

Parish & Town Council Conferences

14 / 21 October 2015

Ashill / Bradford & Cookbury Village Hall

Questions

Q – Are parishes and town councils allowed more grit bins?

A – Yes, however they will need to fund **and** maintain them.

Q – TAP funding is not sufficient. There needs to be more degree of flexibility for big rural areas with less people

A – David Whitton will feed this back.

Q – A number of councils highlighted that they would like to see inspection information

A – We are currently working on providing this information via the website. We will keep you updated as to our progress.

Q – What is the cost of the Road Warden tools?

A – Each set costs approximately £400.00;

<u>Item</u>	<u>Number</u>
24" Bow saw	1
West country Shovel	2
Hoe	2
Loppers	1
Shears	2
Wheelbarrow	2
Drainage rods	set of 10
Plunger for rods	1
Wheel for rods	1
Broom and Handle	2
Rake	2
Cones (750mm)	12
Blue Arrows	2
Roadwork's Ahead	2

Q – The busiest roads in some parishes are unclassified, can these be upgraded?

A – Upgrading roads is a very long and expensive process. There are other avenues which can be explored. Please liaise directly with your [Neighbourhood Highway Officer](#) (NHO) – Who supports you – MBN1.

Q – What should a parish / town council do if they do not agree with our safety defect criteria?

A – If a parish / town council does not agree with the national standard and would like to implement their own standard, DCC will work to enable communities to carry out repairs, however it will be at the communities own cost.

Q – Some smaller parishes cannot afford a Road Warden. Can DCC contribute towards a Road Warden?

A – Unfortunately not. The Road Warden is not carrying out any work instead of DCC. The works undertaken by Road Wardens is the work that DCC can no longer afford to carry out. Therefore there are no funds available via DCC. TAP funding maybe available.

Q – Can we opt out of the lengthsman scheme and have the funding so that it can be used for the Road Warden Scheme?

A – Yes but the lengthsman duties will still need to be covered and the funding is minimal. Please speak to [your NHO](#) for more information.

Q – Are parish / town councils allowed to erect new signs should they require them?

A – Any signs on the highway need to be approved by the Highway Authority. Guidance on an appropriate process is being developed and should be available shortly.

Q – Do all volunteers, which work on the highway, have to have the necessary training or only the person coordinating the works?

A – The works coordinator will require appropriate training and the method of works will be agreed on a case by case basis with the local Neighbourhood officer. This will confirm the level of training required by those taking part in the activity.

Q – Can we have a direct point of communication for the Road Warden Scheme?

A – Yes, [your NHO](#) is your direct link to Devon Highways.

Q – Tools need to be stored closer to some parishes

A – Unfortunately we are only able to supply a certain amount of tools and because of this; we have decided to hold them at our main depots.

Q – Does the Road Warden Scheme include personal insurance?

A – No, it includes public liability insurance. You will need to speak to your Parish / Town Council clerks to see if their insurance covers you.

Q – A number of volunteers, who would like to become a Road Warden, are not able to attend the training due to work commitments

A – We are currently looking at arranging a weekend session. Further details will follow.

Q – Can DCC apply pressure on network providers to improve the connectivity around Devon, especially for the rural parishes?

A – Connecting Devon and Somerset has been set up to deliver next generation broadband infrastructure to areas where the market has failed to invest. It is a public-private partnership of six local authorities (Somerset, Devon, North Somerset, Torbay, Plymouth and Bath and North East Somerset) and our delivery partner BT. We aim to bring superfast broadband to 90% of premises in the area covered by the [Connecting Devon and Somerset programme](#).

Q – The biggest revenue expense is potholes. What is the reason and what is being done?

A – Severe weather events over recent years including flooding, general road deterioration and the funding gap are among the causes of potholes. See our [Asset Management Plan](#) for what is being done.

Q – The Council no longer treats noxious weeds; do they not have a legal obligation to do so?

A – It is not an offence to have noxious or injurious weeds growing on land. However, the landowner is responsible for controlling them. Failure to prevent the spread of these weeds to agricultural land can result in an enforcement notice being served.

Q – How much did DCC save on grass cutting last year?

A – Approximately £200k.

Q- What mitigation has DCC on climate change?

A – Please see [our website](#) for more information on climate change;

Q – What chemicals do we use when weed spraying and do we take into account environmental issues?

A – We carry out minimal weed spraying and when we do our products conform to EU and DCC regulations.

Q – Farmers used to be able to take soil from ploughings, however this is no longer the case. This then incurs charges for taking it to landfill. Can this not be changed?

A – These are Environment Agency regulations.

Q – How do DCC monitor repairs, especially those that lead to claims against DCC?

A – Audits are carried out on works undertaken through the Term Maintenance Contract (TMC). If there are any concerns over repair work please liaise with [your NHO](#).

Q – Is this LSTF (local sustainable transport fund) included in the £62 million?

A – No it is not.

Q – A number of queries / concerns were raised in relation to planning matters

A – Planning issues are dealt with by our Development Management section. Their contact details are available on their webpage; <https://new.devon.gov.uk/planning/guidance-for-applicants>.