



**Devon and Torbay**  
Combined County Authority

# NDRDA Convention

6 March 2026



# An introduction



- Extensive consultation on the proposed establishment of the Devon and Torbay Combined County Authority took place in early 2024
- Devon County Council and Torbay Council approved the final proposal in April 2024, ahead of submission to Central Government in May 2024
- Draft Regulations laid before Parliament in November 2024
- The DTCCA came into being on 5 February 2025 and is one of only two non-mayoral Combined County Authority's in the country.

# What we are here to do

- **Adult skills and lifelong learning**, including the Adult Skills Fund devolution
  - Supporting people into **employment and good jobs**
  - Local **transport and connectivity**, infrastructure funding
  - **Strategic housing** and place-making
  - Economic **development and inward investment**
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# Our policy framework

**Corporate Plan 2025-2035**

**Local Growth  
Plan**



**Skills and  
Future  
Workforce Plan**



**Local Transport  
Plan**



**Strategic  
Housing Plan**



# The English Devolution White Paper

UK Government

## Strategic Authorities (New Devolved Tier)

Established Mayoral

Mayoral

Foundation (Non-Mayoral) and  
Single Local Authorities\*

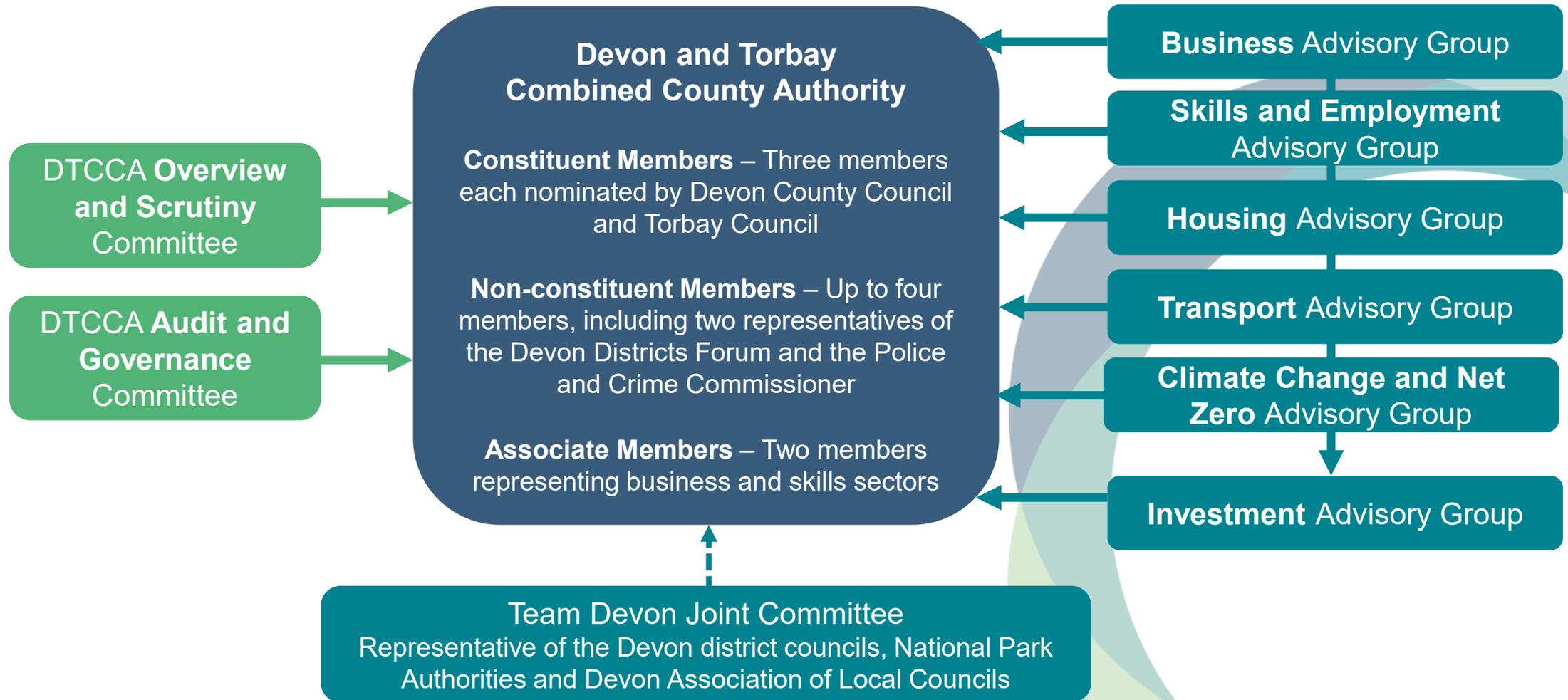
Principal Authority (Local Council)

- Local councils (unitary, county, district) operating within Strategic Authority areas.
- Continue delivering services like social care, waste, education

**DTCCA**

\*in rare cases

# How we are governed



# Our programme responsibilities



## Adult Skills Funding

Targeted investment in post-19 education to boost local workforce skills



## Connect to Work Programme and Employment Initiatives

Supporting **1,900+ residents per year** into employment through tailored interventions



## Local Transport Authority (from April 2026)

Full responsibility for transport across Devon and Torbay, including **accountability for transport funding and LTP**



## Strategic Housing Pipeline & Regional Spatial Planning

Coordinated housing delivery, a pipeline of development opportunity and long-term spatial development strategy.



**Regional Infrastructure Funds** and any successor arrangements



Oversight of **UK Shared Prosperity Fund (UKSPF)** and **Rural England Prosperity Fund (REPF)** to drive place-based investment.



## Economic Development and Inward Investment

Driving business growth, innovation, and attracting investment to the region.

# Why rail matters for North Devon

- North Devon Line has seen **400% passenger growth** since 2000
- Significant overcrowding on services departing **Barnstaple**
- Essential for **connecting rural residents to jobs, education and services** in Exeter
- Critical to **economic growth, decarbonisation**, and reducing car dependency



# North Devon Line Upgrades

## Core commitments in the LTP:

- **Half-hourly frequency** (from hourly)
  - Journey time target: **under 60 minutes**
  - Station improvements at **Barnstaple for safer access** and seamless bus/rail interchange
  - LTP supports **feasibility work on extending** the line from Barnstaple to Bideford
  - Would reconnect **Torrige to the rail network** and improve regional equity.
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# Rural access and other enhancements

## Core commitments in the LTP:

- **“Hub and ride” improvements** at Barnstaple, Umberleigh and Okehampton to link rural communities to rail
- Bus priority measures to **improve access to rail**
- Potential for **low-carbon rolling stock** on branch lines
- Increased platform capacity at Exeter St Davids and Newton Abbot, **enabling more North Devon services**
- **Coastal mainline resilience** works underpin reliability for the whole peninsula



# Devon and Torbay Combined County Authority



Thank you