



**QUESTIONS TO THE
LEADER OF THE COUNCIL, CABINET MEMBERS
AND/OR
CHAIR OF COMMITTEES**

Thursday 19 July 2018

1. QUESTION FROM COUNCILLOR CONNETT

Re: Cycle Path maintenance

With an admirable and growing network of cycle paths, how does Devon County Council ensure they are maintained, and overgrowth cut back?

REPLY BY COUNCILLOR HUGHES

All cycle routes receive Safety Inspections in accordance with the Highway Safety Policy. These inspections are done to identify safety defects (which includes overgrown vegetation) and the inspection frequencies vary depending on the type of cycleway. There are three maintenance categories and inspection frequencies are;

- Type A - these form part of the carriageway and are marked on the road surface, these are inspected at the same time as the road and the road determines the frequency;
- Type B – these are mainly urban routes that are on the footways and can be a shared space or separated by markings, these are inspected once every six months;
- Type C – these are the cycle/ multi use trails and are inspected annually.

On the Type C network upgrowth is cut where necessary on the Seasonal Vegetation Cutting programme. Overgrowth will be cut by the landowner, which can sometimes be the Council for such routes.

2. QUESTION FROM COUNCILLOR CONNETT

Re: DCC Bus transport for social care residents

Is it possible for privately funded social care residents to purchase a seat on a Devon County Council transport bus, if there is spare capacity on the transport?

REPLY BY COUNCILLOR LEADBETTER

Yes, it is possible for privately funded care residents to purchase a seat on a Devon County Council transport bus, if there is spare capacity on the transport.

3. QUESTION FROM COUNCILLOR CONNETT

Re: Marsh Barton Railway Station

When does the Council anticipate the new rail station at Marsh Barton will be in use?

REPLY BY COUNCILLOR DAVIS

The situation at Marsh Barton Station is that we had a station design that met Network Rail's design standards as agreed by the steering group (which includes Network Rail). However,

following the award of the contract to design and build the station, Network Rail's design standards changed. This has led to the design being changed and subsequent rising costs and a funding gap. We have discussed this with the Department for Transport who shared our concerns, but they have recognised the merit of the scheme.

The opening of the Station is dependent on closing the funding gap. We are working on several options including reducing costs and securing additional sources of funding from Network Rail and potentially the GWR franchise extension. Also, we have recently submitted a bid to Government for further funds as part of national bidding process. So, at present we have no planned date for bringing the station into use.