

**Devon County Council: key issues**

**COVID-19** Public Health Devon remain concerned that although numbers of infections remain high restrictions are being relaxed. However, the numbers of serious infections and hospitalisation cases has reduced.

Regularly updated information and advice remains at this website link:

<https://www.devon.gov.uk/coronavirus-advice-in-devon/>

**Annual Budgets:**

This month is all about budgets for 2022/3 and it is said this is the most difficult budget they have ever had to do!

The Council Tax referendum limit remains at 2%, with DCC as a social care authority allowed an additional 1% social care precept. It is expected that DCC will seek this total of 3% increase to keep pace with rising costs. The proposed draft budget is at this link. The budget is due to be agreed and approved at Full Council on 17.02.22

This is the outline draft budget:

	2021/22 Adjusted Budget *	Inflation & Pressures £000	Savings & additional Income £000	2022/23 Budget £000	Net change	
	£000	£000	£000	£000	£000	%
1 Adult Care & Health	283,294	47,875	(18,241)	312,928	29,634	10.5%
2 Childrens Services	159,036	28,787	(11,675)	176,148	17,112	10.8%
3 Communities, Public Health E&P	40,280	3,809	(2,846)	41,243	963	2.4%
4 Corporate Services	40,937	3,612	(2,830)	41,719	782	1.9%
5 Highways, Infrastructure D&W	57,124	3,349	(3,149)	57,324	200	0.4%
	<b>580,671</b>	<b>87,432</b>	<b>(38,741)</b>	<b>629,362</b>	<b>48,691</b>	<b>8.4%</b>

\* Adjusted for permanent virements

The detailed budget with proposed budget changes for 22/23 and narrative of those changes was presented at Corporate Infrastructure & Regulatory Services (CIRS) Scrutiny meeting last week: link to papers:

<https://democracy.devon.gov.uk/documents/s39389/Budget%20report.pdf>

Key concerns that I raised were the following proposed Revenue programme cuts (p12) £'000,

**Savings Strategies**

Reduction in Locality budgets	(120)
One-Year alternative grant funding for Community contracts	(462)
Reduction in community grant and crowdfunding schemes	(329)
Concessionary travel pandemic subsidy reduction	(1,000)
Concessionary travel volume reduction	(258)
One off efficiencies, additional income or funding from other sources	(314)
Permanent efficiencies and additional income	(363)
	<b>(2,846)</b>

Also the cuts to Highways Maintenance works

(1,805)

I am concerned that under the Public Health Budget the Public Mental Health budget is 796  
 Compared with the Smoking and Tobacco (presumably to reduce smokers habits) is higher at 963

Further to conversations with Inclusive Totnes representatives, I raised concerns that the Risk assessment carried out on the strategic revenue budget did not include the prospect of road safety for disabled or vulnerable citizens.

The Capital Budget (also on the same paper/link above) detailed proposed expenditure on major road schemes:

		£'000				
<b>Large and Major Highway Schemes</b>						
2,680	A379 Sandy Park Junction Newcourt, Exeter	1	0	0	0	0
3,800	Long Lane widening and new link road on Silverdown Office Park	500	0	0	0	0
67,629	North Devon Link Road	25,630	12,593	871	460	0
110	River Taw pedestrian and cycle bridge, Barnstaple	110	0	0	0	0
3,793	Safer Roads Fund A3121	1,257	0	0	0	0
117,999	South Devon Highway	1,504	448	752	0	0
55,140	South West Exeter Housing Infrastructure Fund	17,940	21,966	0	0	0
5,700	Tiverton Eastern Urban Extension Phase 1	5	0	0	0	0
8,200	Tiverton Eastern Urban Extension Phase 2	4,989	3,016	0	0	0
<b>Large and Major Highway Schemes Total</b>		<b>51,936</b>	<b>38,023</b>	<b>1,623</b>	<b>460</b>	<b>0</b>

I raised concerns that only 0.02% of the proposed capital expenditure of £51.9M as listed for the coming year will be spent on any non-vehicular routes. I cannot see how this supports Active Travel or health and wellbeing, let alone mitigates the climate emergency and DCC's Carbon reduction plans

**The CIRS Scrutiny meeting (27.01.22) also discussed a new proposal for Rural Road Safety.** This was very worrying as there is a rise in incidents and serious injuries and fatalities.. Vision Zero South West (VSWW) road safety partnership aims to reduce killed and serious injuries by 50% by 2030, and ultimately to zero by 2040. This is hoped to be achieved by:

<b>VZSW Five Pillars</b>	<b>DCC Rural Action Plan</b>
Safer Roads	There are fewer accident clusters sites which are worthy of an engineering scheme but engineering investment is still being made on our rural routes. Examples of current schemes: Lynton Cross (A3123) and Kitterford & Modbury Cross (A3121).
Safer Speeds	VZSW provides a new opportunity for roads policing. There will be more speed enforcement by mobile and fixed site cameras. There will also be increased community speed watch and more speed detection officers to support community speeding problems.
Safer Vehicles	Nationally there is continued advancement in improved vehicle safety. A significant new raft of vehicle safety measures will become mandatory for new vehicles in 2022.
Safer Road Users	Improving road user behaviour for high-risk groups by combining publicity with support, training and enforcement.
Post Collision Response	Better coordination and improving processes with the emergency services, the NHS and other organisations will help to reduce the life-changing severity of road accidents.

**Devon County Council has published its new draft Plan 2021 – 2025 Best Place**, which is open for comments and feedback. It is at this link: <https://www.devon.gov.uk/strategic-plan/>

**South Hams HATOC meeting 18<sup>th</sup> February 2022.** I have asked for information about the Public Highway Waiting / Parking Restrictions for this division that will be brought to this meeting.

**Devon Pension Fund meeting 2<sup>nd</sup> February 2022.** I attended this meeting further to the disappointing outcomes of my motion to full council (Dec'21) for divestment of pension and other DCC investments being referred to it for noting. I addressed the board and asked them to reconsider the request for a poll of their investors, i.e. members to establish views on divestment from fossil fuel based companies and instead invest in renewable energy companies etc to support mitigation against climate change. I asked them to bring this to the forthcoming Devon Pension Board AGM. The reply this matter was only for noting!

### **South Hams District Council – key issues**

**Budget proposals:** The current proposal is to raise the Council Tax £5 – Band D £180.42 for 2022/23. This equates to an increase of 2.85% or 10 pence each week and meets the Council Tax requirement of £7,061,585.00

**Waste & Recycling Services:** the situation with FCC, continues to be dire. The Waste Working task Group that was set up at SHDC just before Christmas has met several times. I'm one of the 8 Councillors participating and we are working through the legal tangles and considering possible options to take us forward, these are currently confidential. However, I will do my best to keep everyone notified of progress which I hope will be swift.

### **Local Matters:**

#### **Dartington:**

Planning: Two major sites near to Shinner's Bridge at Dartington are currently going through the planning process:

Broom Park on the A384 proposes 80 new homes: planning ref 4442/21/ARM

Sawmills Field West on the A385 proposes 40 new homes; planning ref 4443/21/ARM

An informal community consultation event to assist with understanding of the proposals has been arranged by some local residents at the Lion Brewery on Saturday afternoon 5<sup>th</sup> February 3-5pm

#### **Staverton:**

Further to the Parish Councillors meeting with our MP, Anthony Mangnall, and the recent Neighbourhood Plan consultations, I have written to DCC Highways team for advice and information as follows:

*"As you will be aware, Staverton PC are deeply concerned about highways safety in their parish. A concern I share as I travel through there very frequently.*

*Residents are also very concerned, and at the Neighbourhood Plan public consultation events held at each end of the parish last weekend, speeding through the parish residential centres at Staverton and Landscope and the main link road between them was a key question asked by many residents who attended. There was (again) a well-supported request for 20 mph speed limits. A well supported request was made for a SCARF assessment of the traffic speeds on these roads and I suggest that assessment is also made of the speeds of the roads from the A385 that leads to Wash Farm / Riverford national distribution centre which is frequented by many larger vehicles and HGVs that have been the subject of much concern regarding road safety and quality of life by local residents in the parish.*

A question that arose was the legality of installing '20's Plenty' signs being installed locally on the roadside. Please could you clarify the legal position on these and how this applies to installation on private or LA owned land.

Now that the Newton Abbott 20mph pilot has been dropped what is the position on applications for 20mph restrictions on roads and residential areas? How do Members apply in response to local requests?"

I will update the parish when I have had a response to this email.

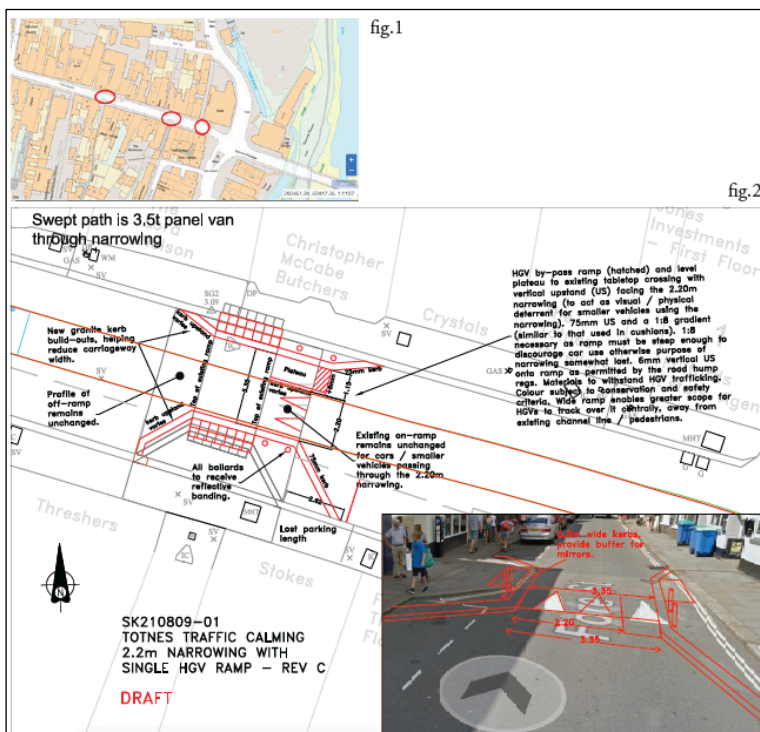
### Totnes:

**Airband** poles have been springing up around Bridgetown over the past week much to the surprise of residents, many of whom have been quite upset about their lack of advance notice or consultation. Further to this I have been in contact with DCC Highways officers and SHDC planning officers and understand that AirBand will now be required to apply formally for planning and will be required to provide accurate maps, public notices and ensure that these installations (which are to support fibre optic wires for internet connection). In the meantime, they are advised to stop installing the poles until the legal position has been clarified and adhered to.

### Town Centre Traffic Calming proposals

Further to discussions last year seeking traffic reduction and calming measures in the Town Centre, DCC's highways design team has produced proposals for Traffic Calming in the Town Centre. The proposals involve three 2.2 metre narrowings with supplementary 'HGV ramps' alongside. These ramps will allow HGVs to pass through, but the steepness and pronounced ramp profile mean that smaller vehicles cannot exploit the additional width without slowing down. The slight inconvenience of these ramps to HGVs is considered acceptable due to the limited number affected. Traffic counts have determined that there are very few HGVs on this route.

DCC has proposed these measures are installed at three locations: outside the Seven Stars Hotel and at the two existing raised pedestrian crossings (see fig.1). A car parking space would be lost at each of the raised crossing points. The existing raised width of the highway at the two raised crossing points would remain unchanged. DCC & TTC need to know whether there is public support for these measures before taking any action.



These proposals will be open for public consultation via an on-line and paper survey that will run until 01 March 2022. There will also be an in-person consultation event at Totnes Civic Hall on 12 February 2022. Survey forms will be available at Totnes Town Council offices and other public places around the town, delivered via the Totnes Directory (Feb) and online at this link: <https://bit.ly/3pWByD2>



Youth Can  
Make a  
Difference

# Totnes Rural Area Youth Engagement

# TRAYE AGM

**ZOOM**  
Please email for zoom link  
[kmccabe.traye@gmail.com](mailto:kmccabe.traye@gmail.com)

Meet our Young people  
Hear about their experiences  
Find out about our youth clubs, projects and trips  
How things are progressing in 2022  
Whats happening in your area  
How can you get involved  
Share your ideas

**Saturday 26th  
February 2022 10am**