

Report to Seaton Town Council

Cllr Marcus Hartnell – September 2022

DCC Finances update

Devon County Council is facing a very challenging financial situation, forecast to overspend about £30 million and rising costs and inflation could add a further £10 million. We are not alone in this; many upper tier authorities are facing a similar situation.

Increasing needs and demand for services will continue into next year (2023/24) and beyond so we need to focus on both short-term opportunities to generate savings and longer-term transformation to ensure we create a sustainable future and deliver our strategic vision and priorities.

Devon County Council is committed to working collectively across the whole council. As part of this response, a Financial Sustainability Programme has been developed and brought together a group of leaders forward this work over the summer and into September.

Over the last few weeks about £26 million of one-off and ongoing savings have been identified and we are continuing to look at other opportunities including identifying areas for creating efficiency, understanding, and responding to demand differently, reducing our property estate and the cost of buildings, reducing expenditure on contracts, and increasing income generation. Part of this is to suspend members Locality Budgets until the complete picture is known (other than those where applications have already been submitted).

Many opportunities are also being identified to change the way we do things and work together to ensure better value and outcomes for people in the longer-term.

The team doing this work has come together at short notice and committed time and resources to respond to this challenge. This has been hugely valuable, not just in terms of identifying additional savings but also developing relationships and understanding of the whole council's business, which will stand us in excellent stead for identifying further transformation opportunities, where many new ways of working were put into practice at short notice during the darkest days of the pandemic.

Bird Flu (Avian influenza)

Bird flu is primarily a disease of birds, and DCC are aware of some cases currently in Devon.

The risk to public health is very low as it is not an airborne disease. However, it is important that you do not touch or pick up any dead or visibly sick birds that you see while out and about and, if you have a dog, make sure they stay clear too.

If you find dead wild waterfowl (swans, geese or ducks) or other dead wild birds, such as gulls or birds of prey, you should report them to the Defra helpline on [03459 33 55 77](tel:03459335577).

Bird flu is a [notifiable animal disease](#). If you suspect any type of avian influenza in poultry or captive birds, you must report it by calling the Defra Rural Services Helpline on [03000 200 301](tel:03000200301).

Full guidance can be found at <https://www.gov.uk/guidance/avian-influenza-bird-flu#public>

Motorhomes on the Seafront

I am aware of several complaints regarding Motorhomes and custom vans parking overnight on the seafront along with anti-social behaviour that arises from a minority. Our civil enforcement officers have been attending Seaton more frequently and I have raised the issue at a recent East Devon HATOC meeting, where the committee resolved to ask the DCC Corporate scrutiny committee to look at developing a policy regarding Motorhome parking. This will dovetail with EDDC who are seeking to permit overnight stays in their off-street car parks.

Roadmap Highways update

The latest Parish & Town Council Highways Newsletter can be view online here:

[Parish & Town Council Highways Newsletter - Summer 2022 \(govdelivery.com\)](#)

Of particular interest is the free training available to volunteers for Highway safety awareness, traffic management for community events & chapter 8. If there are any Cllrs who wish to volunteer please let me know.

Driving down carbon emissions on Devon's highways

Our ambition to be carbon neutral by 2030 is ahead of schedule, as we announce our next phase in cutting carbon from Devon's roads maintenance.

Phase one, announced last year, saw us become one of the first councils in the country to develop a carbon calculator, a clever way of identifying the carbon emissions produced in every step of highway maintenance.

From the materials used; the labour involved; the distance and the type of transport used to get the materials and engineers to site; the longevity of the materials used and how long the repairs will last – that's some of the data, crunched by the carbon calculator that identifies the carbon emissions for that specific highway project.

Knowing all this in advance and planning it in at the early design stage of a job – building a new road or structure say, or repairs to an existing road – puts us in the best position to cut the anticipated amount of carbon generated by the project.

It's already led to innovative changes in the way we and our contractors carry out highway repairs in Devon, using different materials and techniques, and recycling and re-using material as close to site as possible, for example, with significant reductions in carbon emissions.

So, if phase one is about eliminating carbon emissions at the design stage, phase two, which is being introduced in the next few weeks, is about tracking the actual carbon emitted at construction or repair stage.

Contractors have worked with us on designing this next phase, which will ask them to share their live data on completed projects.

We want contractors to report back on the quantity of work they have carried out; the materials they've used, e.g. asphalt type – the amount of that material; how it got to site; what kind of fuel was used to get it to site; how far it's travelled; the equipment needed on site, the fuel it uses and where it's come from; the waste created and what happens to that waste etc.

The detail helps to build a carbon profile that tells us and the contractor what the carbon emissions for that project have been.

Experts at the University of Exeter are working with us, and they've developed an algorithm to crunch the data and create a dashboard to visualise it in a consistent way for all highways projects.

On Street Pay & Display Tariff review

DCC last reviewed Pay & Display (P&D) tariffs in 2019/20. Considering recent reviews of on-street P&D by district authorities, it is now appropriate to progress with a review of the on-street tariffs for 2022/23.

The following principles were applied:

- Short Stay Tariffs (up to and including 1 hour) – 10% increase (rounded up to nearest 10p)
- Long Stay Tariffs (over 1 hour) – where there are alternative off street P&D car parks in the vicinity Increased to match the cost for equivalent period in off-street car parks + 10% (rounded up to nearest 10p)
- Long Stay Tariffs (over 1 hour) – where there are no alternative off street P&D car parks in the vicinity 10% increase (rounded up to nearest 10p)
- Consistency within each District area has been sought where possible to allow easier understanding by users.

It was not felt appropriate to increase any tariff more than 100%, a cap has been applied accordingly. It should be noted that this cap does mean that some longer stay on-street tariffs remain less expensive than equivalent off-street tariffs, this includes Sunday tariffs within central Exeter.

The revenue from parking charges is utilised to support the parking enforcement service and invest in public transport support across the County, support to Safer Camera Partnership and Country Park, along with other key work. The income and expenditure is reported to the Cabinet each year and also included in the Civil Parking Enforcement Annual Report.

Tariffs are set to assist in managing parking stock effectively, to minimise congestion and assist in ensuring the right parking opportunities were available to support town centres. It is helpful to ensure that tariffs for longer stays (of more than an hour) are at least equal or higher than equivalent

off-street tariffs to encourage parking in longer stay car parks, reducing the recirculation of traffic; minimising traffic congestion and improving air quality.

The new charges for Seaton are as follows:

Seaton Seafront P&D

West – applies 9am-6pm Daily incl. Bank Holidays

East – applies 9am-6pm 1st April to 31st October incl. Bank Holidays

| | Time of operation | Existing | Proposed |
|----------------|--------------------------|-----------------|-----------------|
| Esplanade West | 30mins | Free | Free |
| | 1 hour | £0.80 | £1.50 |
| | 2 hours | £2.00 | £4.00 |
| | 3 hours | £3.00 | £6.00 |
| | 4 hours | £4.00 | £8.00 |
| Esplanade East | 30mins | £0.30 | £0.40 |
| | 1 hour | £0.80 | £1.50 |
| | 2 hours | £2.00 | £4.00 |
| | 3 hours | £3.00 | £6.00 |
| | 4 hours | £4.00 | £8.00 |