



# **Kingsteignton Community Plan**

May 2010

## **INTRODUCTION**

Kingsteignton lies at the head of the Teign estuary in South Devon, adjacent to the A380 and within easy reach of the A38. It has road access to Torbay to the South, Exeter to the North, Teignmouth and Dawlish to the East and Dartmoor to the West. There is mainline railway connection at nearby Newton Abbot.

Kingsteignton was founded in the early 8th century as the centre of a large royal estate that extended from Manaton to Teignmouth. There is a designated conservation area centred on the 15th century St Michael's church. Vast deposits of ball clay are present to the West and the exploitation of these deposits has shaped the prosperity of the community over the last 200 years. It gave rise to the building of the historic Stover Canal which is now disused but undergoing restoration.

Today, Kingsteignton boasts a retail area and industrial units, supermarkets, leisure venues and a large number of social and sporting activities, clubs and associations. There is a mixture of new and old private housing, social housing and a diverse population of residents from all age groups

## **THE COMMUNITY PLAN**

The production of a Community Plan is a government initiative for Parish, Town, District and County Councils. The purpose of a Plan is to promote cohesion and increase community involvement. It is a way to bring the views and requirements of all local residents together to help improve the quality of their neighbourhood. Its production highlights the needs of the wider community and in doing so gives direction to the priorities of residents which in turn will focus local and district council thinking.

Work on the Kingsteignton Community Plan was initially carried out by the Community Plan Steering Group which arranged the printing and distribution of 5000 questionnaires in May, June and July 2007. 1130 questionnaires were returned and analysed and the results were published in December 2007. An interim report was published thereafter which forms the basis of this finalised version.

This document of May 2010 follows the headings contained in the interim report. It draws upon the statistics produced from the survey, examines the conflicting interests exhibited and draws conclusions. An Action Plan is appended in the form determined by the Community Plan Steering Group. This Action Plan groups topics under more general heading of interlinked matters.

This final Kingsteignton Community Plan presents the views of residents and these should now be considered by all local government agencies having dealings with matters in Kingsteignton which affect all residents.

## **HOUSEHOLDS**

The questions posed in this section, and the responses provided, help determine the circumstances of the respondents. They also inform the remaining sections of the survey. No indication was sought of any differentiation by age.

Half of respondents lived in 2-person households, a quarter in single occupation and a quarter in 3 or more person households. Two thirds had lived in Kingsteignton for over 10 years.

Unemployment data mirrored the national average but nearly two fifths of respondents in work were employed outside Kingsteignton.

Very few respondents had any family member moving from Kingsteignton within the previous 5 years. Of those who did, the main reasons were for further education or for employment opportunities.

A fifth of respondents indicated that a member of their household would require alternative accommodation in the next 10 years. Less than a fifth of respondents had housebound, infirm or registered disabled people in the household.

Responses overall did not indicate any areas of particular concern in relation to the national average.

## **EMPLOYMENT**

The majority of respondents (85%) were in employment but 72% of those worked outside Kingsteignton. They considered that prospects for training and advancement with local companies were limited and that remuneration should be higher.

Although there are employment opportunities within Kingsteignton, in the form of industrial estates and retailing, respondents would like to see more but acknowledge that space, both for new units and associated parking, were limiting factors, as were transport related problems. There was support for more space for businesses offering local servicing of the community, light industrial units, craft and tourism uses and retail. New offices attracted the least support.

If more residents were able to be employed within Kingsteignton, traffic movements would be reduced and the use of footpaths and cycleways could increase.

## **HOUSING AND DEVELOPMENT**

Respondents considered that there was an urgent need for 1 and 2 bedroomed starter homes within Kingsteignton. Shared equity/Housing Association accommodation was the next highest perceived need. Construction of larger houses was not considered to be a high priority but this is still necessary for Kingsteignton to accommodate families as their housing requirements grow.

However, 88% of respondents were concerned that any future development would threaten existing green spaces and 92% thought that any future development should make space for more green spaces.

The recurring problem of poor road infrastructure, as well as the lack of suitable land, was seen as the biggest constraint to future development.

It would be wrong to conclude from the results of just one question that the community supports unfettered housing development in Kingsteignton as a means of securing new starter homes. A conclusion that can be drawn from the survey as a whole is that residents do not support new, large scale housing development in Kingsteignton without the proper infrastructure, supporting facilities and open-spaces and green-spaces.

## **ROADS AND INFRASTRUCTURE**

Because of the way that Kingsteignton has been allowed to develop, and the general increase in car ownership, the road system is unsuitable for the traffic movement we see today. Residents' responses clearly identify the road network was the highest priority for further action. Problems can only worsen if more residents take up employment outside Kingsteignton.

Almost 70% of the people taking part in the survey considered poor road infrastructure to be a major constraint to further residential development of Kingsteignton (page 11 of Survey Analysis). The same Survey Analysis (page 8) showed that residents considered poor vehicular access and parking was seen as a major barrier to economic growth. More car parking was listed 4<sup>th</sup> as a facility that would most benefit the community (Page 15).

The Survey Analysis indicated that almost 80% of residents thought that speeding traffic was a problem in Kingsteignton with the greatest support for combating it being flashing speed signs. Speeding traffic was also rated 4<sup>th</sup> in the list of concerns concerning Crime and Safety (Page 27). Whilst 56.1% of the respondents to the survey favoured the existing 30mph speed limit through Kingsteignton a sizable minority (43.9%) preferred a safer (*a*) speed limit of 20mph.

The Survey Analysis showed that whilst 53% of respondents stated that they thought the network of footpaths and cycling routes was generally suitable a similar number, 47%, thought that they were not (page 19). Kingsteignton has

significant cycling potential given the flat nature of the area. There is considerable scope to provide high quality cycle routes not only between Kingsteignton and Newton Abbot and also leisure routes to Teignmouth and Bovey Tracey, but also within Kingsteignton itself.

The overdevelopment of Kingsteignton has been such that it is now impossible to improve current traffic conditions without the provision of major and expensive new roads. With more development likely for Kingsteignton it is essential that new roads are in place before any new development takes place.

Almost all respondents cited parking as a problem, not just within Kingsteignton as a whole, but also in their street. On-street parking adds to the difficulties of traffic movement and, in some cases, hampers emergency vehicles in the course of their duties. With the shortage of land available for new car parks, the road system and congestion will continue to serve as a disincentive to visits to Kingsteignton by shoppers and tourists alike.

In considering solutions to traffic problems, it must be remembered that much of the traffic is using the roads to travel through Kingsteignton and on to other destinations. Involvement of Devon County and Teignbridge District Council is therefore essential in assessing suitable measures to resolve these problems.

*(a) A study by the London School of Tropical Medicine regarding the fall in serious injuries experienced with 20mph speed limits is supported by a spokesman for the Department of Transport who said the study backed their own research showing that 20mph zones help to reduce accidents and casualties. "Our road safety strategy consultation recommends that local authorities introduce, over time, 20mph zones or limits into streets around schools, and which are primarily residential in nature, to protect pedestrians and cyclists".*

## **PUBLIC TRANSPORT**

Twenty per cent of residents stated that they relied on public transport. Of these almost 40% stated that they relied on public transport of a weekly basis whilst almost 30% relied on it on a daily basis. The main trip destination points were Newton Abbot and Exeter

Unfortunately the analysis did not reveal modes of public transport used or what might persuade people to use public transport instead of the car. With the government and local authorities trying to promote "green transport" issues the latter observation is viewed as a major weakness of the survey.

Points for Consideration:

- To combat the recently published findings on air pollution, public transport provides a means to reduce pollution from vehicles.
  
- Buses using Newton Road should be of a type with lower emissions levels

- To encourage people to change their mode of transport from car to bus the journey by bus needs to be made more attractive with more frequent services and the provision of more, traveller-friendly bus shelters.

- A park and walk/ride scheme should be considered. It might attract commuters who travel some distance to get to Newton Abbot through Kingsteignton and also those commuters starting their journey in Kingsteignton.

- A direct bus link to Newton Abbot Rail station would enable commuters to take advantage of the rail links to Exeter and Torbay.

## **THE ENVIRONMENT**

### **Green Spaces**

The biggest threat to the environment of Kingsteignton, according to the respondents of the survey, was overdevelopment and too much housing. This is perhaps not surprising as the population has doubled since 1971.

The Kingsteignton Community Plan Survey of 2007 did not define what is meant by green space and whether it refers to open countryside or public open space. Whatever definition is used there is little green and open space, whether in public or private ownership that remains within the built up area of Kingsteignton. The Survey Analysis findings show that 88% of respondents considered that more development will restrict existing green space and 96.4% thought that there was a need to ensure that any future development makes provision for more green space.

When questioned on how the environment could be protected the Survey Analysis revealed that “no more development” and “protecting green space” and “restricting development” were seen as the most favoured ways of achieving this.

A significant number of respondents to the Survey (64.2%) identified open spaces as a constraint to further residential development whilst 62.8% listed park/play areas as a restraint. The National Playing Fields association recommends that all local authorities should adopt a minimum standard of provision of 6 acres (20,000 m<sup>2</sup>) of public open space for every 1,000 people, of which at least 4 acres (16,000 m<sup>2</sup>) “should be set aside for team games, tennis, bowls and children’s playgrounds”.

With a population in excess of 11,000 Kingsteignton has a great deficit in the provision of open space as defined by the NPFA, even including the expanse of Hackney marshes, of which none is suitable for sporting activity. Using the NPFA formula, Kingsteignton should have approximately 66 acres of public open space compared with the 31 acres that exist.. A study by Teignbridge District Council published in July 2004 relating to public open spaces stated

that Kingsteignton was “*poorly provided for in respect of public open space, especially to the west and north of the town*”.

## Conservation

When asked about the importance of conservation to our local environment, 88.6% of respondents thought that landscape was important or very important to the local environment. 90.4% thought that wildlife was either important or very important to the environment of Kingsteignton.

However, the second biggest threat to the Kingsteignton’s environment was perceived as emanating from the volume of traffic. If noise pollution and traffic noise is added to this response the threat from the negative effects of traffic features as an even bigger perceived threat to any conservation effort and the environment in general.

Air pollution in the form of clay particles and composting odour forms the third greatest threat to conservation and the environment. The conclusion that can be drawn from the survey is that people overwhelmingly consider any new development in Kingsteignton should make provision for more green space and the people of Kingsteignton consider their environment is threatened by pollution from vehicle emissions, traffic noise, clay dust and smells (Survey Analysis, section 3.13).

## Local Services

Responses are best summarised in the following table:

Good	Ranking	Bad
Ambulance	1	Police
Fire	2	Roadside care/street cleaning
Street Lighting	3	Parish Council
Medical Centre	4	Refuse Collection
Refuse Collection	5	Winter weather service (gritting, etc.)
Primary School	6	Street Lighting
Winter weather service (gritting, etc.)	7	Pre School
Pre School	8	Medical Centre
Police	9	Primary School
Roadside care/street cleaning	10	Fire
Parish Council	11	Ambulance

The quality of service provided by the police, the local council and the street cleaning department is in need of attention.

Health related services are considered to be good.

## **RETAIL AND TOURISM**

### **Shops**

Kingsteignton has shop premises at The Fountain and Fore Street, along Gestridge Road and Exeter Road and at Rydon. These are variously occupied since the demise of the traditional High Street presence of butcher, baker and newsagent, etc. with the coming of the supermarket and convenience store. This is, in the main, seen in the results of the survey with a huge majority saying Kingsteignton is well served by supermarkets and half believing there are not enough small shops.

Any retail outlet exists on a 'use it or lose it' basis and it must be acknowledged that the traditional High Street is a thing of the past. With the advent of the internet it is not necessary for specialist shops to be on the High Street and customers will be prepared to travel to satisfy their requirements. Whilst there is potential for Kingsteignton to benefit from this, the issues identified above under Roads and Infrastructure are likely to hamper efforts to meet this opening.

### **Tourism**

Respondents exhibited little support for the development of a large scale tourist attraction within Kingsteignton. Where there was any support for tourist attractions, it was directed towards small craft industries. However, the parking problems for visitors that may be attracted by such ventures, as identified elsewhere in the survey, would have to be overcome.

However, Kingsteignton is not without interesting historical features and opportunities to promote existing attractions could be pursued. There is a large hotel and a number of other establishments taking paying guests, public houses and a restaurant plus a large campsite all within Kingsteignton. There is a Nature Reserve at Hackney Marshes with Jetty March also not far away. Such facilities have the potential to bring increased spending to shops and other businesses within Kingsteignton and strengthen job opportunities.

## **COMMUNITY SERVICES**

This section of the survey covered residents' perceptions on the local council, local facilities, maintenance and crime. It also elicited views on which media type best suited communication of news items within Kingsteignton.

## **Local Council**

The survey revealed that the local council has a long way to go to engage with residents who revealed little interest in attending council meetings or even who were their elected representatives. With so much happening in and around Kingsteignton, this Plan offers an ideal opportunity for the council to address this apathy and raise its profile in the community.

## **Local Facilities**

Kingsteignton has most of the facilities that any community needs but some are located at some distance from each other because of the way development has occurred. Efforts are needed to bring information together in one place so that all residents can easily find out exactly what is available, and what is happening, all around them.

Respondents did identify a need for more youth facilities and education courses.

## **Leisure Facilities/Amenity Services**

By far the greatest number of residents who responded to the survey thought that the town would benefit from the construction of a roof over the swimming pool to make it an all year round facility which would end the reliance on such a narrow window of summer to generate the bulk of its revenue. This was closely followed by those who thought that the provision of indoor sports facilities would be of benefit and those who thought the provision of more cycle-ways would be a welcome addition to the town's facilities. Some 1088 considered the provision of additional youth facilities would also be of benefit to the town.

Adult education courses were seen by many as a facility the town could benefit from. At present, residents have to travel to Newton Abbot, Teignmouth or Paignton for the bulk of evening education classes available.

Whilst participation in the specific activities enquired about by the survey was generally low, a large number stated they participated in activities not listed. There are a number of clubs and societies in the town and their contact details can be found in the town guide.

## **Health and Wellbeing**

Kingsteignton is no different from other Devon communities where residents find it difficult to register with a NHS dentist. Of those who responded to the survey question on this topic 36.5% stated they had difficulty in finding a NHS dentist. Just one medical centre with adjacent Boots chemist serves the whole population of Kingsteignton.

The participation in more sporting and leisure facilities would help improve the general health of the community.

## **News**

Respondents showed some interest in keeping up with events in local newspapers but felt that parish newsletters and magazines were the most effective way of keeping people informed. Any such publication must, however, be made available in a timely fashion.

## **Maintenance**

Maintenance of public footpaths, parks and public areas were rated as good or reasonable. Most concern was expressed over dog fouling with 44% considering that cleaning up was poor. More wardens and dog bins were suggested as the best ways of dealing with this problems.

## **Crime**

Under this heading, deepest concern was expressed about anti-social behaviour, vandalism, lack of visible policing and speeding traffic. Whether this concern translates into actual instances was not questioned.

Litter was also a concern of respondents. More policing of this anti-social behaviour was supported.

## **Youth**

A great number thought that more youth facilities would benefit the community. Of the facilities listed as most desirable for the youth of the town a skate park, BMX track, sport and leisure facilities, better parks and play areas, and youth club were considered the most important. A high number thought improvements to the swimming pool would benefit the youth of the town.

## **UPDATE**

The compilers of this report wish to give consideration to the length of time that has elapsed since the 2007 report. During that time events have occurred which have a bearing on the suggested Actions below.

## **Housing**

It should be borne in mind that the original survey took place in 2007. There are presently some 270 families presently registered on the council waiting list expressing a wish for accommodation in Kingsteignton. This need could be largely met if proposed development at Newcross were to go ahead with the 30% provision for "affordable housing". It could be almost fully met from this development if the Teignbridge Council target of 40% were invoked.

The planning application for Newcross now under consideration offers just 10% “affordable housing” whilst the Council are proposing revising their declared 40% requirements downward. An application agreed in January 2010 by Teignbridge planners for a development in Newton Abbot could result in as little as 17.5% “affordable housing”.

Current regional studies and development plans presently under consideration have far reaching implications for Kingsteignton in perpetuity, regardless of any temporary change in the general economic climate. The local council, Teignbridge District Council and Devon County Council should be more open and honest with the residents as to their vision for new housing development within the vicinity of Kingsteignton. These councils must be seen to be considering the long term implications for residents’ quality of life, not just the apparent short term gains in meeting government targets.

### **Roads and Infrastructure**

Pollution from vehicle exhausts is recognised as a problem by all local Councils, and particularly by Teignbridge District Council (1). Much of this pollution is caused by traffic travelling through Kingsteignton on its way to and from Newton Abbot where traffic congestion is a major problem and on busy days queues tailback from Balls Corner to Ware Cross.

*(1) Sarah Hodgson of TDC (comment of Newcross application dated 16.11.09) “Further nitrogen dioxide monitoring and dispersion modelling in Gestridge Road and Newton Road, Kingsteignton have demonstrated that Teignbridge is now legally required to designate these areas as Air Quality Management Areas (AQMAs) by ‘means of an order’, under the provisions of Part IV of the Environment Act 1995.*

### **Public Transport**

There are five main bus routes through Kingsteignton.

- 1) The Number 2 (Stagecoach) service from Newton Abbot is the coastal route to Exeter via Teignmouth and Dawlish which runs approximately every 30 mins. The No 2 route is not conducive to commuting to Exeter due to the length of the journey. In the summer especially the times of running can be thrown adrift due to congestion along the route.
- 2) The 79A (Country Bus) service runs to and from Newton Abbot on a circular route via The Fountain, Fore Street, Crossley Moor Road, Rydon Road, Brook Way, Five Lanes, and Exeter Road.
- 3) The 182 (Country Bus) runs from Newton Abbot through Kingsteignton to Chudleigh via Newton Road Broadway Road, Broadway Ave, Hosegood Way , Greenbank Ave and Chudleigh Road.
- 4) The 184 (Country Bus) service from Newton Abbot to Teignmouth via Bishopsteignton. This bus runs along Newton Road, Greenhill Way, Vicarage Hill, Blindwell Avenue and Longford Lane to join the Teignmouth Road at Ware Cross.

- 5) The X64 (Stagecoach) service runs from comes from Totnes to Exeter via Newton Abbot and travels through Kingsteignton along Greenhill Way, Vicarage Hill, Longford Lane, Rydon Road, Brook Way and Millpark. There is no X64 bus between 8.00am and 10.20am (times at Rydon) whilst the last bus from Exeter is 17.40 which can pose problems for those working in Exeter who would rely on this service.

## **Conservation**

Regarding the concern expressed by residents over the increase in traffic volumes, since the survey an Air Quality Management Area has been designated to include the lower part of Gestridge Road, Oakford and Newton Road.

## **ACTIONS**

The required actions to address the concerns of residents demonstrated in the responses to the 2007 survey cross-cut the topic headings from the interim report.

For ease of reference, Actions have therefore been grouped under the following headings:

*Employment*  
*Housing and Development*  
*Roads and Infrastructure*  
*Environment*  
*Green Spaces and Public Open Space*  
*Retail and Tourism*  
*Transport*  
*Public Transport*  
*Community Services*  
*Leisure and Sports/Amenities Services*  
*Health and Wellbeing*  
*Youth Provision*

**Action plan for: *Employment***

<b>Opportunity</b>	<b>Reason</b>	<b>Action</b>	<b>Partnership</b>
<i>Increase small local business units/shops</i>	<i>To provide more and local employment thereby reducing road traffic movements</i>	<i>Draft and consult on future development plans for Kingsteignton</i>	<i>Local council County council</i>
<i>Identify sites suitable for employment use</i>	<i>More employment opportunities within Kingsteignton would reduce travel to work times and journeys</i>	<i>Work with developers and councils to make sure community needs are meet</i>	<i>Local council County council Developers</i>
<i>Investigate suitable sites for off-road and on road parking</i>	<i>Highlighted as a barrier to economic growth</i>	<i>Discussion with land owners and councils. Investigate possibilities for linking existing parking sites for all local users</i>	<i>Local council County council Land owners</i>

**Action plan for: *Housing and Development***

<b>Opportunity</b>	<b>Reason</b>	<b>Action</b>	<b>Partnership</b>
<i>Need for affordable housing to buy or rent for the local community</i>	<i>Not enough affordable housing for younger families/ key workers</i>	<i>Planning, housing associations and councils to work together to address this need</i>	<i>Local council County council Developers/Housing associations</i>
<i>Publish local council future housing strategy</i>	<i>Residents are evidently confused over the policies in existence</i>	<i>Explain how local housing needs are to fit in with wider ranging strategies for housing within Teignbridge and beyond</i>	<i>Local council County council</i>
<i>Inform local community of the actions being taken regarding housing in the area</i>	<i>To retain younger families key workers in our community</i>	<i>Produce a factual article for the local newspapers. Distribute for display in the local community.</i>	<i>Local council Local newspapers</i>

**Action plan for: *Roads and Infrastructure***

<b>Opportunity</b>	<b>Reason</b>	<b>Action</b>	<b>Partnership</b>
<p><i>Ensure adequate major road infrastructure is in place in all future developments</i></p>	<p><i>Local community needs must be taken into account as this is a key issue for residents. Newton Road is at gridlock at numerous times of the day. Traffic Emissions have risen to the point where an Air Quality Management Area has been designated for Newton Road, Oakford and part of Gestridge Road</i></p>	<p><i>Elected representatives to have a detailed knowledge of the areas to be affected by development proposals and to notify concerns of local community to local authorities</i></p>	<p><i>Local council</i></p> <p><i>Local MP</i></p> <p><i>Government and their departments</i></p>
<p><i>Realignment of Chudleigh Road &amp; changes in road signing at Kennford</i></p>	<p><i>A link of the B3193 to proposed Broadway to Newcross Road will enable heavy traffic to approach the town from the west via the A38 &amp; divert it away from Greenhill Way and Vicarage Hill</i></p>	<p><i>Bring the benefits of this route to attention of planning authorities</i></p>	<p><i>Local councils</i></p> <p><i>Government agencies</i></p>

<i>Incorporate safe cycle ways in to any new road systems</i>	<i>Provide opportunity for green commuting &amp; recreational cycling</i>	<i>Bring the benefits of this to attention of planning authorities</i>	<i>Local councillors Government agencies</i>
<i>Factor in predicted rises in sea level to new roads where appropriate</i>	<i>A large area suggested for development is only a few metres above sea level</i>	<i>Ensure local councillors are familiar with the history of flooding in this area</i>	<i>Local councillors Government agencies</i>
<i>Introduce better monitoring of speed limits</i>	<i>In survey analysis residents expressed concern about levels of speeding</i>	<i>Bring residents' concerns to attention of relevant authorities</i>	<i>Local councillors Police Government agencies</i>
<i>Improve traffic flow at Balls Corner</i>	<i>At peak times congestion at Balls corner causes tailbacks to Ware Cross &amp; beyond</i>	<i>Notify concerns of local community to local authorities</i>	<i>Local councillors Government agencies</i>
<i>Improvements in footpath and crossing points along Newton Road</i>	<i>There is no footpath beyond Newton Racecourse on eastern side of Newton Road and crossing points are inadequate</i>	<i>Notify concerns of community to local authorities</i>	<i>Local councillors Government agencies</i>

<i>Exploit low lying nature of Kingsteignton to maximum potential for provision of cycleways</i>	<i>Benefits include reduced traffic congestion, improved air quality lower vehicle emissions</i>	<i>Notify concerns of community to local authorities</i>	<i>Local council Government agencies</i>
<i>Improve access to Templer Way for cyclists and pedestrians along Old Exeter Road</i>	<i>Poor visibility splays make access points dangerous</i>	<i>Notify concerns of community to local authorities</i>	<i>Local councillors Government agencies</i>
<i>Improvements to footpaths in Gestrige Road, Exeter Road, Broadway Road and Old Exeter Road (Newcross to Abbrook Park Social Club, Sandygate</i>	<i>Lack of and inadequate footpaths in places mentioned. Danger to pedestrians and cyclist from speeding traffic</i>	<i>Notify concerns of community to local authorities</i>	<i>Local councillors Government agencies</i>
<i>Demonstrate responsibility to the community for pedestrian safety within the designated conservation area especially Fore Street</i>	<i>Encourage more walking for residents, commuters and tourists. Pedestrian safety is poor for the vast majority of local users</i>	<i>Effect improvements to street design, maintenance of pavements and establish designated parking areas</i>	<i>Local council Local MP Government responsibility</i>

<i>Investigate conducting a road and pedestrian footpath audit</i>	<i>Highlight /document areas of concern for all local residents regardless of age and ability</i>	<i>Investigate funding for audit</i>	<i>Local council</i>
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**Action plan for: *Environment***

<b><i>Opportunity</i></b>	<b><i>Reason</i></b>	<b><i>Action</i></b>	<b><i>Partnership</i></b>
<i>Increase Community police visibility</i>	<i>Make people feel Kingsteignton is a safer area to live, give residents the feeling of being safe, reduce crime, tackle local community issues</i>	<i>Understand current levels of policing. Understand police Strategy to improve visibility Investigate revitalizing a Neighbourhood Watch strategy</i>	<i>Local Police</i>

<i>Increase footpath cleanliness and provide more litter/dog waste bins</i>	<i>To improve the environment</i>	<i>Highlight and develop link with the local street/dog warden</i>	<i>Local council</i>
<i>Investigate the need to undertake a pollution monitoring audit</i>	<i>Residents highlighted atmospheric pollution as very important to them.</i>	<i>Investigate funding for audit Report to highlight how to reduce levels of pollutants</i>	<i>Local council County council</i>

**Action plan for: *Green Spaces and Public Open Space***

<b><i>Opportunity</i></b>	<b><i>Reason</i></b>	<b><i>Action</i></b>	<b><i>Partnership</i></b>
<i>Protect Areas of woodland and sensitive habitats</i>	<i>Kingsteignton has lost an incredible amount of woodland with sensitive habits</i>	<i>Remind local authorities of obligations to protect woodland</i>	<i>Local authorities and land owners</i>
<i>Bring levels of public open space up to NPFA guidelines</i>	<i>Kingsteignton lacks public opens space</i>	<i>Bring residents concerns to attention of Local Authorities</i>	<i>Local Authorities &amp; landowners</i>

<i>Make green &amp; open spaces easily accessible to public by provision of pavements where necessary</i>	<i>The starting points of many public footpaths in Kingsteignton are only safely reached by car e.g. Teign Bridge &amp; Preston</i>	<i>Bring residents concerns to attention of Local Authorities</i>	<i>Local Authorities</i>
<i>Secure allotment area(s) for residents</i>	<i>Many people in Kingsteignton want allotments</i>	<i>Bring residents concerns to attention of Local Authorities</i>	<i>Local authorities</i>

**Action plan for: *Retail and Tourism***

<b><i>Opportunity</i></b>	<b><i>Reason</i></b>	<b><i>Action</i></b>	<b><i>Partnership</i></b>
<i>Increase local shops. 49% of the people survey considered there was a lack of local shops</i>	<i>Whilst there are large retail outlets at the south of the town there is a lack of shops in the northern end.</i>	<i>Any large scale development to incorporate local shops with adequate parking</i>	<i>Local councils and developers</i>
<i>Increase tourist footfall within Kingsteignton</i>	<i>Increase local economy</i>	<i>Enhance existing community website and produce brochure of attractions</i>	<i>Local council</i>

<i>Promote Kingsteignton further by linking community to local tourist offices</i>	<i>Increase the earning potential and profile for an increased feel-good factor benefitting all residents</i>	<i>Discuss and understands current levels of promotion of the attractions by agencies</i>	<i>Local and regional tourist offices and local council</i>
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**Action plan for: *Transport***

<b><i>Opportunity</i></b>	<b><i>Reason</i></b>	<b><i>Action</i></b>	<b><i>Partnership</i></b>
<i>Reduce Speeding on local roads</i>	<i>Highlighted as a point of concern</i> <i>Risk to pedestrians and other road users</i>	<i>Flashing speed signs and 20 mph speed limit in areas at most risk, or traffic calming measures e.g. outside schools and on roads without any pavements</i> <i>Understand current local authority action plans to target speed on local roads</i>	<i>Local council</i> <i>County council</i> <i>Police</i> <i>Community</i>

**Action plan for: *Public Transport***

<b><i>Opportunity</i></b>	<b><i>Reason</i></b>	<b><i>Action</i></b>	<b><i>Partnership</i></b>
<i>Improve Public Transport facilities to 1) increase the 20% of residents who rely on them on a daily or weekly basis, and 2) increase tourist visits</i>	<i>Increase in local usage. Aid tourism and make it easier to travel inside and outside of the district</i>	<i>Highlight areas where facilities are poor or needing an improvement and discuss with local providers to add routes</i>	<i>Local public transport companies Local council</i>
<i>More frequent bus services</i>	<i>To encourage commuters to switch mode of transport</i>	<i>Notify concerns of community to local authorities</i>	<i>Local authorities &amp; bus companies</i>
<i>The provision of more bus shelters</i>	<i>To encourage commuters to switch mode of transport</i>	<i>Notify concerns of community to local authorities</i>	<i>Local authorities &amp; bus companies</i>
<i>Provision of direct bus link to Newton Abbot Rail Station</i>	<i>To encourage commuters to switch mode of transport</i>	<i>Notify concerns of community to local authorities</i>	<i>Local authorities &amp; bus companies</i>
<i>Introduce low emission buses</i>	<i>To reduce pollution levels in Newton Road</i>	<i>Notify concerns of community to local authorities</i>	<i>Local authorities &amp; bus companies</i>

<p><i>Explore possibility of site for park &amp; ride scheme between Newton Abbot &amp; Kingsteignton</i></p>	<p><i>Whilst it is unlikely to attract much use from residents it could prove popular with commuters to Newton Abbot from further afield and could ease congestion at Balls Corner</i></p>	<p><i>Notify concerns of community to local authorities</i></p>	<p><i>Local council Government agencies</i></p>
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**Action plan for: *Community Services***

<b><i>Opportunity</i></b>	<b><i>Reason</i></b>	<b><i>Action</i></b>	<b><i>Partnership</i></b>
<p><i>Improve the standard of all community services</i></p>	<p><i>To enhance a sense of pride in the people of Kingsteignton</i></p>	<p><i>Local council to improve communication with local community through regular production and prompt distribution of newsletter/magazine</i></p>	<p><i>Local council</i></p>
<p><i>Create action plans to support the usage of local facilities</i></p>	<p><i>Promote community cohesion</i></p>	<p><i>Continue to action community plan points and campaign for particular services that need improvement</i></p>	<p><i>Local clubs and associations Local business Local council</i></p>

**Action plan for: *Leisure and Sports/Amenities Services***

<b>Opportunity</b>	<b>Reason</b>	<b>Action</b>	<b>Partnership</b>
<p><i>Plan to provide requested leisure and youth facilities, particularly youth football pitches</i></p> <p><i>Better advertisement of adult education courses already available and move to hold more in Kingsteignton</i></p>	<p><i>Increased usage by the wider community</i></p>	<p><i>Investigate if the funds would be available.</i></p> <p><i>Understand if potential usage outweighs the cost and would be viable</i></p> <p><i>Investigate who would use the facilities and how they would be funded</i></p>	<p><i>Local community groups</i></p> <p><i>Local council</i></p> <p><i>Education providers</i></p>
<p><i>Enable greater use of the swimming pool and its grounds</i></p>	<p><i>To offer other facilities to the community and all age groups e.g. skateboard and cycle park</i></p> <p><i>To promote viability</i></p>	<p><i>Renegotiate existing conditions of use</i></p> <p><i>Consider construction of a roof to extend the 'season'</i></p>	<p><i>Kingsteignton Swimming Pool Committee</i></p> <p><i>Local community groups</i></p> <p><i>Local council</i></p>

<p><i>Provide and promote cycle paths and cycle routes</i></p>	<p><i>Cycle safety when connecting to neighbouring towns and villages</i></p> <p><i>Cycling provisions are lacking within our community.</i></p>	<p><i>Highlight what the local council and regional council are doing within our area and push for development.</i></p> <p><i>Improve the link between Kingsteignton and the Templer Way</i></p>	<p><i>Local council</i></p> <p><i>County council</i></p> <p><i>Police</i></p> <p><i>Community</i></p>
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**Action plan for: *Health and Wellbeing***

<b><i>Opportunity</i></b>	<b><i>Reason</i></b>	<b><i>Action</i></b>	<b><i>Partnership</i></b>
<p><i>Enhanced facilities for the elderly</i></p>	<p><i>To improve the quality of life for the elderly within our community</i></p>	<p><i>Promote new and current provisions</i></p> <p><i>Investigate new provisions or possibilities</i></p> <p><i>Investigate whether transport needs are being met</i></p>	<p><i>Local council</i></p> <p><i>Age concern</i></p>

<i>Reduce anti-social behaviour and vandalism</i>	<i>Fear expressed in survey about them</i>	<i>Increase policing</i>	<i>Local councils and police</i>
<i>Reduce littering and dog fouling</i>	<i>Perceived as a problem by many residents</i>	<i>Increase amount of litter bins, dog bins and dog warden patrols</i>	<i>Local council</i>
<i>Increase availability of NHS dentists</i>	<i>Large number of residents had difficulty in registering with one</i>	<i>More NHS dentists</i>	<i>Local MP, NHS, local councils</i>
<i>Increase participation in sporting &amp; leisure activities</i>	<i>Improve general health and wellbeing of residents</i>	<i>More facilities</i>	<i>Local clubs and societies, local councils</i>

**Action plan for: Youth Provision**

<b>Opportunity</b>	<b>Reason</b>	<b>Action</b>	<b>Partnership</b>
<p><i>Ensure adequate facilities for the younger population: Provision of skate park, BMX track, sports facilities, better parks and play areas</i></p>	<p><i>Youth issues were highlighted by the community</i></p>	<p><i>Compile a list of current facilities and promote particularly within schools and youth areas but also in the wider community. Identify suitable locations. Lobby for their provision in any new development</i></p>	<p><i>Local groups</i></p> <p><i>Local council</i></p> <p><i>County council</i></p>