

County Councillor's Monthly Report Cllr. Jacqi Hodgson - Date: September - October 2025
Devon County Councillor for Totnes & Dartington
Cabinet Member for Climate & Biodiversity (incl. Public Transport)
(division incl. Harberton, Harbertonford, Staverton, Landscope & part of Berry Pomeroy)
South Hams District Councillor for Dartington & Staverton
SHDC Executive Portfolio Councillor for Waste and Composting

Devon County Council (DCC) key issues: Local Government Reorganisation (LGR)
“Our Leading Proposal for Change”– as posted on Devon County Council’s website
25th September 2025

A stronger future shaped by communities: Devon unveils ‘leading’ option for local government change



“A New Devon unitary authority would:

- Make efficiency savings to reduce central government funding deficits
- Provide one front door for services which are currently split
- Empower local people through Neighbourhood Area Committee structures
- Be the ‘least-worst’ option for change

A leading option for change to local Government in Devon would avoid disastrous disruption to key services, Devon County Council’s lead for local government reorganisation (LGR) will say today (Thursday, September 25).

The Government has given local authorities in the county until November 28 to come up with proposals to replace the ‘two-tier’ district and county council structure.

Councillor Paul Arnott says that after extensive work by officers, and wide-ranging community engagement, it has become clear that a single unitary authority to replace the existing eight district councils and Devon County Council is the most logical option. The new council would work alongside the existing Plymouth and Torbay unitary authorities.

With decisions shaped by local communities through Neighbourhood Area Committee structures, the new council would be simpler, and be able to deliver change in partnership with local residents. Crucially, evidence shows it would have the scale and resilience required to deliver for those who most need local government support.

The council's leader, Councillor Julian Brazil, has described the model as the 'least worst' option as the council faces real terms funding cuts from central government.

More than 6,000 Devon residents have completed a New Devon survey on LGR, with roadshow events taking place around the county, and expert financial and legal advice has been assessed before this leading option emerged.

Key stakeholders' views will be sought on the option before the council makes a final decision in November.

Cllr Arnott, Deputy Leader of Devon County Council and LGR lead, said: "New Devon would provide stronger local accountability, smarter use of public money, consistent, high-quality public services and will create opportunities for our area's economy bringing in new investment and jobs.

"It will allow us to join up local services, bringing together the strengths of district councils and the county council and will also allow for much closer working, and enhanced local decision-making, with key partners including the NHS, police and voluntary sector.

"It gives Devon a stronger voice – in government, in devolution negotiations, and in shaping the county's future. It cherishes the 'Devon Brand' and the strong affinity felt by residents to our amazing natural environment.

"We want to engage and hear from our residents, communities and businesses on this ambitious plan as it develops and for everyone to have their say."

Neighbourhood Area Committees would potentially be decision-making bodies comprising of representatives from a range of organisations including town and parish councils, police, and local health services. These committees would bring a new and enhanced level of local decision-making to communities.

Cllr Julian Brazil, Leader of Devon County Council said: "The Government is intent on forcing through changes which will cost many millions of pounds to implement and provides a great deal of uncertainty for residents and staff who provide critical services.

"This option has emerged as the least worst, and if we do not put it forward then we may inadvertently pave the way towards a disastrous disruption to existing key services such as adult social care and children's services.

"We've not reached this position in isolation. We have canvassed the views of many, from across all sectors, which we are continuing to do. This is a decision that affects us all, and one that ultimately must benefit all those who live and work in Devon. That's why we've taken this time to thoroughly evaluate all options, taking into account the views of others."

The council's New Devon survey is being used to influence decisions around LGR. Devon residents have until October 14 to complete the survey, which can be accessed via the council website.

The 11 key benefits of a New Devon Unitary Authority:

How New Devon would be Stronger:

Financial Sustainability and Efficiency

It creates a more financially resilient Devon with a highest scope for efficiencies, helping to cover forecasted budget deficits, short payback period (2 years), and avoids high transition costs.

Smarter Use of Resources

Maximises economies of scale, reduces duplication, and enables rapid integration of services for better value and delivery. Merging key services that have an important stake in enabling sustainable development will help to unleash our economic and housing potential.

Protects and Improves Key Services

Maintains momentum in improving children's and SEND services, avoids disruption to county-wide services, including adult social care, and enhances public protection.

Supports Public Sector Workforce

Aids recruitment and retention, offers career stability, and strengthens the public sector workforce.

Agile and Responsive

Greater capacity to respond to risks and opportunities through streamlined governance and service delivery.

Strengthened Partnerships

Builds on existing collaborations with NHS, police, and voluntary sectors to improve outcomes and reduce operational risks.

How New Devon would be shaped by Communities:

Keeps Democracy Local

Enhances local governance, supports town and parish councils, and ensures decisions are made close to where people live.

One Front Door for Services

Simplifies access to all council services—online, by phone, or in person—making it easier for residents.

Respects Local Identity

Maintains existing boundaries and recognises the unique identities of Devon, Plymouth, and Torbay.

Empowers Local Communities

Focuses on place-based delivery, recognising the unique strengths and needs of different communities.

Minimises Disruption and Confusion

Avoids splitting services or creating uncertainty during transition, ensuring continuity and clarity for residents.

Background

Earlier this year, the Government invited all councils in Devon to submit proposals for changing the current structure of local government. Final proposals need to be submitted to government by the end of November. Government will then decide which proposal(s) will go to statutory stakeholders for consultation during the first half of 2026 and is expected to then make a final decision in the summer. If New Devon is selected, following the required legislation being passed, a shadow authority would be created in 2027 with the new authority 'vesting' or commencing from 2028.

A New Devon unitary authority would:

- Make efficiency savings to help reduce central government funding deficits
- Provide one front door for services which are currently split
- Empower local people through Neighbourhood Area Committees, delivering change in partnership with local residents

Have your say: Our New Devon survey has been running since July with updates every week on Inside Devon. More than 6,000 residents and members of staff have completed the survey already – thank you to those of you who have responded, as your voice matters. **We are continuing to gather opinions on our plans for a New Devon, with the survey open until Tuesday 14 October.** A final decision will be made on this proposal in November so I encourage you to [complete the survey to have your say.](#)"

Please come along to take the opportunity to find out more;

- Monday 6 October, 12.30pm to 1.30pm – Taw View, Barnstaple
- Tuesday 7 October, 12.30pm to 1.30pm – Great Moor House, Exeter
- Monday 20 October, 10am to 11am and 1pm to 2pm – Follaton House, Totnes

There has been considerable induction and training for new and re-elected County Councillors. This included a full council and the senior leadership team 'away day' at Stover Country Park where the different political groups were invited to outline their wish list.

The Green & Independent group's top priorities for this new council and for consideration as part of Local Government Reorganisation (LGR) included:

- **Hold a review of all services to bring them back in-house** to make better connections between Councillors, officers and the management and delivery of services more direct and take out the 3rd parties and agencies that are costly and not always good value. This could release a lot of funding for other projects and programmes. Commissioned services should be the only used when absolutely necessary and to meet short term needs.
- **Safer streets to encourage walking and cycling, getting people out of cars and onto public transport and doing so by dramatically improving the services as an overarching theme**
 - 20mph where people live, work, play and go to school as a policy available to all towns and parish council to bring to their area, without the need for fatalities to determine need
 - 30 & 40mph speeds on approach roads into residential areas
 - School street status – where the road is closed off near a school entrance during arrival and departure times (to prevent poor parking and drop-offs that put many children (especially smaller ones) at risk from passing cars.
 - Air Quality Management Action (AQMA) Plans actioned: emission particulates measured and monitored and the evidence used to address air quality issues and improve health & wellbeing.

- Trees in streets for air quality, heat shade and to sequester carbon
 - Active Travel Routes identified in the LCWIP process prioritised for implementation of pedestrian crossings within towns and villages and new non-vehicular – all access routes between neighbouring towns and villages to support health benefits for all and provide disabled people with better and safer routes.
 - Wider Investment in Public Transport
 - Invest in small EV buses to create links for rural areas with their local towns and public transport links for school students, commuters, shoppers and provide evening services to reduce car use for local journeys and reduce the use of taxis for schools children.
- **Childrens' and Youth Services:**
 - Return to universal access to youth clubs, activities and events for young people across the county (perhaps using the TRAYE model in conjunction with town and parish councils); this could reduce our need for so many targeted services, mental health referrals and help counteract some of the negative impacts of social media.
 - Promote the recruitment of in-house foster families and carers, children's homes and social workers rather than use agencies
 - In conjunction and partnership with Town Councils consider setting up Family hubs in towns to provide a one stop shop to access Local Authority services that are delivered locally.
- **Implement Devon's Carbon and Biodiversity plans:**
 - Invest in Renewable Energy – via the Pension funds. Divest from fossil fuels shares
 - Invest in social housing – passive home standards that save carbon and money
 - Nature & Wildlife: Support and Implement '30 x 30' (The Wildlife Trusts are calling for at least 30% of our land and sea to be connected and protected for nature's recovery by 2030)
 - Implement Nature Recovery Plans
 - Ban the use of pesticides on all Devon's land – including highways and farm estates
 - Plant more trees

Devon County Council's new Cabinet held its first meeting 25.06.25. Some of the new portfolio holders had been invited to provide an introduction to their intentions and how the new administration will be seeking to improve childrens' services, highways' management and the finances. They were strong speeches. The draft 20's plenty policy was presented and debated at the following Cabinet meeting on July 23rd and recommended for approval at Sept.Full Council. Since then a raft of new 5-year management plans for Devon's National Landscapes have come before Cabinet, all of these carry the more recent stronger requirements for habitat protection and improvement.

Devon County Council – Full Council 04.09.25: Key decisions

1. 20's Plenty new policy approved:

Support for the Devon 20's Plenty Campaign ;

- (a) that the Authority through the Transport capital Program continues to invest in the highest priority requests from communities;
- (b) that the Authority will have a more proactive approach and continue to work with any community that wishes to see a new 20mph speed limit introduced, where it will be beneficial to road safety and sustainable travel, and if communities wish to self-fund their own speed limit;
- (c) that the Community Self-Delivery Guide for Works on the Highway is amended to provide more advice to communities on the cost process for the new 20 mile an hour limits; and step by step guidance;
- (d) that the website page on Working with Communities is updated to contain the revised Community Self-Delivery Guide for Works on the Highway, and that a communication is sent round to all town and parish councils, advising of the changes and inviting town and parish councils to consider if this may be of interest to their communities; and
- (e) that taking into account the previous scrutiny recommendations in relation to the 20 is plenty programme and the Parish Councils who have already self-funded a programme, best endeavours will be taken for officers to review both of those programmes successes and performance within the next 12 months which could

include a new speed limit policy, and take a report to the Corporate Infrastructure and Regulatory Services Scrutiny committee

2. Protecting Children's Wellbeing and Learning - Ending Smartphone Use in Devon Primary and Secondary Schools from the Start of the September 2026 Academic Year The Motion was put to the vote and declared CARRIED.
3. Reducing Food Waste in Supermarkets, Farming, and Hospitality through Mandatory Redistribution
4. Zero Tolerance to Hate Crime

(The full details and wording of these approved motions can be views at this link:

<https://democracy.devon.gov.uk/documents/g5195/Public%20reports%20pack%2004th-Sep-2025%2010.30%20Council.pdf?T=10>)



The draft Devon Local Nature Recovery Strategy is now out for Public Consultation until November 5th 2025. This a wide opportunity to help nature and have early input to this important work. The webinars will provide full information for local groups to host local events to get people involved and participating in putting together this strategy. The following information has been provided by DCC's Ecology Team:.

"Please explore the website, complete the questionnaire to provide feedback, and spread the word through your networks. **Website link:** <https://partners.devon.gov.uk/lnrs/>

Public Webinars - please share ASAP: We are hosting two Introduction to the Devon LNRS webinars as an opportunity to find out more. Please share the dates and booking information as widely as possible.

- Wednesday 8th October, 7-8pm
- Monday 13th October, 12.30-1.30pm
- [Register for a free ticket here – Draft Devon Local Nature Recovery Strategy public consultation webinars – Microsoft Teams](#)

Social Media info to share the webinars:  [here](#)

Background: The Devon Local Nature Recovery Strategy (LNRS) is a joint strategy for Devon, Plymouth, and Torbay, developed by Devon County Council in collaboration with a wide range of partners. It is designed to help us reverse declines in nature by identifying what we most need to do and where we most need to do it.

The draft Devon LNRS:

- Sets draft priorities and actions to guide nature recovery
- Includes lots of information about Devon's habitats and species
- Is for everyone

General Spreading the word; Please see the  [Devon LNRS Public Consultation Comms pack](#) to help us share the news about the public consultation as wide and far as possible.

Many thanks for your support!"

Local Highways items:

20's Plenty – New 20mph routes in Totnes proposed to fill in current 30mph gaps. A public consultation on the draft map will be carried out by Devon County Council with a view to implementation during this financial year. To date I have not been informed when this will take place.

Totnes – Littlehempston All Access Path. Updates at present: South West Water (SWW) has proposed a Permissive Path (PP) agreement for SWW owned part of the All Access Path, proposed route from Bulliver Bridge, to go across the field behind South Devon Railway's (SDR) Heritage Station and access the SWW private road at the small stone bridge that links the route to another short section of private road and then the public highway (coming from Staverton) to Littlehempston village centre and the wider rural road network. Public access to this section of the route is critical and there are concerns that not having a formal agreement in place could result in this vital link in the route being fettered. DCC Active Travel and legal officers are now considering the public liabilities etc of this agreement. Meanwhile the planning application by SWW for their Solar Array on various fields in this part of Littlehempston remains undetermined by SHDC (although the delay is not due to or connected to consideration of this PP Agreement), however, but the indicative route of the All Access Path is now on documentation that has been submitted by SWW for their application. If the

Speed reduction proposal to 40mph on A381 from (Newton Abbott) Littlehempston to Totnes to support access to the new bus stops (awaiting installation) just above the entrance to the Bourtons housing estate. A site meeting took place earlier this year, at which the relevant Cabinet Member (Cllr Dan Thomas), Graham Bennet, chair of Totnes & District Traffic & Transport Forum and a number of DCC officers and myself attended. Further to which the officers carried out a safety assessment in terms of visibility into the change of speed. At the site meeting I requested that the reduced speed should be extended back to the Pig & Whistle to prevent the excess speeding often witnessed along that winding road and offer some protection to the public footpath that crosses just above the road into Littlehempston (by the bus shelter just above the bridge). When the DCC officers reviewed the wider request they decided it was not necessary and would be very expensive. This is the NH team follow-up to my request for information on taking this forward and costings.

"The proposal here would be for a simple "signed" 40mph speed limit, this would include terminal signs (along with roundels marked on the carriageway), with repeater signs placed at appropriate intervals. There would be no physical engineering to reduce speed, given measured speeds that would not seem necessary in any case.

A rough estimate would be that the cost of this scheme would be in the order of £20k, an approximate breakdown would be:

Design – £3-5k

TRO - £5k

Works –£10k (Traffic Management is likely to be a significant component here)

This estimate aligns with costs associated with the introduction of the smaller 20mphs schemes in the past year.

Under the principles of community funding there is of course the option of seeking their own quotes for design and construction once the principles of the scheme are agreed. This may be the preferred option due to the availability of inhouse resource."

I have replied to the Neighbourhood Highways team saying I'll report this back to Totnes Town Council and in particular to the Totnes & District Traffic & Transport Forum (T&DTTF) Steering Group meeting (22.10.25 @ 6.30pm in Totnes Guildhall), to discuss these matters as an advisory body to TC. I would welcome views at the next TC Planning meeting if possible.

As the associated bus stops that relate to this actually fall in Berry Pomeroy, that Parish Council is implicated in the delivery. Similarly, Littlehempston, whose residents will be regular users of this road and beneficiaries of the reduced speed making the road potentially safer for access, could also potentially be a contributor to the costs of implementing this reduced speed. I've asked the relevant District Councillors Dan Thomas and Simon Rake to raise this with their relevant parish council?

It would be helpful if both Berry Pomeroy and Littlehempston as adjacent parish councils and entitled to have representative at T&DTTF, if they could have someone to attend the meeting on 22.10.25. I will check in with Graham Bennet about this.

The notification for the annual financial settlement from Government for the Bus Services Enhancement Plans (BSEP) that provides revenue monies for making bus services more accessible is late this year. Due in September, this is now anticipated in November. I can seek some financial support from that fund for this speed reduction on the basis of helping people to cross the road safely.

Pedestrian Crossing proposal on Bridgetown Hill A385 – Request (from Bridgetown Alive!) for a pedestrian crossing on Bridgetown Hill A381, to serve the bus stops just below the junction with Jubilee Road and Blackpost Lane. I attended last week's BA! Meeting and gave the following report:

Further to previous requests from residents for a safe crossing to access the bus stops at this location, I requested and attended a site meeting on 4.11.25 with a senior DCC Highways Officer. These requests came in the wake of the bus services that previously went through the residential roads of Bridgetown and reduced their services in 2024 to just the main road. We discussed the resident's requests for a pedestrian crossing with lights and possibly a pedestrian refuge on the A385 to enable better access to the two bus stops that now serve much of the residential area of Bridgetown. The initial response was that this would not be possible for safety reasons. However, I received a further response that was more hopeful.

"I don't have any funding available to look into a design of a crossing to start the process going (design and consultation needed before we even consider construction, for which we need the funding). The location has been added to our list of crossings, and I hope that we can get some money from recently announced Active Travel England funds to at least look into this one. However, this money has to be spread around the county and is being prioritised on schemes within DCC approved Local Cycling and Walking Infrastructure Plans."

In response to this news and the likelihood that there may need to be a request to Totnes TC for support funding, It was agreed at BA1 to develop a petition to show support for this and present it to the next South Hams HATOC (November 4th). I also agreed to raise this as a funding request with the BSEP as outlined under the previous A381 matter above.

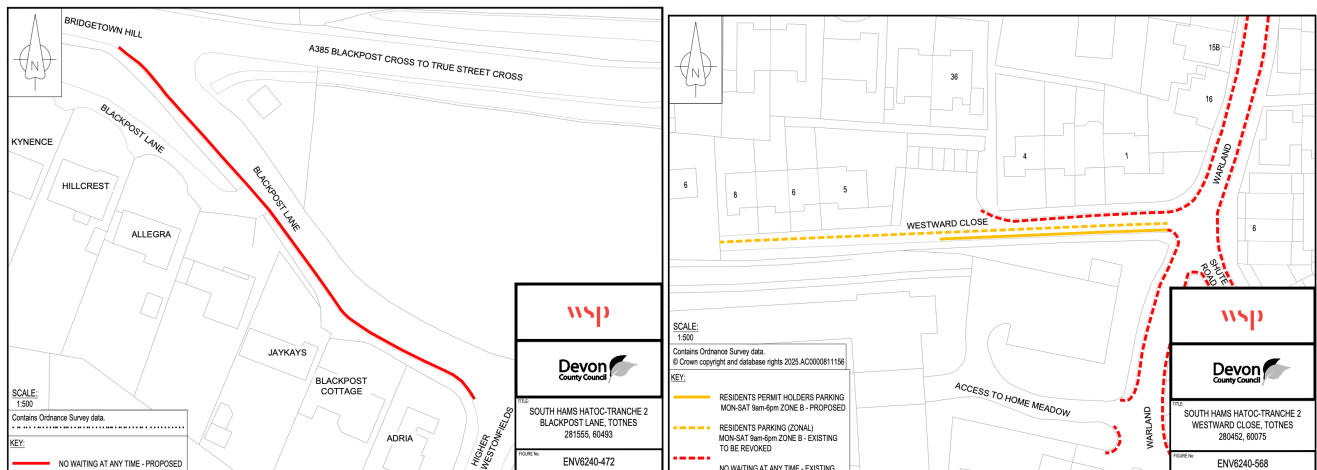
Totnes Old Bridge – discussion with DCC / WSP on options and scoping to improve safety. Some advice has already been offered by DCC, but currently awaiting a date for the meeting with WSP.

Swallowfields, Totnes Parking issues. An open meeting was held Saturday June 28th. Scores indicating preferences will be notified to residents and then to DCC officers.

Waiting restrictions: Further to approval at South Hams HATOC 08.07.25, Devon Highways will be advertising the following proposals. Members of the public will then be given the opportunity to make comments on any proposed changes that are advertised. The 21 day public consultation is carried out by notices on the roads affected, in the local press, on the County Council's website and by postcards sent to adjacent properties. Any comments submitted during the consultation period will be summarised and brought to a future HATOC meeting for a final decision.

Plan Reference	Location	Parish/Town	Proposals	Statement of Reasons
ENV6240-472	Blackpost Lane	Totnes	Introduce no waiting at any time.	To prevent obstructive parking.

Plan Reference	Location	Parish/Town	Proposals	Statement of Reasons
ENV6240-568	Westward Close	Totnes	Remove existing zonal residents parking and introduce a residents parking bay.	To define extent of residents parking and improve access to garages.

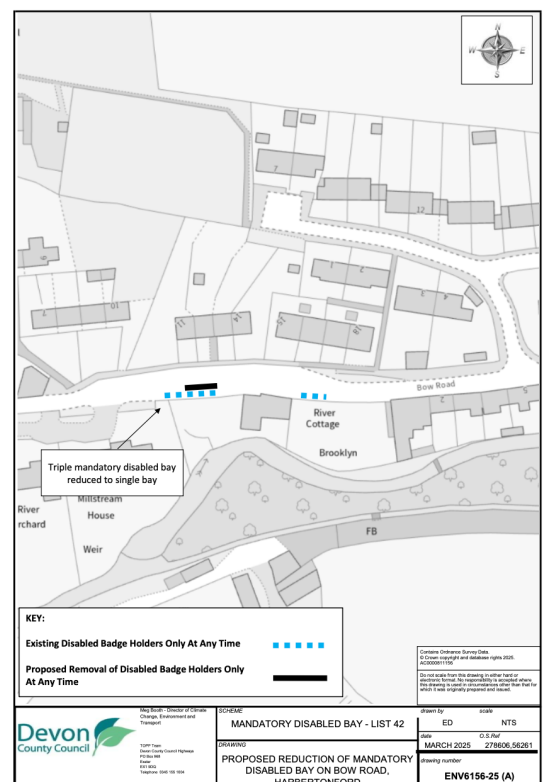


Proposed reduction of mandatory disabled bay on Bow Road, Harbertonford

In order for a disabled bay to be marked the applicant must meet these criteria:

- Hold a blue badge
- Be the driver, or regular passenger, of the vehicle the space is needed for
- Have a vehicle based at their property and the driver must also be resident
- Not have access to off-street parking at or near their property
- They must also sign and return a declaration to confirm that they meet this criteria.

DCC initially proposed to reduce this disabled bay from a triple to a double bay, but since then have further reduced this to just a single as they only have a signed declarations from one resident who wish to use a disabled parking space here.



Update on application to DCC for Vehicle Activated signs in Totnes: Reply from Highways Team:

"It is DCC policy that the purchased VAS are not permanently located, so we would recommend the purchase of a single mobile VAS (MVAS) unit to be deployed around the proposed locations.

With reference to the three locations we have the following observations;

1. *You have named the first site as Plymouth Road but we assume you mean the A385 which is marked on the plan? If that is the case, there is already a permanent VAS at the brow of Bridgetown Hill within the 30mph section as you approach the Blackpost Lane junction. We do not see the need for a second VAS in*

such close proximity to the existing which could be confusing to drivers having the 2 units in close proximity?

2. *Western Bypass – The proposed location within the plan has a speed limit of 40mph. There is limited street furniture along this section to attach a VAS too on the left hand side as you approach Totnes. This presents potential safety issues for the installation, checking and removing of the MVAS so this needs to be considered.*
3. *St Katherine's Way – No issues with this location.*

There are differing speed limits in place for the proposed locations, Plymouth Road (A385) being 30mph, Western Bypass being 40mph and St Katherine Way currently 30mph with an upcoming change to 20mph. Therefore, the Town Council would need to purchase an adjustable speed MVAS unit.

DCC do not promote the use of VAS units that display the actual speed vehicles are travelling at (Speed Indicator Device – (SID)) as this can unfortunately encourage the opposite desired effect. We do permit the use of MVAS which show the speed limit and the happy/unhappy face emoticon.

Would it be worth holding off the use of the MVAS unit until the 20 mph scheme has completed.

I have attached a fact sheet to the enquiry where it sets out the principles for community funded VAS and also the information required for approval of installation.”

My response: Thank you for your reply and views. A couple of points that may have been misunderstood:

- Plymouth Road is marked on the map (at the end close to the town boundary - near Follaton House) and a VAS sign is sorely needed to remind drivers to reduce speeds. The local speedwatch group have recorded a lot of speeding vehicles.
- Bridgetown Hill - there is a longstanding VAS unit at the boundary, so just marked for information; sorry that should have been clearer

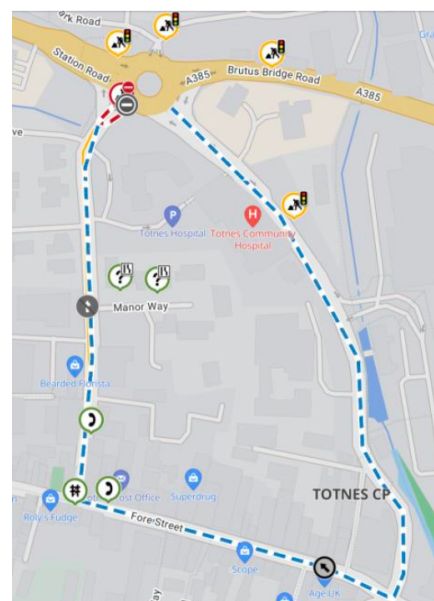
Local Traffic Works:

ORD2403940; Totnes. FULL RESURFACING OF CORONATION ROAD

ROUNDBABOUT. Monday 6th October until Thursday 16th October – **OVERNIGHT ONLY.** Full resurfacing on the above roundabout and the approaches. The highway requires maintenance, and these essential repairs will help restore the road surface. Works will take place overnight from 7pm until the early hours of the morning. No restrictions will apply over the weekend. For safety reasons the road will be open traffic although a contraflow system with traffic signals will be in place. The one way system on Station Road will be suspended whilst the junction with the roundabout is closed and residents will use the diversion route accordingly to access properties. Any changes to the start date or duration will be shown on advisory signs on site. We will do our best to complete the work quickly and minimise disruption. Your co-operation and understanding are greatly appreciated.

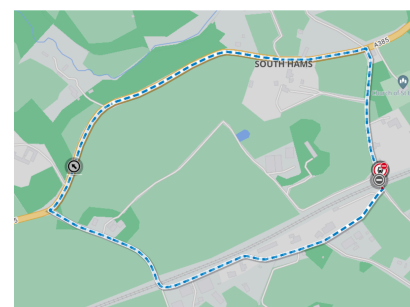
Please see the full road closure and works area highlighted in **red** on the map..

Information on current and planned roadworks in your area can be found on the one.network: [Causeway one.network](#) Should you have any questions please contact us and we will do our best to try to help. Should you have access queries, please speak to our Contractor or an operative on site who will be glad to assist.

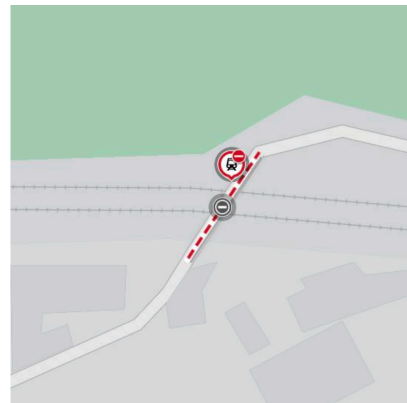


TTRO2563894: Dartington TEMPORARY PROHIBITION OF THROUGH TRAFFIC

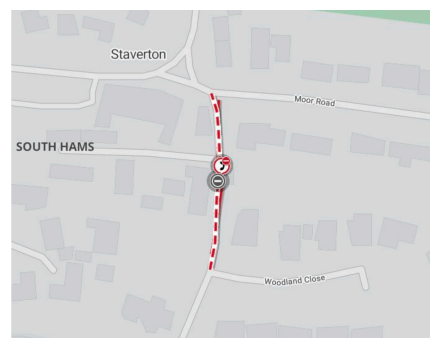
DCC: From **SATURDAY 13 DECEMBER 2025** for a maximum of 5 days Until **SUNDAY 14 DECEMBER 2025** (both dates inclusive) Between the hours of 23:00 and 07:00 No person shall cause or permit any vehicle to proceed on the sections of Affected Roads. Roads affected - **TIGLEY CROSS TO RAILWAY BRIDGE, DARTINGTON** The alternative, signed, route for vehicles will be via – **RAILWAY BRIDGE TO VENTON OAK - VENTON CROSS TO VENTON OAK - A385 VENTON CROSS TO TIGLEY CROSS - TIGLEY CROSS TO RAILWAY BRIDGE – VICE VERSA.** This temporary restriction is considered necessary to enable - **CLEAR VEGETATION FROM BRIDGE FOR EXAMINATION.** For additional information contact: **SUNBELT RENTALS** Telephone: 03700 500792



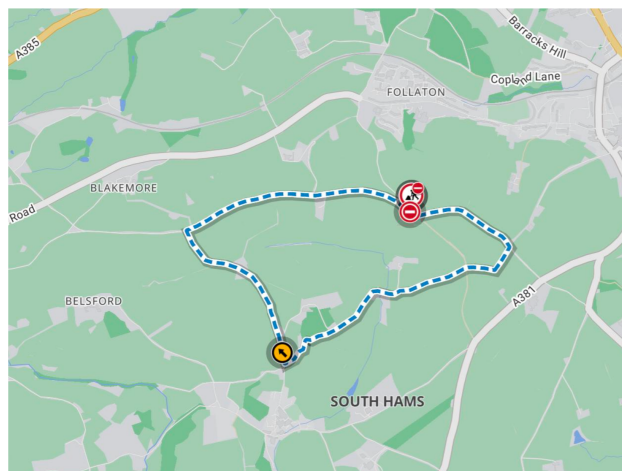
TTRO2564011: Harberton. TEMPORARY PROHIBITION OF THROUGH TRAFFIC & PARKING. DEVON COUNTY COUNCIL hereby give NOTICE that: From **SATURDAY 29 NOVEMBER 2025 for a maximum of 5 days** **Until SUNDAY 30 NOVEMBER 2025** (both dates inclusive) Between the hours of 23:00 and 07:00 No person shall cause or permit any vehicle to proceed or wait on the sections of Affected Roads. Roads affected - **LANE FROM HIGHER GROVE TO LOWER ASHRIDGE FARM, HARBERTON** , AT NETWORK RAIL BRIDGE. THERE IS NO ALTERNATIVE ROUTE. This temporary restriction is considered necessary to enable - CLEAR VEGETATION FROM BRIDGE FOR EXAMINATION. For additional information contact: SUNBELT RENTALS (ON BEHALF OF NETWORK RAIL) Telephone: 03700 500792



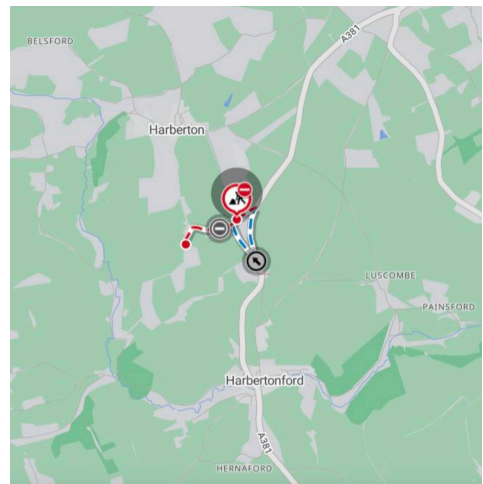
TTRO2564289: Staverton. TEMPORARY PROHIBITION OF THROUGH TRAFFIC. DEVON COUNTY COUNCIL hereby give NOTICE that: From **THURSDAY 2 OCTOBER 2025 for a maximum of 5 days. Until FRIDAY 3 OCTOBER 2025** (both dates inclusive) Between the hours of 08:30 and 15:30 No person shall cause or permit any vehicle to proceed on the sections of Affected Roads. Roads affected - **MILL LANE, STAVERTON** , FROM JUNCTION WITH MOOR ROAD TO JUNCTION OF WOODLAND CLOSE. THERE IS NO ALTERNATIVE ROUTE. This temporary restriction is considered necessary to enable - CHANGE A TELEPHONE POLE. For additional information contact: SUNBELT RENTALS Telephone: 03700 500792



Emergency TTRO2566049. THE COUNTY OF DEVON (TEMPORARY RESTRICTION) (GREEN LANE TO NORTH OF COPPERTHORNE CROSS, HARBERTON) NOTICE 2025 TEMPORARY PROHIBITION OF THROUGH TRAFFIC & PARKING. DEVON COUNTY COUNCIL hereby give NOTICE that: On **THURSDAY 2 OCTOBER 2025** for a maximum of 5 days Anticipated Finish **THURSDAY 2 OCTOBER 2025**. No person shall cause or permit any vehicle to proceed or wait on the sections of Affected Roads. Roads affected - **GREEN LANE TO NORTH OF COPPERTHORNE CROSS, HARBERTON**. The alternative, signed, route for vehicles will be via – ROAD FROM BLAKEMORE CROSS TO COPPERTHORNE CROSS, COPPERTHORNE CROSS TO GILLS CROSS, TRISTFORD ROAD TO JACKMANS LANE, CHOLWELL CROSS TO TRISTFORD CROSS, ROAD FROM BOWDEN PILLARS PAST TRISTFORD CROSS AND VICE VERSA. This temporary restriction is considered necessary to enable - **DEVON HIGHWAYS - REACTIVE PATCHING WORKS** For additional information contact: **MILESTONE INFRASTRUCTURE** Telephone: **020 3307 8051**



TTRO2564406: HARBERTON TEMPORARY PROHIBITION OF THROUGH TRAFFIC & PARKING. NOTICE is hereby given that Devon County Council has made the above titled order. From THURSDAY 9 OCTOBER 2025 for a maximum of 18 months Anticipated Finish WEDNESDAY 15 OCTOBER 2025 No person shall cause or permit any vehicle to proceed or wait on the sections of Affected Roads. Roads affected - ROAD FROM ROLSTER BRIDGE CROSS TO ENGLEBOURNE, ENGLEBOURNE TO A381, HARBERTON. The alternative, signed, route for vehicles will be via - A381 LANGRIDGE CROSS TO BROCKHILLS CROSS, BENNETTS CROSS TO BROCKHILL, AND VICE VERSA. This temporary restriction is considered necessary to enable - DEVON HIGHWAYS - PATCHING WORKS. For additional information contact: MILESTONE INFRASTRUCTURE. Telephone: 020 3307 8051



Thorneycroft junction in Landscope, Staverton. A replacement Slow sign on the road is being repainted. Further to my requests for additional safety improvements at this location and request for a site meeting to discuss,, the Highways Team has replied as follows: *I know that the PC are likely to look to us for ideas on how to improve safety, but as DCC officers, both Mike and I are bound by DCC policy and don't consider this junction to be 'unsafe'. Our records show that there have been zero recorded collisions in the 60 month time window DCC use for analysis. Also, under DCC's Local Speed Limits policy this section is between communities and therefore the national speed limit (NSL) is correct. Therefore, as this route has the NSL no traffic calming features would be considered. The adjacent land is all private so there is no scope for DCC to make alterations to the junction layout itself. So, any proposals would be a Departure from Policy and would need evidence to support the scheme, no matter who is funding the work.*



Do the PC have any ideas or proposals for this junction to be discussed at a site meeting? If so, could they provide them so we can prepare.

Shinners Bridge Road markings: the Highways officer has agreed that the recent remarked road markings are incorrect and will be corrected and repainted.

Planning matters: (included here due to the widely expressed concern about this application)
Planning application 1496/25/NMM; Non-material minor amendment to planning consent 0292/24/VAR for the addition of pedestrian gates into ecological corridor for plots 57, 58, 69, 72 & 73, replacement of small section of hedgerow with Devon hedgebank & raised finish floor level for garage at plot 57.
This planning application has been refused.

Sustainable South Hams and South Dartmoor Community Energy are excited to be hosting the 2025 South Hams Energy Assembly. Saturday 18th October 2025 at Kingsbridge Community College. You will need to book tickets. Click here to book tickets and for more information:

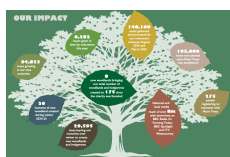
<https://www.sussh.org/events/south-hams-energy-assembly>

“The event aims to connect, support and inspire action to accelerate the transition to energy resilience in the South Hams. We are bringing together community organisations, councillors, rural businesses, housing

associations and other local decision makers and interested individuals, together with experts from local energy organisations, installers and related companies. Our Assemblies have a track record of sparking new connections and igniting new projects. Join us for a day of inspiration!" **This will be a major networking event and there will be a Community Composting stall for anyone interested in composting and setting up a local project to visit and chat about these projects.**

Totnes Climate & Ecological Emergency Working Group. The next meeting will take place on **Tuesday 28th October at The Climate Hub, The Mansion, Fore St. Totnes.** **This meeting will focus on the Local Nature Recovery Strategy and discuss a response to the DCC draft strategy.** These monthly meetings usually take place on the third Tuesday of the month at 6.30pm at Totnes Climate Hub). (n.b. this one is the fourth Tuesday). All welcome.

Caring Town Youth Strategy 2025 now published and being implemented - Their next steps are to request for it to be considered for formal adoption by Totnes Town Council and to begin the setting up of a Young People's consultation/implementation group. A copy of the strategy - that Caring Town commissioned TRAYE project to research and draft – is attached separately with this report.



Moor Trees 25th anniversary event 4th July'25 – I attended. They have produced an interesting impact report – copies available at this link; <https://moortrees.org/wp-content/uploads/2025/06/MT-Impact-Report-2025-spreads-lo-res.pdf>

Devon Resilience Innovation Project (DRIP) newsletter.

"In this newsletter, we're highlighting the importance of natural flood management – particularly the benefits of restoring natural river conditions and harnessing historic earthworks to enhance flood and climate resilience across Devon. The newsletter is at this link: [\[Devon Resilience Innovation Project \(DRIP\) newsletter\]](#)."

If you haven't already, make sure to subscribe to stay informed about future project updates and newsletter editions."

South West Regional Flood & Coastal Committee - Flood Action Week (FAW) 13–17 October,

"and we're inviting you to join us in raising awareness and supporting communities at risk from flooding. In England there are around 6.3 million homes and businesses in areas at risk of flooding, but many people are unaware and unprepared. The cost of flooding to a home can be tens of thousands of pounds. Devastatingly, flooding also brings a significant risk to life, damage to homes, businesses, and communities, and can impact people's mental health."

*Every action can help make a difference and help raise awareness. To help you get involved, we've created a **Partner Pack** that includes:*

- **FAW images and infographics** for use across your social media channels
- **Templates** for social media and newsletters
- **Signposts to Property Flood Resilience (PFR) advice**
- **Links to resources and guidance** for communities and individuals

We'd love for you to:

- *Share FAW content on your platforms*
- *Engage with your local communities*
- *Amplify key messages around flood preparedness and resilience*
- *Link to the partner pack:: https://www.gov.uk/prepare-for-flooding?utm_campaign=faw25&utm_medium=partner&utm_source=link&utm_content=toolkit*
- *Please always link to the Environment Agency's 'Prepare for Flooding' page in your content:*

If you have any questions or would like to discuss how you can support Flood Action Week further, please don't hesitate to get in touch."

Lucy Goldring. South-West Regional Flood and Coastal Committee Secretariat. <SWRFCC@environment-agency.gov.uk>

Healthwatch Stakeholder Briefing – “*Breaking down NHS waiting lists to tackle inequalities*”

For Information – *Using real feedback from local people – including from those in Devon, Plymouth and Torbay – our national partners Healthwatch England recently successfully campaigned for NHS England to publish demographic breakdowns of waiting list data to address inequalities. Key points from this campaign are below:*

- *Healthwatch's research found that people from certain groups - including women, ethnic minorities, disabled people, and those in deprived areas - faced longer waits and worse experiences.*
- *In response, Healthwatch pushed for data to be broken down by factors like age, sex, ethnicity, and deprivation.*
- *This resulted in NHS England publishing these detailed figures for the first time over the Summer, as a crucial step toward fairer access to care. The latest NHS figures can be viewed by [clicking here](#).*
- *Healthwatch is now advocating for the data collection to be expanded further to include information on disabilities and caring responsibilities.*

Further details - A detailed article about this is on our website - [click here to view it](#)."