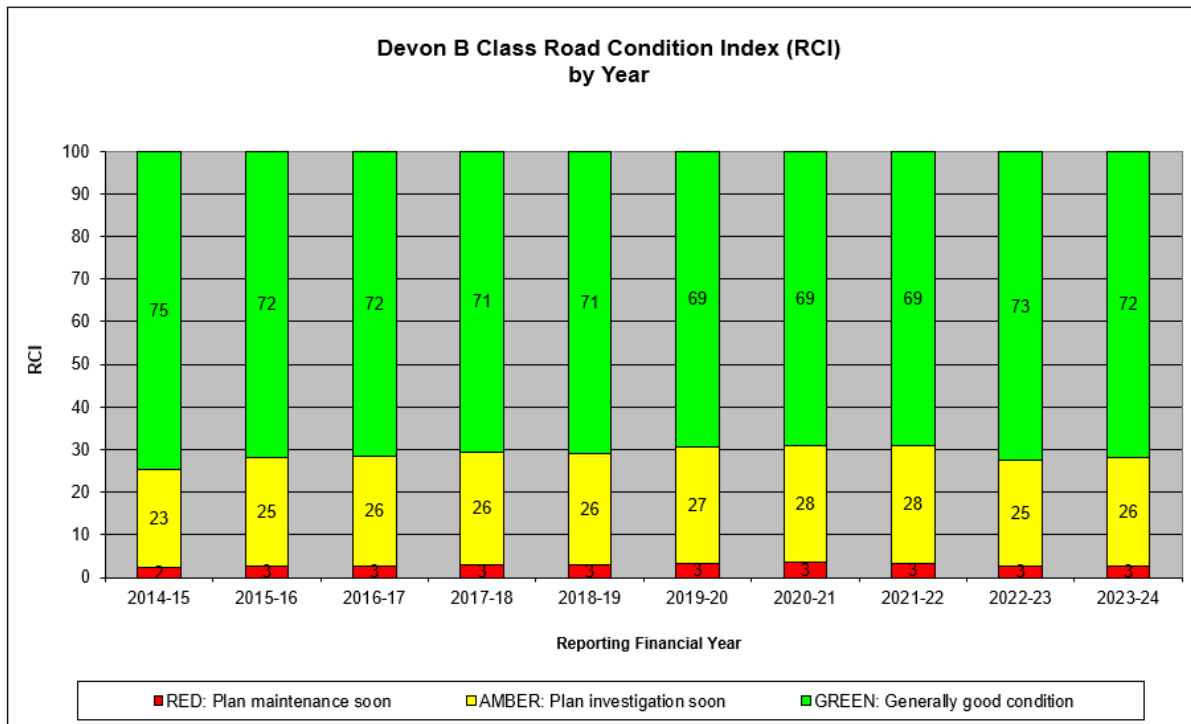


Figure 2

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Appendix A to CET/24/28 continued

Road Condition Indicator (RCI) by Year (continued)

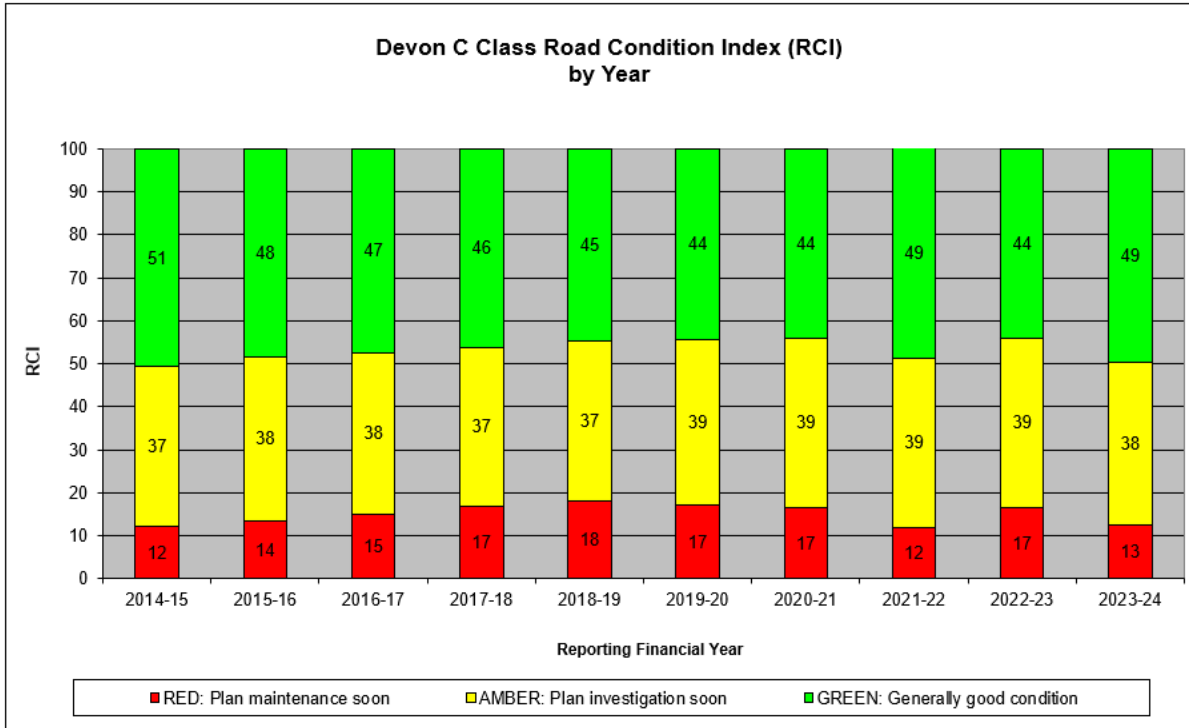
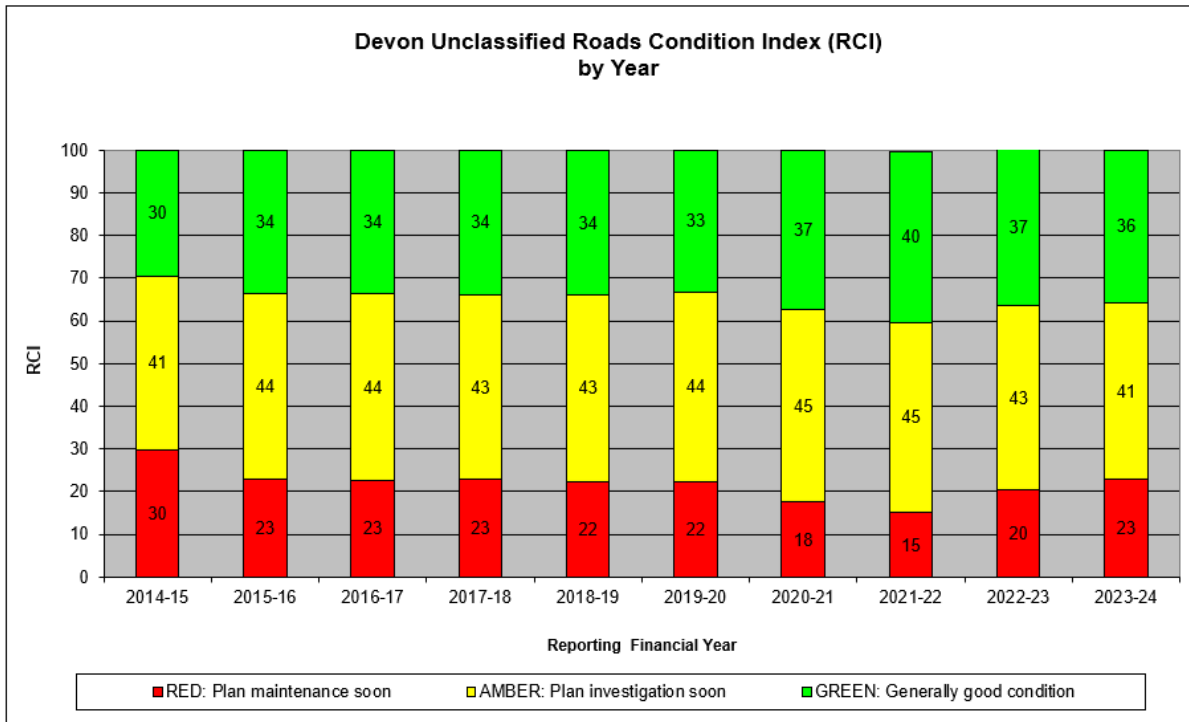


Figure 3



**condition aggregated as only one third of 23/24 survey currently completed*

Figure 4

Appendix B to CET/24/28

Highway Structural Maintenance Programme 2023/24

Function	Projected £'000
Principal Roads	
A Roads	6,247
SCRIM Remedial Works	1,963
Non-Principal Roads	
Preventative Programme (surface dressing & microasphalt)	6,362
All Roads	
Local Asset Programme	21,888
Highway Improvements Hand Patching	7,800
Dragon Patcher	1,500
ICT enhancement	60
High Skid Resistance Surfacing Programme	389
Carriageway Condition Surveys	350
Material Testing	300
Scheme Delivery Group	1,400
Cycleway, PROW & Unsurfaced Roads	906
Road Restraint Systems Upgrade Strategy	957
Gully cover replacement	161
Extreme Weather Resilience Contingency	1,602
Surface dressing scheme design	325
CCTV/Road Weather Station Renewal Programme	50
Highway Lighting Column Upgrades	1,450
Highway Lighting LED replacement	2,155
Traffic Signal Replacements	677
Cross asset innovation programme	3,016
Depots	400
Minor Traffic Management Improvements	703
CMS Street Lighting	2,180
HSM Projected Spend Total	62,841
Allocation 2023/24	62,865
Projected variance (overprogramming)	24

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Projected carry forward request to 2024/25 explained as follows: -

	£'000
LTP/Potholes Fund overprogramming (excluding bridges projected over in appendix C)	165
A379 Slapton Line	-189
Total projected variance as at month 10	-24

Appendix C to CET/24/28

Bridge and Structures (BAS) Capital Maintenance Programme 2023/24

Function	Projected £'000
Bridge Strengthening	1,338
Retaining Wall Strengthening	1,783
Major Refurbishments	2,396
Minor Refurbishments (Bridges)	600
Minor Refurbishments (Culverts and Retaining Walls)	100
Joints, Bearings & Waterproofing	52
Sub-Standard Parapets	389
Bridge Safeguarding	158
Bridge Assessments	687
Principal Inspections - Bridges	454
Principal Inspections - Retaining Walls	76
Scour Assessments / Protection	152
Post Tensioned Special Inspections	278
Low Head Room Signage	62
Management of Sub-Standard Structures	21
Rockface Management	271
Total BAS 2023/24	8,817
BAS Allocation 2023/24	8,797
Projected LTP Overprogramming	20

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Appendix D to CET/24/28

Highway Structural Maintenance Programme 2024/25

Function			Budget £'000
Principal Roads			
A Roads			
A39 - ALEXANDRA ROAD - Barnstaple	Barnstaple North ED	Resurfacing	75
A386 - NEW ROAD - Bideford	Bideford West & Hartland ED	Resurfacing	80
A3072 - Three Meadows to Highampton	Hatherleigh & Chagford ED	Resurfacing	145
A396 Iron Bridge Cross to Cove - Tiverton	Tiverton West ED	Resurfacing	80
A3072 - MARSH LANE - Crediton	Crediton ED	Resurfacing	155
A377 - Copplestone	Crediton ED	Resurfacing	150
A386 - Bassets Cross - Hatherleigh	Hatherleigh & Chagford ED	Resurfacing	180
A377 Ford Moor Cross to Eggesford Station	Creedy, Taw & Mid Exe ED	Resurfacing	125
A39 - WATERSMEET ROAD - Lynton and Lynmouth	Combe Martin Rural ED	Resurfacing	75
A396 - Exeter Road - Tiverton	Tiverton West ED	Resurfacing	250
A396 - BOLHAM ROAD - Tiverton	Tiverton West ED	Surface Dressing	120
A3052 Halfway Inn - Aylesbeare	Otter Valley ED	Resurfacing	130
A3123 - Narracott - Berrynarbor	Combe Martin Rural ED	Patching	30
A3052 Harepath Hill - Seaton	Seaton & Colyton ED	Resurfacing	180
A396 - The Walronds - Tiverton	Tiverton West ED	Resurfacing	100
A379 Main Road - Brixton	Bickleigh & Wembury ED	Resurfacing	300
A386 Place Cross - Fowley Cross	Okehampton Rural ED	Surface Dressing	19
A379 Waye Farm - Yealmpton	South Brent & Yealmpton ED	Surface Dressing	80
A379 - PLYMOUTH ROAD - Modbury	Salcombe ED	Resurfacing	170
A3052 - Rousdon - Combpyne Rousdon	Axminster ED	Surface Dressing	30
A39 - Lake to Roundswell - Tawstock	Chulmleigh & Landkey ED	Surface Dressing	110
A3072 - Sampford Chapple	Hatherleigh & Chagford ED	Surface Dressing	75
A379 - BRIXTON ROAD - Yealmpton	South Brent & Yealmpton ED	Surface Dressing	60
A375 - SIDBURY HILL - Sidmouth	Sidmouth ED	Surface Dressing	75
A361 - Rackenford Moor - South Molton	South Molton ED	Pre Patching	35

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A379 - EMBANKMENT ROAD – Kingsbridge	Kingsbridge ED	Pre Patching	35
A3072 - Pulworthy Cross – Hatherleigh	Hatherleigh & Chagford ED	Patching	260
Priority Structural Patching and Pre Patching for 2025/2026 Countywide Patching		Surface Dressing	290
Forward design/investigation for 2025/2026 and beyond Countywide			86
Total			3,500

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Function	Budget £'000
<u>Principal Roads</u>	
A Roads	3,500
SCRIM Remedial Works	1,700
A379 Slapton Line	189
<u>All Roads</u>	
Locality Programme	18,013
Gully Cover Renewal	200
Preventative Programme 2022/23 (SD & MA)	7,500
HFS	500
Road Restraint Systems	600
Wet/Dry Collision Sites	150
Carriageway Condition Surveys	400
ICT enhancement	60
Depots	300
Resilience Contingency	2,335
Scheme Delivery Group	1,500
Scheme Design	400
Investigation and Testing (Materials Laboratory)	360
Dragon Patcher	2,200
Highway Improvements Hand Patching	14,550
Asset Renewals on Trails	750
Cycleway, PROW & Unsurfaced Roads	1,200
Highways Lighting Column Upgrades	1,500
Streetlighting Central Management System	2,057
Traffic Signal Replacements	1,320
Minor Traffic Management Improvements	1,950
Cross Asset Innovation Programme	1,473
Total	64,707

Appendix E to CET/24/28

Bridge and Structures (BAS) Capital Maintenance Programme 2024/25

Function	Budget
	£'000
Bridge Strengthening	2,200
Retaining Wall Strengthening	2,200
Major Refurbishments	1,500
Minor Refurbishments (Bridges)	300
Minor Refurbishments (Culverts and Retaining Walls)	50
Joints, Bearings & Waterproofing	50
Sub-Standard Parapets	130
Bridge Safeguarding	280
Bridge Assessments	100
Principal Inspections - Bridges	325
Principal Inspections - Retaining Walls	25
Scour Assessments / Protection	100
Post Tensioned Special Inspections	50
Low Head Room Signage	50
Management of Sub-Standard Structures	40
Rockface Management	100
Overprogramming	-20
Total BAS 2024/25	7,480
BAS Allocation 2024/25	7,500
Overprogramming brought forward from 2023/24	-20
Total 2024/25	7,480

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Appendix F to CET/24/28

On-street Parking Account (OSP) 2024/25

	2024/25 Budget Allocation £'000
Function Narrative	
Transport Co-ordination Service: Bus, Rail, and Community	
Transport Support	3,368
Replacement bus services	50
Civil Parking Enforcement road signs & road markings	225
Traffic Management Plans	25
Cyclical Maintenance for the purposes of Environmental Improvement	900
Traffic and Parking IT Systems	40
Moving Traffic Offences Set Up Costs	100
Real Time passenger information	60
Variable Message Signs	10
Road Safety Improvements - Reactive	50
Park & Ride business rates / minor site maintenance	150
Country Parks	478
Total Other Expenditure	5,456

CET/24/31
Cabinet
8 May 2024

Destination Exmouth Levelling Up Fund: Exmouth Gateway

Report of the Director of Climate Change, Environment and Transport

Please note that the following recommendations are subject to consideration and determination by the Cabinet (and confirmation under the provisions of the Council's Constitution) before taking effect.

1) Recommendation

That the Cabinet be asked to:

- (a) note the results of the Consultation Report included in Appendix 1;
- (b) approve the removal of the Exmouth Gateway proposals from the Destination Exmouth Levelling Up Fund (LUF) package.

2) Introduction

In Summer 2022, Devon County Council submitted a bid to the Levelling Up Fund (LUF) Round 2 for the Destination Exmouth package. This consisted of two schemes; Dinan Way Extension and Exmouth Gateway. Dinan Way Extension proposes to connect Dinan Way to the A376 and move traffic away from residential roads in the area. This would be complemented by proposals at Exmouth Gateway, consisting of a collection of active travel and public realm improvements to the area around Exmouth railway station. These schemes complement each other to transform the transport system in Exmouth and provide a range of benefits, including:

- Improving connectivity across the whole town for all modes
- Modal shift through an improved transport interchange
- Potential to optimise bus routes to cut bus journey times
- Increasing footfall
- Improving safety, particularly for non-motorised users
- Reduced severance
- Better access to business parks and employment areas
- Relocation of HGVs and other traffic from inappropriate local residential roads
- Improving journey times and congestion
- Providing a catalyst for wider regeneration.

As a whole, Destination Exmouth builds on aspirations laid out in the Exmouth Neighbourhood Plan and intends to reduce the amount of traffic in the town centre and to create an improved experience for people arriving in Exmouth, particularly for pedestrians and cyclists using the Exe Estuary or those arriving in the town by rail. The extent of the Exmouth Gateway element of the scheme can be seen in Figure 1.

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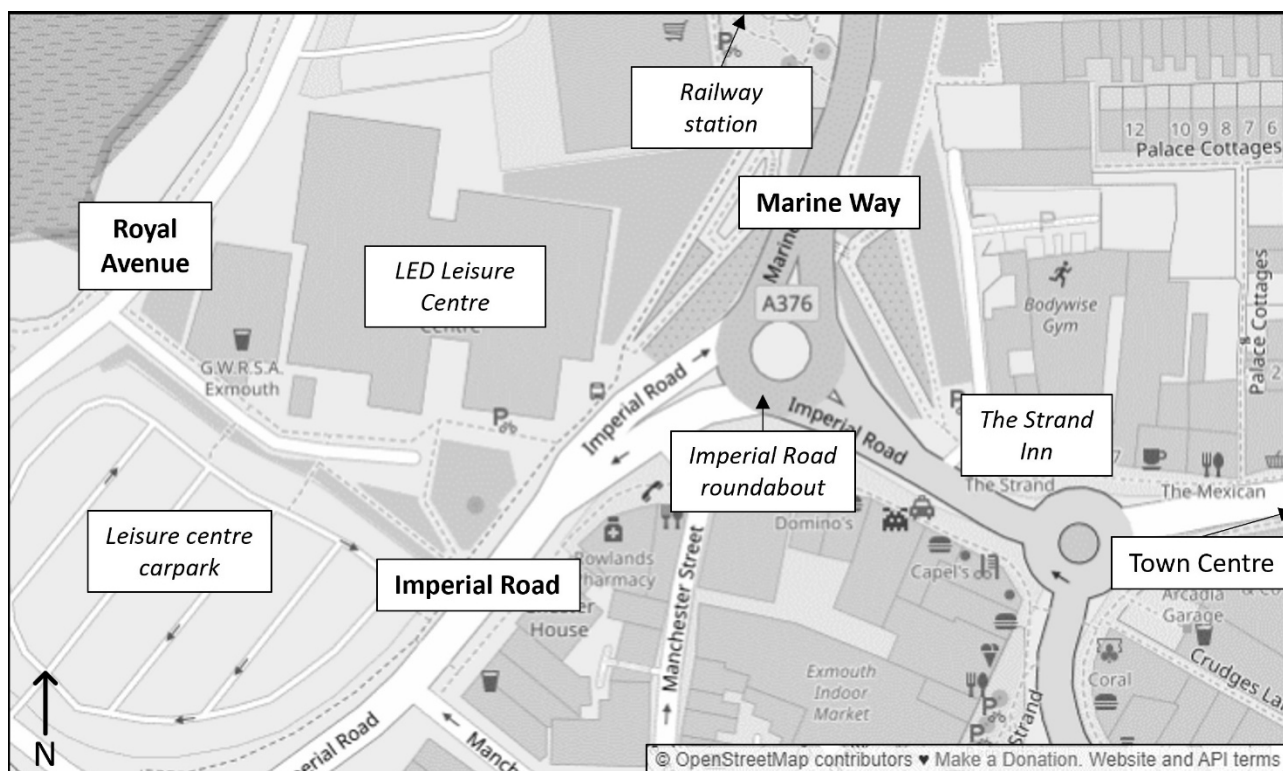


FIGURE 1: EXTENT OF EXMOUTH GATEWAY SCHEME

The Exmouth Gateway scheme proposed the following aspects:

Area outside the railway station

- Improved signage outside Exmouth railway station;
- Widening of the pedestrian / cycle footway to reduce conflict between the high volume of users;
- Converting the zebra crossing to a signalised crossing;
- Closure of the subway to provide an enhanced footprint for other interventions and supporting the above public realm improvements.

Imperial Road roundabout

- Modified with narrower lane widths to encourage lower speeds and improve walking and cycling facilities;
- A parallel crossing to replace the current zebra crossing with a raised table;
- Relocation of the bus stop outside the leisure centre 20m to the south;
- A new zebra crossing introduced outside The Strand Inn and a raised table across the access road to the pub;
- Cycle parking in the area updated;
- The existing on-street parking opposite The Strand Inn moved slightly east and the existing parking layby reduced in width with taxi parking removed.

Leisure Centre car park

- A raised table introduced at the top of the road;
- Footpath widened and a passing place introduced for vehicles using the car park;
- An uncontrolled pedestrian crossing introduced on The Royal Avenue.

These proposals were intended to encourage more active travel, particularly for shorter journeys, reduce congestion and improve connectivity across the town. A plan showing these proposals is shown in Appendix 2. These proposals were approved by East Devon District Council and Exmouth Town Council prior to the LUF bid being submitted.

3) Proposal and Consultation

Before the Levelling Up Fund bid was submitted, a workshop was held with stakeholders to identify the scope of the project. Once the LUF bid was successful, initial plans were drawn up and were subject to a five-week public engagement period between 19 July 2023 and 21 August 2023. The objectives of this were to raise awareness of the scheme and its potential benefits and to encourage stakeholders and the local community to share their ideas on travel issues and opportunities in the areas to help inform more detailed design development. The engagement period included:

- Stakeholder briefing sessions
- An online survey and project webpage
- A public event at Exmouth Leisure Centre
- Letter and poster distribution in the area around the scheme
- Social media and a press release.

A total of 864 respondents completed the survey and two responses were submitted by email. 41% of respondents supported the proposals and 49% opposed the proposals. The full public engagement report is available online: [Corporate websites - Exmouth Active Travel Improvement Engagement Summary.pdf \(sharepoint.com\)](#). Following this engagement, several stakeholder engagement sessions were held with East Devon District Council, Exmouth Town Council and Exmouth in Bloom to collaboratively develop detailed plans for Exmouth Gateway.

A key finding in the engagement was that 60% of respondents did not support the closure of the subway. The project team undertook further work to confirm the importance of the subway closure to the scheme and as a result this element was retained in the proposals due to:

- **Space:** Removal of the subway access ramps would create space to widen existing paths at Exmouth Gateway. Without this, it would not be possible to provide many of the proposed improvements as areas of conflict could not be addressed within the existing footprint.
- **Usage:** A count carried out in September 2023 to compare the number of people using the subway to the zebra crossing showed that 82% (2520 of a total of 3079) of pedestrians and cyclists use the zebra crossing. This is consistent with past survey results, and confirms usage of the subway is minimal.
- **Safety and convenience:** Replacing the existing zebra crossing with a signalised crossing on Marine Way would make it safer and more convenient for people walking and cycling between the station and town centre, particularly for anyone with a

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disability. Pedestrian subways are widely associated with anti-social behaviour and this perceived danger can prevent people from using the subway, particularly vulnerable users at night.

- **Cost:** The subway periodically floods, which is an ongoing revenue cost to the Council so savings would be expected in the long term. The cost of closing and infilling the subway with a suitable material would be approximately £220,000, which if approved would be funded out of the capital grant funding for the scheme.

Whilst the proposal to close the subway remained a critical element in delivering the full benefits of the overall scheme, other changes were made following the summer engagement period. This included a shared path being preferred over a segregated path keeping cyclists and pedestrians separated; upgrading the zebra crossing outside the railway station to a signalised crossing, and retaining the flowerbed and part of the wall near the leisure centre. These detailed designs were taken to public consultation between 14 November 2023 and 5 January 2024.

This consultation was advertised by posters, social media and via a letter delivered to approximately 4,500 addresses in the scheme area. As well as a website which displayed all scheme information, two public drop-in events were held:

- Wednesday 6 December 2023, 11:30 – 14:30 at Exmouth Leisure Centre. 96 attendees.
- Thursday 7 December 2023, 16:30 – 19:30 at Brixington Community Church. 50 attendees.

An online survey was the main method of gathering public views on the proposals, which could also be requested in paper form. Participants were also able to contact the project team via email, at the events or by phoning DCC customer services. A total of 829 surveys were completed (824 online and 5 hard copies) and 19 emails received.

The survey responses showed mixed views: 44% of survey respondents supported the proposals, whilst 47% of respondents opposed the proposals. The proposal with the highest level of opposition was closing the subway, which 64% of respondents opposed to some degree. Full details of this consultation and the responses can be seen in the consultation report published online.

It is not possible to deliver the active travel gateway improvements without the additional space provided by the infilling of the subway and its closure. Without public support for the closure of the subway, this report recommends that the Exmouth Gateway proposals is removed from the Destination Exmouth LUF package of improvements. Officers will continue to work with the Department for Transport to ensure that the delivery of the Dinan Way Extension continues.

4) Alternatives

Continue with Exmouth Gateway Proposals

Proceeding with the full active travel and public transport gateway improvements and supporting the original Department for Transport submission expectations for the Levelling Up Fund package was considered. There are financial risks associated with removing the

gateway part of the funding package (see section 6); however, this option was not pursued with such strong public opposition against the subway element.

Amend Exmouth Gateway Proposals

An option of keeping the subway open but delivering other elements of the Exmouth Gateway scheme was investigated; however, these would not be feasible without the space unlocked by the subway closure. It would not deliver any meaningful active travel benefits to the area that would meet the Levelling Up Fund objectives and so was not supported as an option.

5) Strategic Plan

The Exmouth Gateway proposals aligns with the vision and priorities set out in the Devon County Council's Strategic Plan 2021 – 2025 in a number of ways, including:

- Responding to the climate emergency;
- Improving health and wellbeing;
- Helping communities be safe, connected and resilient.

However, by listening to the consultation feedback and responding accordingly, we are ensuring strong alignment with another of Devon's Strategic Plan priorities to engage directly with people in meaningful ways and encourage participation in decisions that affect them.

6) Financial Considerations

Destination Exmouth (consisting of Dinan Way Extension and Exmouth Gateway) is funded through the Government's Levelling Up Fund (LUF) (£15.765 million), with match funding of £1.752 million contributed by Devon County Council, East Devon District Council and Exmouth Town Council.

Negotiations with the Department for Transport are ongoing to understand the financial impact of not delivering the gateway scheme as part of the Destination Exmouth package. We anticipate that this will result in the loss of the remaining LUF funding towards the Exmouth Gateway package. There is also a risk that the authority could be asked to return all costs incurred on the Exmouth Gateway scheme to the Department for Transport and will need to be covered by Local Transport Plan funds. This is estimated at £0.2 million. The Gateway package has a budget of £4.4 million.

It is not expected that funding secured for the delivery of the Dinan Way Extension would be affected, but this cannot be confirmed until a Project Adjustment Request (PAR) form is submitted. This will be progressed should the Cabinet decision support the recommendations.

7) Legal Considerations

The lawful implications of the recommendation has been considered and taken into account in the preparation of this report.

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8) Environmental Impact Considerations (Including Climate Change)

These recommendations have no Environmental Consideration impacts on the existing situation at Exmouth Gateway.

Should the scheme have been delivered, there would have been environmental benefits arising from encouraging modal shift and rebalancing the provision for sustainable and active travel options in the area.

9) Equality Considerations

These recommendations have no Equality Consideration impacts on the existing situation at Exmouth Gateway.

Should the scheme have been delivered, there would have been equality benefits from providing infrastructure that rebalanced the travel options in the Exmouth Gateway area, such as upgrading the existing crossings to support vulnerable road users and reducing potential conflict in high use areas outside the station and the end of the Exe Estuary Trail.

10) Risk Management Considerations

These recommendations have no Risk Management impacts.

11) Summary

The Destination Exmouth package secured funding from the Levelling Up Fund (LUF) in 2022 and is made up of two schemes; Dinan Way Extension and Exmouth Gateway. Exmouth Gateway is a collection of active travel and public realm improvements to the area around Exmouth railway station. This included the area outside of the railway station; the closure of the subway; improvements to Imperial Road roundabout and; changes to the leisure centre car park. The proposals were agreed and supported by East Devon District Council and Exmouth Town Council as part of the original grant funding submission.

Early engagement in the summer of 2023 showed that 60% of respondents opposed the closing of the subway. Despite additional technical work and evidence to demonstrate its importance in delivering wider active travel improvements, this remained a significant issue in the Winter 2023/24 public consultation when 64% of respondents opposed the closure of the subway.

With the continued strong level of opposition to the closure of the subway and lack of suitable alternatives that delivers benefits in line with the Levelling Up Fund objectives, it is recommended that the Exmouth Gateway proposals are removed from the Destination Exmouth Levelling Up Fund package. This supports Devon's Strategic Plan priority to

support people and communities by engaging with communities in a meaningful way and encourage their participation in decision which affect them.

It is understood that this will not impact the ongoing work to deliver Dinan Way Extension and officers will continue to work closely with the Department for Transport to pursue this element of the Destination Exmouth package.

Meg Booth

Director of Climate Change, Environment and Transport

Electoral Divisions: Exmouth

Cabinet Member for Climate Change, Environment and Transport: Councillor Andrea Davis
Cabinet Member for Highway Management: Councillor Stuart Hughes

Local Government Act 1972: List of background papers

Nil

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Destination Exmouth Levelling Up Fund: Exmouth Gateway

CET/24/30
Cabinet
8 May 2024

The future of Kingswear Primary School

Report of the Director of Climate Change, Environment and Transport

Please note that the following recommendations are subject to consideration and determination by the Cabinet (and confirmation under the provisions of the Council's Constitution) before taking effect.

1) Recommendation

That the Cabinet be asked to:

- (a) Agree to the decision of the Secretary of State for Education to close Kingswear Primary (Academy) School;
- (b) Approve the proposed new designated area for the area currently served by Kingswear Primary School to inform school transport eligibility should a decision be made by the Secretary of State to close Kingswear Primary School.

2) Introduction

Kingswear Primary is an academy school within the Education South West Multi Academy Trust. It is a co-educational school for ages 5 to 11.

Education South West has been in discussion regarding the viability of the school with the Department for Education (DfE) for a number of years due to a decreasing number of children on roll and therefore the financial and educational sustainability of the school.

There have been no children on roll since the beginning of the academic year September 2023 and no preferences for admission into the Reception Class for September 2024.

As Kingswear Primary is an academy it is the Secretary of State who makes the final decision regarding the future of the school. Following consideration of closure, the DfE has received an in-principle decision from the Secretary of State to close the school.

Prior to the Secretary of State making a substantive decision to close the school, Devon County Council are being asked to agree to the closure of the school as it is identified as a Rural school. Guidance from the DfE states that the Local Authority needs to agree to the closure of a rural academy school. Whilst there is a presumption against the closure of rural schools, this does not mean that a rural school will never close, but the case for closure should be strong and in the best interests of educational provision in the area. Devon County Council has a presumption against the closure of schools unless on educational grounds.

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3) Proposal

The closure of an academy school must follow a six stage process under DfE guidance:

Stage 1: consideration of closure – An academy trust engages with the Regions Group (formerly known as the Regional Director's Office) regarding their viability concerns and early consideration of closure is discussed.

Stage 2: seeking in principle agreement - Submission of evidence that supports the principle of terminating the Funding Agreement between the Trust and DfE.

Stage 3: in principle decision to close - The Regional Director of the DfE considers the information available and, if applicable, makes a recommendation to the Secretary of State to terminate the Funding Agreement in principle.

Stage 4: seeking a substantive decision on closure by the Secretary of State - This stage has not been actioned at this time but requires further work to be completed by the DfE as a part of due diligence. The Academy Trust will need to formulate a communication and stakeholder plan for the formal closure.

Stage 5: substantive closure/termination of Funding Agreement decision by the Secretary of State, followed by a 'Listening Period' held by the Academy Trust - This stage has not been actioned but is detailed below.

Stage 6: approval and implementation of closure.

The Department for Education has received an in-principle decision from the minister (Stage 3) to close Kingswear Primary School and has sought Devon County Council's agreement.

Education South West will conduct a Listening Period following any substantive decision on closure. In accordance with guidance from the Department for Education, the Listening Period is an opportunity for stakeholders and interested parties to be provided with information as to why the school is closing and how the closure process will operate. It allows stakeholders and interested parties to submit their views on how the school closure process can best be managed. It is not a consultation on the decision itself.

The school has been undersubscribed for a number of years and pupil numbers have consistently fallen from a total number on roll of 66 pupils in 2017. The school was last inspected in 2017 and continued to be a good school.

As at the October 2022 census there were 12 children on roll, 5 of which were in Year 6 and due to transition to secondary school in September 2023. The delivery of a broad and balanced curriculum was difficult with such a small and decreasing number of children. It is educationally challenging for children with such a wide age range to be taught together. Social and emotional development can also be very challenging with such low numbers.

Analysis of pupil plots show that over time there has been less migration to Kingswear Primary School from Dartmouth and Torbay Council administrative area. The school serves a wide rural catchment area with very few children living in the Kingswear village itself.

Area Health Authority data, September 2023, shows low future cohorts of pre-school aged children living in the Kingswear designated area. Future cohorts show: 5 children due for admission into Reception Class September 2024 (with no applications), 4 for September 2025, 3 for September 2026 and 5 for September 2027.

Within the District Council's adopted Joint Local Plan, there is one allocated site at Noss on Dart Marina, within the parish of Kingswear for 126 dwellings. However, the walking distance from the proposed development to Kingswear is 1.6 miles and is considered unlikely to be suitable for safe walking. The planning application does not seek to provide any on site affordable housing. South Hams has suggested that first houses will not be completed until 2026.

There is sufficient capacity in local schools to accommodate future known cohorts of pre-school aged children in the Kingswear catchment area and proposed development. Therefore, the closure will not impact on Devon County Council's statutory responsibilities to ensure a sufficient supply of school places.

School Transport

All children are entitled to free home to school transport, in line with [DCC's home to school transport policy](#), if they attend the nearest/designated school to their home address and they:

- are of statutory school age
- live more than two miles away by the shortest walking route for primary and three miles for secondary
- live under two/three miles away but all walking routes are considered unavailable.

The designated area for Dartmouth Academy secondary phase includes the area currently in catchment for Kingswear Primary School. It is recommended that the designated area for Dartmouth Academy primary phase be extended to include the Kingswear Primary School catchment area in the first instance. Schools within the Dartmouth Local Learning Community have been consulted and asked to submit any comments regarding arrangements for the catchment area should Kingswear Primary School close. No responses have been received. Current and proposed catchment areas can be seen at Appendix 1.

Currently, for secondary aged children living in Kingswear, DCC provides a ferry pass for those pupils within 3 miles statutory walking distance and pupils have walk to and from the ferry points. Secondary aged pupils who live over 3 miles are also provided with a pass for a public bus from Dartmouth pontoon up to Dartmouth Academy.

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However, due to their age, it is recommended that primary-age children living in the current Kingswear Primary School area are eligible for free school transport to Dartmouth Academy, regardless of distance, due to the need to cross the river.

4) Options / Alternatives

Do nothing – it is highly unlikely there will be sufficient interest from parents wanting to choose a place and therefore there is no likelihood of a sustainable number of children. The school would continue to be ‘open’ and would only receive lump sum funding.

Transfer to another Trust – re-brokerage to a new academy trust was considered by the DfE. The DfE tested re-brokerage with a number of local multi academy trusts but due to current and future pupil numbers being so low and the financial sustainability/impact of the school, this option could not be pursued.

Change of designation – it was considered whether the designation for the school could be changed to support Special Educational Needs however this would still require a process effectively closing the school and the location of the school is not deemed suitable to support need across the County including potentially significant transport costs and long journeys for children and young people with SEND.

5) Consultations / Representations / Technical Data

Devon has provided technical data on pupil numbers, parental choice and the location of children living with the wide catchment area to support the decision making of the Trust and the Department for Education.

Devon is not under a statutory duty to consult on the future of Kingswear Primary School. Kingswear Primary is not a Local Authority maintained school and therefore the proposal does not require a statutory process under the School Organisation (Establishment and Discontinuance of Schools) Regulations 2013.

However, because Kingswear Primary is classified as a Rural academy school, the Department for Education (DfE) have asked DCC to agree to the closure before the Secretary of State makes a substantive/final decision on closure. There was a clear view from the Cabinet Member for Children’s Services and Schools and senior officers that Cabinet should not be asked to make this decision without hearing the community’s views on the future of the school even though this is outside of the DfE’s process for closing academy schools.

A consultation by DCC was held between 26 February to 22 March 2024. The consultation was widely circulated to the Parish Council, MP, County and District Councillors, local early years providers, all schools, Torbay Council, Union representatives, Equality groups amongst others. It was also promoted on social media and published on DCC’s Have Your Say consultation website.

There have only been 10 responses to the consultation, of which: 7 objections, 1 with concerns and 2 comments. A further two objections were received outside of the

consultation period. Consultation responses in full can be made available for Members to view on request prior to the Cabinet meeting.

The main points raised have been:

Education

- Uncertainty over the school's future and communications from the Trust led to parents withdrawing their children from school.
- Flexi schooling should have been explored.
- Academy's decision to close the Pre-School affected future pupil numbers. Parents have now started a playgroup with good attendance.
- Inconsistent staffing, fluctuating numbers and rumours led to a falling roll.
- Academy concept is failing, a holistic approach to education has been lost. Focus has shifted to measurable academic attainments and financial prudence.
- Parents were told to find other schools for their children and prospective new pupils were told their children were not suitable and discouraged from applying.

Community

- With the demographic residency in Kingswear not being young families the school was being used by people who wanted a small school rather than by the Kingswear community itself in the main. Not viable for school to continue.
- Should be encouraging young families to live in the area and having a local school is key.
- Very few young families in the area because there aren't the local jobs to attract and house prices driven up by incomers.
- With few children in the village there does not seem to be the demand for a village school and it is hard to imagine a credible business case to reopen it.
- A small school is incredibly special and children thrived.
- Issues with the school site which were not conducive to learning: cramped, PE field some distance away from school site via unpaved roads, parking near school: safety concerns.
- School is uniquely placed to take full advantage of outdoor activities and use local businesses to teach skills that people living and working in Kingswear use – boat skills, basic engineering, sailing courses and marine conservation.
- Local community not given the opportunity to help save the school and kept in the dark.
- Homeworking is transforming lifestyles and Kingswear is again becoming more attractive to families.
- Village school is key to the integrity and continuity of village life.
- Impact of new homes being built in Dartmouth and Brixham/West of Torbay. Create more affordable housing.

Other

- Parents are having to pay a fortune to go on the ferry four times a day to get their children to school across to Dartmouth or Stoke Fleming.

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- Disagreement to a statement in the Impact Assessment in respect of walking route from the allocated development at Noss Marina being considered unlikely to be suitable for safe walking.
- Future of school as a provision for SEND.
- Concern over what happens to the school building should it close.

In respect of education, Devon County Council officers have worked closely with Education South West Multi Academy Trust. In response to the consultation, the Trust has confirmed:-

- For the academic year 2022-23, a new headteacher was appointed to the school, along with 2 new members of staff, after staff left to work in larger schools.
- There were 13 children in the school. There were 2 classes, one class with children from Nursery to Year 4, the other, Years 5 and 6. Classes were split into smaller groups for teaching to ensure that they received the appropriate curriculum entitlement.
- During the course of the academic year further children left the school.
- Children received a full curriculum with some of their provision at two partner schools – science at Dartmouth and PE at Stoke Fleming. However, the Trust do not believe that we were best serving these children in their education.
- In June 2023, the headteacher and two members of staff obtained promotion in other schools.
- The Trust established leadership and teaching provision for September 2023, including some lessons at others Trust schools for the remaining children on roll and were clear with parents that the school would be open. However, a number of families indicated that they would be leaving the school, which in turn led to others leaving.
- Subsequently, for September 2023 there were no children on roll. However, the school remained 'open' with a teacher, learning support assistant, support staff structure and resources all budgeted for supported by reserves from across Education South West.
- There were four children in the Governor run Pre-School. The trust was not obligated to run early years provision. With one member of staff to teach the remaining eight children on roll for September 2023, it would not have been appropriate, or legal or safe to place the Pre-school children into classes with the children on roll at the school. Therefore, the pre-school parents were informed that no early years provision would run from September because numbers were not viable. The parents then explored running a provision for these children at the parish hall. The school was not legally obligated to run early years provision but had started one at cost to the school in an effort to increase numbers. No numbers increased because there were not enough children in the area. The school gave good notice to parents that the pre-school would not be able to be run the next year.

- The Trust has confirmed that the school has historically invested heavily in marketing efforts beyond the Kingswear catchment area, including a virtual school video; flyers distributed to homes outside the local catchment boundaries; adverts; subsidising ferry costs; social media; open mornings; engaging in community events and fundraising, for example the Christmas market in December 2022; open afternoons; running early years, even though this is not a statutory part of the school.

In respect of flexi schooling, the Local Authority recognises the view from the DfE that all state funded school places are offered as full-time places.

In terms of community, the consultation recognises the very low numbers of children in the village but also the important role schools play within rural communities. Devon County Council supports the principle of local schools for local children for community reasons and has a presumption against school closure unless on education grounds. The impact of housing development allocated in the Joint Local Plan for Dartmouth has been accounted for by the Local Authority in respect of school place planning. A review of cohorts and primary admission allocations shows there is no pressure on school places in Dartmouth or the wider Local Learning Community area. The impact on the community has been outlined in the published Impact Assessment. The impact on a community of a school closure cannot be underestimated but this has to be balanced against the educational and financial sustainability of the school.

In respect of other comments, the Minister and Churchwardens of Kingswear hold the freehold for the school site and the future of the school site, should the school close, is not a matter for consideration by Devon County Council. The proposal for SEND provision was considered in section 4.

As identified at section 3, should the school close, it is being recommended to Cabinet that primary age children living in the current Kingswear Primary School catchment area should be eligible for free school transport to Dartmouth Academy, regardless of distance.

Outside of the consultation, Officers have also reviewed activity on Devon County Council's corporate social media which primarily focused on matters highlighted above under 'Education' for which the Trust has provided a response.

The local Member has been kept informed of developments and the outcome of the consultation.

6) Strategic Plan

DCC's Strategic Plan 2021-2025 identifies a corporate priority to be ambitious for children and young people and to ensure that children and young people have the best possible start in life, good health and emotional wellbeing. Whilst the immediate effects of closure can be stressful, the long-term effects can be beneficial to pupils in terms of educational and social development. Schools have unfortunately closed periodically across the county. However, DCC has seen good practice with children being fully supported in their transition to their new schools. The underlying benefit to the children of closure will be to provide an educational offer that is educationally and financially sustainable. Without the likelihood of

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the school becoming educationally sustainable, agreement to support the Secretary of State's decision to close the school would not be in conflict with the Strategic Plan.

7) Financial Considerations

There is no capital expenditure related to this proposal since there is sufficient capacity amongst nearby primary schools to accommodate future known cohorts of children.

The likely cost of free school transport to other schools will depend on transport eligibility to the nearest and designated school to the families home address and on parental preference. Should it be agreed that the catchment area for Dartmouth Academy be extended to include the current Kingswear catchment area for primary aged children then the Transport Co-ordination Service have estimated that the cost of school transport to Dartmouth Academy for primary aged children living in the current Kingswear Primary catchment area is likely to be in the region of £250.00 per day (including the ferry crossing fare) for a 16 seater mini bus, met through Devon County Council's home to school transport budget in line with policy.

8) Legal Considerations

As highlighted previously, Kingswear Primary is an academy school and as such does not fall under the statutory requirements for Devon County Council maintained schools which have to follow a statutory process for closure under statutory guidance on Opening and Closing Maintained Schools, January 2023 and under legislation School Organisation (Establishment and Discontinuance of Schools) Regulations 2013.

Under Section 15 of the Education and Inspections Act 2006, there is a presumption against the closure of rural schools and therefore the Local Authority has been asked to formally consider the proposed closure.

In respect of the school site, DCC only owns a very small strip of land acquired by DCC to enable a school led project to extend toilet provision. DCC acquired the land from the adjoining owner for a nominal £1. In consultation with the Director of Transformation and Business Services, it is agreed to offer the land back to the original owner, who had conveyed it to DCC for nil value on the assumption it would be used for educational purposes. If the owner did not wish to take the land back then it would be offered to the Minister and Churchwardens.

The remainder of the site is under a registered leasehold between the academy trust and the landlord. The landlord is the Minister and Churchwardens of Kingswear.

9) Environmental Impact Considerations (Including Climate Change, Sustainability and Socio-economic)

An Environmental analysis has been included in the published Impact Assessment. The Impact Assessment has been circulated separately to Cabinet Councillors and is also available on the Council's website at: [Kingswear Primary School Impact Assessment -](#)

[Impact Assessment \(devon.gov.uk\)](https://www.devon.gov.uk) which Councillors will need to consider for the purposes of this item.

Devon County Council recognises the economic, social and environmental benefits that a school brings to the local community. However, the main duty of a school is to provide quality education to its pupils and meet the statutory responsibilities of the Local Authority regarding school place planning. Unfortunately, with no students at the school and no likelihood of a sustainable roll, the school is not able to provide its core function nor is able to support the wider community. Devon has confirmed with the Trust that the buildings are not used by the community outside of school hours.

10) Equality Considerations

Where relevant, in coming to a decision the Equality Act 2010 Public Sector Equality Duty requires decision makers to give due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other prohibited conduct;
- advance equality by encouraging participation, removing disadvantage, taking account of disabilities and meeting people's needs; and
- foster good relations between people by tackling prejudice and promoting understanding

in relation to the protected characteristics (age, disability, gender reassignment, marriage and civil partnership (for employment), pregnancy and maternity, race/ethnicity, religion or belief, sex and sexual orientation).

A decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.

In progressing this particular proposal, an Impact Assessment has been prepared which has been circulated separately to Cabinet Members and also is available on the Council's website at: [Kingswear Primary School Impact Assessment - Impact Assessment \(devon.gov.uk\)](https://www.devon.gov.uk)

Members will need to consider the Impact Assessment for the purposes of this item.

The consultation has been open and fair and undertaken as best practice guidance and with regard to Cabinet Office guidance on consultation principles.

Should the school close, all families are able to express a preference for three schools in the normal admissions round. Where schools are oversubscribed, admission authorities will rank applications in accordance with their determined arrangements. Oversubscription criteria must be reasonable, clear, objective, procedurally fair and comply with all relevant legislation, including equalities legislation. As per the School Admissions Code of Practice, admission authorities must ensure that arrangements will not disadvantage unfairly, either directly or indirectly, a child from a particular social or racial group, or a child with a disability or special educational needs.

Entitlement to school transport will align to the Devon Home to School Transport Policy.

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11) Risk Management Considerations

No significant risks have been identified.

12) Summary / Conclusions / Reasons for Recommendations

Regardless of the governance of schools in Devon and where the decision-making sits, it is important that the Local Authority ensures decision making is fair, transparent and evidence based. Whilst there is a presumption against closure, it is clear there is sufficient evidence that Kingswear Primary will not have sufficient numbers on roll to be educationally sustainable. Therefore with regret it is recommended that Cabinet agree to the decision of the Secretary of State for Education to close Kingswear Primary (Academy) School and approve the proposed new designated area for the area currently served by Kingswear Primary School to inform school transport eligibility should a decision be made by the Secretary of State to close Kingswear Primary School.

Meg Booth

Director of Climate Change, Environment and Transport

Electoral Divisions: Dartmouth and Marldon

Cabinet Member for Children's Services and Schools Councillor Andrew Leadbetter

Local Government Act 1972: List of background papers

Background Paper: Impact Assessment

Date: 4 April 2024

File Reference: [Kingswear Primary School Impact Assessment - Impact Assessment \(devon.gov.uk\)](https://www.devon.gov.uk/Document-Release/2024/04/04/Kingswear-Primary-School-Impact-Assessment-Impact-Assessment)

Contact for enquiries:

Name: Simon Niles

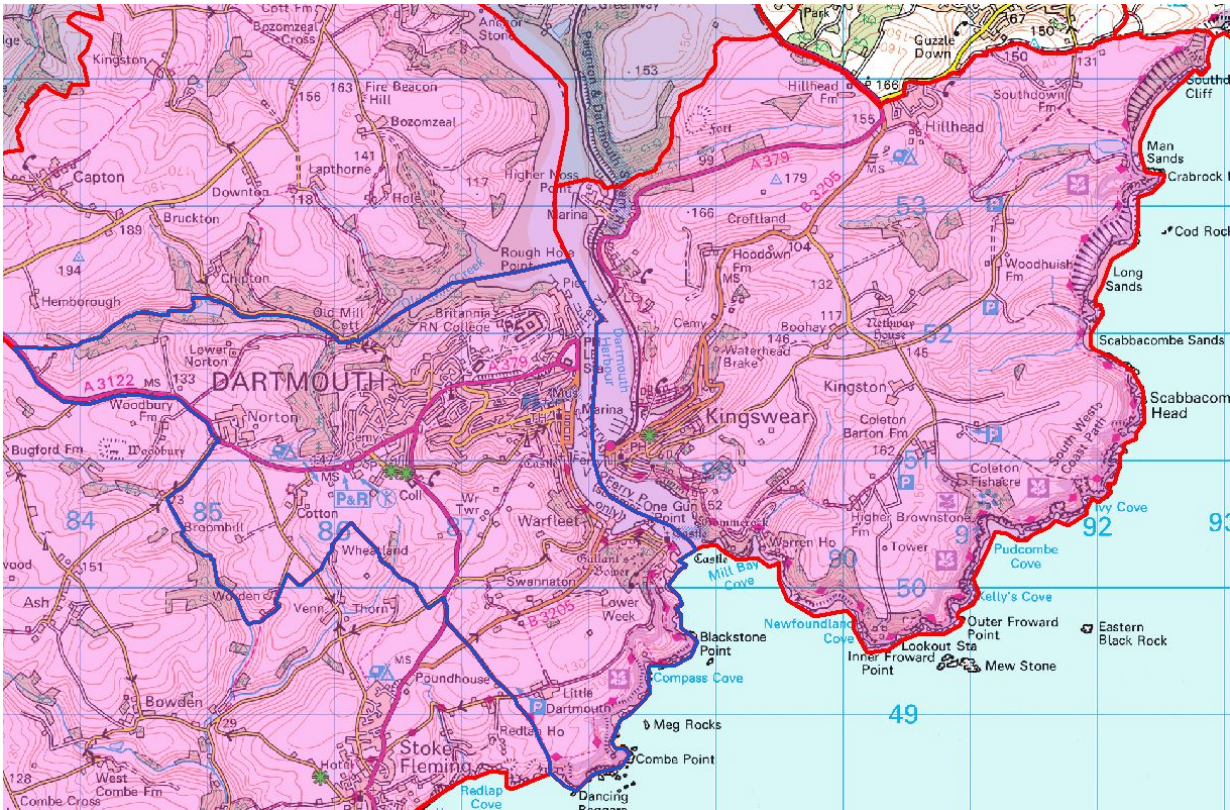
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Appendix 1 to CET/24/30

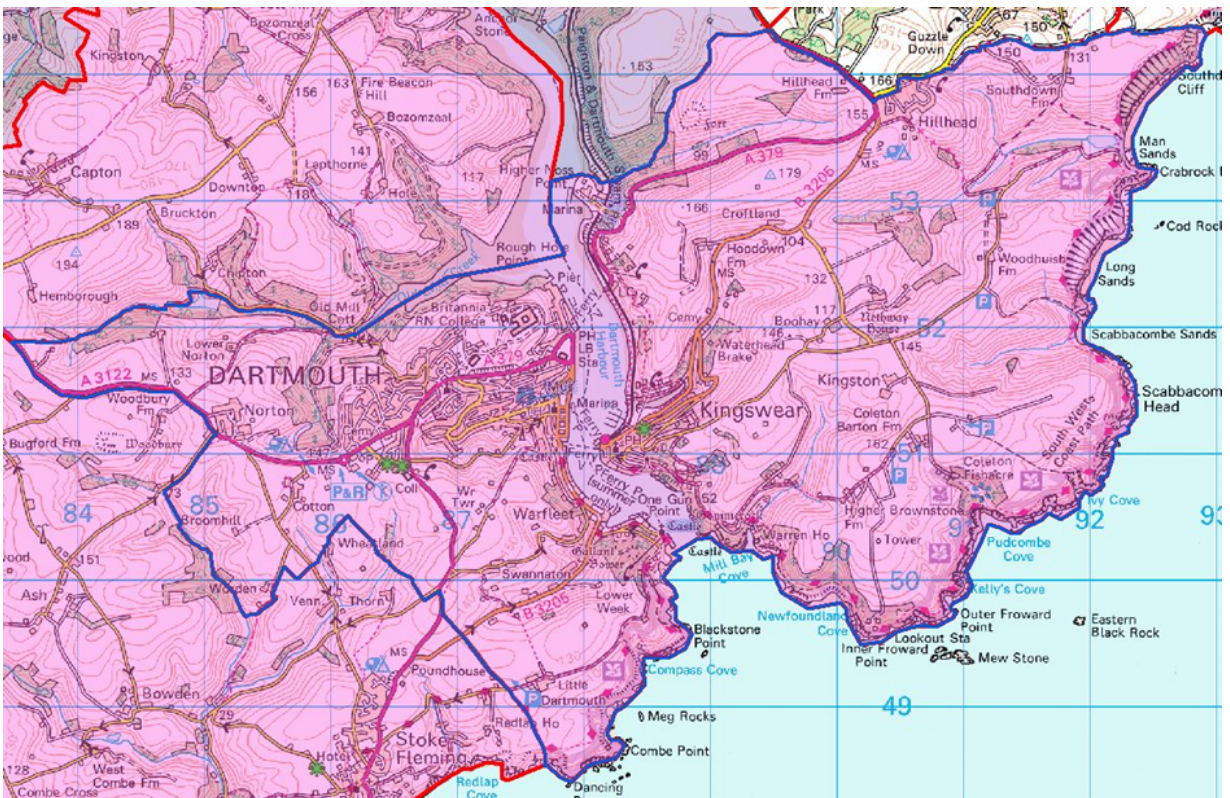
Map 1

The red-line boundary shows the extent of the current catchment area for Kingswear Primary School



Map 2

The blue line shows the proposed boundary of the expanded catchment area for transport eligibility.



Impact Assessment

Assessment of: Proposal to close Kingswear Primary (Academy) School

Service: Planning, Transportation and Environment

Head of Service: Jamie Hulland

Version / date of sign off by Head of Service: 25 March 2024

Assessment carried out by (job title): Shona Meek, Senior School Organisation Officer

1. Description of project / service / activity / policy under review

The Department for Education has received an 'in principle' decision to close Kingswear (Academy) Primary School from the minister, in mutual agreement with the Academy Trust, Education South West.

2. Reason for change / review

Kingswear Primary School is a small rural academy school within the Multi Academy Trust of Education South West. There are no children on roll at Kingswear Primary School and there have been no children on roll since the end of term July 2023. A review of area health authority data which provides the number of 0-4 year olds living in the school's catchment area shows very low numbers of pre-school aged children. In the District Council's Joint Local Plan, there is one allocated site at Noss on Dart Marina, within the parish of Kingswear for 126 dwellings. However, the walking distance from the proposed development to Kingswear is 1.6 miles and is considered unlikely to be suitable for safe walking. The planning application does not seek to provide any on site affordable housing. The location for affordable housing development is considered to be unsuitable to provide properties of this tenure. The access to services which you would normally expect to be provided on site or within a short distance to a general housing development such as schools, shops and bus routes are not accommodated for in this location.

3. Aims / objectives, limitations and options going forwards (summary)

As at the October 2022 census there were 12 children on roll at Kingswear Primary School. The school was last inspected in 2017 and continued to be a good school. With such a small and decreasing number on children it was increasingly difficult to deliver a broad and balanced curriculum. The Trust felt that the school could not provide a high quality education to such a small number of pupils spread across year groups. With such low numbers on roll which were not forecast to improve, it was felt that the school was unsustainable. There were no children on roll as at the beginning of the academic year September 2023-24.

4. People affected, diversity profile and analysis of needs

The school is designated co-educational for the age range 5-11. As there are no pupils currently on roll at the school there is no direct impact to current children and families. There is an impact in terms of future provision for children and families who live or may live in the future in the Kingswear catchment area who will not be able to attend a primary school that is local to them.

Local schools have and will be affected by this proposal but this may be considered a beneficial impact as other schools nearby will see increased pupil numbers and a more sustainable network of schools in the local area. Staff (teaching and non teaching) have also been affected by the proposal.

5. Stakeholders, their interest and potential impacts

Children and families living in or close to Kingswear, or children and families who may move to the area, or those who start a family, may have considered a place at their local primary school and will be affected by this proposal. Staff (teaching and non teaching) have been affected by the factors that have led to the proposal.

Former pupils on roll have been affected by the factors that have led to this proposal as pupils have chosen to attend new schools which will have resulted in pupils adapting to a new school, a new route to school, a new uniform, new teachers and support staff, a new learning environment and changed friendship groups.

There were 12 children on roll of Kingswear Primary School as at the October 2022 census: 5 of which were in Year 6 and due to transition to secondary school in September 2023. Of the remaining 7 children, who moved to another primary school before a formal closure of Kingswear Primary, all have transitioned to local Ofsted Good schools.

There is sufficient capacity in local schools to accommodate future known cohorts of pre-school aged children living in the Kingswear catchment area.

The distances to nearby schools are as follows:

Avoiding Ferry	Route includes ferry	Distance from Kingswear Primary School
25 miles	2.0 miles	Dartmouth Academy Primary
25 miles	2.1 miles	St John The Baptist RC Primary
26 miles	4.7 miles	Stoke Fleming Community Primary
8.5 miles	n/a	Stoke Gabriel Primary
12 miles	n/a	The Grove School
12 miles	n/a	Totnes St John's C of E Primary School
4.6 miles	n/a	Brixham C of E Primary School (Torbay)
4 miles	n/a	Eden Park Primary School Academy (Torbay)

4.1 miles	n/a	St Margaret Clitheroe Catholic Primary (Torbay)
6.5 miles	n/a	Furzeham Primary and Nursery School (Torbay)
4.4 miles	n/a	Galmpton C of E Primary School

Families whose children left Kingswear Primary School have been impacted by additional travel costs and travel time. The closure of Kingswear Primary School will result in additional travel to school for pupils for whom Kingswear is currently their closest school. DCC's Cabinet will be asked to consider a recommendation on the proposed school catchment area which will inform future entitlement to school transport.

The community do not use the school for any community activities or groups and has not done so for many years. There are no services provided to the school by local businesses. The school acts as an employer in the local area. It is considered that because the school's number on roll has been low for a number of years and there are now no pupils on roll that the impact to any shops and local businesses benefiting from the footfall of parents and children is negligible.

Devon County Council recognises the economic, social and environmental benefits that a school brings to the local community. However, the main duty of a school is to provide quality education to its pupils and meet the statutory responsibilities of the Local Authority regarding school place planning. Unfortunately, with no pupils at the school and no likelihood of a sustainable roll, the school is not able to provide its core function nor is able to support the wider community.

6. Additional research used to inform this assessment

The relevant Department for Education (DfE) guidance 'Closure of an academy by mutual agreement' January 2023 has been considered in bringing this proposal forward.

Kingswear Primary is designated as a rural primary school. Under Section 15 of the Education and Inspections Act 2006, there is a presumption against the closure of rural schools. This does not mean that a rural school will never close, but the case for closure should be strong and a proposal must clearly be in the best interests of educational provision in the area. The matters to consider in closing a rural school have been fully considered by the Trust, the DfE and by the Local Authority. The likely effect on the local community, as well as the

availability and likely cost to the Local Authority of transport to other schools has been considered including the capacity of local schools. Consideration has been given to the travel distances to alternative schools as well as the standards and Ofsted rating for local schools.

Whilst the immediate effects of closure and transitioning to a new school can be stressful, the long-term effects can be beneficial to pupils in terms of educational and social development. Schools have unfortunately closed periodically across the county. The underlying benefit to the children will be to provide an educational offer that is educationally and financially sustainable.

7. Description of consultation process and outcomes

Once a substantive closure decision has been made by the Secretary of State, the academy trust will conduct a listening period. The listening period is an opportunity for stakeholders and interested parties to be provided with information as to why the school is closing and how it is proposed the closure process will operate. Likewise, it is an opportunity for stakeholders and interested parties to submit their views on how the school closure process can be best managed.

Details of the listening period will be widely circulated and promoted by the Trust.

Devon County Council is asked to agree to the closure as Kingswear Primary is classed as a rural school. This will be discussed at a full meeting of Devon County Council's Cabinet as it is a key decision. This is scheduled for the 8 May 2024. Prior to the Cabinet meeting, Devon County Council held an informal consultation period, seeking stakeholders and other interested parties views on the proposed closure, as well as seeking any comments on future arrangements for the school catchment area for transport eligibility purposes should the school close. The informal consultation was widely circulated to Torbay Council, Education South West Academy Trust, District Council, Parish Council, Union representatives, MP, all schools and specifically schools within the local learning community in respect of the catchment area, local early years providers, all County Councillors and equality groups. It was also promoted on DCC's Have Your Say consultation website and through social media.

There have only been 10 responses to the consultation, of which: 7 objections, 1 with concerns and 2 comments. A further two objections were received outside of the consultation period. Consultation responses in full can be made available for Members to view on request prior to the Cabinet meeting.

The main points raised have been:

Education

- Uncertainty over the school's future and communications from the Trust led to parents withdrawing their children from school.
- Flexi schooling should have been explored.
- Academy's decision to close the Pre-School affected future pupil numbers. Parents have now started a playgroup with good attendance.
- Inconsistent staffing, fluctuating numbers and rumours led to a falling roll.
- Academy concept is failing, a holistic approach to education has been lost. Focus has shifted to measurable academic attainments and financial prudence.
- Parents were told to find other schools for their children and prospective new pupils were told their children were not suitable and discouraged from applying.

Community

- With the demographic residency in Kingswear not being young families the school was being used by people who wanted a small school rather than by the Kingswear community itself in the main. Not viable for school to continue.
- Should be encouraging young families to live in the area and having a local school is key.
- Very few young families in the area because there aren't the local jobs to attract and house prices driven up by incomers.
- With few children in the village there does not seem to be the demand for a village school and it is hard to imagine a credible business case to reopen it.
- A small school is incredibly special and children thrived.
- Issues with the school site which were not conducive to learning: cramped, PE field some distance away from school site via unpaved roads, parking near school: safety concerns.
- School is uniquely placed to take full advantage of outdoor activities and use local businesses to teach skills that people living and working in Kingswear use – boat skills, basic engineering, sailing courses and marine conservation.
- Local community not given the opportunity to help save the school and kept in the dark.
- Homeworking is transforming lifestyles and Kingswear is again becoming more attractive to families.
- Village school is key to the integrity and continuity of village life.
- Impact of new homes being built in Dartmouth and Brixham/West of Torbay. Create more affordable housing.

Other

- Parents are having to pay a fortune to go on the ferry four times a day to get their children to school across to Dartmouth or Stoke Fleming.
- Disagreement to a statement in the Impact Assessment in respect of walking route from the allocated development at Noss Marina being considered unlikely to be suitable for safe walking.
- Future of school as a provision for SEND.
- Concern over what happens to the school building should it close.

In respect of education, Devon County Council officers have worked closely with Education South West Multi Academy Trust. In response to the consultation, the Trust has confirmed:-

- For the academic year 2022-23, a new headteacher was appointed to the school, along with 2 new members of staff, after staff left to work in larger schools.
- There were 13 children in the school. There were 2 classes, one class with children from Nursery to Year 4, the other, Years 5 and 6. Classes were split into smaller groups for teaching to ensure that they received the appropriate curriculum entitlement.
- During the course of the academic year further children left the school.
- Children received a full curriculum with some of their provision at two partner schools – science at Dartmouth and PE at Stoke Fleming. However, the Trust do not believe that we were best serving these children in their education.
- In June 2023, the headteacher and two members of staff obtained promotion in other schools.
- The Trust established leadership and teaching provision for September 2023, including some lessons at others Trust schools for the remaining children on roll and were clear with parents that the school would be open. However, a number of families indicated that they would be leaving the school, which in turn led to others leaving.
- Subsequently, for September 2023 there were no children on roll. However, the school remained ‘open’ with a teacher, learning support assistant, support staff structure and resources all budgeted for supported by reserves from across Education South West.

- There were 4 children in the Governor run Pre-School. The trust was not obligated to run early years provision. With one member of staff to teach the remaining 8 children on roll for September 2023, it would not have been appropriate, or legal or safe to place the Pre-school children into classes with the children on roll at the school. Therefore, the pre-school parents were informed that no early years provision would run from September because numbers were not viable. The parents then explored running a provision for these children at the parish hall. The school was not legally obligated to run early years provision but had started one at cost to the school in an effort to increase numbers. No numbers increased because there were not enough children in the area. The school gave good notice to parents that the pre-school would not be able to be run the next year.
- The Trust has confirmed that the school has historically invested heavily in marketing efforts beyond the Kingswear catchment area, including a virtual school video; fliers distributed to homes outside the local catchment boundaries; adverts; subsidising ferry costs; social media; open mornings; engaging in community events and fundraising, for example the Christmas market in December 2022; open afternoons; running early years, even though this is not a statutory part of the school.

In respect of flexi schooling, the Local Authority recognises the view from the DfE that all state funded school places are offered as full time places.

In terms of Community, the consultation recognises the very low numbers of children in the Village but also the important role schools play within rural communities. Devon County Council supports the principle of local schools for local children for community reasons and has a presumption against school closure unless on education grounds. The impact of housing development allocated in the Joint Local Plan for Dartmouth has been accounted for by the Local Authority in respect of school place planning. A review of cohorts and primary admission allocations shows there is no pressure on school places in Dartmouth or the wider Local Learning Community area. The impact on a community of a school closure cannot be underestimated but this has to be balanced against the educational and financial sustainability of the school.

In respect of Other comments, the Minister and Churchwardens of Kingswear hold the freehold for the school site and the future of the school site, should the school close, is not a matter for consideration by Devon County Council. The proposal for SEND provision was considered but the location of the school is not deemed suitable to support need across the County including potentially significant transport costs and long journeys for children and young people with SEND.

It is being recommended to Cabinet that primary age children living in the current Kingswear Primary School catchment area should be eligible for free school transport to Dartmouth Academy, regardless of distance.

Outside of the consultation, Officers have also reviewed activity on Devon County Council's corporate social media which primarily focused on matters highlighted above under 'Education' for which the Trust has provided a response.

8. Equality analysis

Giving Due Regard to Equality and Human Rights

The local authority must consider how people will be affected by the service, policy or practice. In so doing we must give due regard to the need to: eliminate unlawful discrimination, harassment and victimisation; advance equality of opportunity and foster good relations.

Where relevant, we must take into account the protected characteristics of age, disability, gender, gender reassignment, pregnancy and maternity, marriage and civil partnership, sexual orientation, race, and religion and belief. This means considering how people with different needs get the different services they require and are not disadvantaged, and facilities are available to them on an equal basis in order to meet their needs; advancing equality of opportunity by recognising the disadvantages to which protected groups are subject and considering how they can be overcome.

We also need to ensure that human rights are protected. In particular, that people have:

- A reasonable level of choice in where and how they live their life and interact with others (this is an aspect of the human right to 'private and family life').
- An appropriate level of care which results in dignity and respect (the protection to a private and family life, protection from torture and the freedom of thought, belief and religion within the Human Rights Act and elimination of discrimination and the promotion of good relations under the Equality Act 2010).
- A right to life (ensuring that nothing we do results in unlawful or unnecessary/avoidable death).
- The Equality Act 2010 and other relevant legislation does not prevent the Council from taking difficult decisions which result in service reductions or closures for example, it does however require the Council to ensure that such decisions are:
 - Informed and properly considered with a rigorous, conscious approach and open mind, taking due regard of the effects on the protected characteristics and the general duty to eliminate discrimination, advance equality and foster good relations.
 - Proportionate (negative impacts are proportionate to the aims of the policy decision)
 - Fair

- Necessary
- Reasonable, and
- Those affected have been adequately consulted.

All statutory requirements have been met and a listening period will be held following any substantive decision.

The Secretary of State will consider the outcome of the listening period. It is the Secretary of State who will agree to terminate the Funding Agreement. As a rural academy school, the Local Authority is being asked to agree the closure and DCC's Cabinet will consider this at a future meeting of full Cabinet as a key decision.

Characteristics	Potential or actual issues for this group. [Please refer to the Diversity Guide and See RED]	How will the project / service / policy / activity: <ul style="list-style-type: none"> eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. advance equality (meet needs / ensure access, encourage participation, make adjustments for disabled people, 'close gaps'). foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
All residents (include generic equality provisions)	There has been an impact to pupils, parents, staff, trustees and local community. Future families will be affected by this proposal.	There are no children currently on roll at the school. Children will be allocated a local school place fairly in accordance with the School Admissions Code. The future catchment arrangements for the purposes of school transport eligibility will be considered by Devon County Council's Cabinet.
Age	5-11.	N/A. Protected characteristic of age applies to everyone over the age of 18.
Disability (incl. sensory, mobility, mental health, learning disability, neurodiversity, long term ill health) and carers of disabled people		There are no children on roll with special educational needs or an Education, Health and Care Plan.
Culture and ethnicity: nationality/national origin, ethnic origin/race, skin colour, religion and belief		Documents produced during Devon County Council's informal consultation will be made accessible to all on request.

Characteristics	Potential or actual issues for this group. [Please refer to the Diversity Guide and See RED]	How will the project / service / policy / activity: <ul style="list-style-type: none"> eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. advance equality (meet needs / ensure access, encourage participation, make adjustments for disabled people, 'close gaps'). foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
Sex, gender and gender identity (including men, women, non-binary and transgender people), and pregnancy and maternity (including women's right to breastfeed)	N/A	Children and their families will be treated equitably should the school close. Children will be allocated a local school place fairly in accordance with the School Admissions Code of Practice.
Sexual orientation and marriage/civil partnership	N/A	

<p>Characteristics</p>	<p>Potential or actual issues for this group.</p> <p>[Please refer to the Diversity Guide and See RED]</p>	<p>How will the project / service / policy / activity:</p> <ul style="list-style-type: none"> eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. advance equality (meet needs / ensure access, encourage participation, make adjustments for disabled people, 'close gaps'). foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
<p>Other relevant socio-economic factors such as family size/single people/lone parents, income/deprivation, housing, education and skills, literacy, sub-cultures, 'digital exclusion', access to transport options, rural/urban</p>	<p>The Education Infrastructure Plan supports sustainable, high quality provision that maximises accessibility, meets local needs and recognises the needs generated by planned development in specific localities, tackles inequalities for vulnerable pupils but also recognises the needs of a changing population, employment and growth opportunities . It supports local schools for local children thus minimising the reliance on school transport and environmental impact. There will be increased vehicular usage as a result of this proposal.</p>	

9. Human rights considerations:

Devon County Council has a statutory duty to provide sufficient education places for early years, primary and secondary education. As outlined above, there are sufficient local school places. The local authority would try to meet parents and carers preferences wherever possible but cannot guarantee to do so. The Local Authority considers that all pupils already impacted, and who may be impacted in the future by this proposal, would be enabled to receive a good quality of education.

10. Supporting independence, wellbeing and resilience. Give consideration to the groups listed above and how they may have different needs:

Page 66
In what way can you support and create opportunities for people and communities (of place and interest) to be independent, empowered and resourceful?

N/A

In what way can you help people to be safe, protected from harm, and with good health and wellbeing?

Pupils are fully supported in their transition to any new school.

In what way can you help people to be connected, and involved in community activities?

N/A

11. Environmental analysis

An impact assessment should give due regard to the following activities in order to ensure we meet a range of environmental legal duties. The policy or practice does not require the identification of environmental impacts using this Impact Assessment process because it is subject to (please mark X in the relevant box below and proceed to the 4c, otherwise complete the environmental analysis table):

Devon County Council's Environmental Review Process	
Planning Permission	
Environmental Impact Assessment	
Strategic Environmental Assessment	

	Describe any actual or potential negative consequences. (Consider how to mitigate against these).	Describe any actual or potential neutral or positive outcomes. (Consider how to improve as far as possible).
Reduce, reuse, recycle and compost:	N/A	
Conserve and enhance wildlife:	N/A	
Safeguard the distinctive characteristics, features and special qualities of Devon's landscape:	N/A	
Conserve and enhance Devon's cultural and historic heritage:		There has been no consideration of land ownership in bringing the proposal forward.
Minimise greenhouse gas emissions:	N/A	
Minimise pollution (including air, land, water, light and noise):		The Local Learning Community has been consulted on proposals for the new designated area for the area currently served by Kingswear Primary School. No responses were received. The outcome of this consultation and the LA recommendation will be reported to Cabinet.
Contribute to reducing water consumption:	N/A	

<p>Ensure resilience to the future effects of climate change (warmer, wetter winters; drier, hotter summers; more intense storms; and rising sea level):</p>		<p>See above.</p>
<p>Other (please state below):</p>	<p>N/A</p>	

	Describe any actual or potential negative consequences. (Consider how to mitigate against these).	Describe any actual or potential neutral or positive outcomes. (Consider how to improve as far as possible).
Impact on knowledge and skills:	In some rural areas there is a decline in pupil numbers and over the past few years there have been school closures. There is a presumption against closure unless there are clear educational reasons and the financial position of the school means standards cannot be maintained. We will work with our partners to seek extensive alternatives and consider transport implications, impact on the local community, future place planning, standards, forecast of future pupil numbers, access to community services and financial viability.	There is a presumption against the closure of rural schools. This does not mean that a rural school will never close, but the case for closure should be strong and a proposal must clearly be in the best interests of educational provision in the area. This proposal has been fully considered. There were concerns that delivery of a full and balanced curriculum would be increasingly difficult with such a small and decreasing number of children as well as children being taught across year groups. Social and emotional development would also be very challenging.
Impact on employment levels:	The economic benefits that a school brings to a community must be considered as beneficial side effects to the main duty of a school which is to provide a quality education to its pupils. Numbers on roll, budget deficits and academic standards must be the major considerations in any decision on the future of a school and, while a community may be impacted by a decision to close a school; this cannot be an overriding factor.	

Impact on local business:	With no children on roll and prior to this a very low number of children on roll it is felt that the impact on local businesses who may have benefitted from the footfall of parents and children will be negligible.	Negligible impact.
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12. Describe and linkages or conflicts between social, environmental and economic impacts (Combined Impacts):

There were concerns that delivery of a full and balanced curriculum would be very difficult with such a small and decreasing number of children. Teaching and learning will be very difficult for pupils with such a wide age group being taught together. Social and emotional development would also be very challenging. A decision not to close a school can also have a negative impact on pupils' progress and attainment.

13. How will the economic, social and environmental well-being of the relevant area be improved through what is being proposed? And how, in conducting the process of procurement, might that improvement be secured?

Devon County Council recognises the economic, social and environmental benefits that a school brings to the local community. However, the main duty of a school is to provide quality education to its pupils and meet the statutory responsibilities of the Local Authority regarding school place planning. Unfortunately, with no students at the school and no likelihood of a sustainable roll, the school is not able to provide its core function nor is able to support the wider community. It is felt that the case for closure is strong and in the best educational and social interests of the children.

14. How will impacts and actions be monitored?

In the event that a decision is taken to close the school, the Trust, the DfE and the Local Authority will work closely together to implement closure and undertake the practical arrangements in closing a school.

TBS/24/7
Cabinet
8th May 2024

The Property Change Programme Report of the Director of Transformation and Business Services

Please note that the following recommendations are subject to consideration and determination by the Cabinet (and confirmation under the provisions of the Council's Constitution) before taking effect.

1) Recommendation

That the Cabinet be asked to agree:

That the following sites are declared surplus to DCCs requirements and disposal is progressed:

- The Hive, Exmouth (noting this site has already been declared surplus as set out in section 3B below)
- 2-4 Meeting Street, Exmouth
- Rosalind House Gardens, Tiverton
- Lea Combe, Axminster
- Sowton Industrial Estate Residual Land Freeholds, Exeter

2) Background / Introduction

The Property Strategy focuses on four key principles; Reduce, Dispose, Retain, and Repurpose aimed to transform our corporate estate and this will form the methodology for reviewing the future use of our asset. The Property Strategy was set out in the Phase 1 Property Report presented to Cabinet in October 2023.

Update on Phase 1 Disposals

The Phase 1 property disposals agreed at Cabinet October 2023 have progressed as follows:

- Larkbeare House, Exeter – Sale agreed subject to contract and a planning change of use.
- Compass House, Exeter – This has now been sold to the NHS and a receipt of £900,000 received.
- Ivybank, Exeter – Informal tenders were received on 10th April 2024 and are currently being evaluated.
- Former Matford Offices land, Exeter – The site has been subject to a public notice consultation process. An options appraisal for this site is currently being completed for future consideration.

Agenda Item 12

- St Georges Road Youth Centre, Barnstaple – DCC are seeking to agree terms with the adjoining landowner to jointly dispose of both sites with a target date to market the sites by the end of May.
- Pottington Industrial Unit, Barnstaple – This is now sold and a receipt of £500,000 received.

The capital receipts generated from the sale of property assets for 23/24 was as follows:

Part Aldens Farm (East) (2023/24)		£4,062,534	Pre Phase 1
Plot 3 Roundswell Enterprise Park (south of bypass)	Barnstaple	£624,000	Pre Phase 1
Seetec/Pluss site	Barnstaple	£500,000	Phase 1
Land adjacent to Tarka Trail at Chivenor	Chivenor, Braunton	£177,000	Pre Phase 1
Compass House	Exeter	£900,000	Phase 1
Land at Fenny Bridges	Honiton	£4,000	Pre Phase 1
Part Mullacott Cross Industrial Estate	Ilfracombe	£45,000	Pre Phase 1
Plymouth Road	Kingsbridge	£26,500	Pre Phase 1
Highways Depot (Brayhams)	Okehampton	£452,000	Pre Phase 1
Land at Shillingford	Shillingford	£35,000	Pre Phase 1
<hr/>			
Land at Plymouth Rd (layby)	Tavistock	£150,000	Pre Phase 1
Land at Ley Farm	Yarnscombe	£70,000	Pre Phase 1
		£7,046,035	

The capital receipts for 24/25 is anticipated to be in the region of £7 million.

3) Proposal

3a. Update on Site Repurposing Proposals

The following sites have been identified as being suitable for 'Staying Close' accommodation and it is intended that they will be repurposed to accommodate children in care in Devon:

- Copperfields, Exmouth
- Newholme, Honiton
- Rosalind House, Tiverton

3b. Proposed Phase Two Disposals

It is recommended that the following assets be declared surplus to DCCs requirements and are disposal is progressed:

- 2-4 Meeting Street, Exmouth – The building is being vacated by Public Health Nursing and a local Ceramic Group who are relocating to the Kennaway Centre, Exmouth (current DCC building). This is a building which could be used for residential or commercial use subject to change

of use and if approved for disposal will be marketed over the summer 2024 period. The service will have relocated by the end of May.

- Rosalind House Gardens, Tiverton – Rosalind House is being repurposed for Staying Close provision, however it has a large garden which is considerably bigger than required for Staying Close or likely alternative uses. The proposal is to market the garden as a potential residential development site for one to two houses.
- Lea Combe, Axminster – This site has been identified in the first draft of East Devon District Council plan as suitable for residential development and is in the built-up area boundary for Axminster. The site will potentially be suitable for four to six houses. The site was previously being safeguarded for a highways development scheme but this is no longer required.
- Sowton Industrial Estate Residual Land Freeholds, Exeter – DCC and Exeter City Council jointly own the freehold of three sites in Sowton. Freehold disposals will only proceed if DCC valuers are able to secure values which exceed the longer term value of the factored up ground rent.
- In addition to note, The Hive in Exmouth was formally declared surplus to requirements on 14th March 2024 by Member Decision.

Update on key property matters in Exmouth, Tiverton and Tavistock

- Exmouth - The Kennaway Centre has recently been released by Learn Devon, and this has provided a large building to restructure services in Exmouth. The Kennaway Centre is in good condition. Work is underway to relocate the Youth Centre from The Hive and it is intended that the Public Health Nursing Team, and The Ceramic Group will be relocated from 2-4 Meeting Street into The Kennaway Centre.
- Tiverton - Childrens Services were relocated from Oaklands Court to Phoenix House (owned by Mid Devon District Council) in December 2023 and office space reduced overall.
- Tavistock and Newton Abbot – an assessment and review of office accommodation is underway.

4) Options / Alternatives

DCC has considered three options for Phase 2 of the Property Change Programme:

- a. Dispose - this is the option recommended by this report, to support the property strategy to transform the estate and dispose of the listed properties. These assets will generate significant capital receipts, ongoing

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revenue savings, and avoids the requirement for revenue and capital investment in the sites for critical backlog maintenance.

- b. Retain - do nothing and retain our portfolio as status quo. This option is not recommended as it has been identified that these buildings are not cost-effective, and there are other assets where services could relocate. This is also not recommended as it will significantly hinder the Council's financial sustainability targets.
- c. Repurpose - opportunities have also been explored to repurpose these assets to meet other corporate priorities, including key worker housing, SEND provision and Children in Care placements and these will be considered based on priority and demand moving forward.

5) Consultations / Representations / Technical Data

Consultations are not required for these disposals as they are not related to closure of service. Where staff or services are being relocated these are within the same locality.

6) Strategic Plan

The Property Change Programme contributes to four of the six priorities in the Council's Strategic Plan 2021 – 2025.

By delivering capital receipts from rationalising the corporate estate and associated savings from reduced infrastructure services, energy costs, carbon emissions and investing in modern, fit for purpose, energy efficient workplaces the Property Change Programme will:

- Respond to the climate emergency.
- Support sustainable economic recovery.
- Improve health and wellbeing.
- Help communities be safe, connected and resilient.

7) Financial Considerations

It is estimated that this will generate capital receipts of circa £2.0m – 3.0million (depending on planning approval) and reduce revenue costs by circa £50k-100k per annum. In addition, it avoids backlog maintenance investment requirements of circa £400k.

8) Legal Considerations

The lawful implications of the proposal have been considered in the preparation of this report.

When disposing or repurposing our property assets, the County Council's responsibility is to ensure that all relevant legislation is complied with; this

includes Section 123 of the Local Government Act 1972 (Disposal of land by principal councils), which requires the Authority to obtain 'best consideration' for any property that is disposed of.

9) Environmental Impact Considerations (Including Climate Change, Sustainability and Socio-economic)

10) Equality Considerations

The proposals help advance equality of opportunity for people who share a protected characteristic and those who don't in numerous ways, for example, they will:

- Provide workplaces that meet service needs and are accessible for all people with equal opportunities to training and employment opportunities.
- Enable people to become better connected with services and engage in greater organisational understanding.
- Promote a working environment conducive to the physical and mental health and wellbeing among all staff.

11) Risk Management Considerations

This proposal has been assessed and all necessary safeguards or action have been taken to safeguard the Council's position.

The corporate and community risk registers will be reviewed to ensure all relevant risks in the Property Strategy are captured and managed.

12) Summary / Conclusions / Reasons for Recommendations

In summary, occupancy statistics demonstrate that we can reduce our portfolio without detriment to services and this property change programme will reduce our carbon footprint, provide value for money, generate capital receipts, and reduce revenue expenditure contributing towards the financial sustainability of the authority.

The property portfolio will be reviewed as part of an ongoing rolling programme to ensure the estate is aligned to the corporate priorities, including making best use of assets and buildings.

Matthew Jones

Director of Transformation and Business Services

Electoral Divisions: All

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

Local Government Act 1972: List of background papers

None

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The Property Change Programme

DEVON COUNTY COUNCIL

COUNCIL/CABINET FORWARD PLAN

In line with the public's general rights of access to information and the promotion of transparency in the way which decisions are taken by or on behalf of the Council, Devon County Council produces a Forward Plan of any Key Decisions to be taken by the Cabinet and any Framework Decisions to be made by the County Council. The Plan normally covers a period of a minimum of four months from the date of publication and is updated every month.

The County Council has defined key decisions as those which by reason of their strategic, political or financial significance or which will have a significant effect on communities in more than one division are to be made by the Cabinet or a Committee of the Cabinet. Framework Decisions are those decisions, which, in line with Article 4 of the Council's Constitution must be made by the County Council.

The Cabinet will, at every meeting, review its forthcoming business and determine which items are to be defined as key decisions and the date of the meeting at which every such decision is to be made, indicating what documents will be considered and where, in line with legislation, any item may exceptionally be considered in the absence of the press and public. The revised Plan will be published with the papers for the meeting. *Where possible the Council will attempt to keep to the dates shown in the Plan. It is possible that on occasion may need to be rescheduled.* Please ensure therefore that you refer to the most up to date Plan.

Click to see an [up to date version of the Forward Plan](#) on the Council's web site at any time.

Also see the website for [Copies of Agenda and Reports of the Cabinet or other Committees of the County Council](#) referred to in this Plan

FORWARD PLAN

All items listed in this Forward Plan will be discussed in public at the relevant meeting, unless otherwise indicated for the reasons shown

Any person who wishes to make representations to the Council/Cabinet about (a) any of the matters proposed for consideration in respect of which a decision is to be made or (b) whether or not they are to be discussed in public or private, as outlined below, may do so in writing, before the designated Date for Decision shown, to The Democratic Services & Scrutiny Secretariat, County Hall, Exeter, EX2 4QD or by email to: members.services@devon.gov.uk

PART A - KEY DECISIONS

(To Be made by the Cabinet)

Date of Decision	Matter for Decision	Consultees	Means of Consultation*	Documents to be considered in making decision	County Council Electoral Division(s) affected by matter
<i>Regular / Annual Matters for Consideration</i>					
8 May 2024	County Road Highway Maintenance Capital Budget and Progress on 2023/24 Schemes and Proposals for the 2024/25 Programmes and the On-street Parking Account 2024/25	Public, CIRS Scrutiny, highway maintenance suppliers	Meetings and surveys	Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions

8 May 2024	Revenue and Capital Outturn 2023/2024			Report of the Director of Finance and Public Value outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
12 June 2024	Adult Social Care - Market Sustainability Plan and Sufficiency Assessment			Report of the Director of Integrated Adult Social Care outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
11 September 2024	Transport Capital Programme 2024/25 and 2025/26: Update and Proposed Allocation	Public, District Councils, Stakeholders and Delivery Partners	Local Transport Plan 2011 – 2026 consultation, meetings, planning applications and local plan consultation	Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
11 December 2024	Childcare Sufficiency Assessment - Annual Return			Report of the Director of Children and Young People's Futures outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions

11 December 2024	Target Budget and Service Targets for 2025/2026			Report of the Director of Finance and Public Value outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
14 February 2025	Education Travel Review: Approval to arrangements for subsequent academic year and School Admissions Policies 26/27	All relevant stakeholders		Report of the Director of Children and Young People’s Futures outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
12 March 2025	Flood Risk Management Action Plan 2025/2026			Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
<i>Specific Matters for Consideration - KEY</i>					

<p>8 May 2024</p> <p>Page 83</p>	<p>Exmouth Gateway Active Travel Improvements: Levelling Up Fund Scheme for Approval</p>	<p>East Devon District Council, Exmouth Town Council, Public</p>	<p>Initial public engagement in Summer 2023 and a full public consultation exercise in Winter 2024. Both of these through information on websites, stakeholder briefing sessions, meetings with the town council and in person events.</p>	<p>Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.</p>	<p>Exmouth; Exmouth & Budleigh Salterton Coastal</p>
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Dartmouth & Marlton

Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.

It is anticipated that the Trust would widely publicise the listening period through email and information on the Trust website. DCC would also publicise the listening period to stakeholders and publish on the DCC Have Your Say website.

As an Academy School, the Trust will be required to carry out a Listening Period following a substantive decision to close the school by the DfE. The Listening Period will provide information on why the school is closing and is an opportunity for stakeholders and other interested parties to submit their views on how the closure process can be best managed. The DfE considers the

Kingswear Community Primary (Academy) School: Closure Proposals

8 May 2024

8 May 2024	Property Change Programme - Phase 2	TBC	TBC	Report of the Director of Transformation and Business Services outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
8 May 2024	Part II - Land purchase for Redbridge, River Otter	Land owners / agents, parish council and local community groups	Correspondence and meetings	Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	Otter Valley
2 June 2024	West Devon Transport Hub: enhancement of transport capital programme and appropriation of land at Okehampton Business Park	County Councillors, West Devon Borough Council, Okehampton Town Council, Network Rail, GWR, Heart of the South West LEP, Devon & Cornwall Rail Partnership, OkeRail, Stagecoach	Plymouth and South West Devon Joint Local Plan consultation; letters of support from a wide range of stakeholders in support of Levelling Up Fund grant submission	Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	Okehampton Rural

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 86</p> <p>12 June 2024</p>	<p>Devon County Council's Low Carbon Supply Chain Strategy</p>	<p>Environmental Performance Board, Climate Change Standing Overview Group of the Corporate Infrastructure and Regulatory Services Committee, Devon County Council suppliers</p>	<p>Meetings and surveys</p>	<p>Report of the Director of Climate Change, Environment and Transport, Director of Finance and Public Value outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.</p>	<p>All Divisions</p>
<p>12 June 2024</p>	<p>VCSE Civic Agreement</p>	<p>TBC</p>	<p>TBC</p>	<p>Report of the Head of Communities outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.</p>	<p>All Divisions</p>
<p>12 June 2024</p>	<p>CSW Group Ltd</p>	<p>TBC</p>	<p>TBC</p>	<p>Report of the Interim Director of Performance and Partnerships outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.</p>	<p>All Divisions</p>

10 July 2024	Budget Monitoring - Month 2			Report of the Director of Finance and Public Value outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
10 July 2024	Proposed Productivity Plan for submission to Department for Levelling Up, Housing and Communities			Report of the Interim Director of Performance and Partnerships outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
10 July 2024	Devon and Torbay Local Transport Plan 4 2026 - 2040: Approval to go to Consultation	N/A at this stage	N/A at this stage	Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
10 July 2024	Bus Service Improvement Plan Tranche 2 Schemes	Local Members, Cabinet Member, Public, Stakeholders and Delivery Partners	Public consultation to be held prior to Cabinet meeting	Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions

<p>10 July 2024</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 88</p>	<p>Bluecoats C of E Primary School, Great Torrington, Proposal to establish two Resource Bases</p>	<p>Parents/care rs, staff, MP, County Councillors, District Councillors, Town Council, Equality Groups, SENTient Trust, Parent Carer Forum, all Schools, DfE, SOCA.</p>	<p>Wide distribution of the consultation document, school website and DCC Have Your Say website.</p>	<p>Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.</p>	<p>Torrington Rural</p>
<p>10 July 2024</p>	<p>Tipton St John C of E Primary School – School Rebuilding Programme</p>	<p>Parents/care rs, staff, MP, County Councillors, District Councillors, Parish and Town Council, Union representatives, Equality Groups, all Schools, DfE, SOCA.</p>	<p>wide distribution of consultation document, school website, DCC Have Your Say website, consultation meeting</p>	<p>Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.</p>	<p>Otter Valley</p>

10 July 2024	EDI action plan and progress update			Report of the Director of Legal and Democratic Services outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
11 September 2024	Budget Monitoring - Month 4			Report of the Director of Finance and Public Value outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
Between 11 September 2024 and 10 October 2024	For approval - Future Delivery Model for the Highway Maintenance Service	a. Other Local Authorities on same procurement timeframe or recently procured contracts b. Supply Chain c. Elected Members	a. Discussions with lead officers b. Market engagement questionnaire through ProContract c. Spotlight Review and Scrutiny Committee	Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions

11 September 2024	Tender and Contract Award of the Community Equipment Service (previously DILIS)		Doc's to be considered - Final Decision Paper; Service Specifications (Service and IT)	Report of the Director of Integrated Adult Social Care outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
11 September 2024	Family Hubs			Report of the Director of Children and Young People's Futures outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
Between 01 September 2024 and 9 October 2024	Public Open Space off Matford Lane			Report of the Director of Transformation and Business Services outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	

9 October 2024	Barnstaple Longbridge Phase 1 Scheme for approval to construct (subject to public consultation results)	Public, Councillors and Stakeholders	Previous North Devon HATOC approval to carry out public consultation. Full public consultation - online ('Have your say'), hard copies in libraries, press releases, social media adverts	Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	Barnstaple North; Barnstaple South
13 November 2024	Budget Monitoring - Month 6			Report of the Director of Finance and Public Value outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
8 January 2025	Budget Monitoring - Month 8			Report of the Director of Finance and Public Value outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions

PART B -FRAMEWORK DECISIONS
(Requiring approval of the County Council)

Date of Decision	Matter for Decision	Consultees	Means of Consultation**	Documents to be considered in making decision	County Council Electoral Division(s) affected by matter
<p>Not before 10th April, 2024</p> <p>10 April 2024</p>	<p>Coroners Devon Wide Service Proposals and Adoption of Functions.</p>	<p>Plymouth CC / Torbay Council / and TBC</p>	<p>TBC</p>	<p>Report of the Director of Legal and Democratic Services outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.</p>	<p>All Divisions</p>
<p>22 April 2024</p> <p>29 April 2024</p>	<p>Devolution - Approval of Deal</p>	<p>Team Devon</p>		<p>Report of the Chief Executive outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.</p>	<p>All Divisions</p>
<p>12 June 2024</p> <p>5 September 2024</p>	<p>Annual Youth Justice Plan</p>			<p>Report of the Head of Service (Early Help and Partnerships) outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.</p>	<p>All Divisions</p>
<p>10 July 2024</p> <p>5 September 2024</p>	<p>Annual Plan and corporate performance framework</p>			<p>Report of the Interim Director of Performance and Partnerships outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.</p>	<p>All Divisions</p>

10 July 2024 5 September 2024	Framework Decision -Devon and Torbay Local Transport Plan 4 2026 - 2040: Approval of Plan	Public consultation, interested parties, all County Council Members	Online on Have your say Help shape services across Devon, briefing sessions	Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
14 August 2024 5 September 2024	Devon & Torbay Combined County Authority Constitution and Terms of Reference for Team Devon Joint Committee			Report of the Director of Legal and Democratic Services outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
3 January 2025 20 February 2025	Pay Policy Statement 2025/2026			Report of the Director of People and Culture outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
14 February 2025 20 February 2025	Revenue Budget, Medium Term Financial Strategy 2025/2026 - 2028/2029 and the Capital Programme for 2025/2026 - 2029/2030			Report of the Director of Finance and Public Value outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions

PART C - OTHER MATTERS
(i.e. Neither Key Nor Framework Decisions)

Date of Decision	Matter for Decision	Consultees	Means of Consultation**	Documents to be considered in making decision	County Council Electoral Division(s) affected by matter
Regular / Annual Matters for Consideration					
<p>Between 8 May 2024 and 8 May 2025</p> <p>Page 64</p> <p>Between 8 May 2024 and 8 May 2025</p>	<p>Standing Items, as necessary (Minutes, References from Committees, Notices of Motion and Registers of Delegated or Urgent Decisions)</p> <p><i>[NB: Items relating to the letting or occupancy of individual holdings may contain information about, or which is likely to reveal the identity of, an applicant for a holding and about the financial and business affairs of the Council and any prospective or existing tenant that may need to be discussed in the absence of the press and public]</i></p>	<p>To be considered at the Farms Estates Committee, including any advice of the Council's Agents South West Norse Ltd.</p>		<p>Report of the Director of Transformation and Business Services, Director of Transformation and Business Services outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.</p>	<p>All Divisions</p>
<p>Between 8 May 2024 and 8 May 2025</p>	<p>Standing Items, as necessary (Minutes, References from Committees, Notices of Motion and Registers of Delegated or Urgent Decisions)</p>	<p>As necessary</p>		<p>Report of the TBC outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.</p>	<p>All Divisions</p>

10 July 2024	Public Health Annual Report 2023/2024			Report of the Director of Public Health, Communities and Prosperity outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
10 July 2024	Treasury Management Stewardship Outturn Report	Corporate Infrastructure and Regulatory Services Scrutiny		Report of the Director of Finance and Public Value outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
10 July 2024	Performance Update (Quarterly Report)			Report of the Interim Director of Performance and Partnerships outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
9 October 2024	People First Strategy - Action Plan - 12 Months Progress Report			Report of the Director of People and Culture outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
11 December 2024	Treasury Management Stewardship Mid Year Report			Report of the Director of Finance and Public Value outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
	<i>Specific Matters for Consideration</i>				

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

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of the Local Government Act 1972.

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