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To: The Chair and Members
of the Teignbridge
Highways and Traffic
Orders Committee

County Hall
Topsham Road
Exeter
Devon
EX2 4QD

Date: 25 October 2023

Contact: Fiona Rutley 01392 382305

Email: fiona.rutley@devon.gov.uk

TEIGNBRIDGE HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

Thursday, 2nd November, 2023

A meeting of the Teignbridge Highways and Traffic Orders Committee is to be held on the above date at 10.30 am at Council Chamber, Forde House, Teignbridge District Council to consider the following matters.

Donna Manson
Chief Executive

A G E N D A

PART I - OPEN COMMITTEE

1 Apologies for absence

2 Minutes (Pages 1 - 4)

Minutes of the meeting held on 1 June 2023, attached.

3 Items Requiring Urgent Attention

Items which in the opinion of the Chair should be considered at the meeting as matters of urgency.

STANDING ITEMS

4 Petitions/Parking Policy Reviews

[An item to be taken under s18 of the Traffic Management Act 2004 relating to any reviews of parking policy sought in line with the Council's [Petition Scheme](#).]

MATTERS FOR DECISION

5 Local Waiting Restrictions Programme (Pages 5 - 50)

Report of the Director of Climate Change, Environment and Transport (CET/23/87) together with supplementary plans, attached.

(Electoral Division: All in Teignbridge)

6 Drumbridges Bus Stop Multi-Modal Integration Improvements (Pages 51 - 60)

Report of the Director of Climate Change, Environment and Transport (CET/23/88), attached.

(Electoral Division: Bovey Tracey)

MATTERS FOR INFORMATION

7 Bus Users and Stakeholders (BUS) Forum (Pages 61 - 66)

Note of the meeting held on 12 October 2023, attached (for information).

8 Calendar of Meetings

All meetings at 10.30am.

Please check meetings arrangements using link below for County Council Calendar of Meetings

<http://democracy.devon.gov.uk/mgCalendarMonthView.aspx?GL=1&bcr=1>

Thursday 14 March 2024

Thursday 18 July 2024

Thursday 14 November 2024

Thursday 13 March 2025.

PART II - ITEMS WHICH MAY BE TAKEN IN THE ABSENCE OF THE PRESS AND PUBLIC

Part II Reports

Members are reminded that Part II reports contain exempt information and should therefore be treated accordingly. They should not be disclosed or passed on to any other person(s). Members are also reminded of the need to dispose of such reports carefully and are therefore invited to return them to the Democratic Services Officer at the conclusion of the meeting for disposal.

Agenda Items and Attendance of District & Town/Parish Councillors

Under the provisions of Standing Order 23, any member of the HATOC (including the District Council representatives) may put an item on the Agenda for the HATOC relevant to the functions of the Committee, subject to them giving notice in writing to the Chief Executive of the matter to be discussed by 9.00am on the eighth working day before the meeting.

Any member of the District Council for the area covered by the HATOC who is not a member of the Committee, or a Town or Parish Councillor within the area covered by the HATOC, may, after giving 24 hours' notice in writing to the Chief Executive, attend and speak to any item on the Agenda with the consent of the Committee. For further information please contact the relevant Clerk.

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Access to Information

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Anyone wishing to film part or all of the proceedings may do so unless the press and public are excluded for that part of the meeting or there is good reason not to do so, as directed by the Chair. Filming must be done as unobtrusively as possible without additional lighting; focusing only on those actively participating in the meeting and having regard to the wishes of others present who may not wish to be filmed. Anyone wishing to film proceedings is asked to advise the Chair or the Democratic Services Officer in attendance.

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Declarations of Interest for Members of the Council

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Induction Loop available



TEIGNBRIDGE HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

1 June 2023

Present:-

Devon County Council

Councillors M Wrigley (Chair), J Bradford, P Bullivant, A Connett, D Cox,
G Gribble, R Peart,

Teignbridge District Council

H Cox, Hook and G Taylor

Apologies:-

Councillors A Dewhirst and S Khan

Members attending in accordance with Standing Orders 25

Councillors A Hall, M Ryan, M Joyce and J Taylor

* **56** **Election of Chair**

It was **MOVED** by Councillor Connett and **SECONDED** by Councillor (D) Cox
and

RESOLVED: that Councillor Wrigley be elected Chair for the ensuing year.

* **57** **Election of Vice-Chair**

It was **MOVED** by Councillor Connett and **SECONDED** by Councillor Wrigley
and

RESOLVED: that Councillor (D) Cox be elected Vice-Chair for the ensuing
year.

* **58** **Minutes**

It was **MOVED** by Councillor Connett and **SECONDED** by Councillor Wrigley
and

RESOLVED: that the minutes of the meeting held on 2 March 2023 be
signed as a correct record.

Agenda Item 2

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TEIGNBRIDGE HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

1/06/23

* 59 **Newton Abbot, Queen Street - Pedestrian Enhancement Traffic Regulation Orders**

(District and/or Town Councillors A Hall, M Ryan, M Joyce and J Taylor attended in accordance with SO25(2) and spoke against this matter, expressing concerns around public consultation and the scheme details).

The Committee considered the report of the Director of Climate Change, Environment and Transport (CET/23/36), seeking approval to make and seal the associated Traffic Regulation Orders (TROs) to enable the scheme to be recommended for construction at the Cabinet's meeting in July 2023.

The Director of Climate Change, Environment and Transport explained the nature of the TROs following this Committee's previous consideration and support for the enhancement scheme. Officers advised of their particular attention to an open, transparent and extensive consultation during the last three years of engagement, resulting in the proportionally low number of representations made at the TRO advertisement consultation for this type of scheme. This included the minor relaxation of proposed loading restrictions, through the provision of an additional loading bay, as a result of working directly with objectors and still ensuring proposals remained transformational. A number of other scheme amendments had been made as a result of consultation. Devon County Council had worked in close partnership with Teignbridge District Council, as well as engagement with other stakeholders.

The scheme aimed to make Queen Street a more attractive, safe and healthy environment for visitors and businesses, by reducing the dominance of vehicles and rebalancing use by all user groups, with more space for pedestrians to enjoy and access shops and services with improved accessibility for all (including for those with mobility issues).

The strategic opportunities and benefits afforded by the scheme were considered to significantly outweigh the impacts of removing a proportion of on-street parking and vehicle access. The proposed scheme was highly regarded by Government, having been selected nationally for significant Government funding.

The local County Councillor supported the Report's proposals and advised that from his engagement with the town over the last couple of years, the clear message received was that the town centre looked "tired" in some areas. For the town to survive and thrive in the future and to meet the aspirations of it being the premier market town in Teignbridge, investment was needed. He recognised the amendments made following consultation concerns around the number and proximity of parking spaces and concerns of shopkeepers and other users. It was important to progress the enhancement, notwithstanding some trade off for the overall benefits of the scheme.

Other Committee Members in supporting the scheme referred to the comprehensive 60 page consultation report to help understand and consider community views, the common theme being that the town centre needed a lift to future proof it in the changing retail world and broader use of town centres. To do nothing was not in the best interests of its sustainability.

The other remaining Newton Abbot County Councillor did not support the current scheme due to her concerns around public consultation and the views of stakeholders and others she had received. Whilst believing there should be a scheme for Newton Abbot she could not support this one. Businesses were struggling and she did not believe this would help them.

The Director of Climate Change, Environment and Transport confirmed that Member comments and suggestions raised in the discussion today could be further considered by Officers as minor amendments to the scheme or future scheme phases and were not part of today's decision in relation to the TROs. These included (not an exhaustive list):- a night time safety review; vehicular signage around the town; the junction with the Avenue; emphasis on close parking for blue badge holders and others with mobility/access issues.

They also reassured Members there would be a review of the scheme's operation around 12-18 months after implementation in case any amendments were required.

It was **MOVED** by Councillor Bullivant and **SECONDED** by Councillor Connett and

RESOLVED:

(a) that the making and sealing of the Traffic Regulation Orders introducing a 20mph zone, restricting vehicular traffic and amending waiting, parking and loading in the Queen Street Area, Newton Abbot, as shown in Appendix 1 of Report (CET/23/36) be approved; and

(b) that the relaxation of the aforementioned Traffic Regulation Orders to provide an additional loading bay at the western end of Queen Street, Newton Abbot, as shown indicatively in Appendix 2 of Report (CET/23/36) be approved.

(**Note:** due to the anticipated cost, scheme approval for construction to be sought from Cabinet, July 2023).

* 60

Calendar of Meetings

All meetings at 10.30am.

Please check meetings arrangements using link below for County Council Calendar of Meetings

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TEIGNBRIDGE HIGHWAYS AND TRAFFIC ORDERS COMMITTEE
1/06/23

<http://democracy.devon.gov.uk/mgCalendarMonthView.aspx?GL=1&bcr=1>

Thursday 2 November 2023

Thursday 14 March 2024.

NOTES:

1. *Minutes should always be read in association with any Reports for a complete record.*
2. *If the meeting has been webcast, it will be available to view on the [webcasting site](#) for up to 12 months from the date of the meeting*

* **DENOTES DELEGATED MATTER WITH POWER TO ACT**

The Meeting started at 2.15 pm and finished at 4.00 pm

CET/23/87

Teignbridge Highways and Traffic Orders Committee
2 November 2023

Local Waiting Restriction Programme

Report of the Director of Climate Change, Environment and Transport

Please note that the following recommendations are subject to consideration and determination by the Committee before taking effect.

1) Recommendation

That the Committee be asked to:

- (a) note the work on the local waiting restriction programme;
- (b) agree the recommendations contained in Appendix 2 to this report; and
- (c) a report on restrictions not considered in this report be brought to the next meeting.

2) Background

In October 2022, a list of requests for new or amended waiting restrictions for the area was collated by the council. These requests have been considered by officers and proposals drafted. Officers have consulted the relevant local County Councillors and Chair/Vice Chair before they were advertised from 13 July until 3 August 2023.

A summary of the proposals advertised can be found in Appendix 1 and the associated plans have been attached as supplementary information to this report.

3) Consultations/Representations

A total of 32 sites were advertised and during the advertising period a number of substantial responses were received for 18 of the sites. There has been insufficient time to properly consider all the comments submitted for these particular sites and therefore a future report will be brought to this committee to consider those proposals.

However, 7 sites received no comments and a further 7 sites only received support and/or minimal objections.

Details of the comments received for the 7 sites that only received support and/or minimal objections together with the County Council's response are shown in Appendix 2 to this report.

Agenda Item 5

Therefore, following advertisement:

- The sites with proposals that did not attract objections will be implemented, these are listed below
 - ENV6036-174 Decoy Road, Newton Abbot
 - ENV6036-197a Kingsway, Teignmouth
 - ENV6036-197b Broadmeadow View, Teignmouth
 - ENV6036-198 Brookside Close, Teignmouth
 - ENV6036-199b Headway Cross Road, Teignmouth
 - ENV6036-202b Clay Lane, Teignmouth
 - ENV6036-14 Horns Park, Bishopsteignton

- The 18 sites with proposals that received the greatest comments will be considered in a future report to this committee.
 - ENV6036-135-Road from Nobody Inn to Burnt Meadows, Daddiscombsleigh
 - ENV6036-182-West Cliff Road, Dawlish
 - ENV6036-177-Hall Lane, Holcombe
 - ENV6036-129-Manor Road, Bishopsteignton
 - ENV6036-201-Higher Buckeridge Road, Teignmouth
 - ENV6036-181-Mill Lane, Teignmouth
 - ENV6036-218-Church Path, Ashburton
 - ENV6036-136-Elm Grove Road, Dawlish
 - ENV6036-216-Bonhay Road, Starcross
 - ENV6036-180-Fore Street, Ipplepen
 - ENV6036-205-Brunswick Street, Teignmouth
 - ENV6036-183-New Road, Teignmouth
 - ENV6036-199a-Headway Cross Road, Teignmouth
 - ENV6036-57-Coach Road, Newton Abbot
 - ENV6036-130-Village Centre, Ideford
 - ENV6036-202a-Park Hill, Teignmouth
 - ENV6036-58-Highweek Village, Newton Abbot
 - ENV6036-55-Sandygate Mill, Kingsteignton

- The 7 sites with proposals that received support and/or minimal objections are detailed in Appendix 2 to this report with a recommendation for each location.
 - ENV6036-310-Main Road, Exminster
 - ENV6036-161-Longford Lane, Kingsteignton
 - ENV6036-175-Vicarage Road, Cockwood
 - ENV6036-176-Stockton Hill, Dawlish
 - ENV6036-184-Plantation Terrace, Dawlish
 - ENV6036-196-Lower Kingsdown Road, Teignmouth
 - ENV6036-217-Fore Street, Bovey Tracey

4) Strategic Plan

The restrictions proposed support the priorities in the Strategic Plan as they aim to improve road safety to improve health and wellbeing and to better manage traffic and parking in the areas to respond to the climate emergency and support sustainable economic recovery.

5) Financial Considerations

The total costs of the scheme will be funded from the Minor Traffic Management Improvements budget, funded by Local Transport Plan grant.

There is a cost to the Council in advertising a new Traffic Order for each Committee Area, this will be approximately £1,500. In addition, the costs of any changes to signing or lining will be attributed to that Order.

6) Legal Considerations

The lawful implications and consequences of the proposal have been considered and taken into account in the preparation of this report.

When making a Traffic Regulation Order it is the County Council's responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 that states that it is the duty of a local authority, so far as practicable, secures the expeditious, convenient and safe movement of traffic and provision of parking facilities. It is considered that the proposals comply with Section 122 of the Act as they practically secure the safe and expeditious movement of traffic.

7) Environmental Impact Considerations (Including Climate Change)

The proposals are intended to rationalise on street parking and improve mobility and access within the district and are designed to:

- Enable enforcement to be undertaken efficiently.
- Encourage commuters to make more sustainable travel choices e.g. Car Share, Public Transport, Walking and Cycling.
- Assist pedestrians and other vulnerable road users in crossing the highway.

The Environmental effects of the scheme are therefore positive.

8) Equality Considerations

There are not considered to be any equality issues associated with the proposals. The impact will therefore be neutral.

9) Risk Management Considerations

No risks have been identified.

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10) Reasons for Recommendations

The proposals rationalise existing parking arrangements within the HATOC area by:

- Enabling enforcement to be undertaken efficiently.
- Encouraging those working in the town to make more sustainable travel choices e.g. Car Share, Public Transport, Walking and Cycling.
- Assist pedestrians and other vulnerable road users in crossing the highway.

The proposals contribute to the safe and expeditious movement of traffic in the area and therefore comply with Section 122 of the Road Traffic Regulation Act 1984.

Meg Booth

Director of Climate Change, Environment and Transport

Electoral Divisions: All in Teignbridge

Local Government Act 1972: List of background papers

Background Paper Nil

Contact for enquiries:

Name: Amy Garwood

Telephone: 0345 155 1004

Address: Great Moor House, Bittern Road, Exeter

ag121023teinh

sc/cr/Local Waiting Restriction Programme

01 121023

Details of Proposals Advertised

Councillor	Plan Reference	Location	Parish/ Town	Proposals	Statement of Reasons
Alan Connett	ENV6036-216	Bonhay Road	Starcross	Introduce No Waiting At Any Time	To prevent obstructive parking.
Alan Connett	ENV6036-310	Main Road	Exminster	Introduce Limited Waiting Mon - Sat 9am - 6pm 30 Minutes No Return Within 1 Hour	To improve turnover of on-street parking capacity.
Alistair Dewhirst	ENV6036-180	Fore Street	Ipplepen	Introduce No Waiting At Any Time	To prevent obstructive parking.
David Cox	ENV6036-181	Mill Lane	Teignmouth	Extend the existing No Waiting At Any Time	To improve visibility.
David Cox	ENV6036-183	New Road	Teignmouth	Introduce No Waiting At Any Time	To improve visibility.
David Cox	ENV6036-196	Lower Kingsdown Road	Teignmouth	Introduce No Waiting At Any Time	To prevent obstructive parking.
David Cox	ENV6036-197a	Kingsway	Teignmouth	Introduce No Waiting At Any Time	To prevent obstructive parking.
David Cox	ENV6036-197b	Broadmeadow View	Teignmouth	Introduce No Waiting At Any Time	To prevent obstructive parking.
David Cox	ENV6036-198	Brookside Close	Teignmouth	Introduce No Waiting At Any Time	To prevent obstructive parking and improve visibility.
David Cox	ENV6036-199a	Headway Cross Road	Teignmouth	Introduce No Waiting At Any Time	To prevent obstructive parking.
David Cox	ENV6036-199b	Headway Cross Road	Teignmouth	Introduce No Waiting At Any Time	To prevent obstructive parking.
David Cox	ENV6036-201	Higher Buckeridge Road	Teignmouth	Introduce Limited Waiting 2 Hours No return within 4 Hours and extend sections of existing No Waiting At Any Time	To prevent obstructive parking and to improve road safety.

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Councillor	Plan Reference	Location	Parish/ Town	Proposals	Statement of Reasons
David Cox	ENV6036-202a	Park Hill	Teignmouth	Change a section of existing No Waiting At Any Time to No Waiting 8am - 6pm	To prevent obstructive parking and to improve visibility.
David Cox	ENV6036-202b	Clay Lane	Teignmouth	Change a section of existing No Waiting At Any Time to No Waiting 8am to 6pm	To prevent obstructive parking and to improve visibility.
David Cox	ENV6036-205	Brunswick Street	Teignmouth	Extend existing Limited Waiting bays	To improve on street parking capacity.
George Gribble	ENV6036-217	Fore Street	Bovey Tracey	Adjust a section of No Waiting Mon - Sat 9am - 6pm to No Waiting At Any Time and Limited Waiting Mon - Sat 9am - 6pm 1 Hour No return within 2 Hours	To improve on street parking capacity.
Janet Bradford	ENV6036-57	Coach Road	Newton Abbot	Extend existing No Waiting At Any Time	To prevent obstructive parking.
Janet Bradford	ENV6036-174	Decoy Road	Newton Abbot	Introduce No Waiting At Any Time	To improve visibility.
Jerry Brook	ENV6036-135	Road from Nobody Inn to Burnt Meadows	Doddiscombsleigh	Introduce No Waiting At Any Time	To prevent the obstructive parking.
Martin Wrigley	ENV6036-136	Elm Grove Road	Dawlish	Extend existing No Waiting At Any Time	To improve visibility.
Martin Wrigley	ENV6036-175	Vicarage Road	Cockwood	Introduce No Waiting At Any Time	To prevent obstructive parking.
Martin Wrigley	ENV6036-176	Stockton Hill	Dawlish	Introduce No Waiting At Any Time	To improve the visibility and road safety.
Martin Wrigley	ENV6036-177	Hall Lane	Holcombe	Introduce No Waiting At Any Time	To prevent obstructive parking and improve visibility.
Martin Wrigley	ENV6036-182	West Cliff Road	Dawlish	Introduce and extend No Waiting At Any Time	To prevent obstructive parking.

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Councillor	Plan Reference	Location	Parish/ Town	Proposals	Statement of Reasons
Martin Wrigley	ENV6036-184	Plantation Terrace	Dawlish	Introduce No Waiting 8am – 9.30am and 3pm – 4pm	To improve visibility and prevent obstructive parking.
Phil Bullivant	ENV6036-58	Highweek Village	Newton Abbot	Introduce No Waiting At Any Time	To improve the visibility.
Ron Peart	ENV6036-14	Horns Park	Bishopsteignton	Introduce No Waiting At Any Time	To improve access.
Ron Peart	ENV6036-55	Sandygate Mill	Kingsteignton	Extend existing No Waiting At Any Time	To improve visibility.
Ron Peart	ENV6036-129	Manor Road	Bishopsteignton	Introduce No Waiting At Any Time	To prevent obstructive parking.
Ron Peart	ENV6036-130	Village Centre	Deford	Introduce No Waiting At Any Time	To improve visibility and road safety.
Ron Peart	ENV6036-161	Longford Lane	Kingsteignton	Introduce No Waiting At Any Time	To improve visibility.
Sarah Parker-Khan	ENV6036-218	Church Path	Ashburton	Introduce No Waiting At Any Time	To improve access for emergency services.

Agenda Item 5

Appendix 2 to CET/23/87

Summary of Submissions

ENV6036-310 Main Road, Exminster 1 respondent of Main Road	
Comments	Devon County Council Response
<p>1 respondent opposed the proposals.</p> <p>Opposing Arguments:</p> <ul style="list-style-type: none">- Proposals are unfair to those who live in the area who have family cars and need to find parking some distance away from home. <p>Suggestions:</p> <ul style="list-style-type: none">- Permit parking for those that live in the affected area for private vehicles only, not work vehicles, which would reduce the number of parked vehicles to a suitable number and allow others to park for 30 minutes to access shops. <p>Additional info:</p> <ul style="list-style-type: none">- Company vehicles will be left in the area, with staff also parking while at work.	<p>Reason for Proposal:</p> <p>Introduce Limited Waiting Mon - Sat 9am - 6pm 30 Minutes No Return Within 1 Hour to improve turnover of on-street parking capacity.</p> <p>Officer comments:</p> <p>Residents parking is not implemented on individual streets and would need to be considered in a wider traffic management plan for a town. This is beyond the remit for this waiting restrictions programme. Residents can of course raise this with their County Councillor so they can consider if there is a desire from the community as a whole for residents parking.</p> <p>The proposals ensure a turnover of on street parking during the day to enable customers to visit the Post Office. Residents are able to park here unrestricted outside of these times.</p>
<p>Recommendation</p> <p>It is recommended that the proposals are implemented as advertised.</p>	

ENV6036-196 Lower Kingsdown Road, Teignmouth
1 respondent – 1 resident of Broadmeadow View

Comments	Devon County Council Response
<p>1 respondent supports the proposals.</p> <p>Supporting Arguments:</p> <ul style="list-style-type: none"> - Resident is pleased to see that the site is being addressed. <ul style="list-style-type: none"> - Their only concern is the proposal will force the problem onto Lower Kingsdown Road. - Resident reports that the end of the road has become increasingly dangerous because of restricted vision caused by high sided vehicles. <p>Suggestions:</p> <ul style="list-style-type: none"> - Resident suggests having more restrictions along road [Lower Kingsdown Road]. 	<p>Reason for Proposal:</p> <p>Introduce No Waiting At Any Time to prevent obstructive parking.</p> <p>Officer comments: Support noted.</p> <p>Further restrictions can be considered as part of a future review.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

ENV6036-217 Fore Street, Bovey Tracey
1 respondent – 1 resident of Fore Street

Comments	Devon County Council Response
<p>1 respondent supports the proposal.</p> <p>Suggestions:</p> <ul style="list-style-type: none"> - Maybe the maximum proposed waiting time should be changed from one hour to two hours, to allow time for dining, and mandatory hours be changed to reflect the opening and closing times of the local shops, not just "Mon to Sat, 9am to 6pm". 	<p>Reason for Proposal:</p> <p>Adjust a section of No Waiting Mon - Sat 9am - 6pm to No Waiting At Any Time and Limited Waiting Mon - Sat 9am - 6pm 1 Hour No return within 2 Hours to improve on street parking capacity.</p> <p>Officer comments: The proposals reflect the existing limited waiting restrictions, having two differing timings could be confusing for motorists.</p> <p>Should the Parish Council or County Councillor wish for the County Council to consider this it could be done as part of a future review.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

Agenda Item 5

ENV6036-175 Vicarage Road, Cockwood 1 respondent – 1 resident of Vicarage Road	
Comments	Devon County Council Response
<p>1 respondent supports the proposals.</p> <p>Supporting Arguments:</p> <ul style="list-style-type: none"> - Proposal is overdue and respondent reports that many residents of Vicarage Road welcome the increased convenience and safety. - Respondent reports that cars parked at the top of Vicarage Road currently obstruct the waste collection lorries that can access the road down the hill. <ul style="list-style-type: none"> - Lorries sometimes have to return multiple times with causes annoyance to residents and that vans also experience this issue (damage to their front steps that lead directly onto the road). - Parents of Cockwood School sometimes use these spaces which the respondent states are unsafe for children walking up and down the hill. Respondent reports that if parking were not allowed adjacent to No. 16, this would leave approximately 4 spaces for parked cars further down. <p style="margin-left: 40px;">It may not be enough for residents or holiday accommodation, but maybe Air B&B guests could be informed to park down in the village rather than taking up residents' places on Vicarage Road.</p> 	<p>Reason for Proposal:</p> <p>Introduce No Waiting At Any Time to prevent obstructive parking.</p> <p>Officer comments: Support noted.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

ENV6036-176 Stockton Hill, Dawlish 1 respondent – 1 resident of Stockton Hill	
Comments	Devon County Council Response
<p>1 respondent did not indicate whether they support or oppose the proposals.</p> <p>Suggestions:</p> <ul style="list-style-type: none"> - The disabled bay opposite the proposed No Waiting At Any Time was for a previous resident who no longer lives at 17. Could the markings be removed so that any car can parked there? Currently residents respect the markings, so the space is always empty 	<p>Reason for Proposal: Introduce No Waiting At Any Time to improve the visibility and road safety.</p> <p>Officer comments: Comments regarding the disabled bay will be forwarded to the relevant team to investigate and action taken as necessary.</p>
<p>Recommendation It is recommended that the proposals are implemented as advertised.</p>	

ENV6036-184 Plantation Terrace, Dawlish
1 respondent – 1 resident of Plantation Terrace

Comments

**Devon County Council
Response**

1 respondent did not indicate whether they support or oppose the proposals.

Suggestions:

- Respondent suggests that a significant area of Plantation Terrace and The Mews should be made Resident Parking Permit areas only.
- Existing advisory disabled bay has to be made mandatory otherwise respondent highlights that people treat it as a convenient extra space.
 - Respondent reports that they have seen cars without disabled badges park there for days on end.

Additional Info:

- Respondent reports that most people comply with the no waiting at any time zones, but the local garage (Jacksons) appears to use them as free parking for their customers' vehicles at all times of the day.
- Respondent reports that this issue has been causing noise nuisance (starting up and revving of engines by garage employees every time they decide to move one of these customer vehicles down to the garage to work on it, when bringing the worked-on cars back awaiting customer pick up, and when they decide to test the engines right there in the street).

Reason for Proposal:

Introduce No Waiting 8am – 9.30am and 3pm – 4pm to improve visibility and prevent obstructive parking.

Officer comments:

Residents parking is not implemented on individual streets and would need to be considered in a wider traffic management plan for the town. This is beyond the remit for this waiting restrictions programme. Residents can of course raise this with their County Councillor so they can consider if there is a desire from the community as a whole for residents parking.

If the disabled bay applicant is having issues parking in the disabled bay, they can contact our Customer Service Centre on 0345 155 1004 to request the advisory disabled bay is upgraded to a mandatory disabled bay. Evidence of abuse of the bay would be required.

Vehicles parking in contravention of restrictions can be reported via our website [Report a parking problem - Roads and transport \(devon.gov.uk\)](http://devon.gov.uk).

Noise issues from a business can be reported to Teignbridge District Council [Noise nuisance - Teignbridge District Council](http://teignbridge.gov.uk)

Recommendation

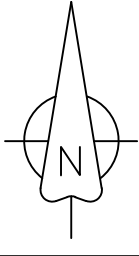
It is recommended that the proposals are implemented as advertised.

Agenda Item 5

ENV6036-161 Longford Lane, Kingsteignton
1 respondent – 1 resident of Gate Tree Close

Comments	Devon County Council Response
<p>1 respondent support the proposals.</p> <p>Supporting Arguments:</p> <ul style="list-style-type: none">- Respondent reports that vehicles make access to Longfield Avenue difficult.- Vehicles parking around the bus stops on Longford Lane is dangerous and makes it difficult for pedestrians to cross.- Respondent adds that most properties along the road have driveways or parking spaces.<ul style="list-style-type: none">- Arguing that there is no need for the obstructive parking along the road.- Proposal is long overdue.	<p>Reason for Proposal:</p> <p>Introduce No Waiting At Any Time to improve visibility.</p> <p>Officer comments:</p> <p>Support noted.</p>
<p>Recommendation</p> <p>It is recommended that the proposals are implemented as advertised.</p>	

File name C:\USERS\INGR0502\1DESKTOP\WORKING FILES\HATOC PROJECT\CAD\WORKING DRAWINGS\ADVERTISING PLAN\STEIGNBRIDGE\2023.02.13\ENV6036-14-HORNS PARK\BISHOPSTEIGNTON.DWG, printed on 13 February 2023 09:54:17, by Rajasekhar, Gaddavallasa



BISHOPSTEIGNTON
PRESCHOOL

HORNS PARK

COCKHAVEN CLOSE

13

9

7

5




3

7

SCALE:
1:500

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KEY:

-  NO WAITING AT ANY TIME - PROPOSED
-  ADVISORY DISABLED BAY - EXISTING
-  SCHOOL ENTRANCE CLEARWAY - NO STOPPING AT ANY TIME - EXISTING



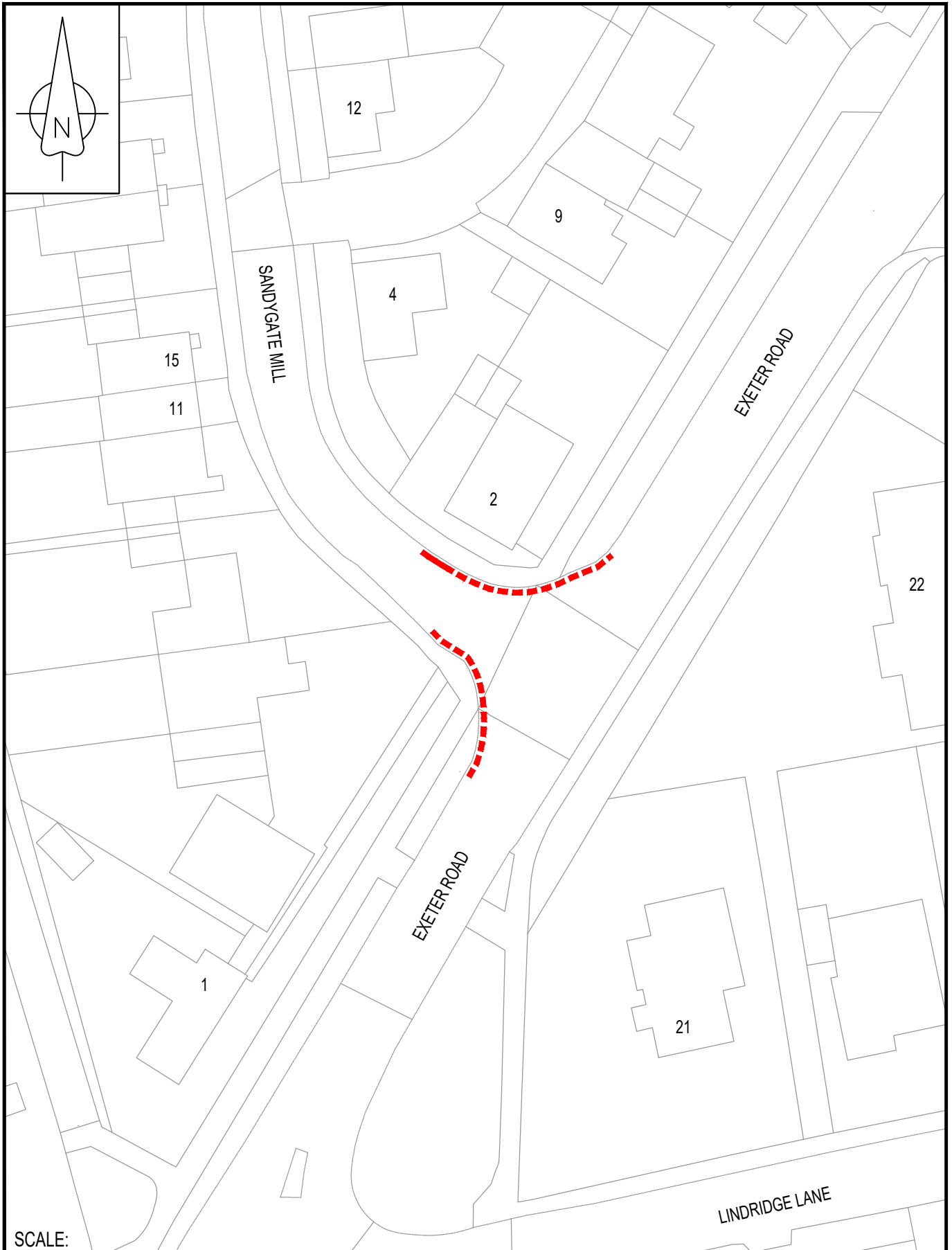
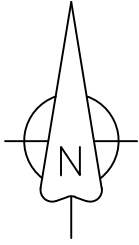
TITLE:

TEIGNBRIDGE HATOC
HORNS PARK, BISHOPSTEIGNTON

290481.073577
Page 17

FIGURE No:



ENV6036-14



SCALE:
1:500

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KEY:

-  NO WAITING AT ANY TIME - PROPOSED
-  NO WAITING AT ANY TIME - EXISTING



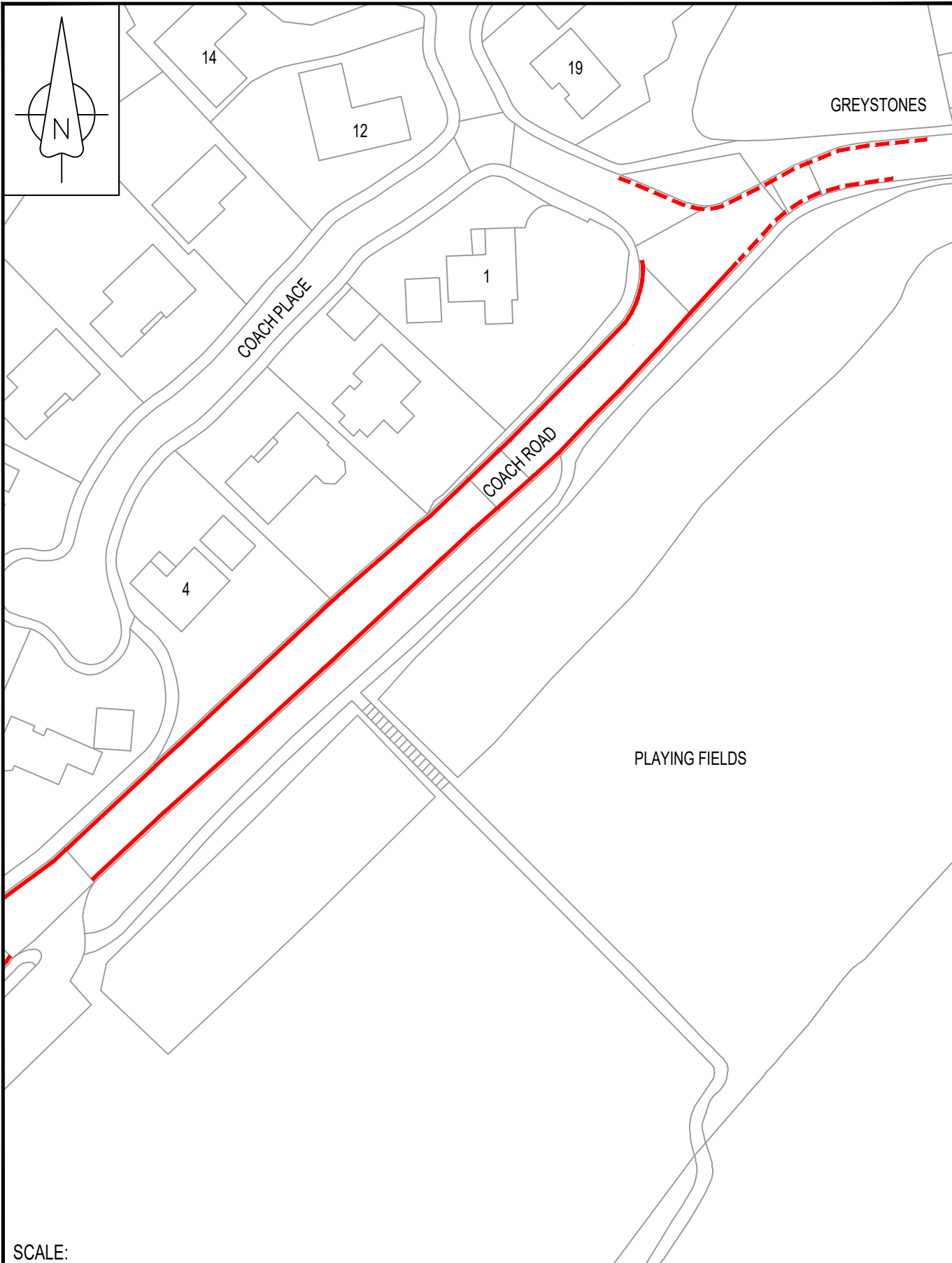
TITLE:

TEIGNBRIDGE HATOC
SANDYGATE MILL, KINGSTEIGNTON

286866, 074595
Page 18

FIGURE No:



ENV6036-55



SCALE:
1:800

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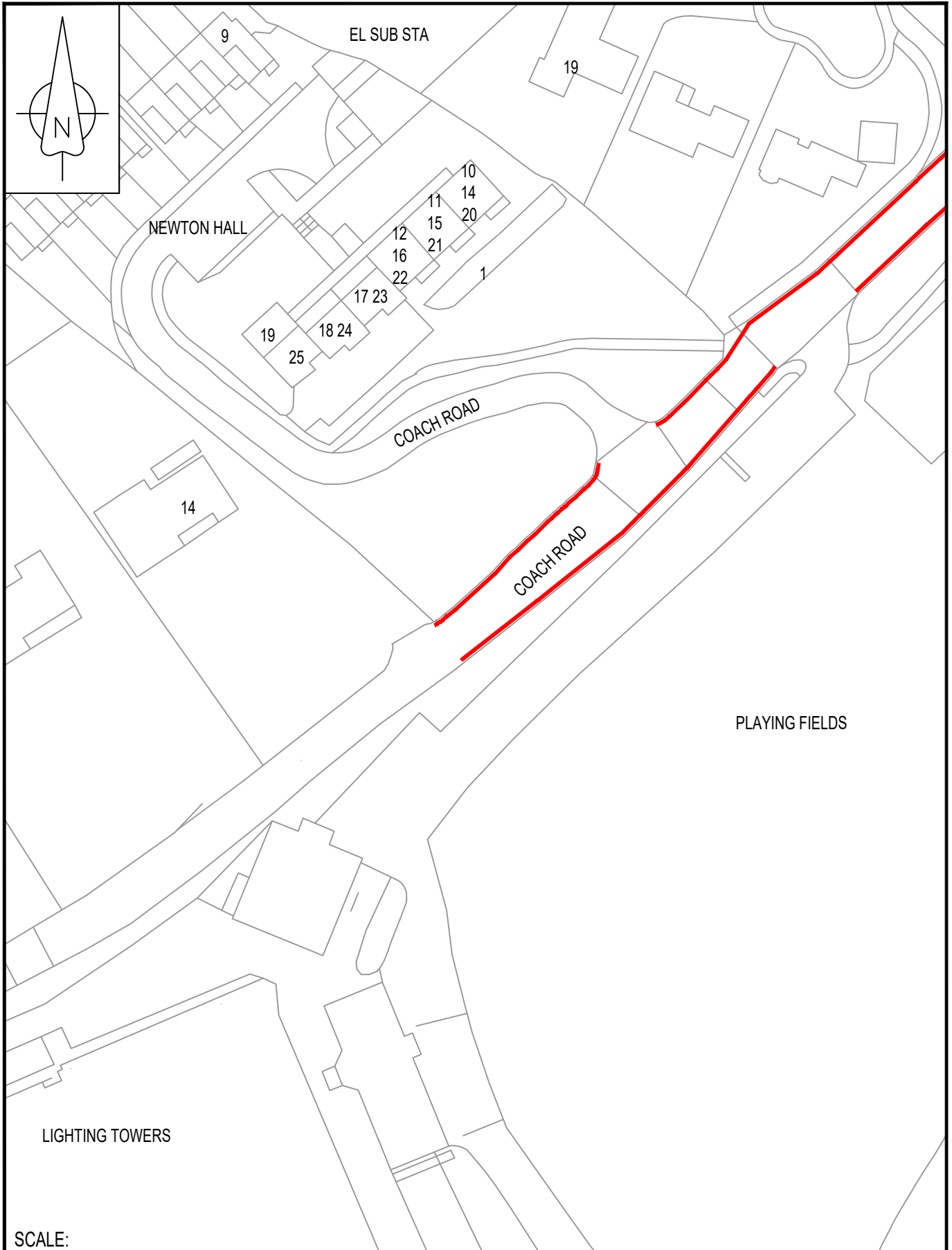
KEY:

-  NO WAITING AT ANY TIME - PROPOSED
-  NO WAITING AT ANY TIME - EXISTING





TITLE:
TEIGNBRIDGE HATOC
COACH ROAD, NEWTON ABBOT
286281.070499
Page 19

FIGURE No:
ENV6036-57/1



SCALE:
1:800

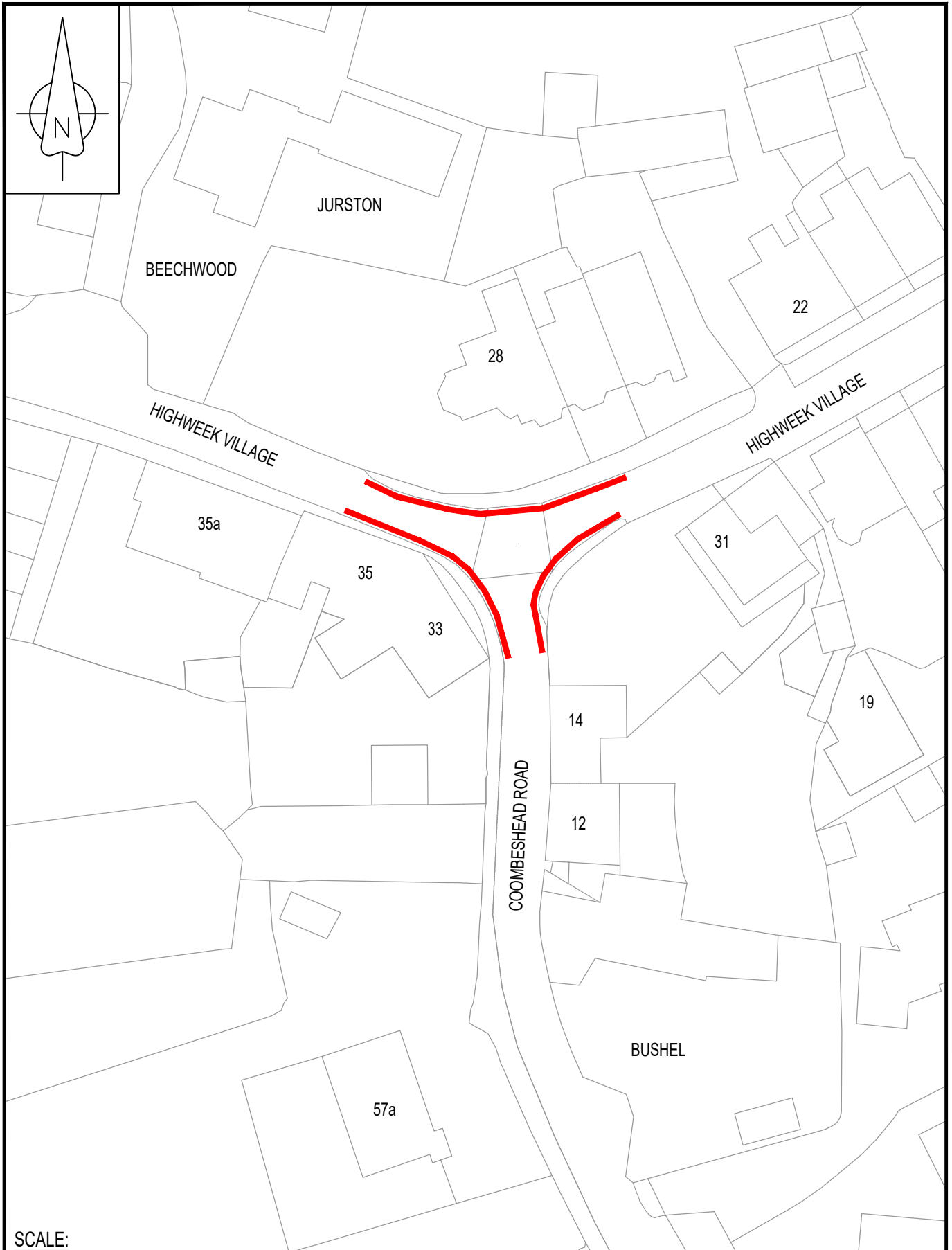
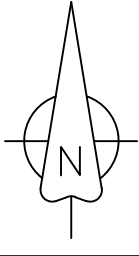
Contains Ordnance Survey data.
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KEY:
 NO WAITING AT ANY TIME - PROPOSED
 NO WAITING AT ANY TIME - EXISTING



TITLE:
TEIGNBRIDGE HATOC
COACH ROAD, NEWTON ABBOT
286281070499
Page 20

FIGURE No:
ENV6036-57/2



SCALE:
1:500

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KEY:

 NO WAITING AT ANY TIME - PROPOSED



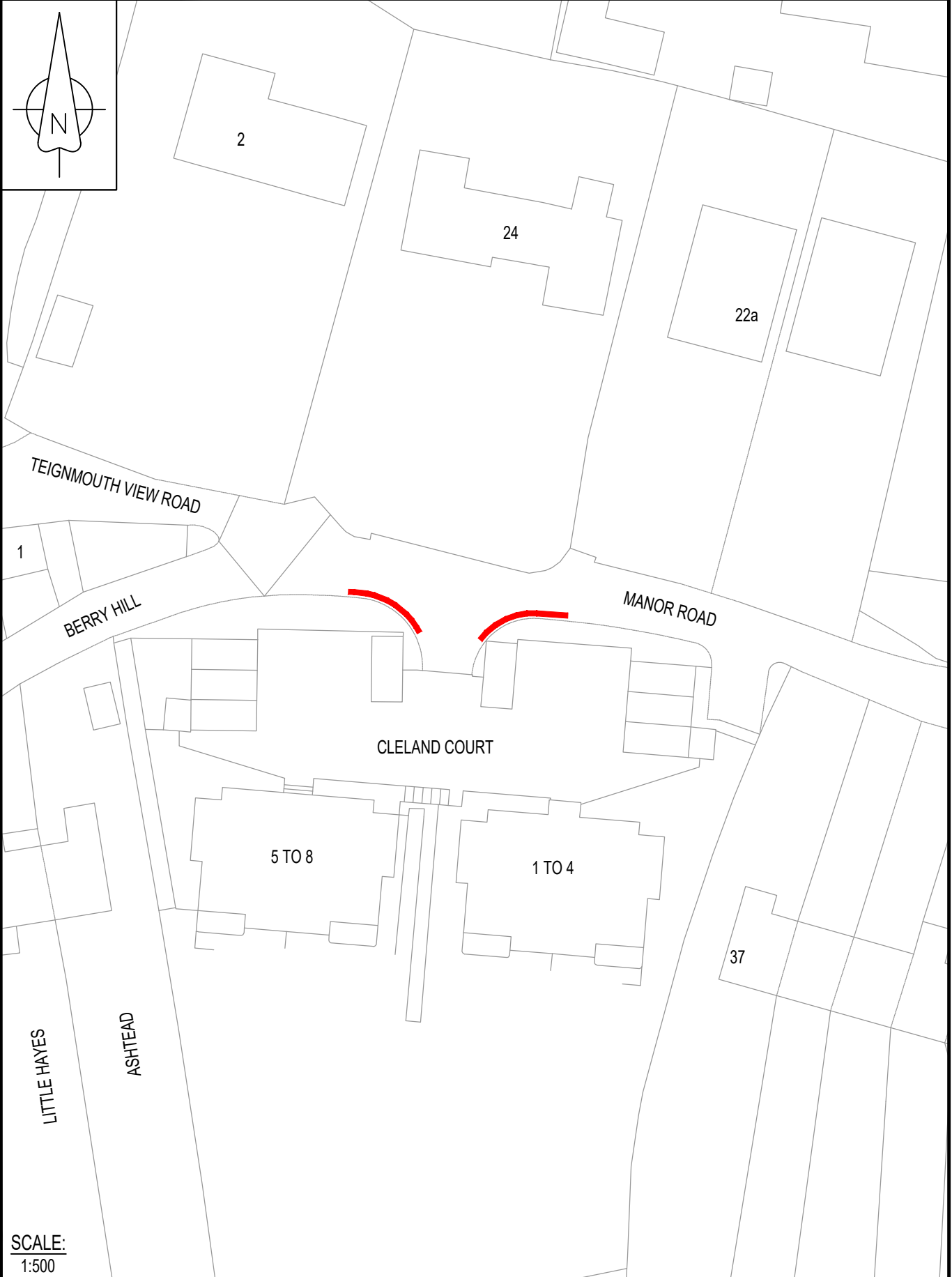
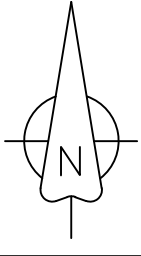
TITLE:

TEIGNBRIDGE HATOC
HIGHWEEK VILLAGE, NEWTON ABBOT

284713.072008
Page 21


FIGURE No:

ENV6036-58



SCALE:
1:500

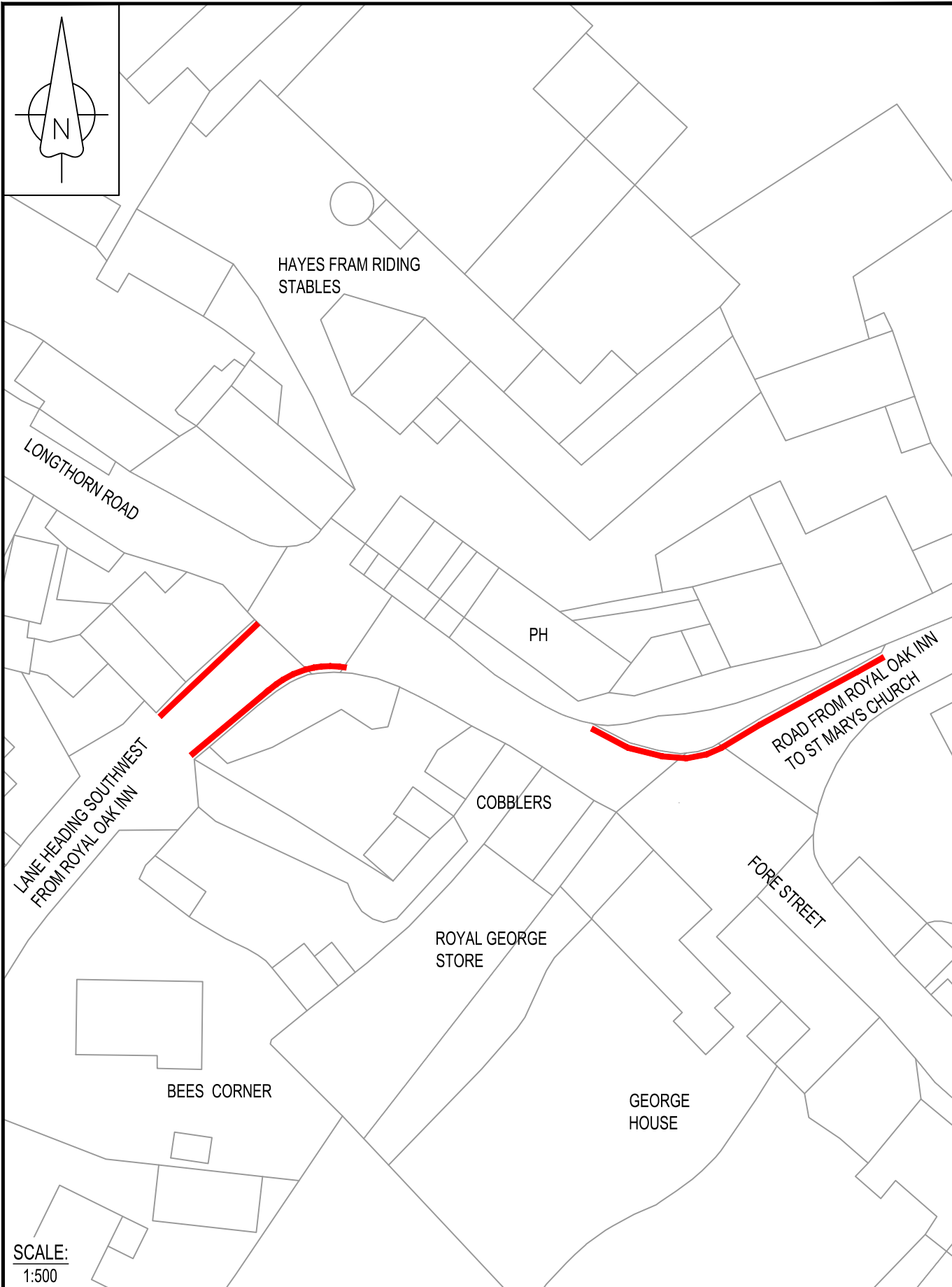
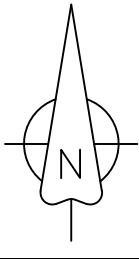
Contains Ordnance Survey data.
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KEY:
 NO WAITING AT ANY TIME - PROPOSED



TITLE:
TEIGNBRIDGE HATOC
MANOR ROAD, BISHOPSTEIGNTON
200876 073903
Page 22

FIGURE No:
ENV6036-129



SCALE:
1:500

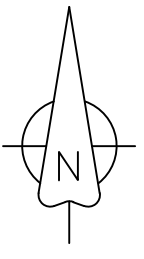
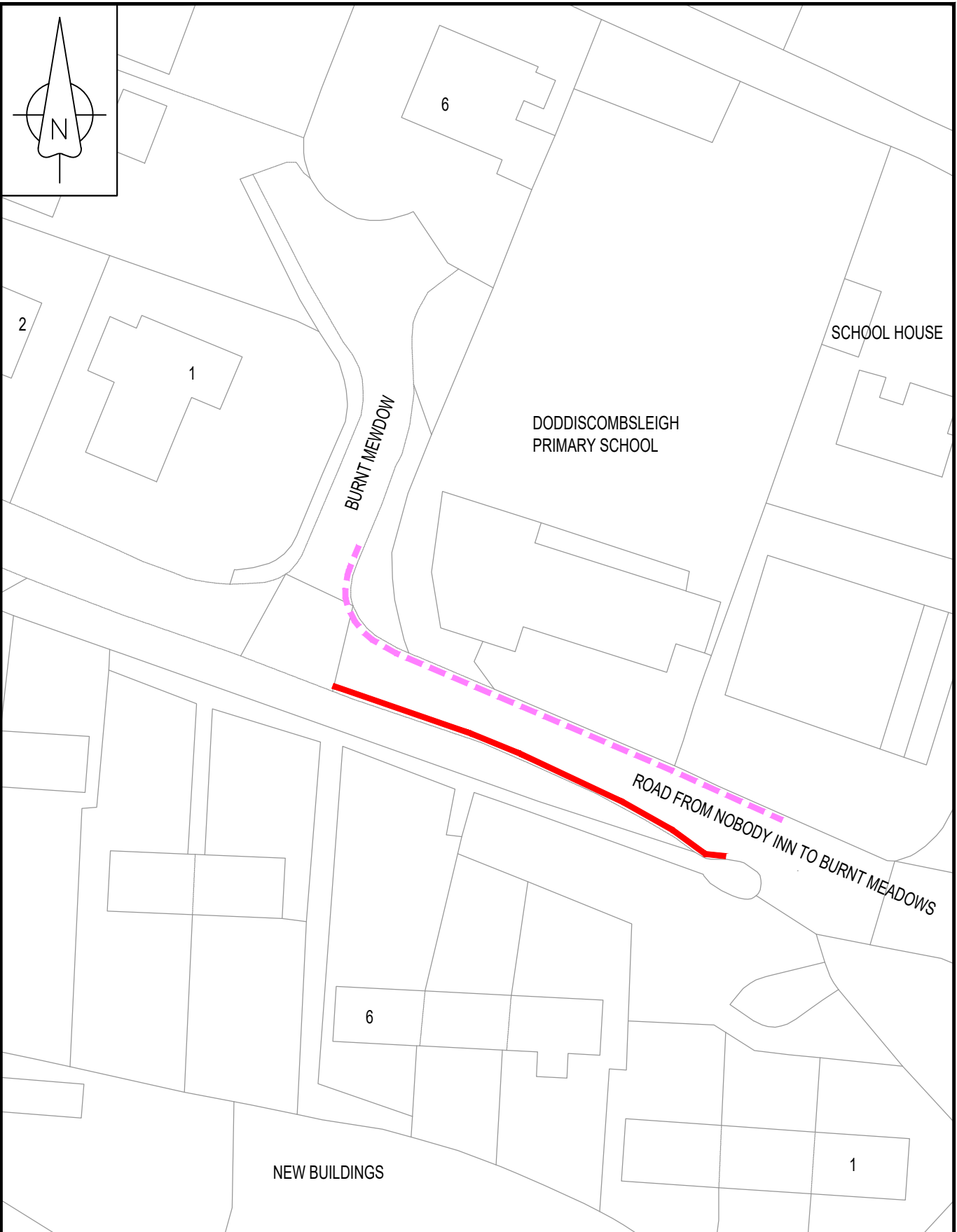
Contains Ordnance Survey data.
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KEY:
 NO WAITING AT ANY TIME - PROPOSED



TITLE:
TEIGNBRIDGE HATOC
VILLAGE CENTRE, IDEFORD
289238.07609
Page 23

FIGURE No:
ENV6036-130



SCALE:
1:500

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KEY:

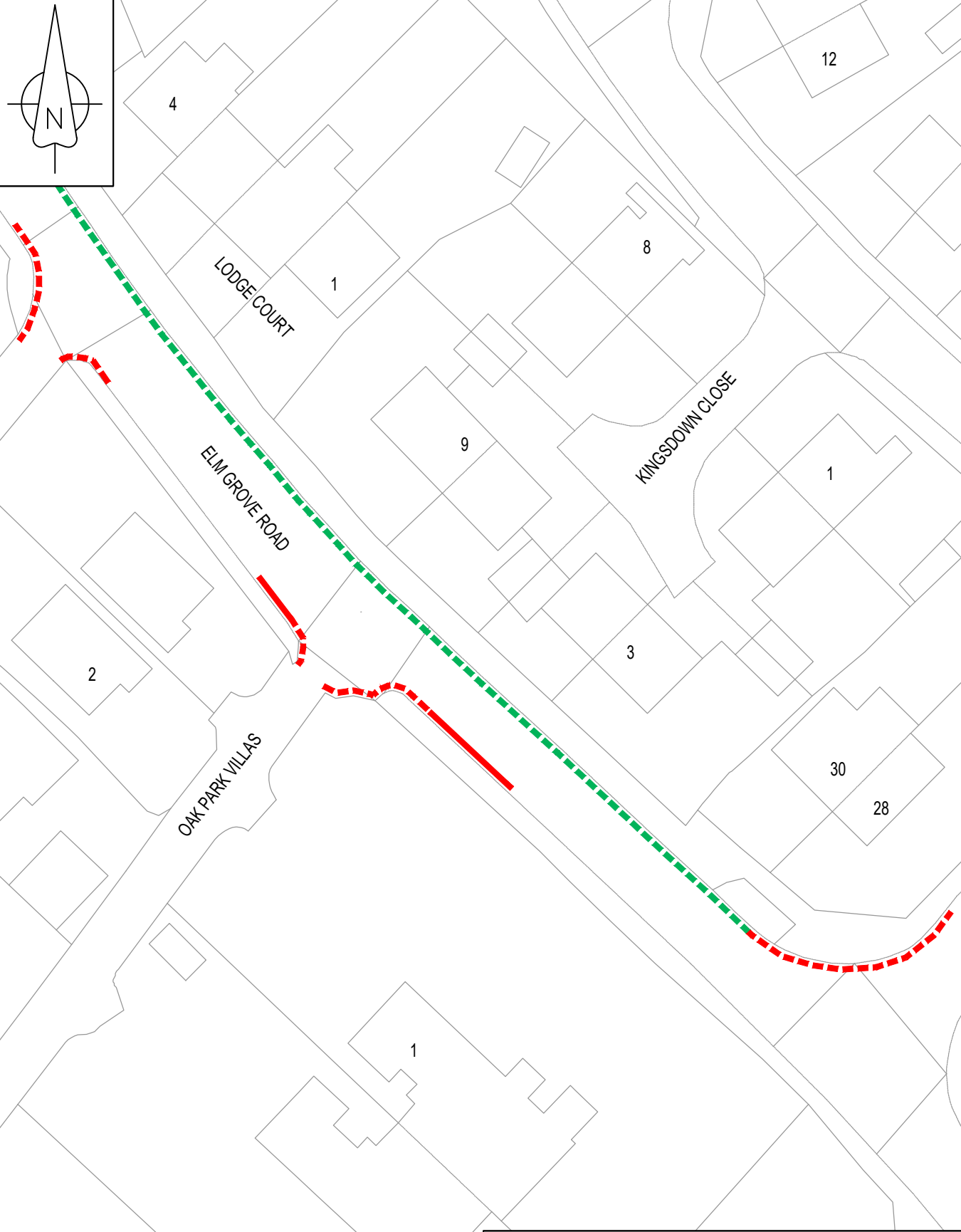
- NO WAITING AT ANY TIME - PROPOSED
- - - SCHOOL ENTRANCE CLEARWAY - NO STOPPING AT ANY TIME - EXISTING



TITLE:
TEIGNBRIDGE HATOC
ROAD FROM NOBODY INN TO BURNT
MEADOWS, DODDISCOMBSLEIGH
Page 24
0607406677

FIGURE No:
ENV6036-135

File name C:\USERS\INGR0502\1DESKTOP\WORKING FILES\HATOC PROJECT\CADWORKING DRAWINGS\ADVERTISING PLAN\STEIGNBRIDGE\2023.02.13\ENV6036-136-ELM GROVE ROAD, DAWLISH.DWG, printed on 13 February 2023 10:09:15, by Rajasekhar, Gaddavallasa



SCALE:
1:500

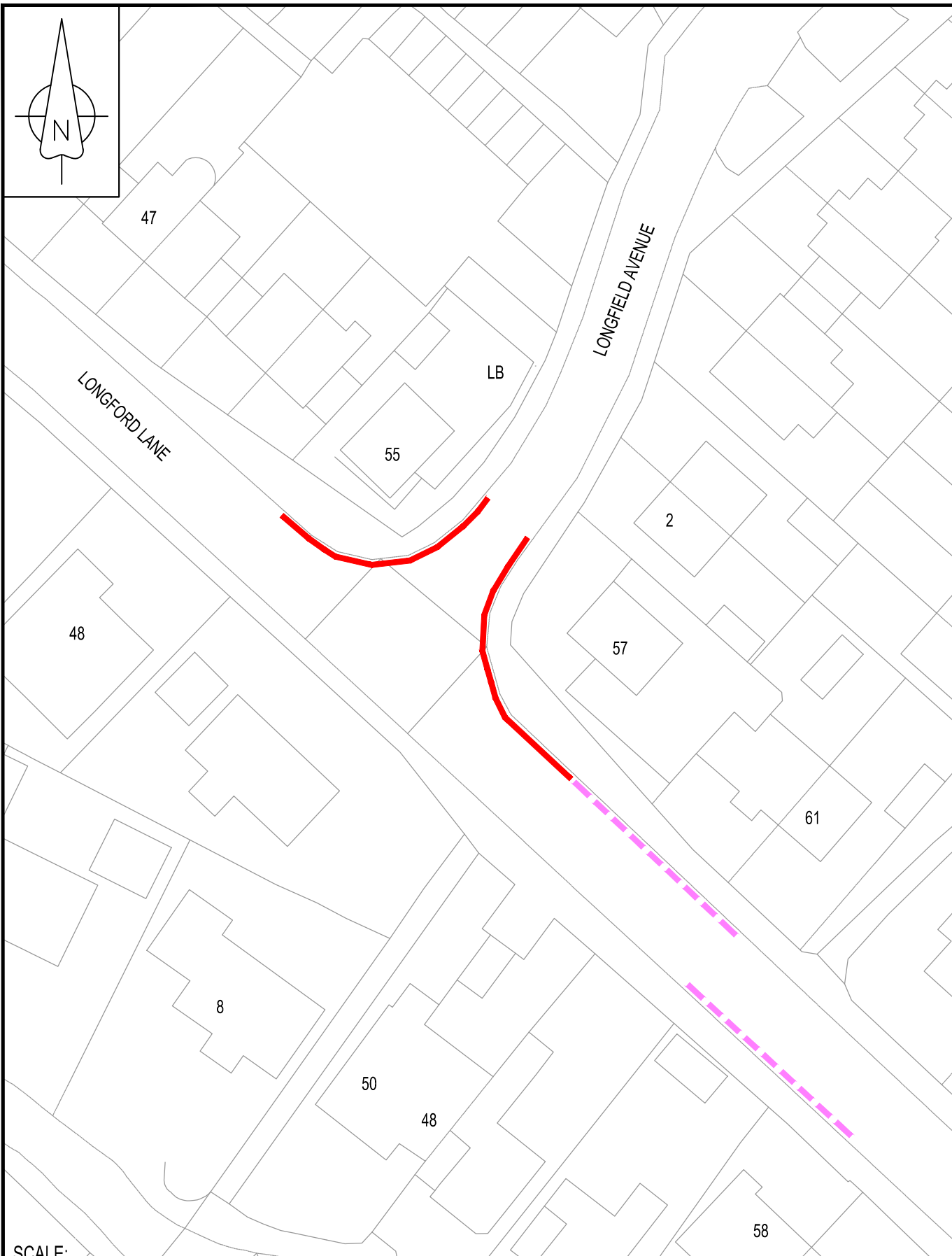
Contains Ordnance Survey data.
© Crown copyright and database rights 2023. 100019783

KEY:	
	NO WAITING AT ANY TIME - PROPOSED
	NO WAITING MON-FRI 8am-9:30am AND 3pm-4pm - EXISTING
	NO WAITING AT ANY TIME - EXISTING



TITLE:
TEIGNBRIDGE HATOC
ELM GROVE ROAD, DAWLISH
206363.07/265
Page 25



FIGURE No:
ENV6036-136



SCALE:
1:500

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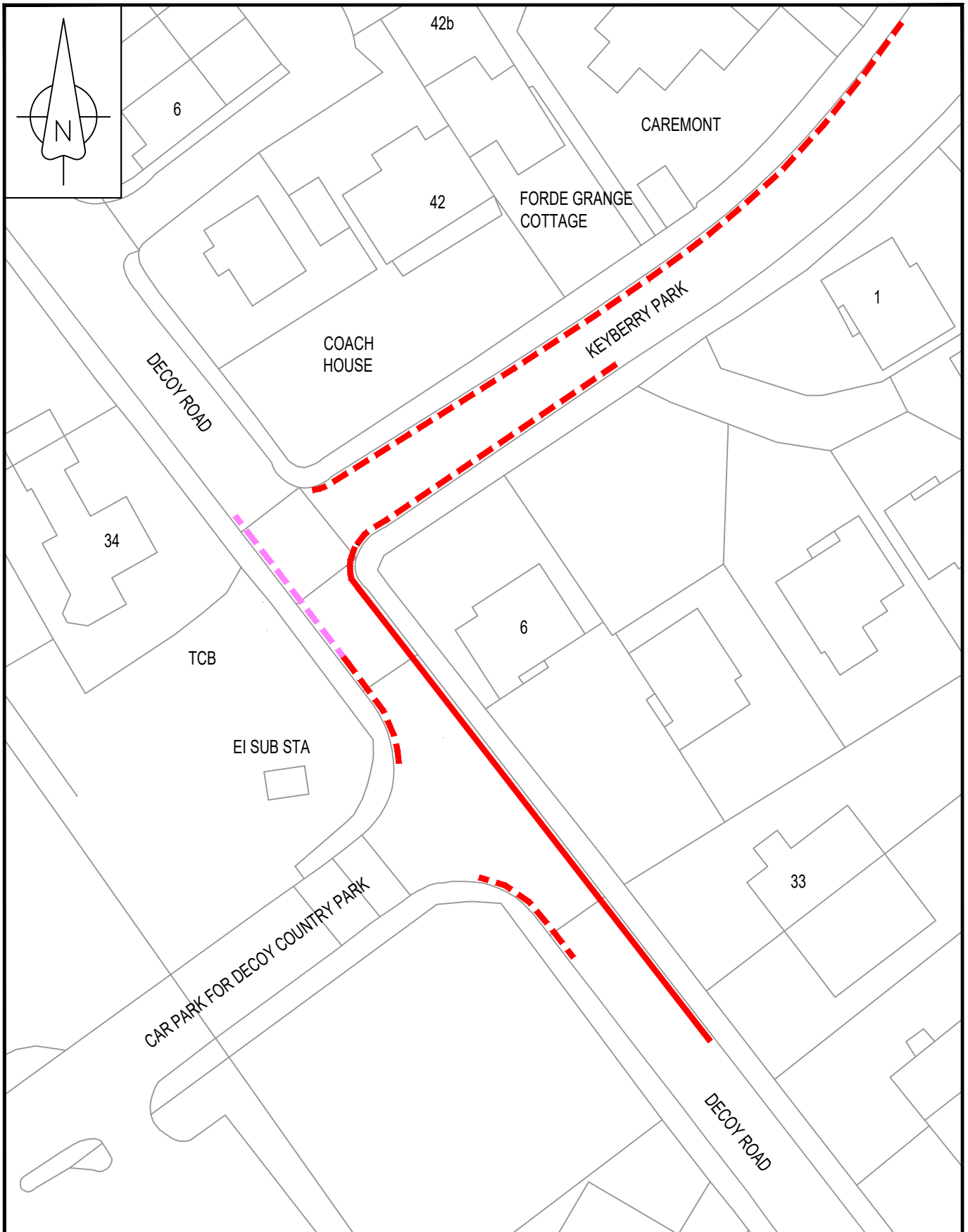
KEY:

-  NO WAITING AT ANY TIME - PROPOSED
-  BUS STOP CLEARWAYS - EXISTING



TITLE:
TEIGNBRIDGE HATOC
LONGFORD LANE, KINGSTEIGNTON
287536 073443
Page 26

FIGURE No:
ENV6036-161



SCALE:
1:500

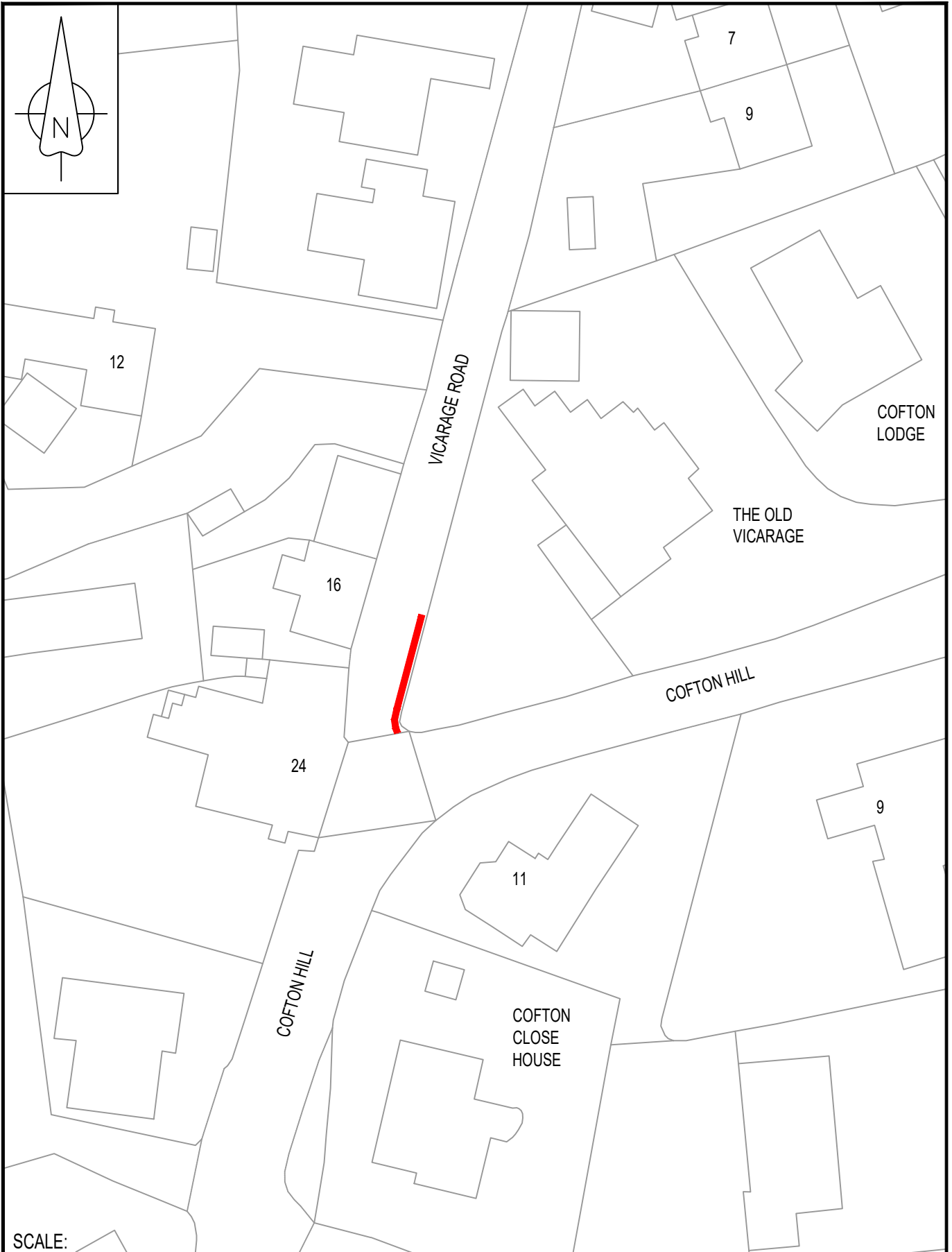
Contains Ordnance Survey data.
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KEY:	
	NO WAITING AT ANY TIME - PROPOSED
	BUS STOP (ADVISORY) - EXISTING
	NO WAITING AT ANY TIME - EXISTING



TITLE:
TEIGNBRIDGE HATOC
DECOY ROAD, NEWTON ABBOT
286728.070293
Page 27

FIGURE No:
ENV6036-174



SCALE:
1:500

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KEY:

 NO WAITING AT ANY TIME - PROPOSED

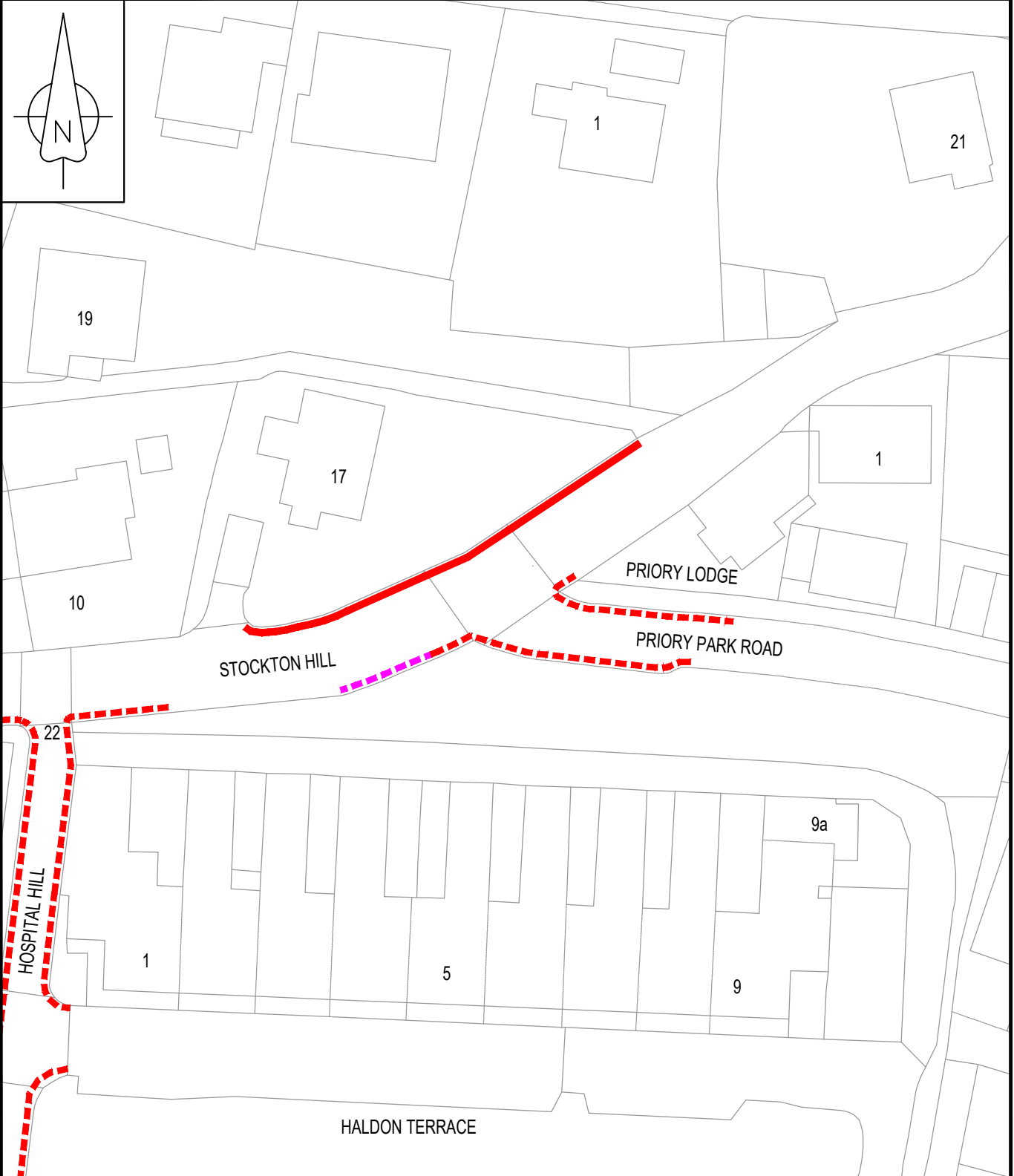
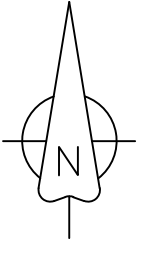


TITLE:

TEIGNBRIDGE HATOC
VICARAGE ROAD, COCKWOOD
207530/080540
Page 20

FIGURE No:

ENV6036-175



SCALE:
1:500

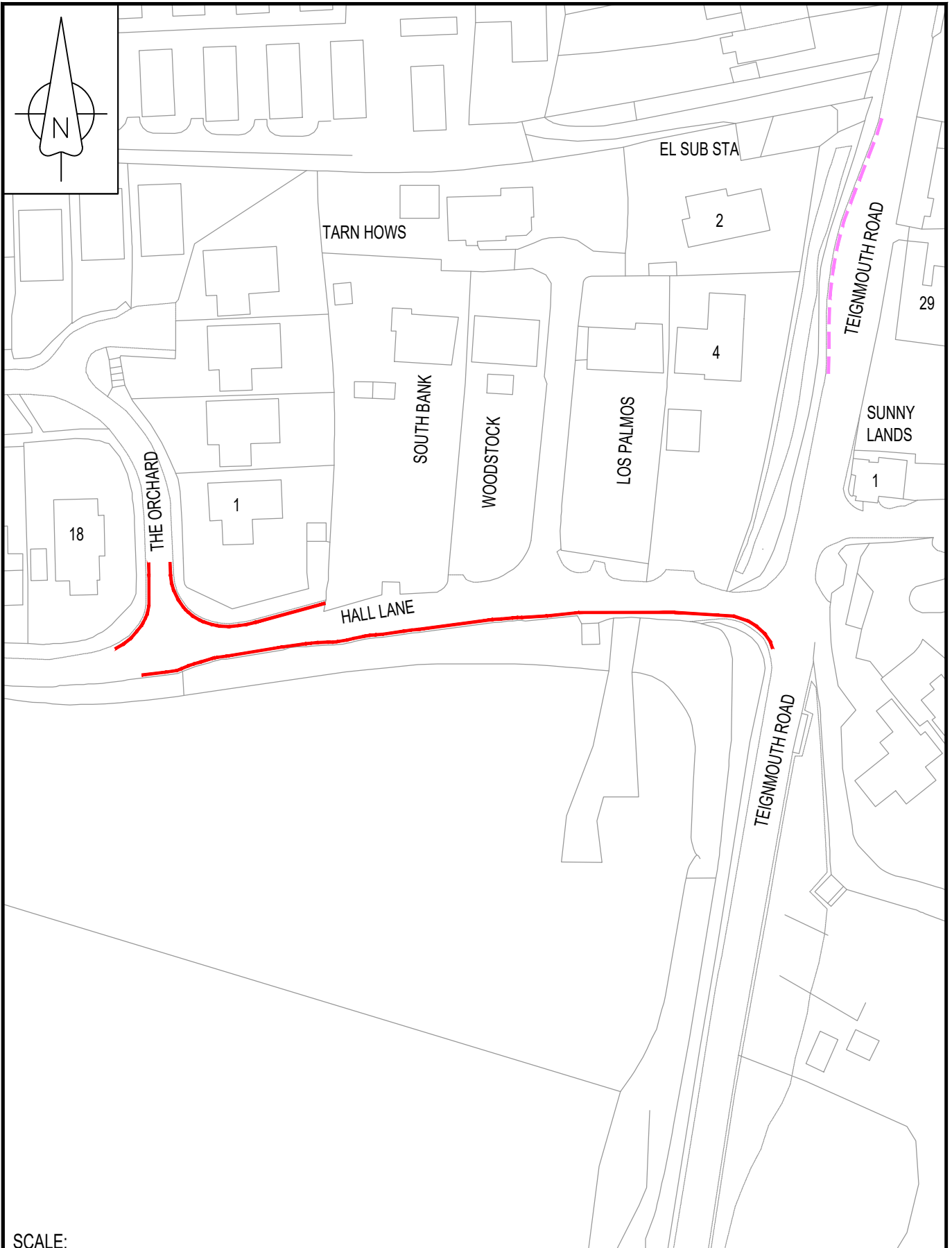
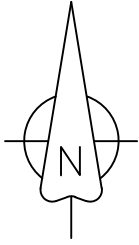
Contains Ordnance Survey data.
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KEY:	
	NO WAITING AT ANY TIME - PROPOSED
	NO WAITING AT ANY TIME - EXISTING
	ADVISORY DISABLED BAY - EXISTING
	DISABLED BADGE HOLDERS ONLY MON-SAT 9am-6pm MAXIMUM STAY 2 HOURS - EXISTING
	LIMITED WAITING 8am-6pm 1 HOUR NO RETURN WITHIN 1 HOUR - EXISTING



TITLE:
TEIGNBRIDGE HATOC
STOCKTON HILL, DAWLISH
205863.076034
Page 29



FIGURE No:
ENV6036-176



SCALE:
1:1000

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KEY:

-  NO WAITING AT ANY TIME - PROPOSED
-  BUS STOP CLEARWAY - EXISTING



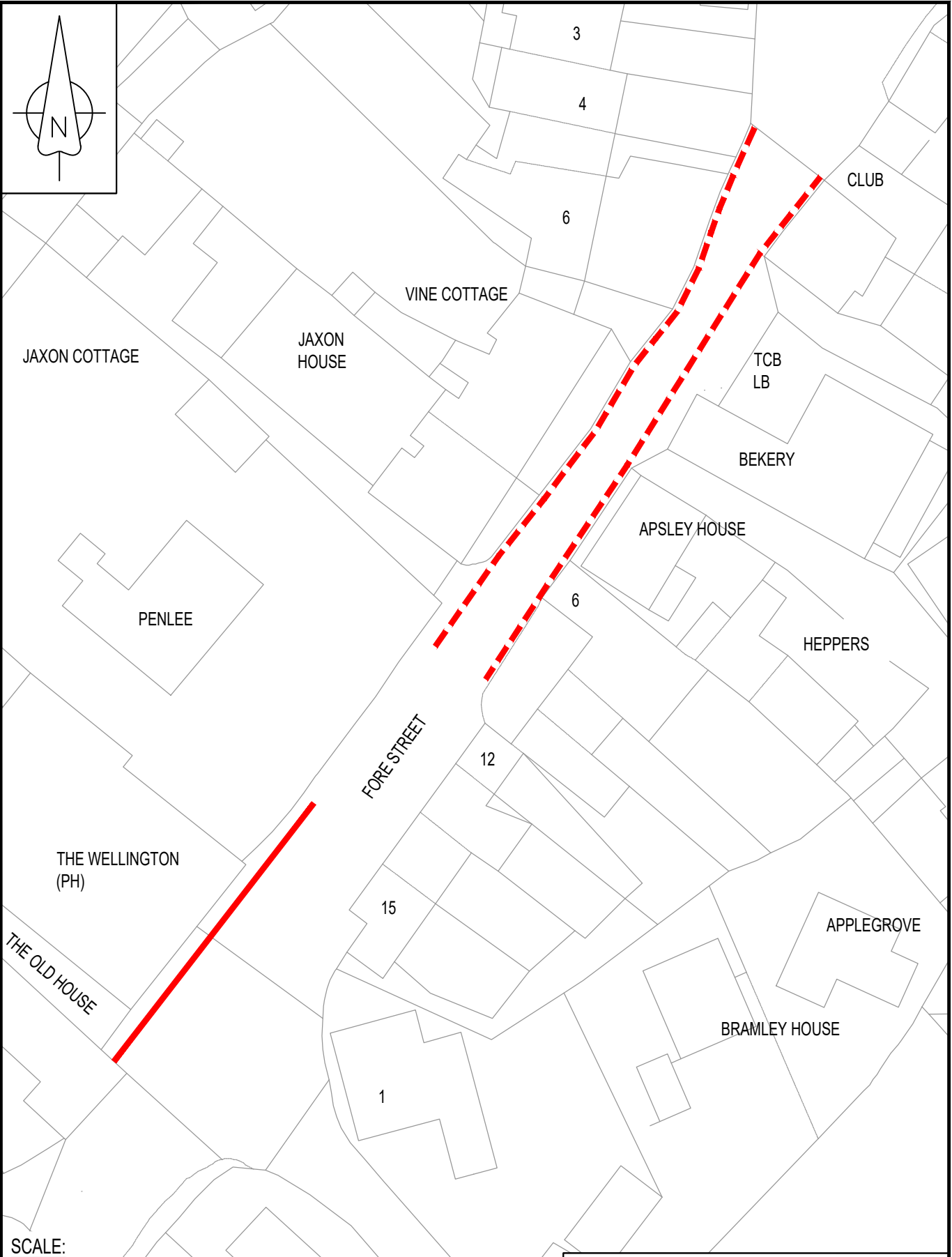
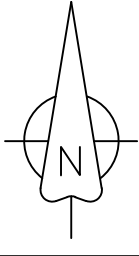
TITLE:

TEIGNBRIDGE HATOC
HALL LANE, HOLCOMBE
205475 074829
Page 30

FIGURE No:

ENV6036-177



File name C:\USERS\INGR0502\1\DESKTOP\WORKING FILES\HATOC PROJECT\CAD\WORKING DRAWINGS\ADVERTISING PLAN\STEIGNBRIDGE\2023.02.13\ENV6036-180-FORE STREET_IPPLEPEN.DWG, printed on 13 February 2023 10:40:28, by Rajasekhar, Gaddavallasa



SCALE:
1:500

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KEY:

-  NO WAITING AT ANY TIME - PROPOSED
-  NO WAITING AT ANY TIME - EXISTING

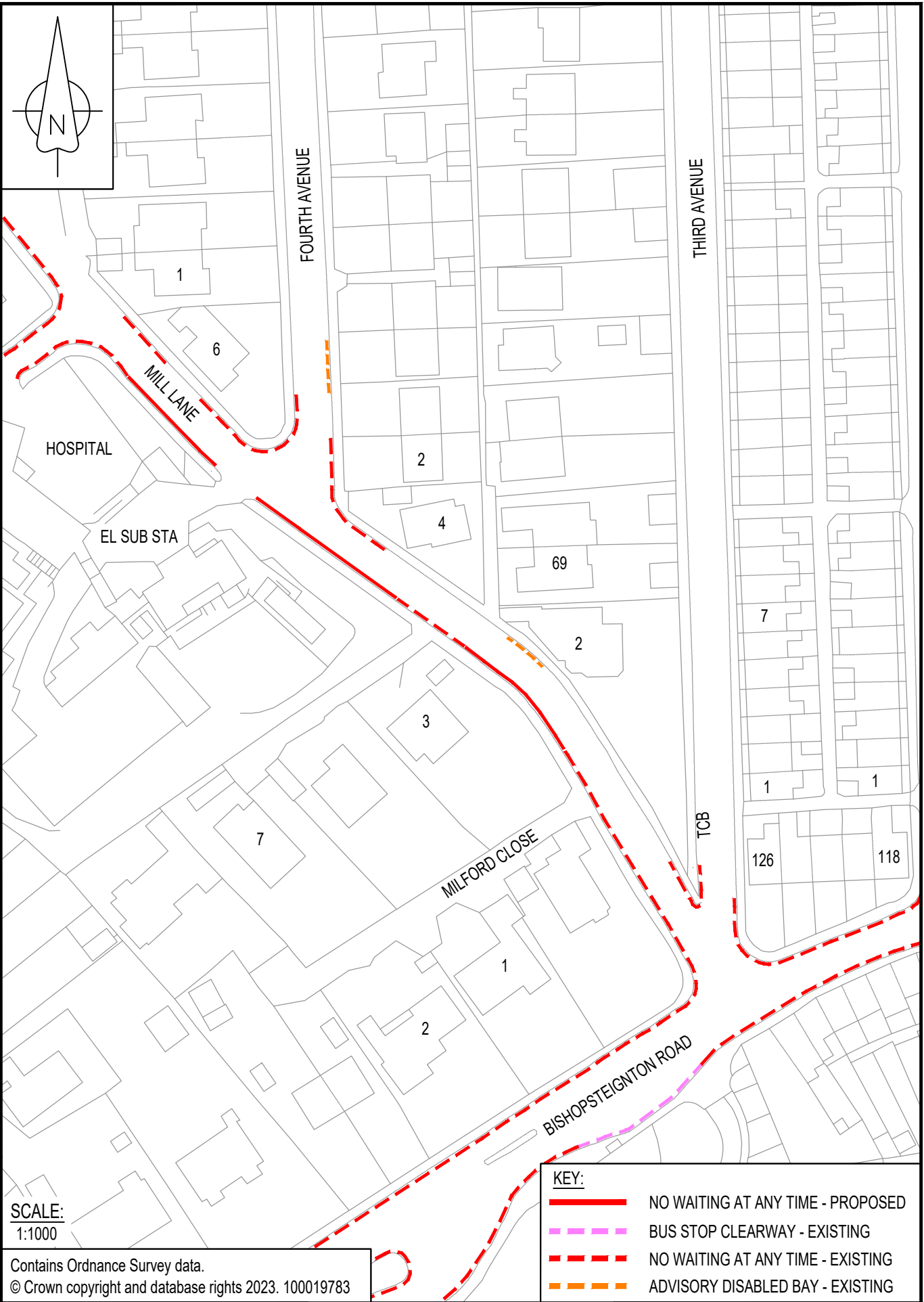
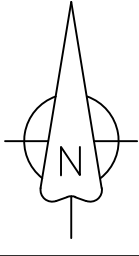


TITLE:

TEIGNBRIDGE HATOC
FORE STREET, IPPLEPEN
283571.066637
Page 31

FIGURE No:

ENV6036-180



SCALE:
1:1000

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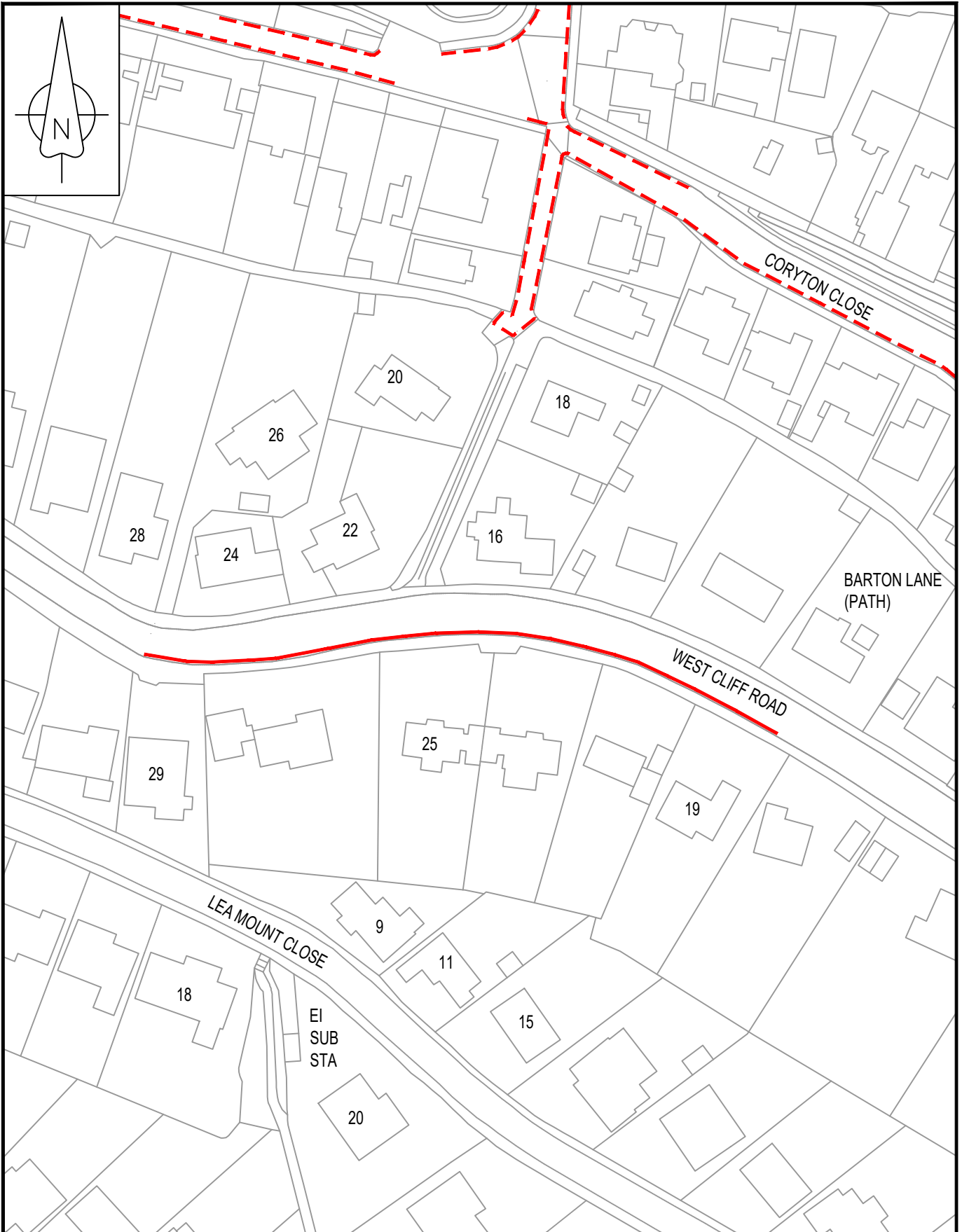
KEY:

- NO WAITING AT ANY TIME - PROPOSED
- - - - BUS STOP CLEARWAY - EXISTING
- - - - NO WAITING AT ANY TIME - EXISTING
- - - - ADVISORY DISABLED BAY - EXISTING



TITLE:
TEIGNBRIDGE HATOC
MILL LANE, TEIGNMOUTH
202150073142
Page 32

FIGURE No:
ENV6036-181



SCALE:
1:500

Contains Ordnance Survey data.
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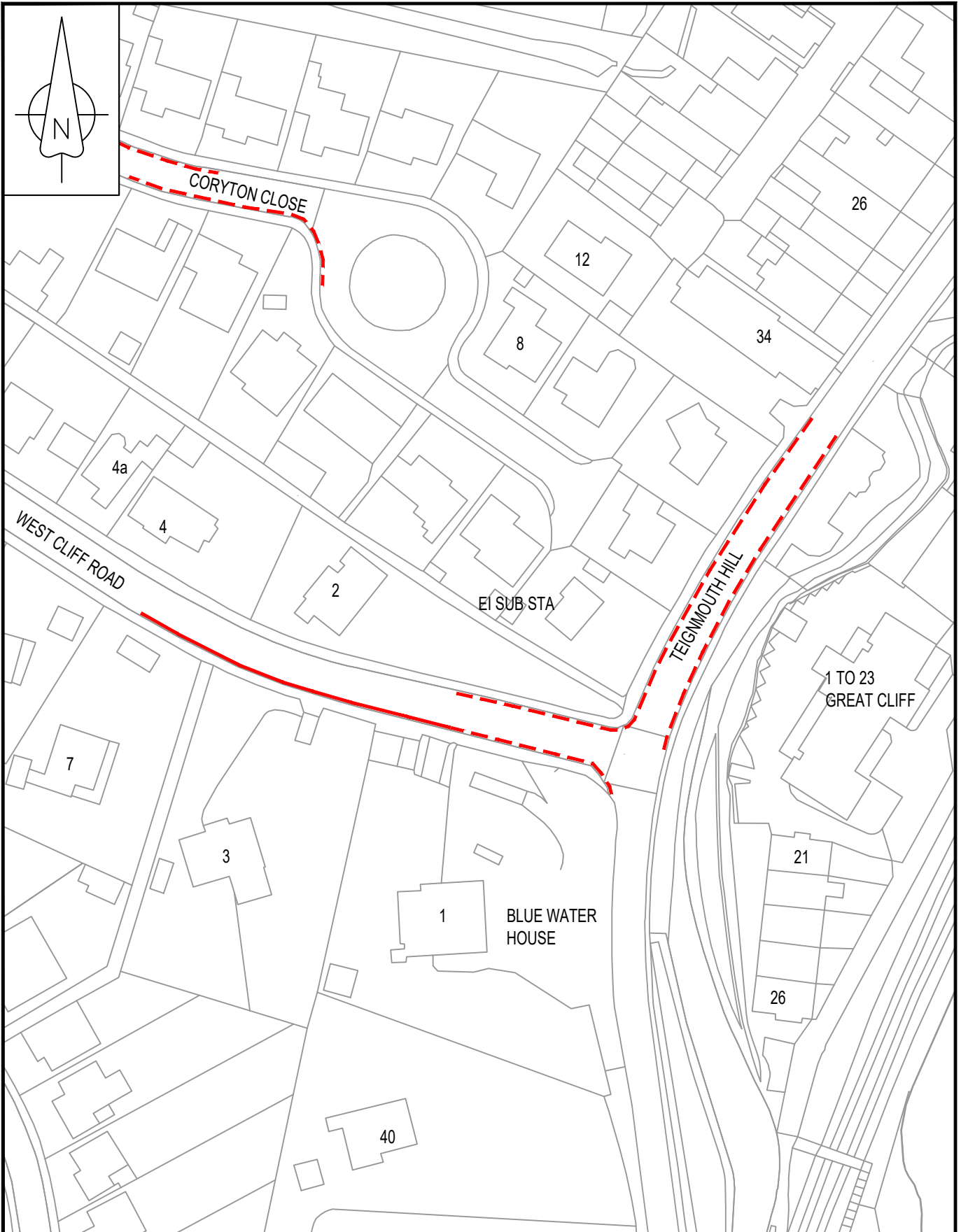
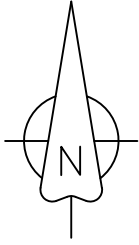
KEY:

- NO WAITING AT ANY TIME - PROPOSED
- - - - - NO WAITING AT ANY TIME - EXISTING



TITLE:
TEIGNBRIDGE HATOC
WEST CLIFF ROAD, DAWLISH
206123.076387
Page 33



FIGURE No:
ENV6036-182/1



SCALE:
1:500

Contains Ordnance Survey data.
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KEY:

-  NO WAITING AT ANY TIME - PROPOSED
-  NO WAITING AT ANY TIME - EXISTING



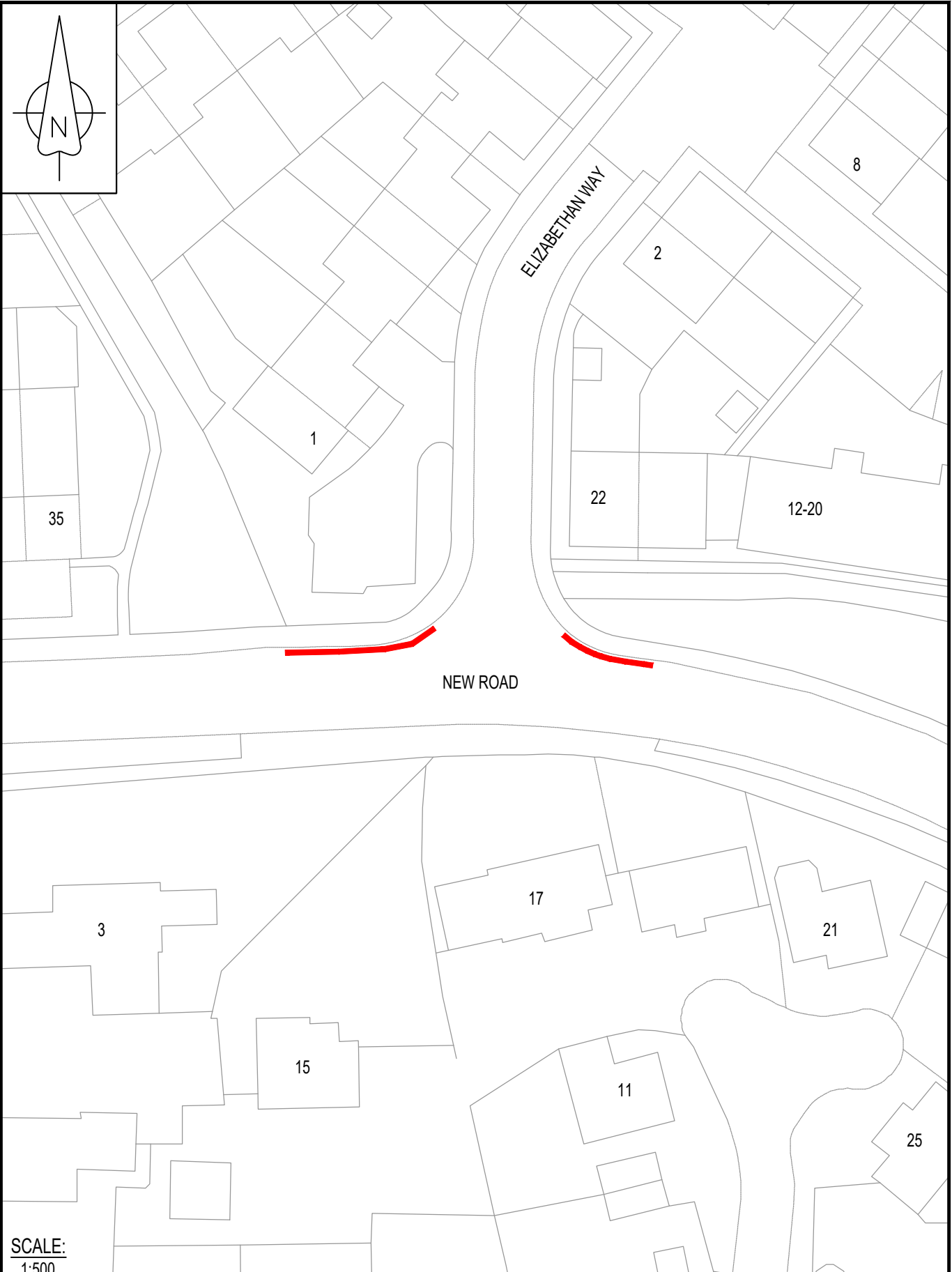
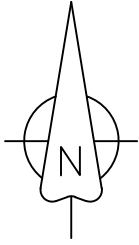
TITLE:

TEIGNBRIDGE HATOC
WEST CLIFF ROAD, DAWLISH
206129 076387
Page 34

FIGURE No:

ENV6036-182/2

File name C:\USERS\INGR0502\1DESKTOP\WORKING FILES\HATOC PROJECT\CADWORKING DRAWINGS\ADVERTISING PLAN\STEIGNBRIDGE\2023.02.13\ENV6036-183-NEW ROAD, TEIGNMOUTH.DWG, printed on 13 February 2023 10:54:20 by Rajasekhar, Gaddavallasa



SCALE:
1:500

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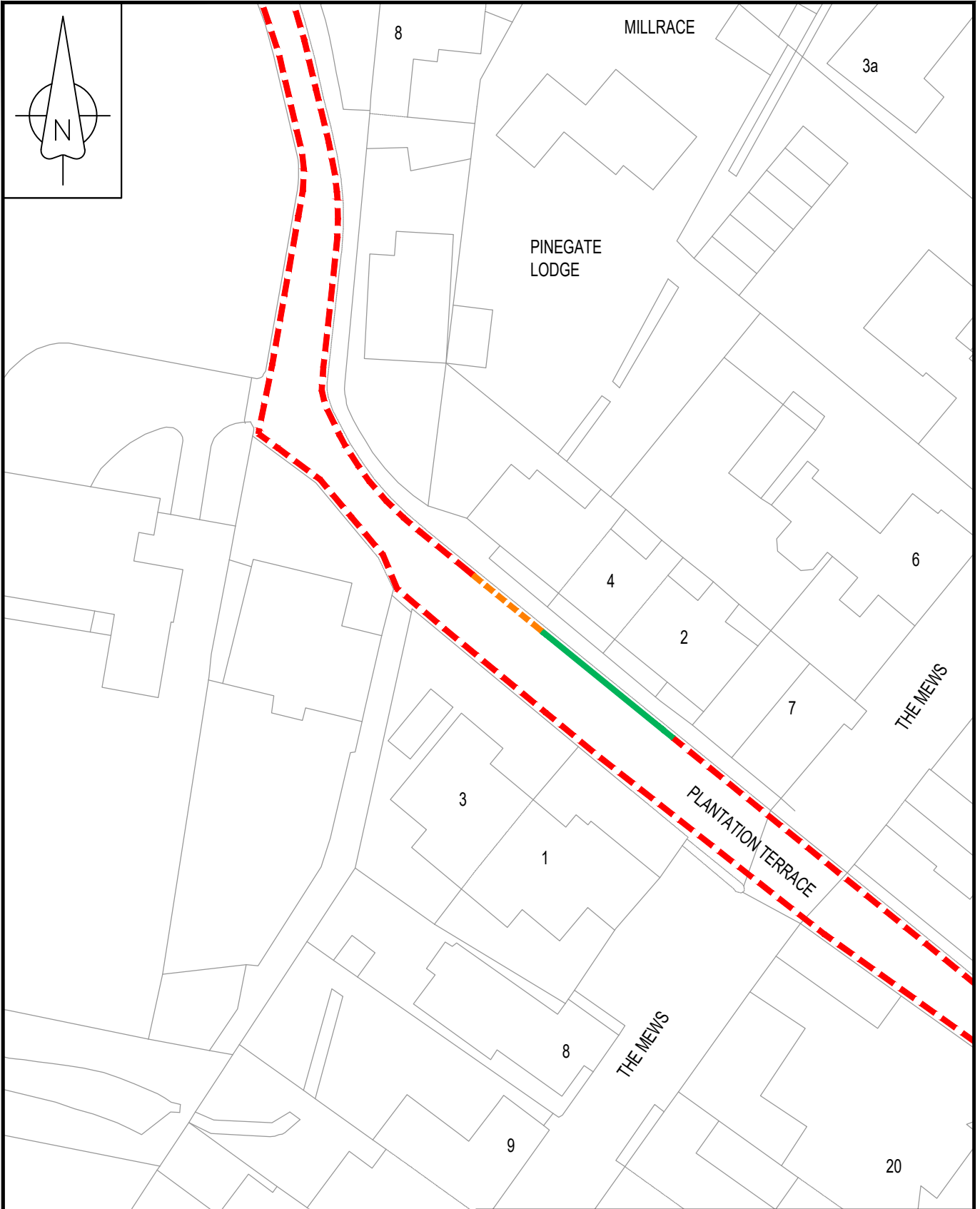
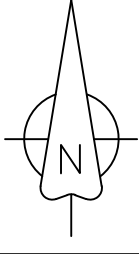
KEY:

 NO WAITING AT ANY TIME - PROPOSED



TITLE:
TEIGNBRIDGE HATOC
NEW ROAD, TEIGNMOUTH
201504.071052
Page 35




FIGURE No:
ENV6036-183



SCALE:
1:500

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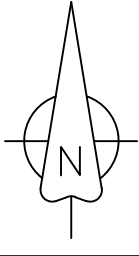
KEY:

-  NO WAITING BETWEEN 8:00am - 9:30am AND 3:00pm - 4:00pm - PROPOSED
-  NO WAITING AT ANY TIME - EXISTING
-  ADVISORY DISABLED BAY - EXISTING



TITLE:
TEIGNBRIDGE HATOC
PLANTATION TERRACE, DAWLISH
206160 076553
Page 36

FIGURE No:
ENV6036-184



HEADLAND VIEW

KINGSDOWN CLOSE

KINGSDOWN ROAD

CHENSON

1

CHRISTCHURCH

LOWER KINGSDOWN ROAD

26

22

21

20



INVERTEIGN DRIVE

18

SCALE:
1:500

Contains Ordnance Survey data.
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KEY:

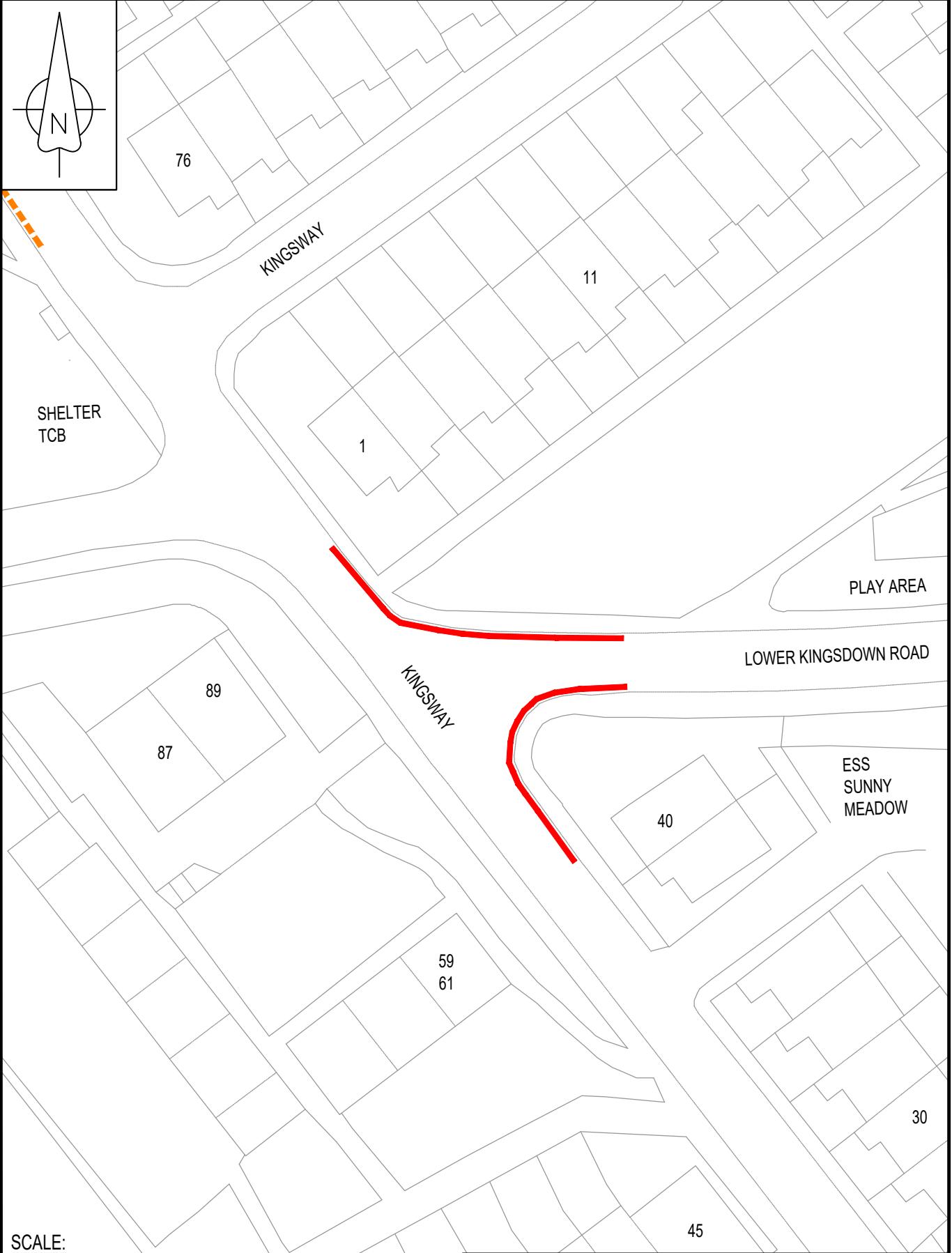
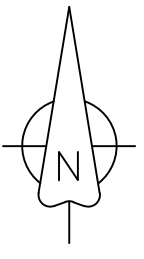
-  NO WAITING AT ANY TIME - PROPOSED
-  NO WAITING AT ANY TIME - EXISTING



TITLE:
TEIGNBRIDGE HATOC
LOWER KINGSDOWN ROAD,
TEIGNMOUTH
Page 37
2023.02.13



FIGURE No:
ENV6036-196

File name C:\USERS\INGR0502\1\DESKTOP\WORKING FILES\HATOC PROJECT\CAD\WORKING DRAWINGS\ADVERTISING PLAN\STEIGNBRIDGE\2023.02.13\ENV6036-197 A-KINGSWAY.TEIGNMOUTH.DWG, printed on 13 February 2023 11:22:27, by Rajasekhar, Gaddavallasa



SCALE:
1:500

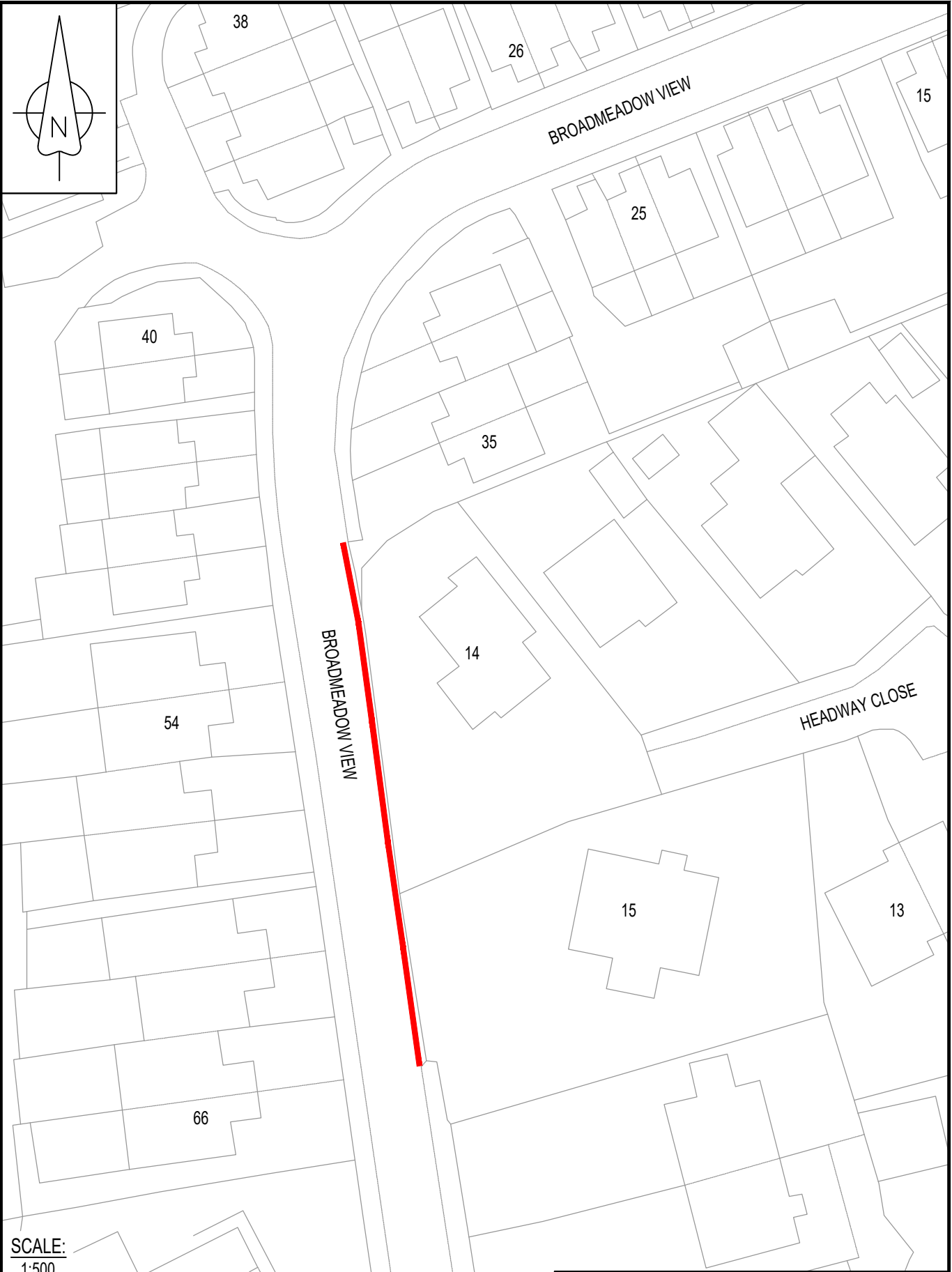
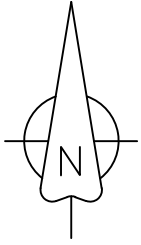
Contains Ordnance Survey data.
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KEY:	
	NO WAITING AT ANY TIME - PROPOSED
	ADVISORY DISABLED BAY - EXISTING



TITLE:
TEIGNBRIDGE HATOC
KINGSWAY, TEIGNMOUTH
2023/02/15
Page 38

FIGURE No:
ENV6036-197 a



SCALE:
1:500

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KEY:

 NO WAITING AT ANY TIME - PROPOSED



TITLE:

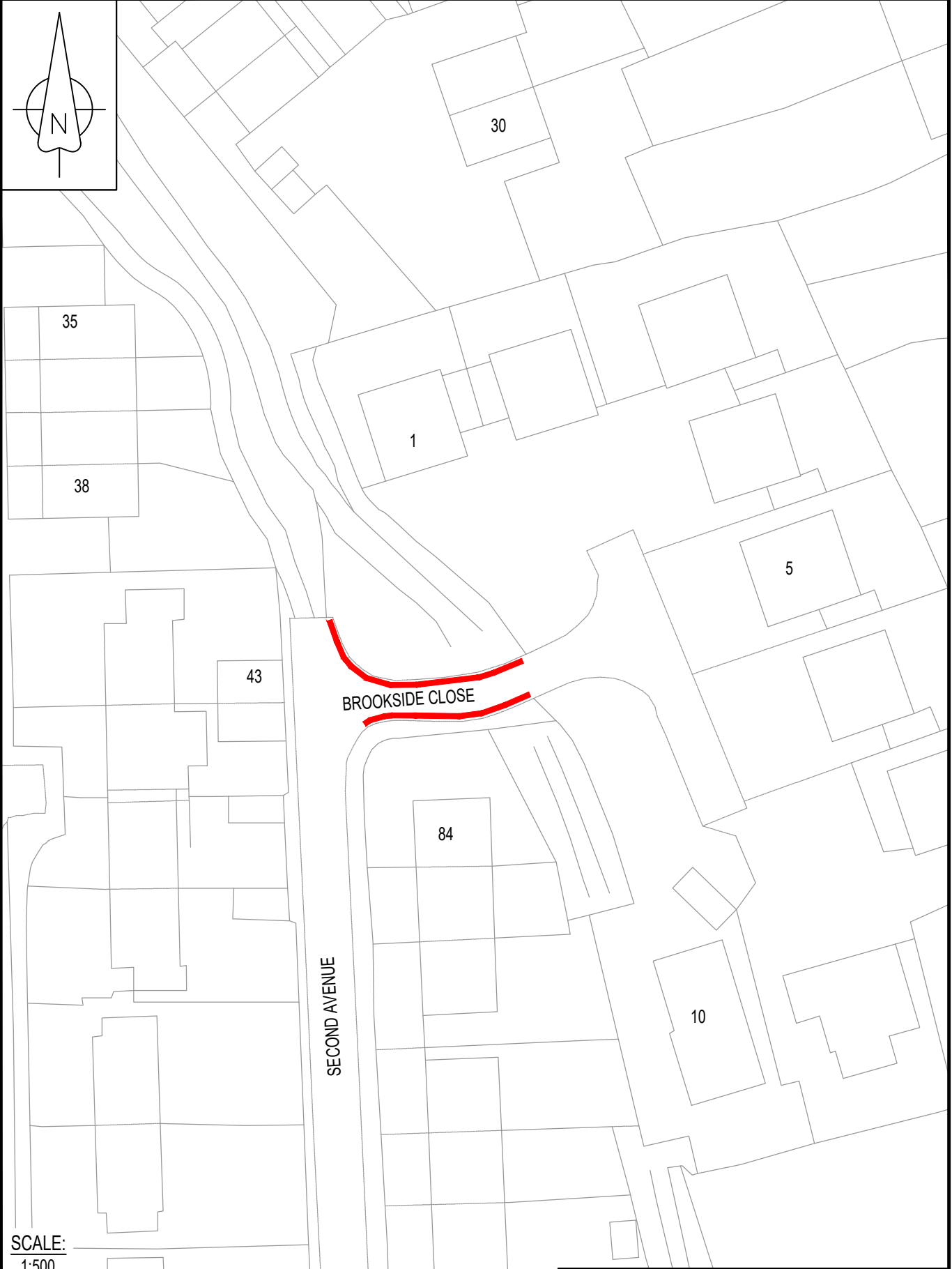
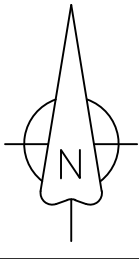
TEIGNBRIDGE HATOC
BROADMEADOW VIEW, TEIGNMOUTH

202840.073055
Page 39

FIGURE No:

ENV6036-197 b

File name C:\USERS\INGR0502\1\DESKTOP\WORKING FILES\HATOC PROJECT\ACAD\WORKING DRAWINGS\ADVERTISING PLAN\STEIGNBRIDGE\2023.02.13\ENV6036-198-BROOKSIDE CLOSE, TEIGNMOUTH.DWG, printed on 13 February 2023 11:27:19, by Rajasekhar, Gaddavala



SCALE:
1:500

Contains Ordnance Survey data.
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KEY:

 NO WAITING AT ANY TIME - PROPOSED

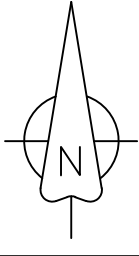


TITLE:

TEIGNBRIDGE HATOC
BROOKSIDE CLOSE, TEIGNMOUTH
202225 073399
Page 40

FIGURE No:

ENV6036-198



MORVIEW DRIVE

TEIGNMOUTH AFC

PAVILLION

HEADWAY CROSS ROAD

FOURTH AVENUE

OUR LADY AND ST PATRICK'S
RC PRIMARY SCHOOL

8

14

SCALE:
1:500

Contains Ordnance Survey data.
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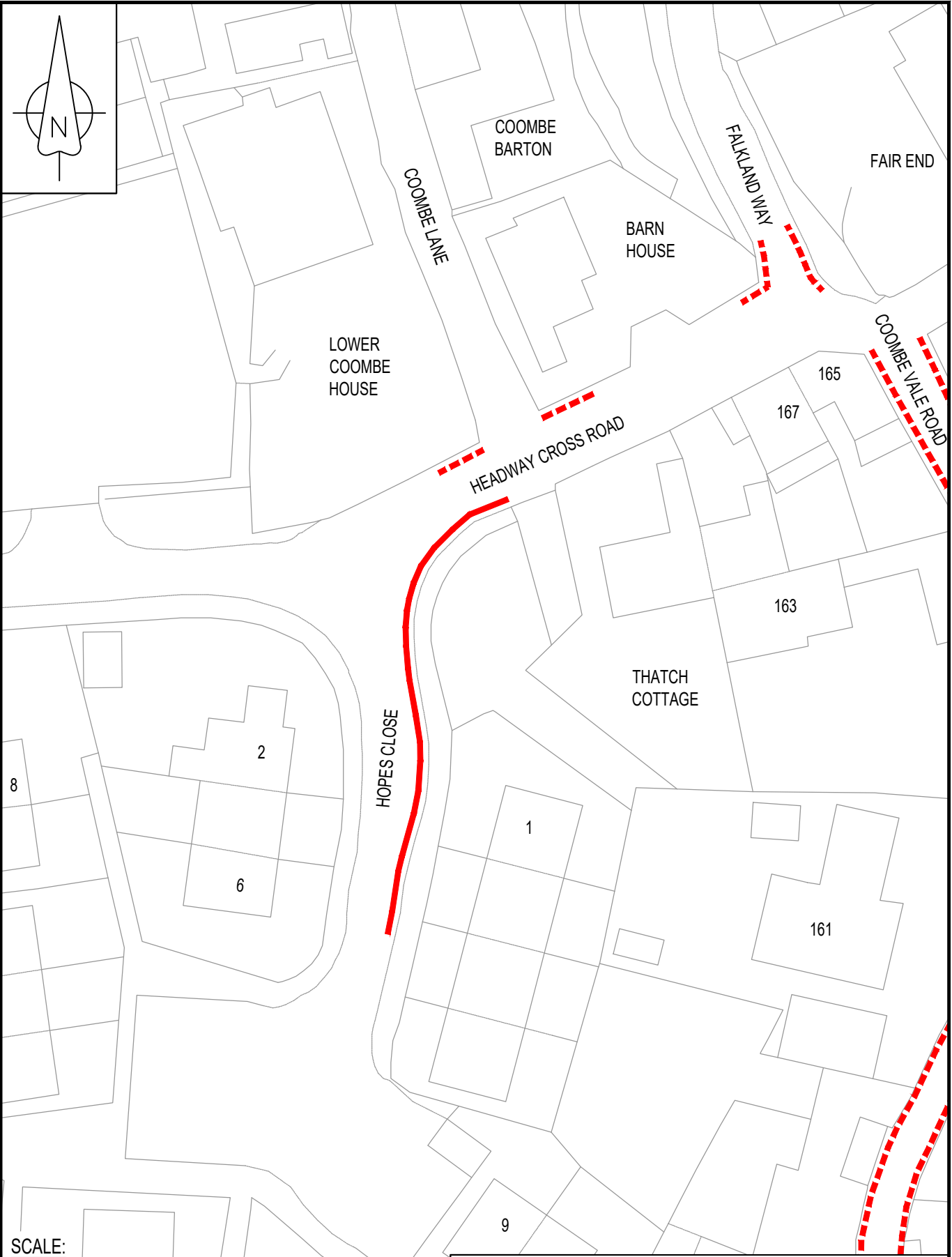
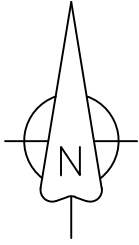
KEY:

 NO WAITING AT ANY TIME - PROPOSED



TITLE:
TEIGNBRIDGE HATOC
HEADWAY CROSS ROAD,TEIGNMOUTH
203002.073847
Page 41



FIGURE No:
ENV6036-199 a



SCALE:
1:500

Contains Ordnance Survey data.
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KEY:

-  NO WAITING AT ANY TIME - PROPOSED
-  NO WAITING AT ANY TIME - EXISTING

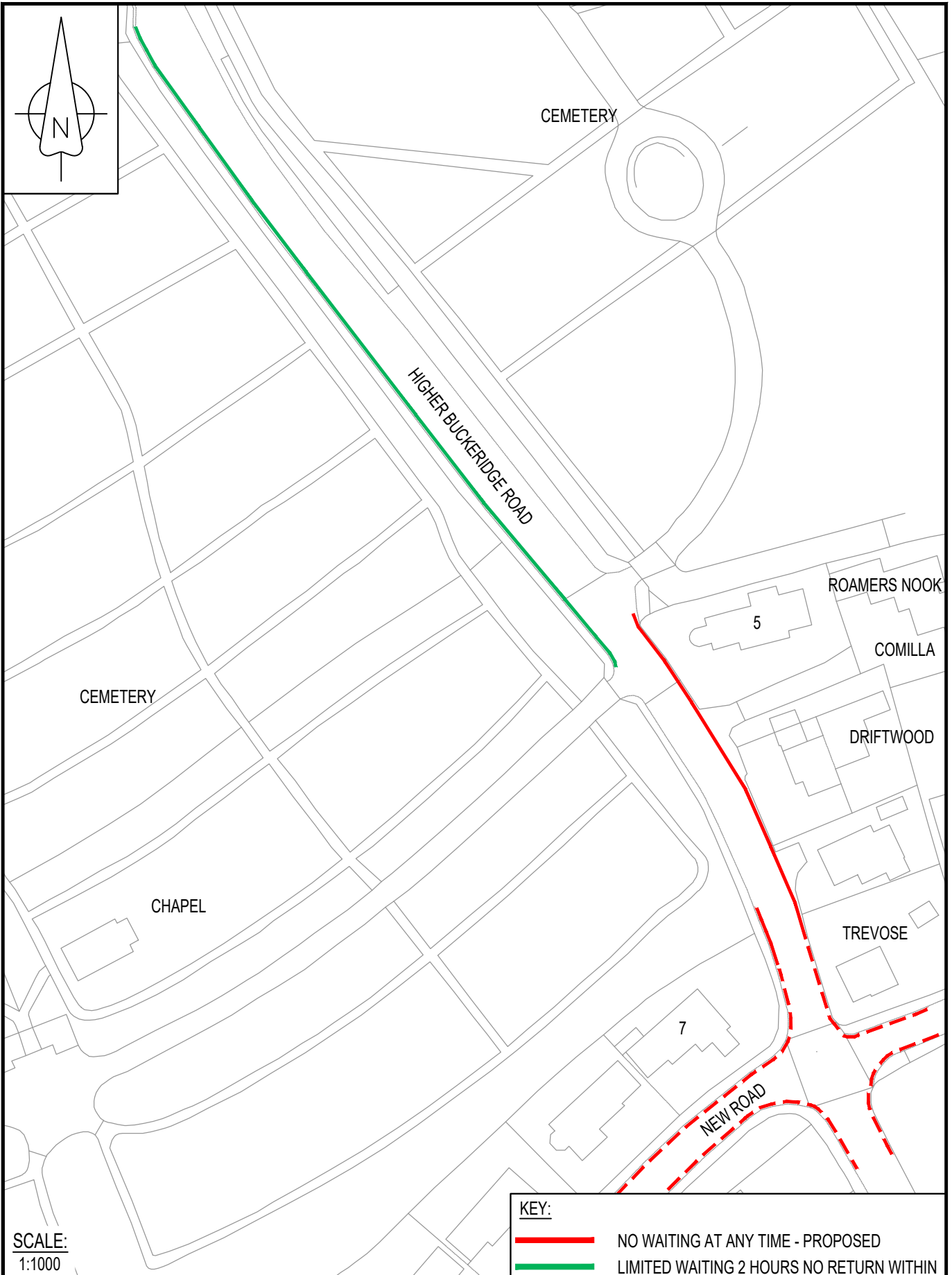
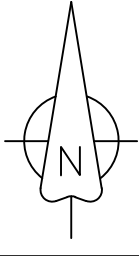


TITLE:

TEIGNBRIDGE HATOC
HEADWAY CROSS ROAD, TEIGNMOUTH
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Page 42

FIGURE No:

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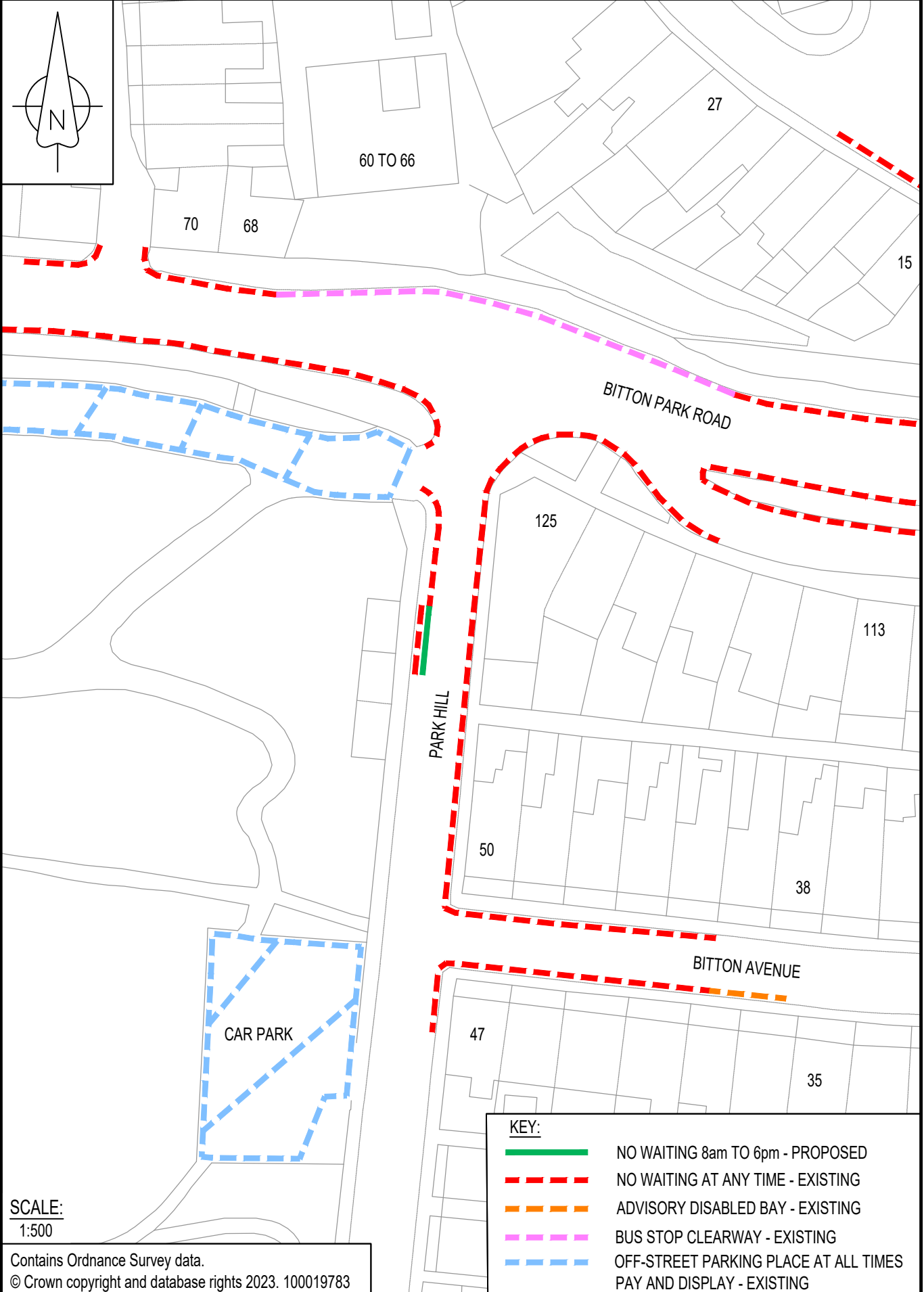
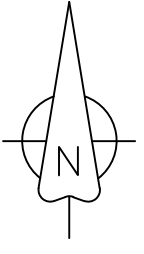
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KEY:	
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	NO WAITING AT ANY TIME - EXISTING



TITLE: TEIGNBRIDGE HATOC
HIGHER BUCKERIDGE ROAD,
TEIGNMOUTH
Page 43
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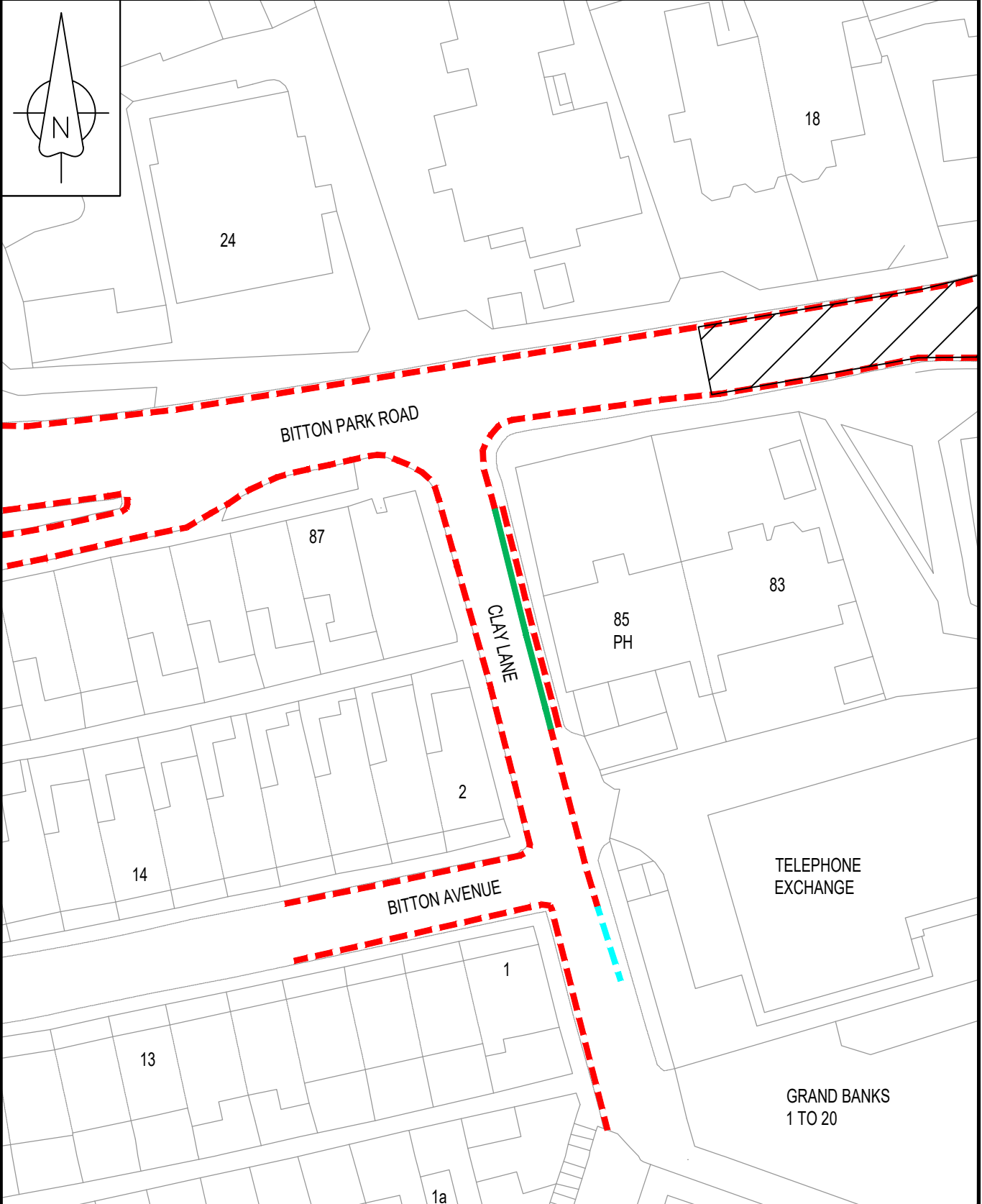
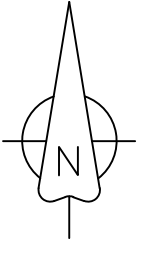
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	NO WAITING AT ANY TIME - EXISTING
	ADVISORY DISABLED BAY - EXISTING
	BUS STOP CLEARWAY - EXISTING
	OFF-STREET PARKING PLACE AT ALL TIMES PAY AND DISPLAY - EXISTING



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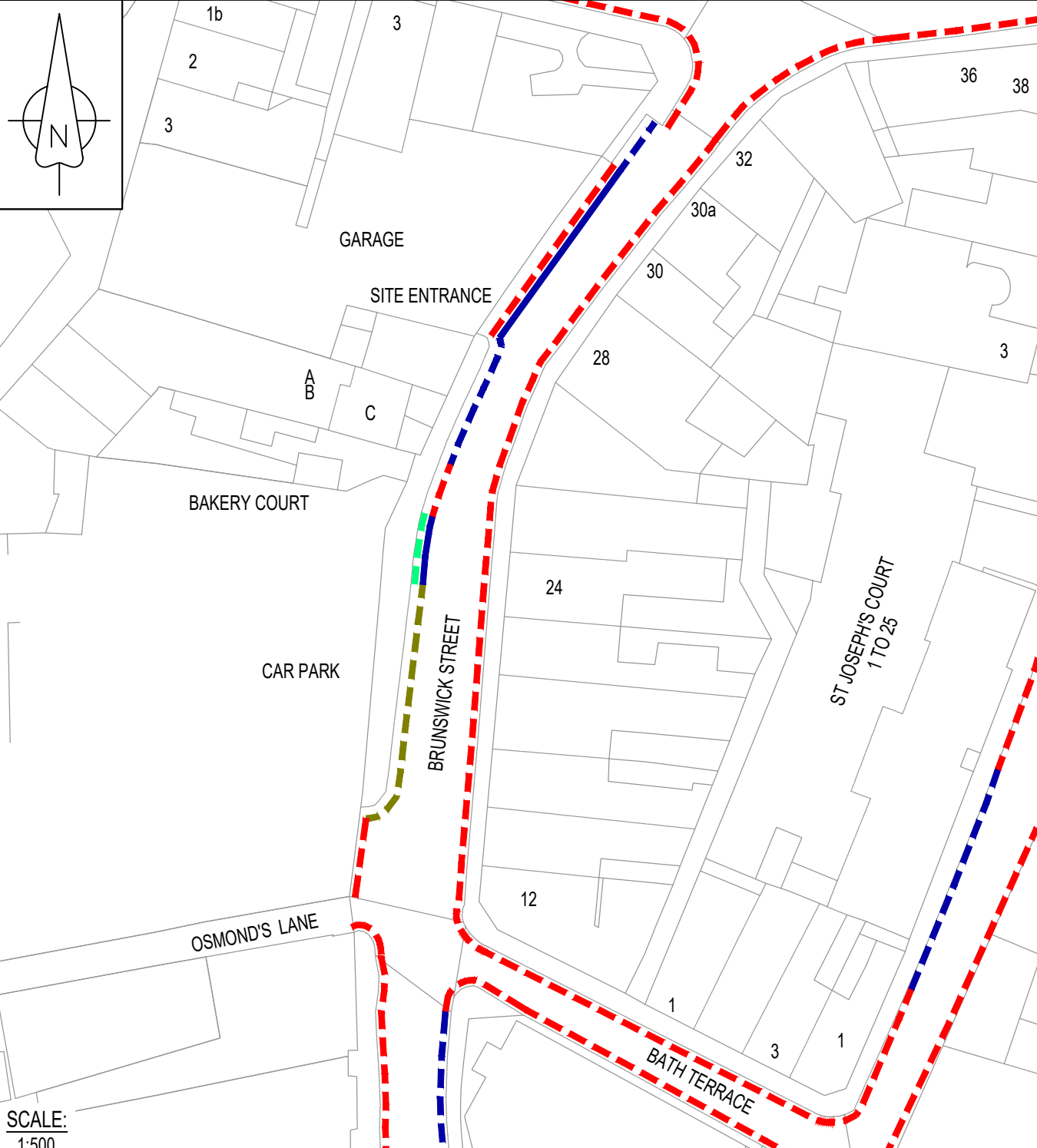
Contains Ordnance Survey data.
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KEY:	
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	NO WAITING AT ANY TIME - EXISTING
	DISABLED BADGE HOLDERS ONLY AT ANY TIME - EXISTING
	PUFFING CROSSING - EXISTING



TITLE:
TEIGNBRIDGE HATOC
CLAY LANE, TEIGNMOUTH
203557.073045
Page 45

FIGURE No:
ENV6036-202b

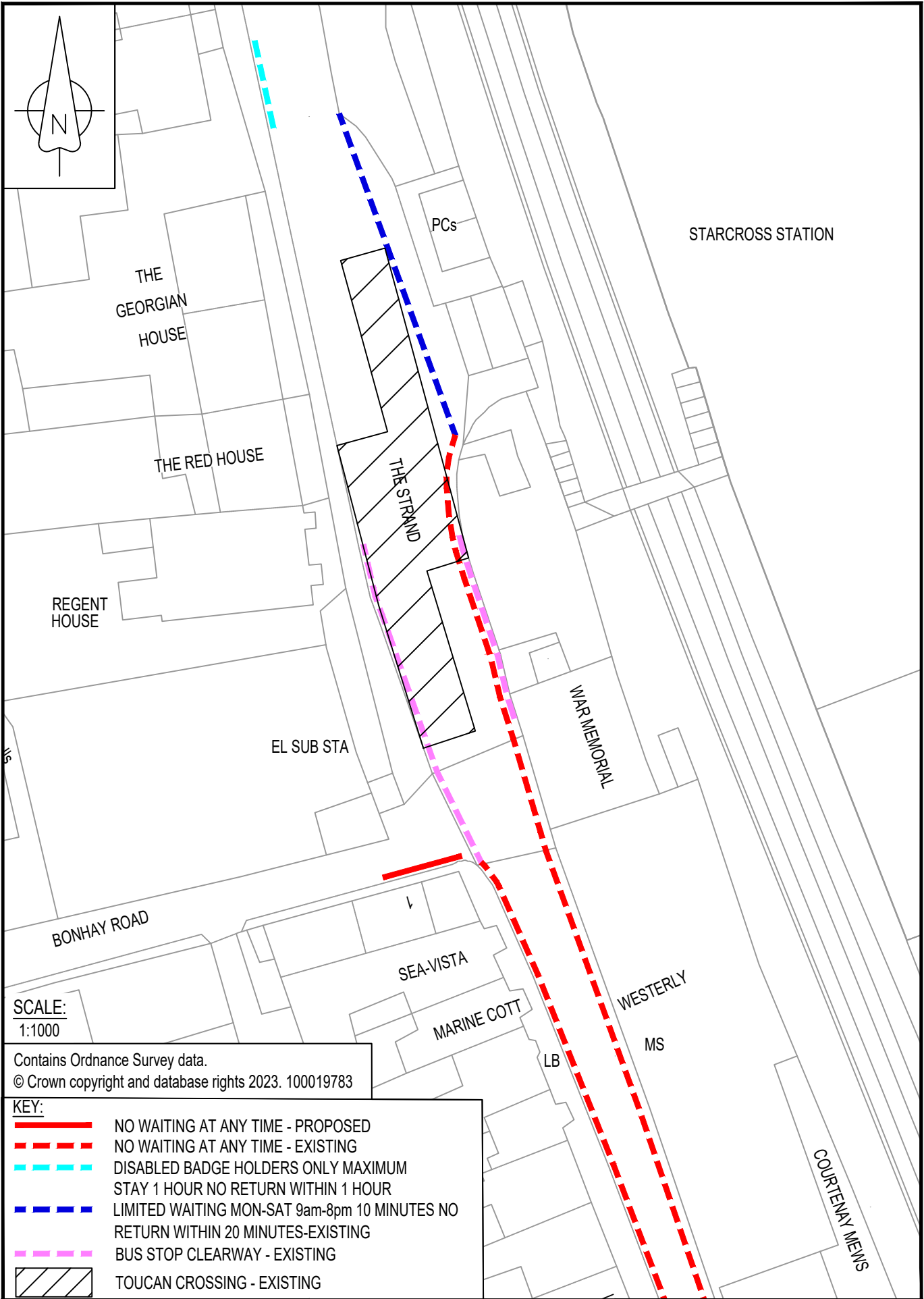


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KEY:

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	DOCTOR'S VEHICLES ONLY AT ANY TIME- EXISTING
	NO WAITING AT ANY TIME - EXISTING
	LIMITED WAITING 8am-6pm BETWEEN 01 MAY AND 30 SEP 2 HOURS - EXISTING
	LIMITED WAITING 8am-6pm BETWEEN 01 MAY AND 30 SEP 2 HOURS NO RETURN WITHIN 2 HOURS - EXISTING



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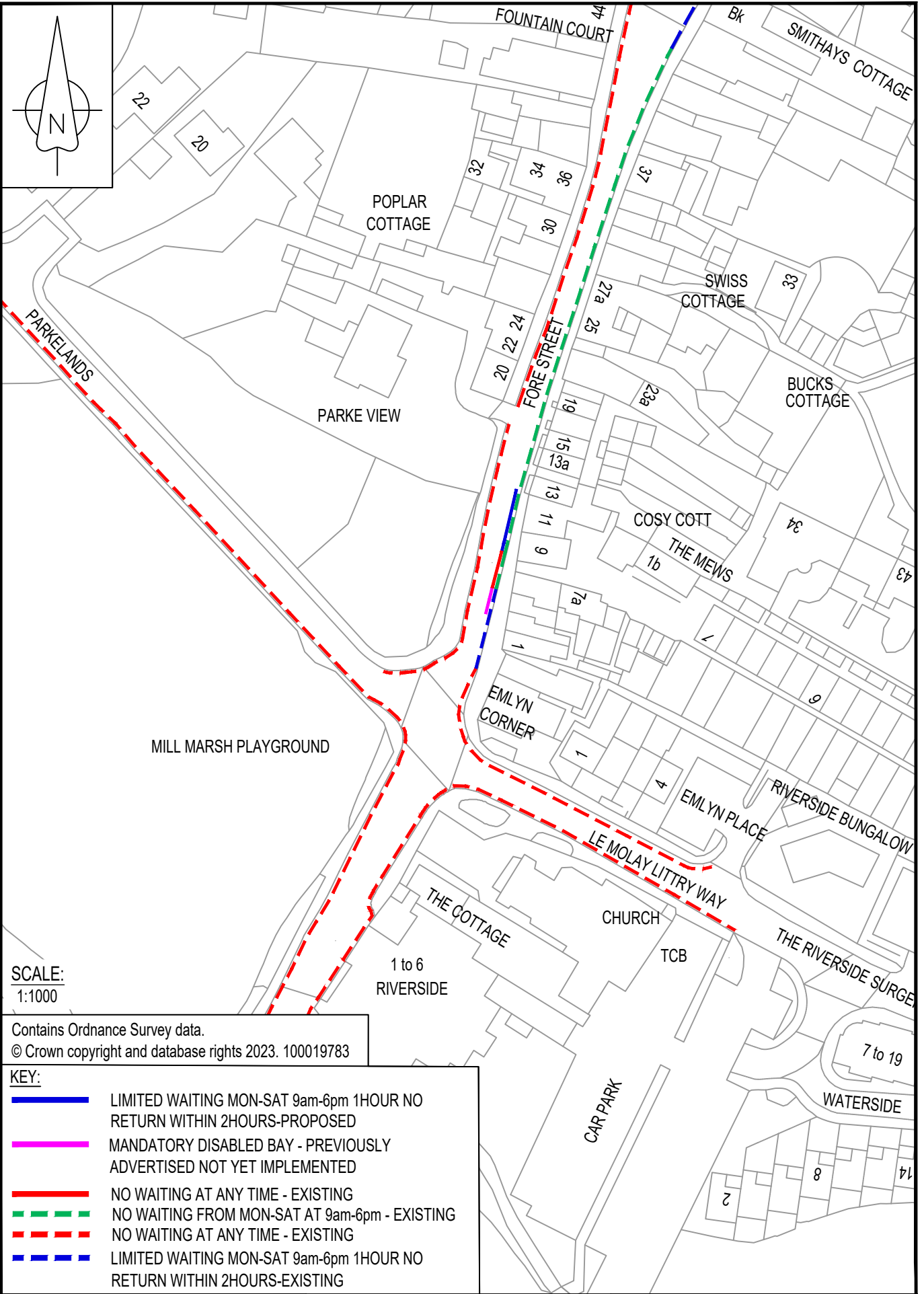
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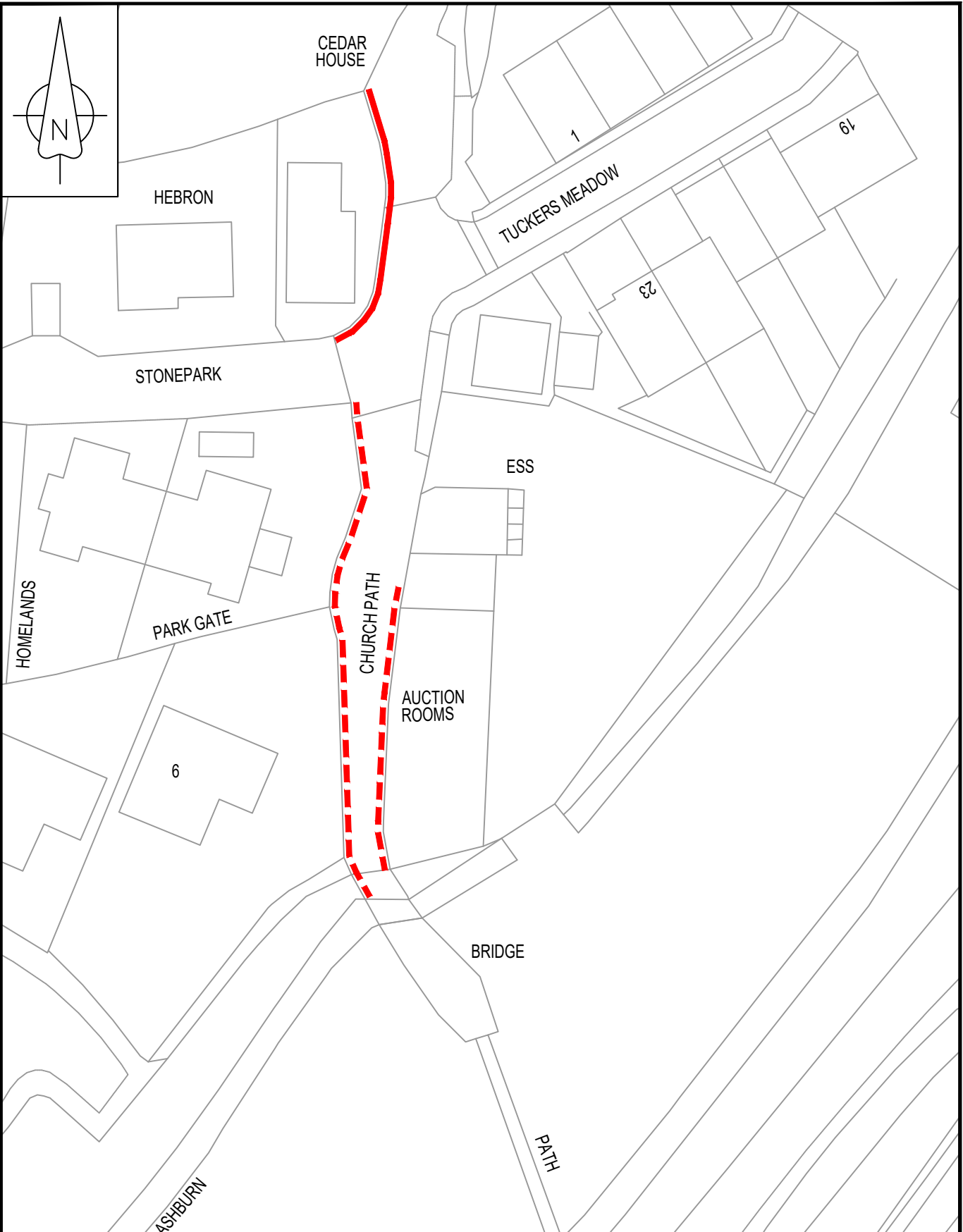
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	NO WAITING AT ANY TIME - EXISTING
	DISABLED BADGE HOLDERS ONLY MAXIMUM STAY 1 HOUR NO RETURN WITHIN 1 HOUR
	LIMITED WAITING MON-SAT 9am-8pm 10 MINUTES NO RETURN WITHIN 20 MINUTES-EXISTING
	BUS STOP CLEARWAY - EXISTING
	TOUCAN CROSSING - EXISTING



TITLE:
TEIGNBRIDGE HATOC
BONHAY ROAD, STARCROSS
207684.081950
Page 47



FIGURE No:
ENV6036-216





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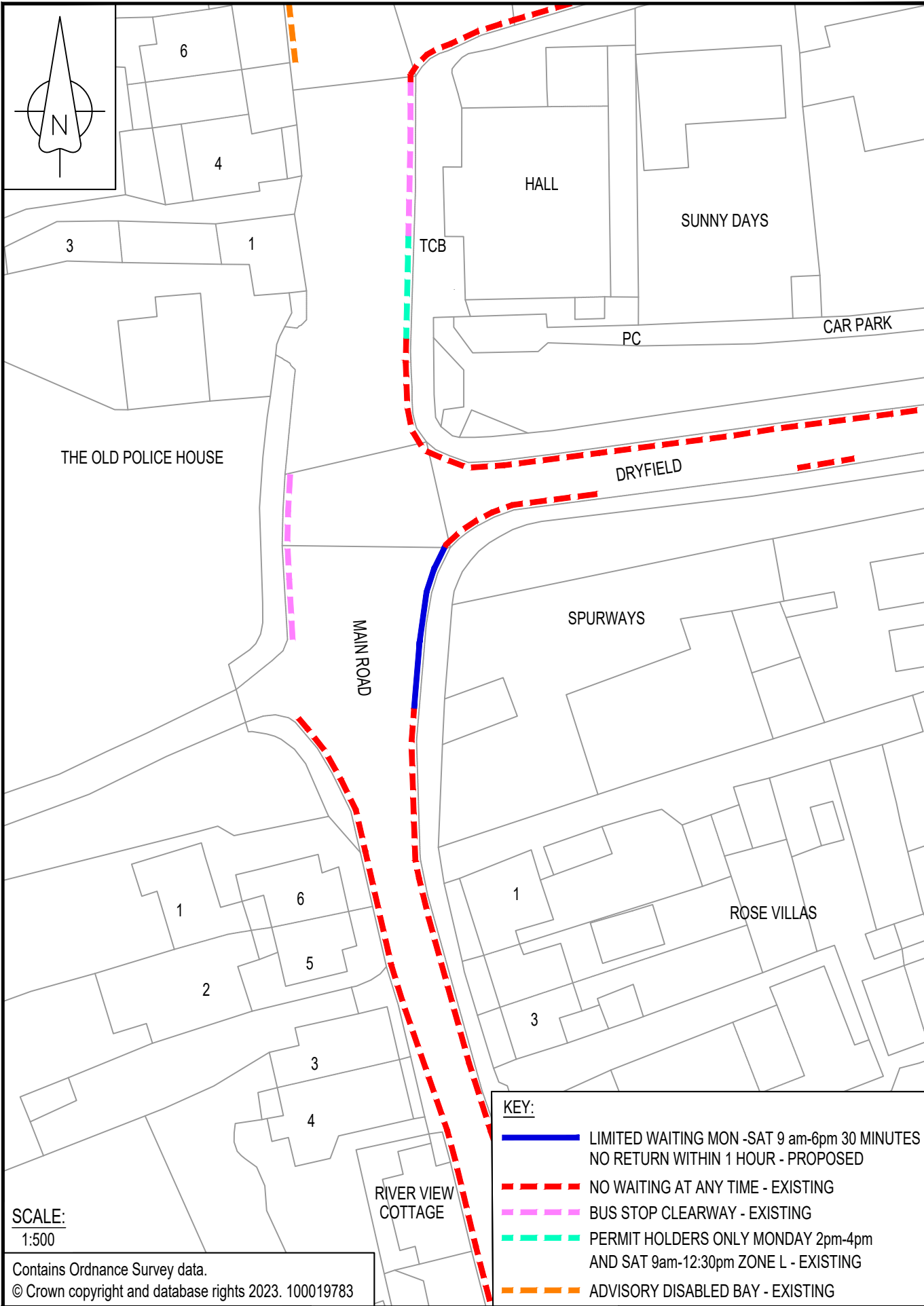
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KEY:	
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	NO WAITING AT ANY TIME - EXISTING



TITLE:
TEIGNBRIDGE HATOC
CHURCH PATH,ASHBURTON.
275550.000487
Page 49

FIGURE No:
ENV6036-218



SCALE:
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- KEY:**
- LIMITED WAITING MON -SAT 9 am-6pm 30 MINUTES
NO RETURN WITHIN 1 HOUR - PROPOSED
 - - - NO WAITING AT ANY TIME - EXISTING
 - - - BUS STOP CLEARWAY - EXISTING
 - - - PERMIT HOLDERS ONLY MONDAY 2pm-4pm
AND SAT 9am-12:30pm ZONE L - EXISTING
 - - - ADVISORY DISABLED BAY - EXISTING

CET/23/88
Teignbridge Highways and Traffic Orders Committee
2 November 2023

Drumbridges Bus Stop Multi-Modal Integration Improvements Report of the Director of Climate Change, Environment and Transport

Please note that the following recommendations are subject to consideration and determination by the Committee before taking effect.

1) Recommendation

It is recommended that the Committee be asked to:

- (a) approve the design and construction of the multi-modal bus stop integration improvements at the A38 Drumbridges roundabout, Heathfield, shown on the plans provided in Appendix 1, at an estimated cost of £83,000; and
- (b) give delegated powers to the Director of Climate Change, Environment and Transport in consultation with the Chair of HATOC and the local member, to make minor amendments to the scheme as required.

2) Introduction

This report sets out a recommendation to approve the design and construction of a scheme to enhance multi-modal integration and improve bus stops at the A38 Drumbridges roundabout, Heathfield at an estimated cost of £83,000.

The Drumbridges roundabout sits on the A38 Strategic Road Network, connecting Exeter and Plymouth. It serves Newton Abbot to the south via the A382 and Bovey Tracey to the north Newton Road. The junction is also in close proximity to Teignbridge's largest industrial estate at Heathfield, covering some 95 acres. Bus stops are sited on the northern and southern arms of the roundabout. These serve the strategic South West Falcon bus service, connecting Plymouth to Bristol 20 times a day, and the 39 service between Bovey Tracey and Newton Abbot. The scheme area and local geography is shown in Figure 1 below.

The present situation makes multi-modal integration between sustainable travel modes and the strategic bus services difficult. To access the South West Falcon service, bus users will generally need to interchange between buses or be dropped off by private car or taxi. Whilst the junction is served by shared use paths and toucan crossings to/from Heathfield Industrial Estate, there are no cycle storage facilities, making integration between bus and cycle difficult. There is also an opportunity to enhance bus users' arrival and waiting periods by upgrading the existing bus stops and providing real time journey information, which is not currently provided.

Agenda Item 6

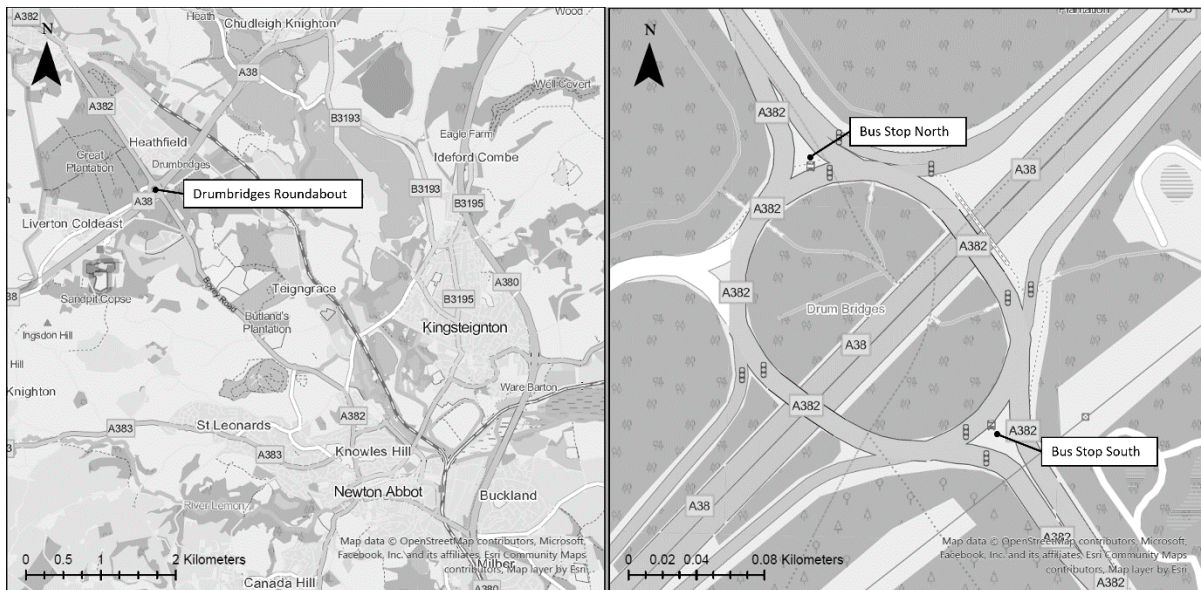


Figure 1 – Scheme Area and Geography

The proposals align well with the ongoing and planned improvements to the strategic A382 corridor improvements. Once delivered, a new shared use path and junction improvements will create an active travel corridor between Drumbridges roundabout, Forches Cross, Houghton Barton Link and Newton Abbot Town Centre. This provision will dramatically improve walking, wheeling and cycling connectivity between the bus stops and growth areas – enhancing the bus stop provision and multi-modal facilities in readiness for these improvements is essential.

The scheme is proposed to be delivered through the £8.8m Bus Service Improvement Plan (BSIP) capital programme. The Devon BSIP includes plans to deliver multi-modal integration hubs, targets bus stop improvements and a rollout of real time information services. If approved, these proposals would be the first of their kind to be delivered under the Devon BSIP.

3) Proposals

It is proposed to enhance multi-modal integration and improve bus stops at the Drumbridges A38 roundabout, Heathfield. The proposals are shown in Appendix 1 and a summary is also detailed below:

Multi-modal Integration Improvements

- **Installation of secure cycle storage** – Six heavy-duty pre-bookable vertical bicycle lockers (three at each bus stop). These will provide regular bus users a safe and secure option to leave their cycle whilst travelling by bus.
- **Installation of Sheffield stands** – Eight free to use Sheffield cycle stands (four adjacent to each bus stop). These will be available for occasional bus users with additional cycle parking options.

- **Painted cycle symbols** – Intermittently located on proposed conventional cycleway surfacing at each bus stop to inform pedestrians as to the likely presence of cyclists.
- **Public bike maintenance stands** – Two free to use bike maintenance facilities located adjacent to cycle parking (one at each bus stop).
- **Onward travel information boards** – Posters detailing onward travel option for cyclists and pedestrians will be provided.

Bus Stop Improvements

- **New bus shelters** – Installation of two upgraded 2-bay bus shelters with integrated flag bracket, timetable case and seating (one at each bus stop) – enhancing passengers waiting experience. These shelters will be cleaned and maintained under the Devon County Council contract with Fernbank Advertising.
- **Real-time journey time information** – Installation of two 38” single sided shelter displays, providing up-to-date information about approaching bus services and delivering enhanced certainty to bus users.

It is expected that these proposals will be delivered before the end of financial year 23/24.

4) Options/Alternatives

Do Nothing – To not progress with multi-modal integration and bus stop improvements at the Drumbridges roundabout would continue to restrict access to sustainable transport choices in the local area. The status quo would miss out on opportunities to align with the strategic A382 corridor improvements which will create a continuous travel corridor between Heathfield Industrial Estate and Newton Abbot, including the Houghton Barton development allocation. Under these complementary improvements, demand for bus facilities along the corridor is anticipated to increase. Vehicle traffic flows are also expected to increase at the roundabout, and ensuring cycle and bus users have access to suitable facilities at the junction is essential.

Private Car Provision – It is recognised that bus users being dropped off by private car are likely to use the bus stops on both the northern and southern sides of the roundabout for ease of access. Whilst the provision of dedicated parking might be desirable, this is considered unfeasible due to a lack of available and unutilised land. To reallocate existing road space to parking would reduce the capacity of the junction for vehicle movements, potentially increasing congestion during peak periods.

Shared Electric Bike Dock – The provision of a shared E-bike dock at the site would offer increased convenience for bus passengers arriving to the area for the first time without a bike. However, there is currently no wider shared E-Bike network in place around Newton Abbot; offering E-Bikes would not provide a feasible connecting transport option for users.

Agenda Item 6

5) Consultation

The proposals form part of the suite of schemes identified in the Devon Bus Service Improvement Plan (BSIP), which itself underwent a thorough consultation with key local stakeholders from all tiers of local government, bus operators, user groups and public bodies in 2021.

The proposals have been discussed with the Local Member and are the first of a series of multi-modal bus stop integration interventions across the county, which have been supported and endorsed in principle due to their inclusion in the BSIP.

6) Strategic Plan

The proposals are well aligned with the Strategic Plan's priorities and actions; facilitating and encouraging increased use of sustainable travel modes. The proposals will support local residents and visitors to access local and regional employment, education and leisure opportunities.

The table below summarises how the proposals would impact the achievement of relevant Strategic Plan actions according to a seven-point scale, whereby -3 represents a large negative impact and +3 represents a large positive impact.

Strategic Plan Priority	Strategic Plan Action	Alignment
Respond to the climate emergency	Support a green recover from COVID-19.	+1 (Slight positive)
Respond to the climate emergency	Prioritise sustainable travel and transport.	+1 (Slight positive)
Respond to the climate emergency	Encourage sustainable lifestyles.	+1 (Slight positive)
Support sustainable economic recovery	Secure investment in transport infrastructure.	+1 (Slight positive)
Support sustainable economic recovery	Maintain and, where necessary, improve our highway network and improve sustainable transport options.	+1 (Slight positive)
Improving health and wellbeing	Give people greater opportunities for walking and cycling to increase their physical activity.	+1 (Slight positive)
Helping communities to be sage, connected and resilient	Enable a range of transport options, including public transport.	+1 (Slight positive)

7) Financial Considerations

Proposals are estimated to cost approximately £83,000 and will be delivered using the Minor Works Framework. The scheme costs are broadly split equally between multi-modal integration improvements (£43,000) and enhancements to each bus stop (£40,000). Estimates are inclusive of works, design and supervision fees.

Devon Bus Service Improvement Plan (BSIP) capital funding will be used to fund the scheme's cost, delivery is expected to be realised in the 23/24 financial year and as such future project spend expected to incurred entirely in the same year.

8) Legal Considerations

There are no specific legal considerations.

9) Environmental Impact Considerations (Including Climate Change, Sustainability and Socio-economic)

The proposals will encourage uptake of sustainable transport options, through both the enhancement of the bus stop infrastructure and information displays, as well as the provision of cycle parking and storage. These facilities will make it easier and more attractive for local residents and visitors to use the strategic public transport services that pass through the corridor, consequently encouraging reduced car use and contributing to reduced emissions.

Through the construction process, a small amount of disturbance to the immediate environment is expected. The provision of cycle stands and lockers will require use of the existing grass land on the roundabout. It is also expected that the noise and light pollution emitted during the construction process will not exceed that which already exists at the junction.

10) Equality Considerations

Where relevant, in coming to a decision the Equality Act 2010 Public Sector Equality Duty requires decision makers to give due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other prohibited conduct;
- advance equality by encouraging participation, removing disadvantage, taking account of disabilities and meeting people's needs; and
- foster good relations between people by tackling prejudice and promoting understanding.

in relation to the protected characteristics (age, disability, gender reassignment, marriage and civil partnership (for employment), pregnancy and maternity, race/ethnicity, religion or belief, sex and sexual orientation).

Agenda Item 6

A decision maker may also consider other relevant factors such as caring responsibilities, rural isolation, or socio-economic disadvantage.

In progressing this proposal, an Impact Assessment has been prepared which has been circulated separately to Committee Members and also is available on the Council's website at <https://www.devon.gov.uk/impact/published>

The impact assessment undertaken for this proposal highlights that the interventions will provide improved access to sustainable transport options for all users, and that no person, on account of their protected characteristics, are negatively impacted by the proposals. The proposals will particularly benefit groups who make a greater proportion of their trips by bus, such as those under the age of 30 and those over the age of 70, those from lower income households, and Black people. The provision of improved wayfinding, signage and information displays will particularly benefit people who may require additional support in navigating public transport.

11) Risk Management Considerations

A combined stage 1 and 2 road safety audit (RSA) has been commissioned for the proposals. If necessary, a verbal update on the audit recommendations may be provided at the meeting of this Committee.

Bus shelter lighting and real time information screens are expected to be powered by supplies that also serve Devon County Council owned street lighting. This approach is typical across the County, however, its viability for this specific site is currently being explored. If no suitable power supply is available then solar panel supplies could be explored.

Further changes to the design will be subject to a revised Road Safety Audit and could be agreed through delegated powers.

12) Summary

The proposals recommended for approval for construction represent an opportunity to improve sustainable multi-modal integration and bus stop provision at a strategic site served by regionally significant bus services. Proposals utilise capital funding from the Devon Bus Service Improvement Plan, aligning with the Devon Carbon Plan and Strategic Plan.

Proposals have been designed to link with the forthcoming strategic active travel infrastructure to be delivered as part of the A382 corridor improvements. Working together the proposals will enhance sustainable travel choices serving the Heathfield Industrial Estate, Newton Abbot and the Houghton Barton strategic allocation.

Meg Booth

Director of Climate Change, Environment and Transport

Electoral Division: Bovey Rural

Local Government Act 1972: List of background papers

Background Paper

Nil

Contact for enquiries:

Name: Josh Manning, Senior Transportation Planning Officer

Telephone: 01392 383984

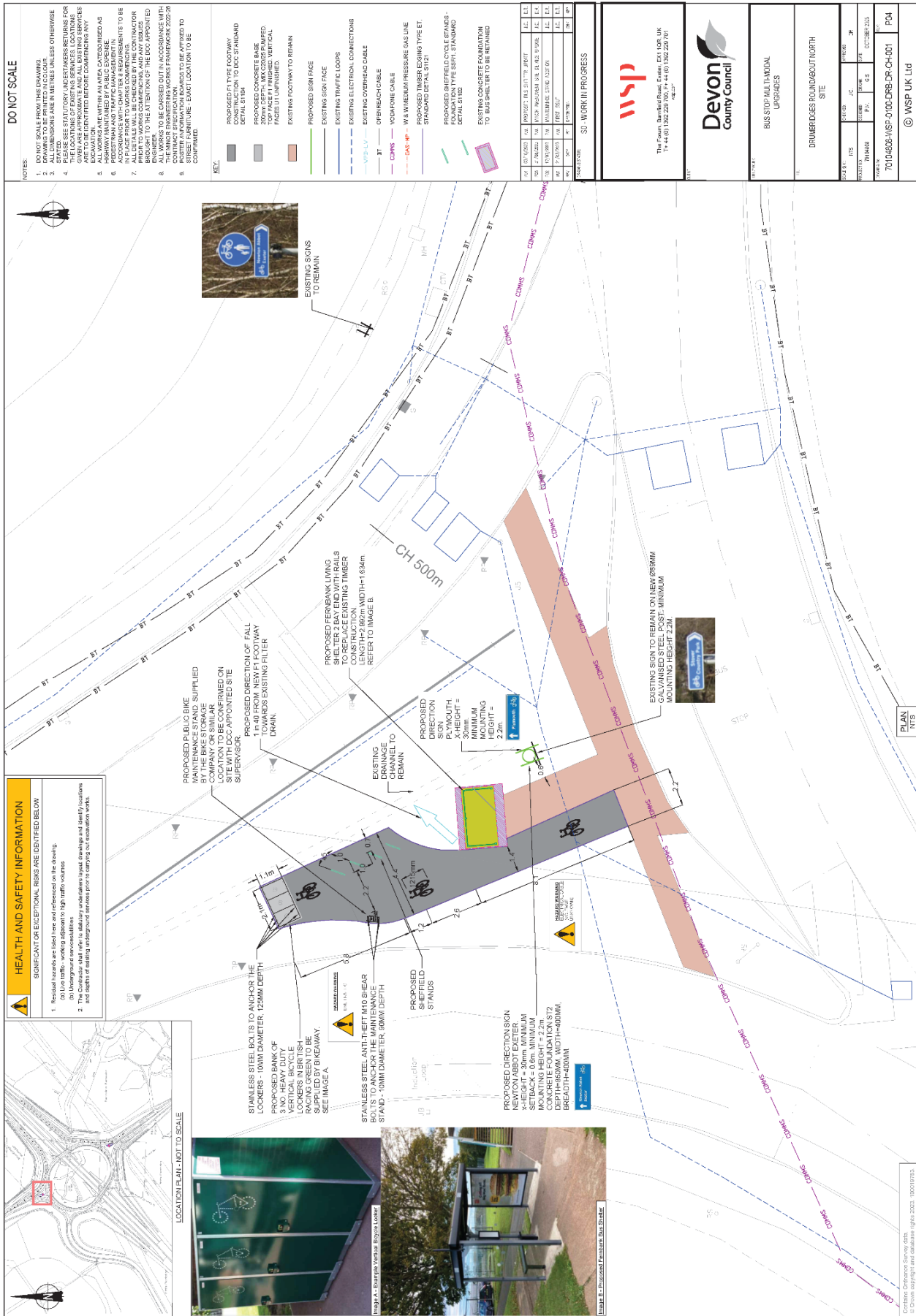
Address: Transport Planning, County Hall, Topsham Road, Exeter, EX2 4QD

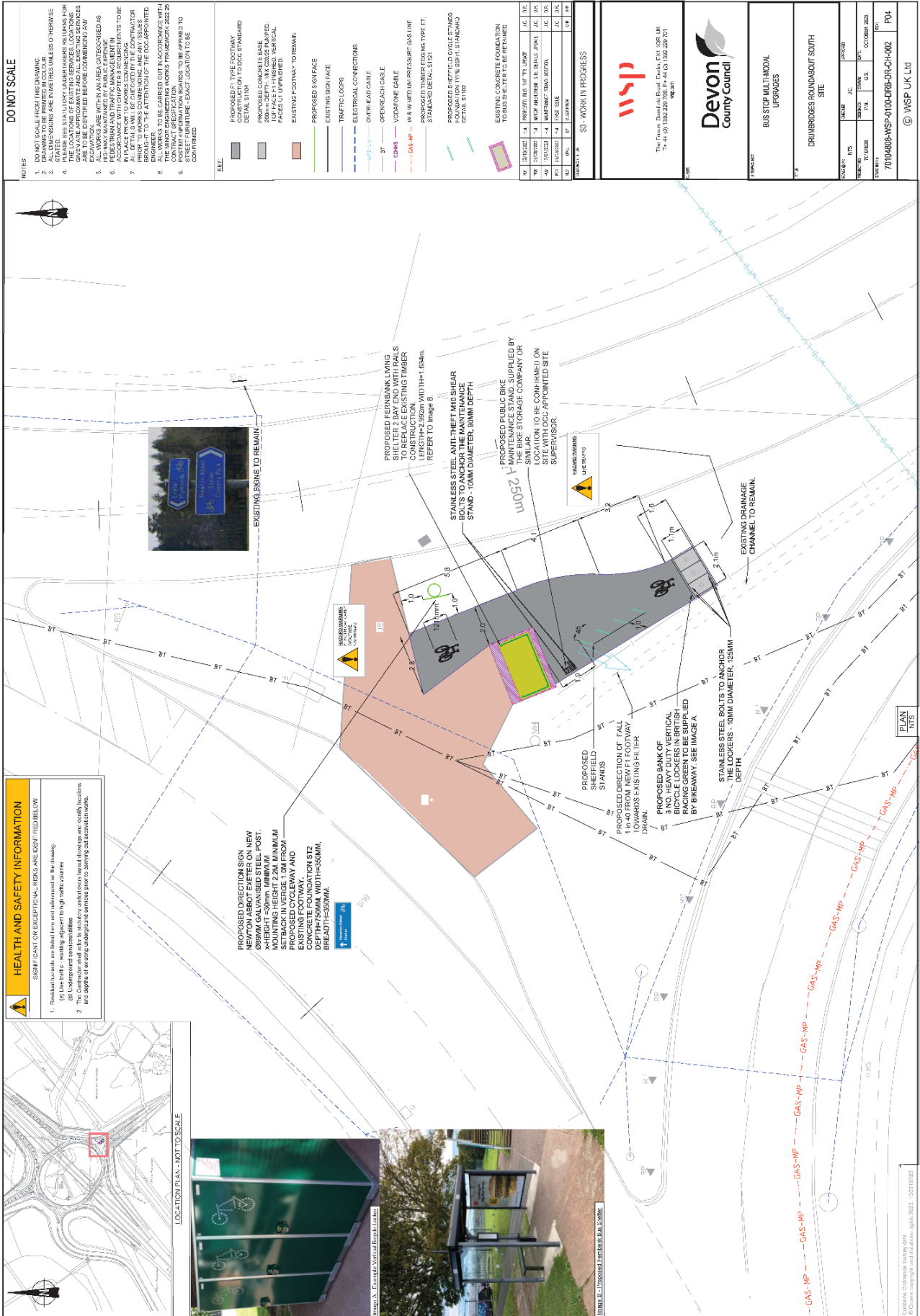
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sc/cr/Drumbridges Bus Stop Multi-Modal Integration Improvements

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Appendix 1 to CET/23/88







BUS (Bus Users and Stakeholders) Forum, 12th October 2023

Summary Report of the meeting – prepared for designated representatives from each of the Highways and Traffic Orders Committees (HATOC)

Purpose/role of the Forum

- The Forum acts as an informal body to consider current issues and opportunities relating to all aspects of bus services across the Devon County Council (DCC) administrative area.
- The Forum will represent the views of bus users and stakeholder across the county and provide a united voice through the invited representatives.

The Forum meets quarterly, and each of the eight HATOCs have an invited representative at the meeting. Bus operators are also invited to join. Terms of reference for the forum have been circulated previously.

1) DCC Officer Update

- Additional extension to the £2 fare scheme - now until December 2024!
- ZEBRA2 Fund has been announced (Zero Emission Bus Rural Areas Scheme) - £129M funding for ZEBs (Zero Emission Buses) including £25M ring fenced for rural schemes. Devon hope to put in a bid - does require significant investment from bus operators.
- DCC has just been allocated a total of £3.2m additional BSIP+ funding for 2023/24 and 2024/25 – this will be used to maintain existing service levels (due to contract inflation and increased costs) on DCC supported bus services. This funding gives some security for the network up until March 2026.
- DCC has also received permission from the DFT to reallocate funding for Fares Schemes (made redundant by the £2 Fare extension) to Bus Service Support. This means we can introduce enhancements to existing services, and also the following new services, all of which we hope to introduce in 2024:
 - We have already successfully introduced two new services as part of our initial funding – the X30 in East Devon and an extension to the 85 in West Devon
 - New link service – Exmouth to Exeter & East Devon Enterprise Zone (started Sept 2023)
 - New link service – Cullompton to Honiton Station
 - New link service – Newton Abbot, Dartmeet and Tavistock
 - New commuter service – Budleigh to Exeter (starts January 2024)
- Our “Miles of Smiles” campaign has been running since January 2023 – the first tranche of this focused on the £2 Fare, and we have now moved into the second tranche which encourages **National Bus Pass** holders to use the bus. The campaign has included radio, social media, direct mailing, outdoor displays (bus side/rears), and ONE magazine

2) BSIP Capital Schemes Update

Scheme	Update	Timings
Exeter		
New North Road - Bus Gate	Design and consultation completed – went to DCC Cabinet approved yesterday.	Following approval, work will start in Spring 2024
Cowick/Preston Street	Improvements to Preston St junction, traffic signalling and bus lane timings – design complete - out to stakeholder consultation	Consultation & cabinet approval to follow.

Agenda Item 7

Heavitree & Pinhoe corridors	Still in design phase	Completion in 24/25 following consultation and Cabinet approval
Newton Abbot		
Highweek Street improvements	Improvements to junction layout and signalling to improve access and priority for buses.	Completion in 24/25 following consultation and Cabinet approval
North Devon		
Gratton Way Bus Gate	Design and consultation completed – went to DCC Cabinet approved yesterday.	Following approval, work will start in Spring 2024
Braunton Road	Scope extended to include an additional junction	Completion in 24/25 following consultation and Cabinet approval

Other schemes have been paused – we have applied for a reallocation of funding to the DFT

Scheme	Update
Bus Station Improvements	
Barnstaple	Shelter upgrades underway – new signage to installed imminently
Tavistock	Plan in progress to update signage, real time and cycle parking
Tiverton	Site visit pending
Exeter	Upgrades to CCTV – to link with ECC and police systems, 24 hours
Countywide	
Street Lighting Upgrades	Scheme completed
Bus Stop Infrastructure	3 year program underway to significantly invest in bus stop infrastructure, shelters and the Devon real time system
Bus Stop Multi-Modal Integration	Several schemes have been proposed and are at design phase – first will be at Drumbridges – going to local HATOC for approval next month.
Countywide Pinchpoint Scheme	Work underway on identified schemes

Q&A

Q: You mentioned the Braunton road scheme – what does this entail?

A: full details are on the DCC “Have your say” website: [Bus Services Improvement Plan \(BSIP\) in North Devon - Have Your Say](#)

Q: Thank you - lots of good things. Good to see smaller communities getting services. I have an issue with a local bus stop – reports from residents that it can’t be seen in the dark. It has been reported to DCC ...is it in the ‘too difficult’ pile? How do we prioritise small things alongside larger projects?

A: If it’s to do with passenger safety, we would prioritise. Please email us details so we can look into this immediately.

Q: Exmouth has actually lost services eg. a regular service to the airport. We keep asking to improve interchanges in the town. Bus services are not connecting and don’t use the station.

A: Exmouth has excellent connections both via bus and rail. There is a large scheme planned – the Exmouth Gateway - not through the BSIP funding – which will invest several £million into transport infrastructure in Exmouth.

Q: re £2 fare. Is it expected to lead to an increase in passenger numbers or has it plateaued? In Exeter, the feeling is that the £2 fare is great but it is still expensive for shorter journeys of 3-4 stops. Could there be a lower level?

A: Peter Knight will take more about increases in patronage through the scheme. In broad terms, the £2 fare is an attractive offer to the traditional motorist, and will hopefully help to increase modal shift. It doesn’t stop passengers buying a fare less than £2 – these should still be offered by the drivers if applicable.

Agenda Item 7

Q: there are complaints about the Stagecoach app...other websites such as bustimes.org work better

A: Peter will address these questions and talk about the app later

3) Update from Stagecoach, Peter Knight, Managing Director

Headlines from Peter's speech

- Whilst Stagecoach represent 90% of the bus market in Devon, there are other operators.
- Here in the South west there has been 4.6% increase in passenger growth over the last 6 months, this was coupled with 1.6% increase in bus service operating miles on the Stagecoach network. Over the summer, local media have reported tourism numbers 10% down. We are bucking the trend on the general Devon economy.
- This September saw several changes to the network with additional services and journeys being added. September is generally a very busy time of year including the return to education. There have been challenging days but things have been settling down in the last couple of weeks.
- The specific challenge now is roadworks and the congestion that causes, especially in the Exeter Area – Stagecoach have felt the impact on services in Heavitree, A379 at the Devon Hotel and on the Topsham Road. Where these works have caused displacement of traffic, this has resulted in variations in congestion by day of the week, making it challenging to deliver reliable bus services.
- We are currently looking at our data – some are week days the congestion is worse than other days - which is a new trend.
- Through the Enhanced Partnership we are working with colleagues at DCC Highways to mitigate the effects of road works on bus services if at all possible. But it should be highlighted that often multiple sets of works on a single bus route have serious knock on effects to be able to operate our services reliably.
- £2 fare – it's a simple message and good value for money. Fares below £2 are still available. If passengers state their destination to the driver, they will suggest the best value fare. It's an expensive scheme for the government to run particularly in rural areas and therefore requires significant investment from the DFT.
- ZEBRA fund – Stagecoach are working up bids to the scheme for the network in the SW. It is pleasing to see the DFT have said they have ringfenced money particularly for rural schemes.

Q&A

Q: re the £2 Fare - How much extra patronage has been due to the £2 fare?

A: we have seen an increase of 3% patronage from the £2 fare

Q: Driver numbers – how are you doing? (re reliability)

A: over the last 6-12 months, driver numbers have increased, Stagecoach are in a better position - the training school is full and we now need to get drivers out of their training and onto the road. With regards to reliability of service – there has been a combination of short term sickness (respiratory and viruses that are prevalent at this time of year), and also variable road congestion which affects reliability. As part of measures to help ourselves, Stagecoach are offering complementary flu jabs to all staff, should they wish to have one.

Q: The Stagecoach App – though it is performing better, it's value is greatest when it tells you what you don't want to know eg when a bus is cancelled. It would be great if more/all buses were linked to the app. It is because GPS is needed?

A: Accuracy of GPS is a frustration and is a national challenge for all bus operators. The challenge is whether the bus is sending its GPS data. As you suggest, the Stagecoach moving map is complicated. We are looking something simpler, and we are discussing what a more user friendly format might look like. Unfortunately I can't give much more detail than that at this stage, but we are working behind the scenes on this.

Q: Timetable changes – there will have been 3 this year in March, Sept and a smaller one at the end of Oct. Will we ever get to one change a year, there's a perception that changes are proof of unreliability. In 2024, could SC aim for a timetable for the year with just one seasonal update?

A: Variable traffic conditions over a year is one factor why we can't get to one change a year. It is not always as simple as it seems. On the whole, changes are made to benefit the passenger and bus companies are trying to do this for their benefit – this does mean sometimes they will happen more than once each year.

Thank you – Stagecoach is very good at explaining each change. We know that you are doing your best.

Agenda Item 7

Q: There have been complaints from students that the annual ticket is no longer available. The cost of the term-time tickets has increased. The Uni are asking students not to bring their cars to Uni but use public transport instead. They complain that the cost increase is too much

A: Happy to discuss this further off-line and I know that you have also had a discussion with our Commercial Manager regarding this, however sustainable fares balanced against the alternatives need to be considered as this is what protects the bus network in the longer term.

4) DevonBus Bus Passenger Satisfaction Survey Results

- Requirement of our BSIP funding to conduct the survey annually
- Survey was funded and delivered jointly between Devon County Council, Torbay Council and Stagecoach
- Similar style to previous years – “on bus” physical survey
- Running for 4 weeks in June/July on routes all over Devon
- Over 2,400 responses were collected
- Queenswood Engagement delivered the survey on our behalf

The results of the survey were shared during the meeting, but attendees were asked not to share further at this stage as a press release is going out imminently.

5) Additional Q&A

Q: How much extra is anticipated for buses locally from HS2 funding?

A: The DFT announcement was clear; the only benefit to the SW is likely to be through the £2 bus fare extension. There will be no additional funding for local authorities in the South/South West

Q: Are we able to get more electronic information screens like the one on Bideford Quay?

A: we will be investing in updating our real time estate, but the screens are expensive and we have over 6,000 stops across the county. We are hoping to roll out QR codes to stops which will give real time stop data to passengers with a smart phone.

Q: Are our buses all old ones from elsewhere in the country. I went on the bus to Okehampton and it broke down one stop short of my destination. The driver said it had happened before. I am getting reports from other councillors that buses have broken down and/or been cancelled leaving people stranded.

A: (Stagecoach) the vast majority (90%) of vehicle started their life in the SW. You can spot local registrations starting with a ‘W’. Regrading reliability and breakdowns, they are machines and failures do happen despite 28 day inspections. The performance of vehicles in Devon are within the top 5 or 6 in the Stagecoach group. In rural areas it does take longer to get to a vehicle when an incident happens which causes disruption to passengers. Stagecoach are committed to investing in the fleet going forwards.

Q: Stagecoach had to severely cut back on capital investment in vehicles during Covid. Has this improved?

A: Stagecoach is no longer listed on the London Stock Exchange and is now supported by private investment. There are 10 new vehicles coming to the South West in 2024; there are plans to invest £1.5m in the fleet.

Q: re £2 fare – wonder how many people are aware of cheaper fares for shorter journeys? There is an issue when undertaking multi-journeys in one day. There is an extra cost if you have to get off one bus and onto another and pay again.

A: We looked at a £5 Devon Day Ticket. Stagecoach supplied a lot of data. People averaged 2.4 multi-journeys, so given the £2 Fare offer we did not think this would be attractive to very many people.

A: (Stagecoach) there are flexible bundles which you can buy via the app (eg 5 and 10 ticket bundles with 30% discount so the Day Rider becomes cheaper)

We will however revisit the multi-journey issue.

Big thank you to Andrea, DCC and Stagecoach - when there was a revolt regarding a service cut. We managed to get the route reinstated which was much appreciated by residents.

Agenda Item 7

Luke Farley, GWR: from 10th December, some through ticketing will be introduced on rail-bus connections. It won't be universal to start but is addressing something long asked for (eg you can book a ticket through GWR from Combe Martin to Birmingham)

A: This is brilliant news – thank you. Can we promote it to let people know? There have been compliments about the 118 rail link service

Peter Nickol, Exeter BUG asked about the DCC Connecting You project, reported on at the last meeting

Karen Rose : The CY pilot has now concluded. The Drivers Disability Awareness Training Manual is being distributed to all bus drivers and community transport minibus drivers across Devon. Over 20 partners worked with DCC on projects. There were reports from some of the organisations and their beneficiaries of life changing benefits. A final report is currently being compiled for submission to DfT which will be followed with publication on the DCC and Devon Communities Together websites for everyone to read. *(Karen offered to report back at the next meeting on outcomes, conclusions and recommendations).*

6) Date of Next Meeting - to be confirmed.

