

Slapton Line Partnership: Inland Roads Working Group

Date: Thursday 26th March 2026

Attendees:	Cllr. Jane Abbey (Slapton)	Lisa Edmonds (DCC)
	Cllr. Peter Osbourne (Slapton)	Dan Field (SHDC)
	Cllr. Ralph Clarke (Strete)	Cllr. Julain Brazil (DCC)
	Cllr. Nigel Hannaford (East Allington)	Rachel Roberts (Office of Caroline Voaden MP)
	Cllr. Piers Spence (Stokenham)	Lou Hoskin (SLP)
	Cllr. Paula Doust (Stokenham)	
	Lewis Kiley (DCC)	Online: Matt Hawes (FSC)
	Tom Vaughn (DCC)	Kate Payne (FSC)
Apologies:	Josh Bennet (DCC)	

STATEMENT FOR RELEASE

The first Slapton Line Partnership Inland Routes Working Group was hosted on Thursday 26 March with Devon County Council Highways and Parish Councillors in attendance. The need for works on the inland routes was agreed prior to the Winter Storm damage to the A379 along the Slapton Line. However, it is recognised that the partial closure of the Slapton-Torcross section of this route presents a compelling need for works to be undertaken as soon as practicable, whilst managing traffic flows and access.

The Inland Road Working Group has established the following priorities, to be undertaken within the 2026/27 Financial Year by Devon County Council Highways:

- i.*** *Route Treatment Works on key sections of the Inland Routes, including cleaning and remarking, minor patching, and resurfacing*
- ii.*** *Improvements to traffic separation at major routing points, e.g. Totnes Cross*
- iii.*** *Signage along routes unsuitable for oversize or long vehicles, and associated communication with routing advisors*
- iv.*** *£1million set aside by DCC for improvements to passing places along North-South routes following further consultation with SLP Inland Routes Working Group*

DISCUSSION

A. PASSING PLACES

LK There have been 214 areas identified for possible improvement, with £1million set aside (~£20k/place). Engineers are confident of deliver in 2026/27, hoping to complete approx. 50.

LK shared a map of priority areas (see *Figure 1*), which the group assessed and made an initial recommendation to prioritise route running North-South (Zones 1, 3, 5, 7, 9, and 10) for improvement. **LK will feed this information back to the contractors**, who will undertake a further study to create a long-list of the most deliverable options, which includes assessment of constraints such as landownership and ecology.

NH questioned input the WG will be able to have on the final selection

LK will bring the long-list back to the WG for consultation, **LH to arrange date once further works are booked in**

JB Noted that works cannot be undertaken in July/August, and **LK** confirmed this has been emphasised to contractors.

JA requested that once the schedule of works is agreed that it be shared with Parish Councils

B. TREATMENT WORKS

TV confirmed **DCC is committing to undertaking route treatments** on key sections of the Inland Routes, including cleaning and remarking, minor patching and resurfacing

RC questioned why this wasn't undertaken previously, when the road surface had been marked up

LE clarified marking is required to make the assessment; it does not mean works have been agreed

PS asked whether hedge height has been considered, **TV** stated that hedge width can be enforced but not height, which required permission from farmers to change. **PS volunteered to get in touch with farmers to seek permissions** and asked if DCC would be willing to cover costs.

LE Asked if passing places survey is also considering visibility at junctions, **LK** said he felt this was an important consideration

C. SIGNAGE & ROUTING

Given above commitments from DCC to **(i)** improve passing places, and **(ii)** undertake route treatment works within the 2026/27 Financial Year the WG collectively agreed that it would make most sense to approach management to the East-West Routes through a combination of improved signage and re-routing, primarily through communication with Sat-Nav companies

Issues of HGVs using East-West routes were outlined by all Parish Cllrs.

TV noted that positive signage often works best in these instances, and can look to review application of this on Inland Roads in North-South directions to advise HGVs

PS stated the urgent need to review bifurcation of HGV/Caravan traffic at **(i)** Totnes Cross, which was agreed by all Cllrs., with **(ii)** Pale Gate Cross, and the **(iii)** A38 at Wrangaton also identified. It was requested these are undertaken before Easter.

NH Noted many finger posts are also damage, can these be repaired?

TV Requested all details of signage issues are sent through to him

RC Requested additional signage be deployed to emphasise unsuitability of East-West Routes for HGVs and tourists

Agreed within the WG that blue signs will be most suitable. **TV will action.**

PO Requested Deer Bridge Route be made access only, **TV** stated that this is very difficult to enforce.

JB Requested that **[DCC] communicate with Sat-Nav companies** to ensure A-roads are preferential routes advised

It was requested by all Cllrs. that signage improvements are undertaken as soon as possible and certainly in time for the summer.

It was noted that Campsites and Caravan Parks will be responsible for advising their customers as to the best routes, but that the improvements should be communicated to them to assist with this.

SUPPORTING IMAGE

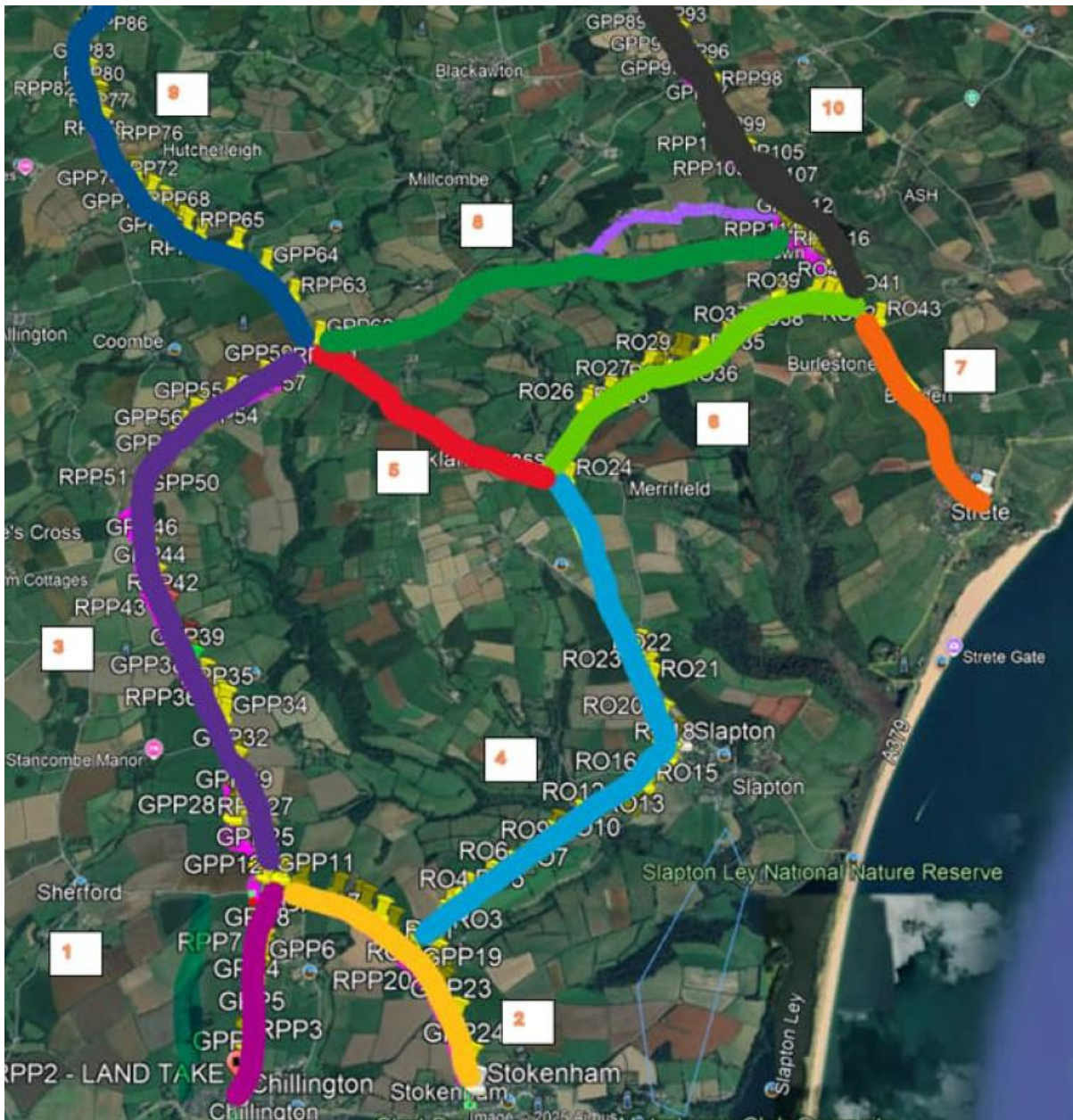


Figure 1: Zones for potential passing-place improvements (DCC/WSP)