

Report from Henry Gent to Broadclyst Parish Council on Monday 7th February 2022 on (mostly)
County Council items of particular relevance to Broadclyst parish

Parking in the area of Town Hill and Hellings Gardens

Here is the Highways officer response to a request for a meeting at Broadclyst:

Dear Councillor Gent,

If you can confirm some dates from the Parish Council, when the meeting could take place I will see what I can make. At present, with rising levels of Covid it is preferential if we could hold a virtual meeting, especially if the public are to be involved. However, I am happy to review the situation in January.

I should confirm that there is no legal option to introduce an experimental residents parking scheme and therefore any money from D&C Police for that purpose could not be spent.

As explained, any residents parking scheme would need to consider the whole community to allow for displaced parking and consideration of parking options for local residents.

In addition, there is an exemption within the residents parking schemes to pick up and drop off passengers. In the vicinity of schools, it is recognised that parents will need to park and accompany a child to and from school and therefore a greater leniency is allowed when considering enforcement around school times.

As I understand it, the majority of problems are related to school traffic and it is for these reasons that a residents parking scheme would not work in Broadclyst.

It is also worth noting, that if a scheme were introduced, it would require significant signing and lining which would introduce significant aesthetical changes to the community. Which is important considering the conservation area and the status of many of the buildings.

A copy of the latest policy, as agreed by Cabinet in December 2020, is attached which contains details of where a scheme can be implemented.

I hope this is helpful.

Kind regards

Traffic Orders, Policy & Programme Team

I have appended the latest policy on residents' parking. I would be grateful if councillors would let me know if they think that I should organise a meeting on the above basis and if so, that they, and/or residents would be likely to attend, and if so what time of day is preferred.

Parking at Westclyst (Hillside Gardens)

Again the parking and congestion is bad, especially around school times. Early in 2021 the East Devon HATOC (Highways and Traffic Orders Committee) agreed in principle to widespread parking restrictions on Hawkins Road but Highways Officers have indicated that they do not favour implementing them in their entirety. The situation is made worse because the "park-and-change" has not been delivered. It seems to be the case that there is no trigger point to deliver it and I think it is in the developer's control to postpone. The failure to deliver the car park at Hillside is something

that we need East Devon DC to address. We need to consider whether some limited parking restrictions (double yellow lines) would help and advice from local parish councillors would help.

Langaton Lane

Experimental closure to vehicle traffic is likely to go ahead with the closure probably just south of the railway bridge. The aim is to create a good cycle and pedestrian route.

Junction of Tithebarn Way and Honiton Road

The trigger point for a new junction with traffic lights is 2901 dwellings at Cranbrook, which, we are told, is about 18 months away. Highways have said they will start lining up funding, in advance in of the trigger point.

Poltimore Balls

I have had some more correspondence with EDDC about the damaged pillar at the junction of the B3181 and the road to Poltimore. Angie has also been working on this. At the time of writing no progress, but an EDDC officer is working on it.

Pinn Brook country park at Tithebarn (aka Minerva country park) problems

One of our residents at Tithebarn has worked through the planning documents and identified a list of about a dozen aspects where the delivery of the park seems to fall short of what the developers are supposed to have provided. This list was forwarded to East Devon DC about 4 months ago. Separately, Angie has also been pestering about this and at the time of writing a meeting is finally going to happen.

Heat network serving Tithebarn and Westclyst probably to be supplied with heat from Energy from Waste (EfW) plant under construction at Hill Barton (between Faringdon and Clyst St Mary)

On Thursday 25th November I attended a tour organised by EDDC for Councillors. We visited the E.ON energy centre and then the site of the **new** Energy from Waste (EfW) plant at Hill Barton. We were briefed, addressed, or had the opportunity to question:

- EDDC and their new consultant on this project
- E.ON
- BEIS
- University of Exeter consultant
- Stuart Partners

At the time of the visit the EfW site was a large hole in the ground with civil engineering under way. It appears that the plant will cost some tens of £millions to construct and install and that EDDC are looking at some arrangement such as setting up a stand-alone company to buy heat from the EfW on a 40 year contract and pipe it to the networks at Cranbrook and Monkerton, this latter network of course including many of our residents at Tithebarn and Westclyst. The existing gas-powered stations would be retained to provide back-up and flexibility but the bulk of the heat would come from the EfW which will burn 365 days of the year and 24 hours of the day with automatic loading, and to a capacity of (I think) c80,000 tonnes per year of commercial waste. Commercial waste from our area with calorific value (which is not suitable for the existing EfW at Hill Barton which takes wood), was previously going to the incinerator at Devonport but is now going to landfill at Heathfield near Newton Abbot. It cannot go to Devonport because Devonport is at capacity, due to increased

waste coming out of Cornwall apparently. I guess a lot of this is plastic or mixed material including plastic. Gate fees for this material will be about £100/t.

So we are a long way from a circular economy, especially in the commercial sector, where rates of reuse and recycling are relatively unknown, and capacity for incineration is being increased. This is a disappointing prospect, and we should all be concerned at increasing rates of combustion and increasing emissions of CO₂. Anti-incinerator campaigners calculate the emissions per kWhr of energy produced and conclude that EfW is “high carbon”. However, the official experts calculate the CO₂ emissions per kWhr of heat differently. The official calculation is on the basis that the waste would have been incinerated anyway, so the CO₂ emissions from the chimney do not count towards the calculation of the carbon intensity of the heat in CO₂/kWhr of the heat. The use of the steam to provide heat to the network diverts heat away from the electricity generating turbines, so some electricity has to be generated elsewhere and supplied to the grid. So the official expert calculation of the carbon intensity is based on no more than the extra carbon emissions elsewhere due to the reduction in electricity generation. Thus the carbon intensity calculation for EfW is falling and will continue to fall as long as the carbon intensity of the grid is falling! In other words, even if the incinerator burns the same amount of plastic etc from one year to another, and generates the same amount of heat, it will become more and more “low carbon” heat as time goes on. This looks like “voodoo” low carbon and in my view the assumption that the waste would have been incinerated anyway may not be valid under all circumstances, and not necessarily for the next 40 years. I hope to try and understand some of these issues a bit better going forward!

Pinhoe and Broadclyst Medical Practice issues with need for expansion

County Councillor Sara Randall-Johnson and I met with the medical practice to discuss their urgent need to expand in order to keep up with a rapidly increasing list of patients. One frustrating aspect of this challenge is that the S106 commitment which the developers of Tithebarn made to EDDC, to provide a building with a medical facility for rent, at Tithebarn, seems to be of zero practical use for the GPs.

General failure to deliver infrastructure at Westclyst and Tithebarn

I have written to the chief executive of EDDC about failures in delivery of infrastructure for the new developments in our parish and he has set up a meeting between EDDC and the parish on 10th February. I have raised the following issues:

- Tithebarn open spaces (above) (no management co)
- Tithebarn street architecture deficiencies
- Tithebarn S106 ref medical and community space (above)
- Tithebarn active travel infrastructure issues
- Westclyst non-delivery of park-and-change and adjacent shop (above)
- Westclyst community building (none)
- Westclyst allotments overgrown and abandoned
- Westclyst (north side – Hillside) parking, access, congestion especially around school (above)

Heathfield Farm (formerly known as Broadclyst Community Farm)

In November 2021 I visited the new set up. Heathfield Farm is providing training for about 40-50 clients, mostly with learning difficulties, autism, or difficulty in entering the jobs market. I was very impressed. The parish council is invited to visit at a time to suit.

Killerton Destination Estate Net Zero Vision workshop 8th December

I attended this meeting. The aim of being net zero by 2030 was announced and the new tree planting and other aspects described. I support moves to more carbon sensitive land use. My main concern is that the estate has shown no signs of tackling the challenge of converting its stock of residential housing to low carbon heating. The housing stock is not part of the vision.

The final two items of my newsletter are Devon CC issues, rather than local issues.

Devon Pension Fund

You might be interested to know that I sit on the Investments and Pensions Committee. The fund is approximately £5 billion at present and includes the pensions of a variety of affiliated bodies such as schools and the national parks. Devon has made some first steps towards “divestment”: reducing our exposure to fossil fuel reserve investments. The risk of these investments is that the world will rapidly decarbonise (and we hope that it will otherwise global warming will exceed 1.5 degrees C!). If the world does rapidly decarbonise, investments in businesses whose value consists mainly of their capacity to provide fossil fuels will perform badly. Significant progress was made with a decision to move funds into a “Paris Aligned Benchmark” fund and also into an “Climate Transition Benchmark” fund. We made the decision with *Fridays for the Future* and *Extinction Rebellion* camping outside on the lawn, and after the committee listened to a delegation from the protesters. The committee were impressed by the sincerity and eloquence of the young people I think. The activists think we should be going much further- and Oxfordshire has gone a bit further. As we move beyond divesting from companies like Shell, we are monitoring the “carbon intensity” of every company in which we invest. We are going to be asking questions about all sorts of companies, and whether they have any future at all in a low carbon world. Challenging times ahead.

Health and Care Capacity in Devon

Devon County Council provides Care and a report in mid December was predicting that some risk factors for January would be Very High:

All Risks with a Current Score of Medium or Higher (as extracted from the Risk Register)

Risk Title	Inherent Score	Current Score	Risk Category	Risk Owner	Accountable Officer	Last Review	Change at Last Review
TG11: The council fails to meet its statutory market sufficiency requirement for personal care	20 : High	30 : Very High	Operational	Nicola Tribble	Tim Golby	Dec 2021	↑ +14
TG20: The council fails to meet its statutory market sufficiency requirement for nursing care	20 : High	30 : Very High	Operational	Nicola Tribble	Tim Golby	Dec 2021	↑ +14
TG43: Changes in demand for services post-pandemic result destabilise the market for adult social care	16 : High	24 : Very High	Financial	Nicola Tribble	Solveig Sansom	Dec 2021	↑ +12
KS9: The health and wellbeing of working aged adults is at risk of reducing if ASC budgets to meet eligible need does not grow in line with demand	20 : High	20 : High	Strategic	Gary Patch	Keri Storey	Dec 2021	↑ +4
KS30: Investment in workforce capacity and skills mix is insufficient to meet the changing nature and intensity of demand	20 : High	16 : High	Operational	Tina Ramage	Keri Storey	Dec 2021	↔
KS29: Inability to recruit appropriately qualified adult social care professionals to the in house workforce	20 : High	16 : High	Operational	Tina Ramage	Keri Storey	Dec 2021	↔
TG44: Lack of a market intelligence technical solution leads to lack of responsiveness to market pressures	15 : High	16 : High	Financial	Nicola Tribble	Solveig Sansom	Dec 2021	↑ +4

The lack of Care capacity due to 2-3,000 job vacancies in Devon is compounded by covid. Lack of capacity on the Care sector is causing “bed-blocking”. In recent months about 50-100 beds at the R D and E Wonford are occupied by people who don’t need to be in hospital but are waiting for Care to be available so that they can be discharged from hospital. This “bed-blocking” is making it more difficult for the hospital and is one of the factors contributing to increased waiting times at hospital. These are difficult times for our local health and Care services.

Cllr Henry Gent January 2022

Devon County Council Traffic Management Policy

Residents' Parking TMP32/20

REVISIONS

C December 2020

Residents' Parking TMP32/20

1. Preamble

The primary function of the highway is for the movement of traffic. There is not a right to park on the highway or to use a particular parking space on a section of the highway where parking is permitted. However, parking is allowed where this does not impinge on the movement of traffic or where it does not create a safety hazard, or obstruct access to property or for emergency vehicles, or is likely to cause damage to the fabric of the highway.

Residents parking schemes provide formal parking arrangements and can be a useful tool in appropriate circumstances for managing the demand for parking.

Residents' Parking schemes can provide improved access to parking for residents who do not have alternative off-street parking.

Residents' parking schemes are designed to give relief to residential areas from non-residential parking.

The principles for residents' parking schemes in Devon are:

- (i) The area covered by the scheme should normally be sufficiently large to accommodate the anticipated demand, within the eligibility rules, from residents for permits.
- (ii) It should be clear that displaced parking would or could be accommodated. (For example, in off-street car parks or by a modal shift to park and ride or by car sharing journey savings).
- (iii) Schemes should provide a mix of residents' only spaces and limited waiting spaces, including pay and display or pay by phone where appropriate, for short-term visitors.
- (iv) The costs listed below should be covered by the charge for the permit together with any other income generated by related on-street parking schemes or from third party costs. The costs are:
 - scheme administration,
 - traffic order costs,
 - scheme implementation costs,
 - maintenance of the scheme,
 - enforcement of the scheme.
- (v) A scheme does not provide a space outside the permit holders' house and does not guarantee a parking space.

2. Policy

2.1 Residents Parking Schemes.

- (i) Where appropriate, residents' parking schemes shall be introduced as part of a joint on-street/off-street authority Traffic and Parking Strategy,
- (ii) In the absence of a joint Traffic and Parking Strategy, Residents' Parking schemes may be developed in appropriate circumstances as part of a community parking management plan that considers the needs of all users and delivers the objectives of the Devon Local Transport Plan. Such schemes would therefore need to:
 - Support one of the Congestion Action Plans for Exeter, Newton Abbot, Barnstaple and Totnes,
 - Support a Park and Ride Scheme which provides a sustainable public transport alternative to car travel to a town,
- (iii) Residents' Parking schemes shall not be introduced in towns and villages where there is a problem due to high residential car ownership and high visitor numbers and where there is no alternative for visitors that would be displaced by a Residents' Parking scheme.
- (iv) Where schools are affected by a new residents parking scheme, consideration should be given to provision for essential vehicles where these cannot be accommodated within the school site. Consideration would be conditional on a live School Travel Plan, including staff travel, being in place (<https://www.devon.gov.uk/roadsandtransport/safe-travel/road-safety/schools/school-travel-plans/>)
- (v) Schemes should be designed with an exemption for Co Cars (and other recognised car clubs)

2.2 General Assessment Criteria.

- (i) The operation of Residents Parking schemes within a community must be substantially self-financing as far as the County Council is concerned, by receipts from the issue of permits and allied on-street pay and display/pay by phone schemes.
- (ii) The majority of residents should not have privately available off-street parking either within the curtilage of, or close to, their property. As a guide, 75% of the properties in a Residents' Parking Zone should have no alternative off-street parking. Also, sufficient off-street public parking (free or at a reasonable annual price) should not be available within the immediate vicinity.
- (iii) The level of demand for residential parking within the area must be considered.
- (iv) Parking spaces must not be introduced that would compromise road safety or obstruct the flow of traffic.
- (v) Specific parking spaces are not allocated for parking within a zone.
- (vi) Valid permit holders can park without charge in pay and display/pay by phone spaces if included in the particular scheme.

2.3 Eligibility for Permits

- (i) Permits are issued annually and the council reserves the right to request and check for evidence of eligibility as part of the application process or at any point whilst a permit is valid, including proof of residence, vehicle ownership, CO2 emissions / engine size.
- (ii) Residents within the zone at the time of scheme implementation shall be eligible for permits. The eligibility for permits is restricted to those qualifying residents on the date of implementation of the scheme. The residents of any subsequent new development or redevelopment within the area covered by the zone are not automatically eligible for permits in line with the following considerations:

The Planning Authority/process may make certain requirements in regard to on-street parking and as part of the planning process the Highway Authority, as statutory consultee, may also make comments relating to parking. Although the Highway Authority has no power of direction. These comments will be considered along with the following;

For Conversions / Change of Use

Consider the number of permits currently available for the property.

If the total number of permits at the eligible address before redevelopment, exceeds or is equal to the number of addresses after redevelopment, then allow one permit per new address.

e.g. one house eligible for two permits converted into two flats means each flat will be eligible for one permit.

If the total number of permits, at the eligible address before redevelopment, is less than the number of addresses after redevelopment, then no permits would be allowed. Unless enough addresses are designated ineligible for permits to allow the total number of permits before redevelopment, to be allocated to the remaining addresses.

e.g. one house eligible for two permits converted into three or more flats means all flats will be ineligible for permits unless one or more are designated car free."

For other developments

If the property / address is not eligible for permits prior to redevelopment, developments expected to provide sufficient spaces off-street within their developments boundaries or clearly designate each address as car free.

- (i) Where a single property is developed into a number of separate dwellings, the developer should designate which properties are eligible for permits. If this is not confirmed by the developer with DCC the IT system used to issue permits cannot identify particular residents' eligibility for permits over others. Therefore a first come, first served system will be used. I.E. it is likely that the whole development would be subject to the original 2 permit limit as per the original property, and it may be that a single dwelling is assigned these two permits having requested prior to other occupants. At this time there is no scope or resources to adjust the system to be more equitable.
- (ii) Provision may be made in some schemes for residents permits to be issued for use in nominated company vehicles.
- (iii) Second homeowners shall be treated as permanent residents.

- (iv) Landlords are not eligible for residents permits but are eligible for a Landlord permit.
- (v) Businesses which require on-street parking for essential business purposes and not just to provide convenient commuter parking for employees of the business shall be eligible for business permits. These will be reviewed at point of issue and renewal to ensure the reasons for issue still apply and that they are being utilised correctly.
- (vi) Residential visitor permits shall be available to all eligible addresses in the zone. Such permits shall be issued in a book of 30 day permits and shall be limited to two issues per year. Where provision of “virtual” permits is possible, visitor permits will be available to be used in hourly sessions allowing greater flexibility to residents.
- (vii) Essential visitor permits shall be available to all residents (at eligible addresses) who provide evidence of a need for regular visitor support to care for an ailing or disabled resident in the zone. These will be reviewed at point of issue and renewal to ensure the reasons for issue still apply and that they are being utilised correctly.
- (viii) Social workers, occupational therapists and voluntary workers delivering essential services to residents within the zone shall be allowed to park in a Residents Parking Zone whilst performing home visits and will be eligible for Care and Health Workers Permit.
- (ix) A Registered Charity shall be treated as a business, but permits shall be supplied at a reduced fee. Supporting Living Properties should be eligible for up to 3 permits for use where vehicles will be required for journeys with clients or errands to support clients. These permits would be aligned with Charity Business Permits.
- (x) A school where eligible shall be treated as a business. Permits shall be supplied at the Registered Charity fee.

Guest House/Holiday Let/Hotel Permits

- (i) Guest Houses and Hotels located at an eligible address that require on-street parking for guests, shall be eligible for guest house/hotel permits. This is only applicable if there is inadequate off-street parking in the area e.g. no Park & Ride and no district council or private car parks.
- (ii) The guest house/hotel must advise guests of the limited availability of parking and promote the use of public transport.
- (iii) Such permits shall be issued in a book of 20 permits (each permit valid for one day) and may only be used by guests staying at the guest house/hotel and not staff.
- (iv) New guest houses/hotels within existing residents parking schemes will be considered new developments.
- (v) Permits are only valid whilst the guest house/hotel operates from the address. When these circumstances change, permits will be cancelled and must be returned to DCC.

2.4 Rationing of Permits:

- (i) The number of Residential Permits shall be limited to a maximum of 2 per residential address, which is an address that is registered with the Post Office and City / District and therefore is paying Council Tax.
- (ii) Where the provision of “virtual” permits is possible, it will be a requirement that residents purchase permits for any motorcycle they wish to park within their zone. Permits provided to motorcycles would not count against the household allocation described in (i)
- (iii) A reduction in permits issued per eligible address may be appropriate in some schemes to provide a better match between the availability of permits and the on-street supply of parking places.
- (iv) The number of Business permits shall be limited to a maximum of 3 per business.

2.5 Cost of Permits

- (i) For residents permits, differential charging will be implemented in order to provide a nudge to discourage multiple car ownership. Differential charge will be designed to encourage uptake of EV.
- (ii) Motorcycles should be subject to same base residents permit charge as cars.
- (iii) Essential Visitor Permits should be subject to the same base charge as cars.
- (iv) Any new charge should ensure that the cost of transfer to virtual permits is sustainable (including any additional document checks)
- (v) An administration charge should be applied in respect of changes of registration details of a vehicle linked to a permit to ensure the service remains sustainable.
- (vi) Charges will be as described in the Fees and Charges and Appendix B of the County-wide On Street Parking Traffic Order*. The charges will be subject to periodic review.

Tier 1	Tier 2	Tier 3
Vehicles band A	Vehicles Band B-K	Vehicles Band L-M
Motorcycles		Company vehicle Permits
Scooters		

2.6 Enforcement

- (i) Adequate enforcement is of paramount importance and resource for enforcement of new schemes should be considered before launch.
- (ii) Continued investment in technology will be made to ensure effective efficient enforcement, and improved customer experience.
- (iii) An appropriate proportion of the funds derived from Residents Parking scheme permit charges and allied Pay and Display/Pay by Phone charges shall be used to finance enforcement of schemes.

3. Further Advice Notes on Design and Implementation

Prior to introduction scheme extensive planning is required and advice on detailed arrangements and factors that need to be considered for Residents' Parking Schemes is given in DTA 32A/05, DTA 32B/05 and DTA 32C/05. For associated Pay and Display schemes advice is given in DTA 32D/05.

4. Devon Local Transport Plan Objectives

1. Integrated transport,
4. Economy,
5. Environment

Revisions

Dec 04	A	Approved by Executive Committee
July 05	B	Essential visitors permit cost reduced to zero, approved by Exec Member
Dec 20	C	Updated based on Member Working Group