

ANNEX A to minutes 12 November 2020

Loxhore Parish Council County Councillors Report November 2020

Government gives £60m seal of approval for North Devon Link Road

- Department for Transport announces £60m funding for the A361, a key road linking Devon with the rest of the UK
- Modernisation and upgrade works set to start this month will cut congestion while providing a boost to the local economy
- Scheme is part of wider Government plans to level up transport infrastructure across the country as we build back better from Covid-19

The funding will kick-start major works on the A361, also known as the North Devon Link Road – slashing journey times, boosting connectivity and unlocking housing across the region. The major project, being led by Devon County Council, will boost the local economy by supporting plans for 6,700 new homes in the region, making it easier for people to access job opportunities, and for businesses to get around.

Upgrades will not only benefit regional travel, they are also expected to increase cross-country connectivity by improving people's ability to travel into and out of the Southwest.

Works will focus on a 4.8 mile stretch between South Molton and Barnstaple. The route will be modernised with a wider carriageway, which will greatly improve overtaking opportunities, safety and resilience. The road's capacity and eight key junctions will be upgraded - and to boost active travel, facilities for pedestrians and cyclists will be introduced along the route

Coronavirus updates from Devon County Council

The link below may be of interest to residents with the situation changing and many interested in what is happening locally this link is a useful starting point for questions and the current situation in Devon.

The link takes you to the Covid-19 pages on the Devon County Council Website, it has daily updated information as to positive cases within the area, information about testing and track and trace.

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

Possible funding areas the Parish Council and community groups maybe interested in are:

Devon County Council: COVID-19 Prompt Action Fund

<https://www.devon.gov.uk/coronavirus-advice-in-devon/document/covid-19-prompt-action-fund/>

Community Food Programme

<https://devoncf.com/apply/community-food-programme/>

Help for Vulnerable Children and families

Devon County Council will continue to work with district councils to ensure hardship support is available to vulnerable children and families across the county this winter and pledged extra funding to ensure no child goes hungry.

DCC have already allocated £1.7 million this year through a shared hardship fund to ensure that the most needy children and families in Devon do not go hungry. The county council holds a further £100,000 in reserve for additional hardship funding this winter.

Devon County Council shared £1 million of its funding between the districts alongside a further £700,000 from the Government. This is currently supporting grants to people and families suffering hardship across Devon.

Around £600,000 of this is still available and I would urge anyone who needs help providing food for their children to apply for this extra assistance through North Devon district council's helpline.

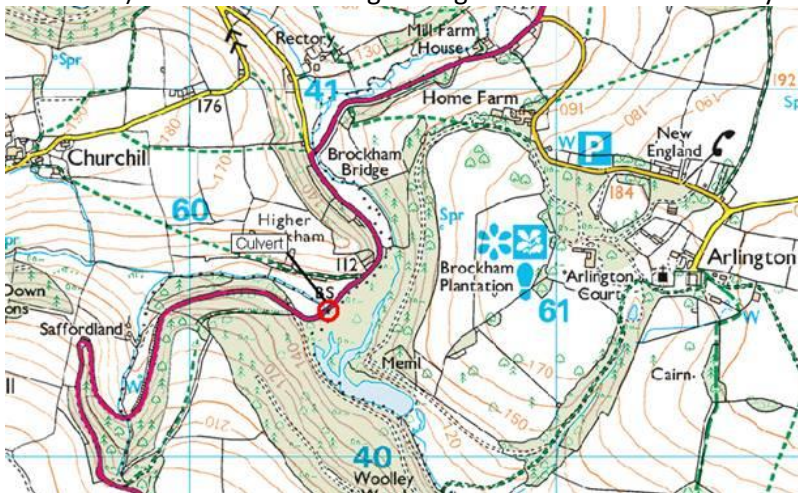
To find out more about what support is available in Devon, including how to apply, please visit the Devon County Council website.

Local Highway issues.

Bottom of Zig Zag- update on recent works.

A summary the recent investigation and maintenance work that we have carried out in the vicinity of the culvert and problems that have been identified.

The culvert is located on the A39, some 0.8km west of Arlington Court (Grid Ref: E260372 N140389). It is believed to be entirely of masonry arch construction, approx. 1.5 metres wide, 1.2 metres high and spanning 34 metres in length (7 metres under the carriageway and 27 metres under National Trust land). The stream running through the culvert is a tributary to the River Yeo.





Initially it was suspected that there may have been a partial collapse mid-section due to there being some significant ground settlement along the line of the culvert, towards the downstream end and on National Trust land.

We began by excavating this area down to the top of the arch barrel, however the excavated hole soon filled with stream water (approx. 2.5m below ground level) and therefore made it impossible to see the structure and assess the damage. Even with 4 submersible pumps in operation, the water level did not lower in the excavation. The water in the hole was measured to be the same level as the downstream water level (some 10m away). Our next step was to reduce bed levels immediately downstream (i.e. an area measuring 4 metres wide by 20 metres long), and we removed approx. 900mm deep layer of silt from this area of the stream bed. This made a significant difference and lowered the water levels both upstream and immediately downstream, but unfortunately it was still not enough to allow us to carry out an inspection in the excavated hole, as the culvert was still running full bore. The culvert is however running clear and there is a good visible flow at the outlet, even with it being fully submerged. Therefore, the suspected collapse does not appear to be causing any significant obstruction and only believed to be a minor defect (however this cannot be confirmed at present with current water levels).

Downstream area (pre DCC works);



Post DCC Works



The downstream area beyond where we have cleared (which can be seen in the foreground of the post-work photo above and the photo below) has heavily silted up and vegetated over the years. Bed levels are at a point which severely restrict the flow of stream, resulting in the water being unable to gain sufficient momentum and therefore hangs in this area backing up through the culvert.

Discussions on site with the NT have also brought to light that there is a dam at the end of the lake, located approx. 450 metres downstream in Arlington Court. The lake itself is also believed to be heavily silted and has not been cleared for a number of years. This is no doubt intensifying the problem that we have at the culvert.

NT Land approx. 120m downstream of culvert;



Additional maintenance work that was recently carried out by DCC also entailed clearing some of our highway drainage assets such as gully's, channels and grips in the immediate area. We have also constructed a shallow ditch in the northern field on the upstream side of the culvert, which the lowest drainage grip will discharge into. This will add some drainage capacity and help to alleviate some of the ponding on the carriageway during wet periods.

The excavation over the suspected collapse will remain open until a full inspection can be carried out, which can only be done when water levels allow. The area has been safely barriered off and will be regularly monitored by DCC until the excavation can be reinstated.

Excavated hole over suspected collapse on day 1



Excavated hole over collapse on day 4 (after downstream area had been cleared):



In conclusion, the County Council has gone above and beyond their responsibilities as Highway Authority in the works carried out to date in an effort to solve the flooding in this area. The County Council believe that until the downstream areas through the Arlington Court land are desilted and bed levels reduced, the problems that are currently encountered with the lack of water flow and flooding on the highway will only continue and almost certainly get worse. The recent work that has been carried out will buy some time and improve the situation for the time being, however it is only a temporary fix and within time we will no doubt be back to square one.

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