

HIW/19/32

West Devon Highways and Traffic Orders Committee
22 March 2019

South Zeal Waiting Restriction Proposals

Report of the Chief Officer for Highways, Infrastructure Development and Waste

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

Recommendation: It is recommended that:

- (a) the contents of the report are noted; and***
- (b) the proposals are implemented as advertised.***

1. Background

Proposals for amendments to parking restrictions in South Zeal were advertised in September and October 2017 as part of the West Devon HATOC Annual Waiting Restriction Review. The proposals had been submitted for inclusion in the review by South Tawton Parish Council following a local consultation on parking issues within South Zeal. (See Appendix I.)

A large number of responses to the advertised proposals were received and subsequently reported to the West Devon Highways and Traffic Orders Committee at its meeting on 9 November 2017. Committee also listened to a verbal presentation objecting to the proposals at the meeting and agreed that a site meeting should take place to look at the issues in more detail and that the matter might then be brought before a future meeting of the Committee.

Following the site meeting a number of amendments were agreed and at the request of South Tawton Parish Council the matter deferred to the October 2018 HATOC for decision.

At its meeting on 23 October 2018 HATOC RESOLVED that:

- (b) that the revised proposals shown in Appendices I & II of Report HIW/18/66 be advertised and any objections received be reported to the next meeting of this Committee on 22 March 2019.

2. Proposal

The revised proposals reduced the extent of the proposed restrictions and would result in the control of approximately 180m of road over 11 locations, with Double Yellow Lines. The location at the junction with The Croft accounts for 68m of this total and is required to ensure that the local service bus can negotiate its route. The Bus operator has indicated that any parking within this area causes access problems.

In total, 180m of road might be expected to accommodate approximately 30 cars. However, these locations are mostly as prescribed in S 243 of The Highway Code - **DO NOT** stop or park. eg, near a school entrance or opposite or within 10m or 32 ft of a junction. Plans of the Proposals can be viewed as Appendix II to this report.

Surveys undertaken on Thursday 28 February 2019 at approx. 07.20 and Monday 4 March 2019 at approx. 06.30, revealed that these locations are largely free of parking overnight. The most recent Google Streetview footage is 2009 but did confirm a similar daytime parking pattern.

A maximum of 7 cars were observed to be parked within the proposed restrictions at any one time. This would suggest that car owners within South Zeal are already aware of the potential for obstruction and in general avoid parking in an obstructive fashion.

The off-street car park in South Zeal was visited on 28 February when at least 12 parking spaces were identified as being available. In addition, it was observed that the road adjacent to Headway Rise and Chausee was un-parked and could accommodate up to a further 9 cars.

Headway Rise is some 320 metres from the Oxenham Arms (approx. 1/5 mile) along a street lit road and the Car Park is approximately 250m from the Oxenham Arms mostly along an off-road footpath or 300m if the on-road street lit route is taken. The Primary School is some 100m further.

However, it is also the case that when parking does take place in these areas, obstruction does sometime occur. The local service bus operator Country Bus has confirmed that as well as the location mentioned at The Croft, parking close to the Church and at the junction with Tawton Lane and outside The Kings Arms can also present access problems.

South Tawton Parish Council has provided details of an incident in September 2018 where a Fire Tender had to re-route due to cars parked on the corner of School Lane.

Confirmation of this has been sought from Devon & Somerset Fire and Rescue Service. The local Watch Manager has confirmed the incident, also that the proposals are welcomed and further expressing the wish that the restrictions could be extended at one location. Unfortunately, this would be beyond the scope of the current process (See Appendix III).

3. Consultations

A statutory consultation on the proposals was undertaken between 17 January and 7 February 2019.

Devon County Council (Various Roads, South Zeal) (No Waiting & Parking Restrictions) Amendment Order B13396-2 5730

40 individual submissions were received along with 2 petitions. Of the individual responses 39 are against the proposals in total with 1 in favour.

Petition 1.

An e-petition "Petition against South Zeal Yellow Lines" ran from 12 December 2018 to 1 March 2019.

This was to request of that *"no new parking restrictions or yellow lines are approved in a Traffic Restriction Order or implemented in the village of South Zeal until such time as a new public car park or car parks are made available and fully operational. This new public car parking would allow residents, those attending the South Tawton school and customers of businesses displaced by such parking restrictions or yellow lines to continue to safely park in the village, access their homes easily and access the school and businesses which are vital to the survival of the village."*

DCC's Highways/HATOC are proposing yellow lines in various places in the village of South Zeal scheduled for March 2019 - TRO reference TRO IMR/B13396-5605c

The e-petition was signed by 202 members of the public.

Nb. The e-petition began some 5 weeks before the proposals were advertised and objected to the previous set of proposals in total. Whilst the County Council would welcome provision of further off-street car parking within the village, finding suitable locations is challenging, particularly within the boundary of Dartmoor National Park.

The County Council is also aware that a South Zeal (Residents) Car Park Working Group, has been in existence for some time but has not come forward with any suitable identified locations.

Petition 2.

A 53 name petition objecting to the proposals was received within the statutory consultation period.

Analysis of the individual submissions and petitions and addresses has indicated that 116 residents of South Zeal living in a total of 71 properties within the village have objected to the proposals. The total number of properties within the village is 287.

A summary of individual concerns submitted can be seen in Appendix IV to this report.

In addition, 4 examples of submissions against the proposals which illustrate the concerns expressed and 1 submission in favour of the proposals are reproduced in Appendix V. An overall plan of the village showing locations of the proposals is shown in Appendix VI to this report.

- (i) Mr J McKechnie of Hydrock Consultants representing eighteen local residents has submitted a 5 page letter, in particular drawing the County Council's attention to Section 122 of the Road Traffic Regulation Act 1984.

As described in Section 8 below, Legal Considerations, S 122 of the 1984 Act confers a duty, (so far as practicable having regard to the points below) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

The matters referred to are:

- (a) the desirability of securing and maintaining reasonable access to premises;
- (b) the effect on the amenities of any locality affected and
- (c) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run.
- (d) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);
- (e) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- (f) any other matters appearing to the local authority to be relevant.

The County Council has given due consideration to these matters and, as far as is practicable, has determined that the provisions of S122 are met. It is clear that where some or all of these duties conflict that a balanced choice must be made in the public interest and in this case, the advice of the Parish Council, and submissions from both the local Public Transport Operator and the Fire & Rescue Service outweigh the loss of a small number of on-street car parking spaces which, were the police in a position to resource enforcement, could be dealt with under police powers.

Mr Mckechnie refers to the potential for obstruction offences to be addressed through Highway Law. The County Council is aware of these avenues but considers them to be impractical when compared to the obvious warning provided by Double Yellow Lines and the flexible approach available through its Civil Parking Enforcement activities. In addition, it is implied that Manual for Streets standards should apply to gradients for pedestrians within the village. The document in question is relevant to new developments and it is neither appropriate nor practicable to apply it to a centuries old streetscape within a National Park environment. The steeper gradient referred to only applies in the centre of the village with the majority of the pedestrian route from the car park at a low gradient on the same level as the river.

- (ii) Mr S Powell, Owner, The Oxenham Arms and Restaurant has submitted a 14 page objection to the proposals a large part of which refers to Parish Council procedure which are not the concern of the County Council. The County Council is aware that South Tawton Parish Council has robustly refuted certain allegations and that West Devon Borough Council, as monitoring authority will investigate Mr Powell's claims. Of relevance to the consultation, Mr Powell is concerned that the loss of a small number of potential car parking spaces in locations identified as being at narrow points in the road and adjacent to junctions will adversely impact on his business. Immediately in front of The Oxenham Arms a 5m section of double yellow line is proposed adjacent to a Stone Wall fronted by a wide gully. Parking at this location would obstruct egress from the adjacent garage and obstruct the road when vehicles are parked opposite which is observed custom and practice. The restriction would not prevent the reasonable loading and loading activity associated with operation of an Inn and Restaurant which would be exempt.

Mr Powell states that large coaches have no problem in accessing the village without the need for additional restrictions. The County Council would not argue that there will be times when large coaches will have no problem accessing the village particularly in the school holidays, however the Local Bus operator runs a regular service and supports the proposals. In addition, reference is made to parking issues at school drop off and pick up times. It is accepted that this is an issue across the UK and can be a particular problem at popular rural schools where parents sometimes have little alternative to using the private car. However, the proposals are all at locations where inconsiderate parking could cause obstruction and provision of the lines and the potential for enforcement can encourage consideration of alternative transport modes.

- (iii) Mr Nick Maunder, Chairman (Residents) Car Park Working Group. Mr Maunder has submitted several objections to the proposals. The grounds for his objections are that:
- The village needs residents parking zones before yellow lines
 - Yellow Lines will cause issues for people visiting local businesses and families
 - The existing Car Park only serves the lower part of the village and access to the main street is not user friendly

- There is no car parking provision for the middle and upper areas of the village. The existing Car Park does not serve these areas due to distance and steep incline.
- Parking capacity is overwhelmed at school drop off and pick up times.

In answer to the above, Resident Parking Zones would prevent visitors to the businesses and would not address the night time parking demand, the proposals are reasonable and proportionate with the actual number of observed parking spaces effected very small, parking spaces are observed to be available a within a short walking distance of the village centre to the north west of the Church, school Parking Demand occurs weekdays within term time when many residents are at work. It is acknowledged to be an issue across most of the UK but is short term in nature and cannot be used as a justification for allowing obstructive parking.

- (iv) Mrs S Tilley is in favour of restricting parking in front of the Kings Arms to ensure access for buses and Emergency Services
- (v) Mr Ian Crawford a resident of Tawton Lane, South Zeal has submitted a 7 page letter of objection to the proposals. Many of his concerns have been expressed by other objectors and are discussed above. Mr Crawford lives at the junction with Tawton Lane opposite St Mary's Church which is a location where parking has the potential to cause obstruction to the Bus Service and Emergency Service vehicles. Mr Crawford's Wife has Rheumatoid Arthritis and has difficulty in carrying shopping and heavier items needing to park as close as possible to their house. Loading and Unloading is permitted on double yellow lines if not causing an obstruction and Blue Badge Holders also have dispensation when they need to park on Double Yellow Lines.

Mr Crawford points out that the Police are already able to enforce against obstruction offences. Whilst this is correct, the proposals will enable the County Council's Civil Parking Enforcement Service to undertake the task if the Police are unable to prioritise enforcement against obstruction offences in South Zeal. Mr Crawford is also of the opinion that the Fire and Rescue Service are able to resource responses within the village using smaller equipment. His letter goes into great detail in supporting this position. However, as can be seen from the Fire and Rescue Service response in Appendix III, the Watch Manager does support the proposals.

Mr Crawford gives some history of attempts to find alternative off street parking within the village and is of the opinion that there can be no certainty that such provision can be found. Furthermore, he feels that reducing the available parking on street will increase demand for off street parking within the village which could put up the cost of any potential purchase of land to alleviate the issue. The effect at the margin on land prices in response to a reduction in on street parking provision is not a matter that the County Council has investigated. Crawford also makes comment on the effect of the proposals within a conservation area and to the level of support within the village.

It is acknowledged that there have been a large number of responses in opposition to all of the proposals from residents in the village. The Parish Council have also undertaken work which has established that many residents supported the original proposals which have now been reduced in scope.

4. Options

The advertised proposals are seen as reasonable and the minimum intervention appropriate with dealing with obstructive parking within the village. The one location advertised which has not been identified by either the Fire and Rescue Service or the Bus Service provider as a case for concern is on the Road to Shilhayes.

Whilst it is considered that parking on a tight sweeping bend is not ideal, the placing of Double Yellow Lines can sometime indicate that parking outside of the restrictions is safe and acceptable. The proposed lines do indicate where parking is inadvisable but do not extend towards the village where the road narrows considerably and parking is not often observed.

It is accepted that the Parish Council have asked for this section to be included but it is not considered that its removal would detract from the overall scheme.

If the proposals are not implemented then issues of obstruction for the local service bus will continue and the potential for obstruction of Emergency Service Vehicles will remain. The options available to the Committee are :-

Option 1. Implement the Proposals as Advertised

Option 2. Implement the proposals removing the section on the Road from Shilhayes shown on Plan No. ENV 5730-004

Option 3. Do not implement the proposals

5. Financial Considerations

The total costs of the scheme are contained within a countywide budget of £100,000 which has been allocated from the On-Street Parking Account.

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

6. Environmental Impact Considerations

The proposals are intended to rationalise on street parking and improve mobility and access within the village of South Zeal and are designed to:

- Enable enforcement to be undertaken efficiently.
- Encourage longer term visitors to use off street car parks.
- Encourage commuters to make more sustainable travel choices eg Car Share, Public Transport, Walking and Cycling.

The Environmental effects of the scheme are therefore positive.

7. Equality Considerations

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

8. Legal Considerations

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

When making a Traffic Regulation Order it is the County Council's responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 that relates to the Local Authority Network Management Duty.

It is the duty of a local authority, so far as practicable, to secure the safe and expeditious movement of vehicular and other traffic, including pedestrians and the provision of suitable and adequate parking facilities. This duty applies, having regard to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of the area including the importance of regulating and restricting the use of roads by heavy commercial vehicles and the desirability of facilitating the passage of public service vehicles and securing the safety and convenience of passengers. It is clear that where some or all of these duties conflict that a balanced choice must be made in the public interest.

It is considered that the proposals comply with Section 122 of the Act as they practically secure the safe and expeditious movement of traffic in the village of South Zeal and that these benefits, which are in the public interest, outweigh and adverse impacts of the proposals.

9. Risk Management Considerations

There are thought to be no major safety issues arising from the proposals.

10. Public Health Impact

There is not considered to be any public health impact.

11. Reasons for Recommendations

The proposals rationalise existing parking arrangements within the village of South Zeal by:

- Enabling enforcement to be undertaken efficiently.
- Encouraging longer term visitors to use the off street car park.
- Encouraging those working in the village to make more sustainable travel choices eg Car Share, Public Transport, Walking and Cycling.
- Contributing to the safe and expeditious movement of traffic.

Having regard to the above it is considered that the proposals are reasonable and proportionate in striking a balance, where practicable, between the demand for On-Street Parking within the village and other competing matters as discussed in the report. The proposals therefore comply with S 122 of the Road Traffic Regulation Act 1984.

Meg Booth
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Division: Hatherleigh & Chagford

Local Government Act 1972: List of Background Papers

Contact for enquiries: Mike Jones

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Tel No: 01392 383000

Background Paper	Date	File Ref.
West Devon Highways and Traffic Orders Committee Minutes	09/11/2017 & 23/10/2018	

mj130319wdh
sc/cr/ South Zeal Waiting Restriction Proposals
02 140319



SOUTH TAWTON PARISH COUNCIL

SOUTH ZEAL TRAFFIC AND PARKING CONSULTATION RESULTS

MARCH 2016

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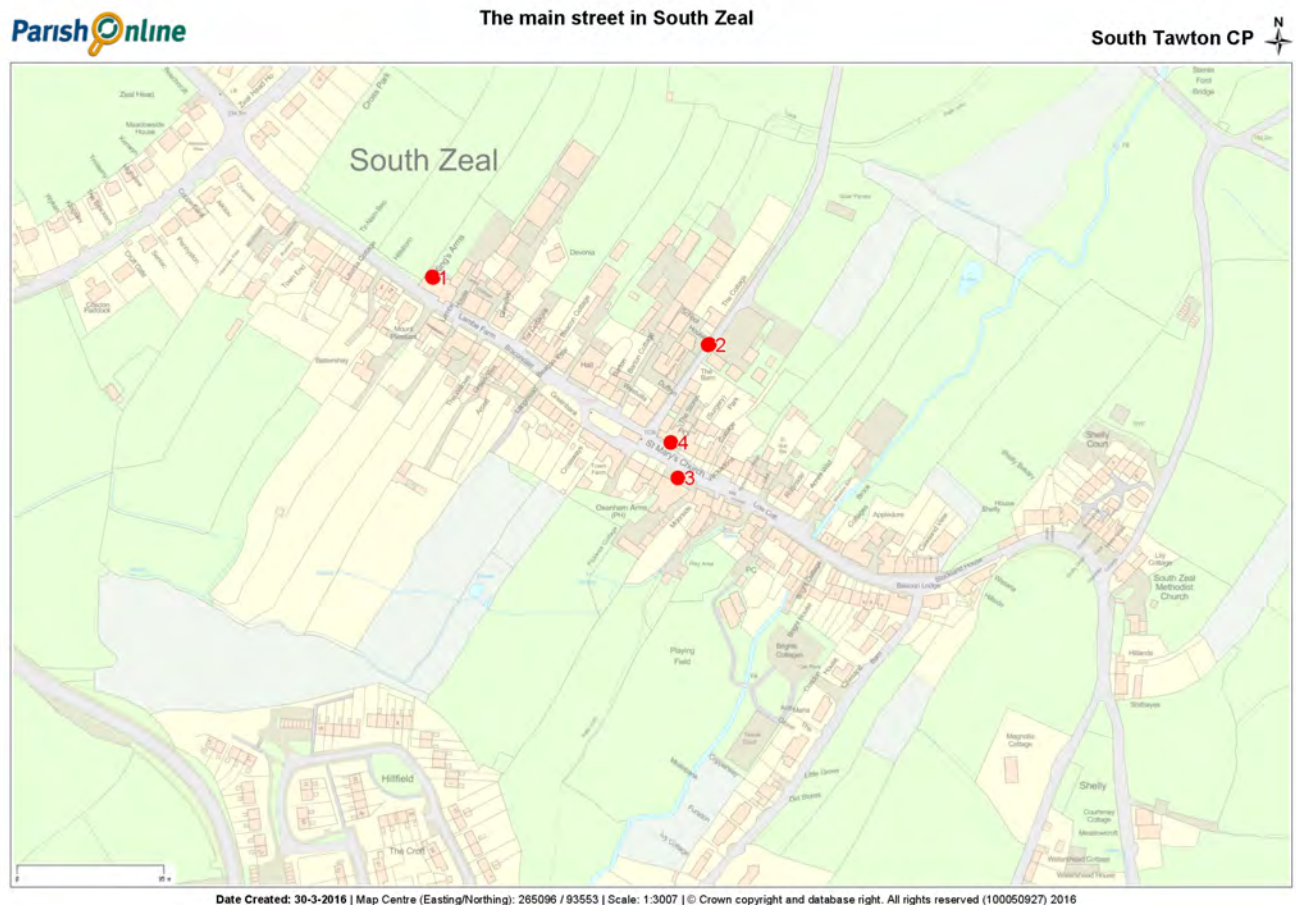
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THANKS

The Parish Council's thanks are extended to all the 61 parishioners and users of the parish who kindly gave up their time to help in providing such valuable opinions. Similarly, to The King's Arms, The Oxenham Arms and The Store, who also gave their much needed comments. Thanks also to South Tawton Primary School for handing out the questionnaires to all school children to take home.

EXECUTIVE SUMMARY

Undertaken by South Tawton Parish Council (STPC) in early 2016, this survey of local parishioners and users of the centre of South Zeal (its main street and surrounds), gleaned useful quantitative and qualitative data regarding the perception of traffic and parking. The questionnaire was distributed in print form to residents in and adjacent to the main street, plus parents of the school children. It was also promoted as being available to download from STPC's website. 61 replies were received.



Key:

1. The King's Arms

2. South Tawton Primary School
3. The Oxenham Arms
4. The Store

Due to long standing awareness of problems, STPC has consulted with relevant partner agencies and now requires evidence of need, community support and most importantly, a more complete understanding of the issues involved. Hence the decision to conduct this study.

Non residential stakeholders are South Tawton Primary School, situated in Tawton Lane just off the centre of the main street, along with the three village centre businesses; The Store, The Oxenham Arms and The King's Arms. The school's sustainability requires many of its pupils to come from out of catchment, hence the necessity for parent/ carer child drop off and collection.

There is one car park in the village, belonging to South Zeal Recreation Ground Association, but no council owned and/or maintained public car park. The King's Arms has its own car park and the school has staff parking spaces.

The results are summarised on Page 5 and given in full starting at page 8. All replies are reproduced verbatim from page xxx. The latter being essential due the level of information provided.

The results show in many cases significant response levels regarding:

- A number of named locations (pinch points), where parked vehicles might hinder the flow of traffic.
- Concerns expressed regarding access for emergency service vehicles, particularly fire engines with named locations.
- The effect of traffic and parking problems at the start and end of the school day, when many parents and carers have to drop off and collect children.
- Parking on the pavement in the main street.
- Complaints received regarding inconsiderate parking.
- Concern for the safety of pedestrians, especially children.
- The difficulties experienced by customers of The Oxenham Arms and The Store when parking is restricted.
- The problems encountered as a result of the entirely understandable desire to park as close to one's home, or for parents/ carers, as close to school as one can.
- Lack of parking for village events.
- Last but not least, the causal link to the increase in vehicle ownership and use.

The numerous suggestions fall broadly within the following topic areas:

- School traffic flow modification.
- School bus service enhancement.
- Village and/ or school car park creation and other related suggestions.
- Residential parking, both for (14) and against (8)
- A wide number of other parking restriction suggestions.

Other topics that were cited as not wanted were yellow lines, not doing anything (3) and 14 other comments.

Priorities were seen as safety (22), parking restrictions (28), vehicle access in the main street including emergency services (8), car parks (9).

No Conclusion and Recommendations are included, being outside the scope of this study.

TERMS OF REFERENCE

For a long time, the parking and traffic problems in South Zeal have been brought to the attention of South Tawton Parish Council by those affected within, as well as visitors to the parish.

It is also very important to note that South Tawton Primary School benefits from seven single age classes, for which to ensure its sustainability, many of its pupils must come from out of catchment. This means that there is no choice at all for pupils to be brought into and out of the village each school day.

It is fully appreciated that this problem is common to many areas, local and national, but this doesn't mean we can't attempt to address it here in an appropriate manner.

During 2015, the parish council progressed with seeking advice from both Devon County Council Highways Department and Devon and Cornwall Police regarding these problems. Now armed with current guidance, council has been able to move forward with the process of developing possible ideas to resolve perhaps some of the issues. It was agreed at the end of 2015, that community consultation was the next step in the process.

There are three objectives to the consultation:

- To gain an insight into our community's perception of the issues and possible solutions that might be involved.
- To be used as evidence of need.
- To be used as evidence of community support.

Other than specifying in the questionnaire that council had been clearly told that 20mph speed restrictions introductions are not allowed, no other constraints were mentioned. Therefore, respondents were free to suggest anything and everything as a resolution, things which in the hard economic and legislative light of day may not be feasible.

If there were obvious legal, cost effective, popular, sensible and safe solutions for all user groups, then this survey would of course not have been necessary. The considerations of householders, the three businesses in the immediate area, all staff and parents/ carers of South Tawton Primary School children, pedestrian safety and emergency vehicle access, to name just a few, all make the problems extremely complex to resolve, particularly when cost constraints are a harsh reality.

Caveats:

- The comments given within the body of the results are reproduced exactly as written by the respondents. They do not represent the views of the Parish Council.
- The car park in the Recreation Ground belongs to South Zeal Recreation Ground Association, not the Parish Council. There are a number of understandable references to this car park as 'the village car park' etc.
- Similarly, the licensees of The King's Arms kindly allow parents/ carers of the primary school children and other drivers to use their private car park.
- References in the comments to 'School Lane', refers to 'Tawton Lane' - its real name.

It is not within the remit of this report to provide recommendations, simply to present the results for the consideration of council, its partner agencies and those affected by and interested in the problems highlighted.

RESULTS SUMMARY

The results are summarised below by quantity of responses, which provides a snapshot of both the breadth of ideas and comments as well as an understanding of the feedback overlap. An appropriate idea though, could of course be given by just one or two people!

Refer to the Results for the detailed information and APPENDIX A for all comments.

Comments (NOT suggestions)	Number of responses
Miscellaneous	7
Regarding traffic regulation – concerns Including concerns over no 20mph limit possibility	15
Regarding traffic regulation – not in favour of change	5
Regarding parking generally	46
Of which top 4:	
Street/ village not designed for vehicle volume	12
Poor parking exacerbates the problem	8
Only a problem at certain times (school am/pm)	5
Pinch point parking so that traffic cannot get through	4
There are 10 other ideas, with 2 ideas were suggested by 3 respondents, 3 ideas by 2 respondents and the others by one respondent only.	
Regarding parking – not in favour of change	2
Regarding emergency services vehicle access	12
Regarding primary school traffic	33
Of which top 5:	
Dangerous for children at peak time	7
Drop off/collection times problem, no suggestions given	7
Inconsiderate parking at drop off/ collection	7
Parents abandon cars	3
Traffic volume	3
There are 6 other ideas, all given by one respondent only.	
Regarding pavement parking (school & generally)	8
Regarding Victory Hall	2
Regarding The Oxenham Arms	5
Regarding The Store	3
Regarding Recreation Ground Car Park	6
Locations of greatest concern	
Entire main street	22
Shelly	5
Bottom of the main street to The Oxenham/ Store	10
Specifically outside The Oxenham/ The Store	17
Specifically mentioning School Lane/ St. Mary's Chapel areas	31
Above St. Mary's Chapel	18
Other	3

Suggestions

Miscellaneous 39

Including:

Refuse/ recycling lorries - move collection time 6

Remove/ modify traffic S'path to SZ lane 5

One way system in main street 4

There are 26 other suggestion topics with 4 topics suggested by 2 respondents and the others all by one respondent only

Relating to primary school traffic

Create car park at/ near school 12

Drop off with either no/ short duration stop 11

One way traffic 6

School bus service 7

Walking to school 5

Other primary school related suggestions 12

There are 11 other suggestion topics with 1 topic suggested by 2 respondents and the others all by one respondent only.

Sub total 53

Regarding The Oxenham Arms 5

Regarding parking restrictions

Residential parking suggestions 14

All in favour with various suggestions

Other parking restriction suggestions 30

Of which top 3:

No parking besides St.Mary's 10

Time limited parking at The Store 4

Single side of road parking 3

No parking on bend at Shelly 3

No pavement parking 2

Regarding car parks

(Brought forward for reference) car park at school 12

[at] New car park King's Arms/ King's plus other idea 5

Other ideas regarding car parking 22

Sub total (excluding school) 27

Sub total (including school) 39

Suggestions of aspects respondents do NOT want considered

Total 41

Of which top 3:

Yellow lines 14

Residential parking 8

Not doing anything 3

There are 14 other ideas, with 2 ideas suggested by 2 respondents and the others all by one respondent only

Council's priorities should be:

Total 71

Regarding safety 22

Of which relating to:		
Children's safety	7	
General safety	7	
Residents safety	4	
Pedestrian's safety	3	
Speeding	1	
Regarding parking restrictions		28
Of which top 3:		
Resolve/ reduce school traffic/parking	11	
Make people use their drives/garages	3	
Resident only parking	2	
There are 12 other ideas		
Regarding vehicle access when driving in Main St		8
Of which:		
Emergency vehicle access	7	
Regarding car parks		9
Of which:		
Additional car park	4	
Encourage use of existing car park	3	
Signage for car park	2	
Other		4

METHODOLOGY & RESPONDENTS

500 copies of the printed questionnaire were distributed:

- to each child at South Tawton Primary School to take home
- to the households in the centre of the village

The reason for the additional distribution to the school children's parents/ carers is because the Primary School's central village location has an acknowledged impact on traffic and parking at drop off and collection times, for all concerned.

Requests for additional completion of the questionnaire was communicated in The Beacon, on South Tawton PC's website and facebook page. It was available to download from council's website. Nine respondents had downloaded the questionnaire.

The questionnaire design obtained data on whether respondents:

- Lived in the directly affected area (Main street) and did or did not have their own off street parking.
- Did not live in but were regular users of the Main Street.
- Were just passing through (e.g. delivery drivers, bus drivers), however no responses were received.

The intent of this cross tabulation was to ascertain whether responses differed according to respondent location. All responses are sub divided into these categories. The results do show some respondent location variance. For example, as may be expected, more respondents travelling into the area noted the refuse/ recycling lorry clashing with school drop off as a concern.

It is not possible to provide a percentage response rate, as the option to download the questionnaire removed the option of a finite distribution number.

Of the 500 printed questionnaires, there shall have been some duplication of forms being received per household due to:

- Householders in the Main Street with a child/ children at the primary school
- Parents of children at the primary school with more than one child attending the school

The option to provide contact details was given. Within APPENDIX A, such respondents are indicated by a Respondent Number (i.e. R.1., R.2.), where their actual names have been withheld for reasons of respecting privacy. However, the parish council has the contact details to use as required.

The total response of 61 replies is felt to be a significant enough proportion of residents/ users of the centre of South Zeal to provide viable feedback. The numbers involved though are not high enough to undertake statistical analysis of the results.

The questionnaire design was intentionally qualitative (open questions), so that as much information as possible could be given also without any question bias. Therefore the reader has the opportunity to see every single comment (see APPENDIX A) should they wish. Much more information is gleaned from reading the comments in full than can be understood from the Results.

In order to interpret the information into some quantitative and useful understanding, the replies were brought together within the Results section below. This is first divided into Comments and Suggestions (both gleaned from the replies given throughout the questionnaires). Then the replies to the specific questions 'Locations of greatest concern', 'What do respondents NOT want', 'What should Council's priorities be?' are given under those specific headings.

TOTAL RESPONDENTS:

61

Are you?

a) A resident/ business owner in South Zeal who is directly affected by parking problems because your property is in or near to the main street in village?

34

If so do you have private off street parking?

Yes	No	No comment ^d
14	17	3

* comments added into 'No'

b) A regular user of the area in and around the main street in South Zeal, but not resident there. Perhaps, you may live elsewhere in the village, parish, wider local area, or come here for work reasons.

27

c) Just passing through.

0

RESULTS

*** RESPONDENT LOCATION KEY

- 1: Residents who live in or near the mains street with parking
- 2: Residents who live in or near the mains street without parking
- 3: Regular users of the area in and around the main street, but not resident there.

Respondent location ***

TOTAL 1 2 3

COMMENTS (not Suggestions)

Miscellaneous:

Encourage people to use the car park we have and do not charge them in any way	2	1	1	
Thank you for trying to resolve this issue, it has spoilt the centre of the village'	1		1	
Well done to the parish council for doing this exercise	1		1	
Very little council can do with households having more than one car	1		1	
..not a problem unique to SZ, it exists all over the country due to volume of cars	1	1		
Don't see how can be resolved ... due to houses layout & car volume	1	1		

Regarding traffic regulation:

Explain why 20mph limit not allowed and/ or disappointed about this	6	1	1	4
<i>one respondent added 'what about the safety of children?'</i>				
<i>one respondent added 'it would be ideal given the lack of pavements in much of the village'</i>				
Speeding/ slow down!	5	1	2	2
Traffic calming needed/ would be good	4		2	2
Sub total	15			

Regarding traffic regulation - not in favour of change:

No change desired to traffic regulation.	3			3
Current speed limit fine, have to slow down anyway	2	1		1

Regarding parking generally, in the main street (problem locations further on):

Street/ village not designed to accommodate volume of vehicles	12	2	4	6
General poor parking exacerbating the problem (including blocking access)	8	1	3	4
Parking only a problem at certain times e.g. 8.30-9.30&3.00-4.00/ 8.00-9.00&3.15-4.00.	5		2	3
<i>one respondent added 'but not unmanageable'</i>				
Pinch point parking means that traffic cannot get through	4		1	3
Owners of garages and/ or drives not using them for parking vehicles	3	3		
General reluctance to walk/ use car park	3		1	2
Parking problems generally - peak periods and weekends	2	1	1	
Parking problems meaning can't park near one's property	2		2	
Parking on both sides of the street - hard for larger vehicles to pass	2	1		1
Pub car parks not used which can add to problem	1		1	
Also [in addition to school times] a problem on refuse collection day	1			1
Cars not parked facing away from oncoming traffic - visibility problem	1		1	
Cars park so traffic passes on wrong side of road - hills, corners, blind spots	1		1	
20 years living in centre of village, saw numerous near traffic accidents with children	1			1
Sub total	46			

Regarding parking - not in favour of change:

Restricting parking will make houses harder to sell	1			1
Parking not considered a problem.	1			1

Regarding emergency services vehicle access:

General concern about fire engine and in two cases, all emergency vehicle access	5	1	1	3
Concern about/ properly assess Emergency Access at school drop off/ collection	3		1	2
Couldn't get a fire engine through at St.Mary's when busy	2	1		1
Emergency vehicle access into School Lane not possible from village	1	1		
Need yellow lines by chapel & School Lane for emergency vehicle access	1			1
Sub total	12			

Regarding primary school traffic (plus next section):

Drop off/ collection time parking a problem, no suggestions made within response	7			7
general inconsiderate parking at school drop off/ collection	7	3	3	1
The traffic at peak times is dangerous for children	7			7
<i>one respondent also said 'not sure what can be done about it'</i>				
parents just abandon their cars anywhere, blocking entrances and driveways	3	1	1	1
Volume of traffic at drop off/ collection a problem	3		1	2
The problems with parking are due to the inadequate parking provided by the school	1		1	
The school & council has a duty of care... to provide a safe journey to and from school	1		1	
There are no parking problems during the school holidays	1		1	
The main road is the overflow car park for the school!	1		1	
Too many vehicles trying to park at school drop off/ collection	1	1		
Sort out the parking - have a lovely new building now a car park should be looked into	1			1
Sub total	33			

Pavement Parking - comments relating to school and just generally

Pavement parking - location not specified	4		2	2
Dangerous for children who have to walk into road to pass parked cars	2	1		1
On pavement parking is a problem for those with visual &/or mobility impairment	1	1		
Pavement parking - specifically above the Victory Hall	1			1
Sub total	8			

Regarding the Victory Hall/ Pre School

People using the street to park is a problem	2		2	
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Regarding The Oxenham Arms

Staff park on road for their 'long'/ '8-10 hr shifts'	2		2	
[parking problems a] 'recent issue... staff told to park on road opposite'	1		1	
'They [The Oxenham] advertise 'free parking across the road' on the internet'	1		1	
'No parking problems [nearby] when The Oxenham was closed during January'	1		1	
Sub total	5			

Regarding The Store:

Parking here is a problem sometimes	3	1	2	
Regarding the car park at the Recreation Ground:				
Signeage to direct drivers to car park in Recreation Ground.	1	1		
The car park is usually nearly full so drivers have no choice but to park on the street	1			1
Adequate parking here, not being used e.g. 8.40 am usually spaces for circa 15 cars	1			1
The Rec' Gnd car park is NOT a public car park, it is owned and maintained by Rec' Gnd	1			1
Signeage not prominent enough to "village car park"	1		1	
Similar issues to may other areas/ villages	1	1		
Sub total	6			
LOCATIONS OF GREATEST CONCERN (inc' if mentioned elsewhere)				
<u>Entire main street</u>	22	6	8	8
<u>Shelly</u>				
Around the blind corner below Methodist Chapel at Shelly	5	1	2	2
<u>Bottom of the main street to The Oxenham/ The Store</u>				
Bridge at bottom of village	3	1	2	
Stretch of main street from The Store & Oxenham down to Ramsley Lane	3	2	1	
Old Cawsand Beacon pub	1	1		
Stretch of main street from Methodist Chapel to shop	1	1		
Cawsand View	1	1		
Outside The Lodge [Beacon Lodge]	1			1
Sub total	10			
<u>Specifically outside The Oxenham Arms and/ or The Store</u>				
The Store	11	1	8	2
Oxenham Arms (nearby) e.g. by the road side boundary wall	9	2	5	2
Sub total	17			
<u>Specifically mentioning School Lane/ St.Mary's Chapel areas</u>				
St.Mary's Chapel	22	6	8	8
School Lane area	11	2	3	6
Sub total	31			
<u>Above St.Mary's Chapel</u>				
Victory Hall	5	1	1	3
King's Arms (opposite) emergency vehicles & Country bus service cited	5	4		1
Pavement parking - outside Beacon Cottage (above Victory Hall)	4	2		2
Stretch of main street from St.Mary's uphill to The King's Arms	1			1
Stretch of main street from King's Arms to Oxenham Arms	1			1
King's Arms car park	1			1
Top of hill before Zeal Head	1		1	
Sub total	18			

Other

Zeal Head cross roads (towards South Tawton)	1		1
Low Cottage to School Lane	1		1
Recreation Ground car park	1		1
Sub total	3		

SUGGESTIONS

Miscellaneous

Get refuse/ recycling collections not to come during school drop off	6	1	5
Remove/ modify traffic from S'Pth to SZ lane - pedestrian safety = less SZ traffic <i>one respondent specifies one way system here</i>	5	1	4
One way system in main street: <i>also see comments on one way system within Primary School traffic section</i> <i>one suggestion for uphill direction one-way</i>	4	1	3
An improved bus service	2		1 1
Any scheme that encourages people to park farther away and walk	2		1 1
Restrict delivery times for LGV/ vans etc during school peak periods	2	1	1
Facilitate considerate parking i.e. one vehicle taking up two spaces	2	1	1
Landscaping islands (see image & full details in APPENDIX A)	1		1
Key solution is the overall reduction of traffic in the village	1		1
More parking spaces needed	1		1
Resident's with frontages convert to parking	1	1	
Redevelop the Victory Hall and develop a new hall with parking	1	1	
Ensure residents who leave cars on street for periods of time, leave in car park instead	1	1	
Ensure people know parking is on one side [of the road] only	1	1	
Polite letters to residents asking for more considerate parking	1	1	
If width permits, diagonal parking one side and double yellow lines on the other side	1		1
Police/ P.C.S.O. attendance	1		1
Drivers exercise more patience and tolerance	1		1
Zeal Head cross needs a fisheye mirror, can't see traffic from Sticklepath direction	1		1
Shared car club (car lives in car park)	1		1
More people could walk, e.g. from Sticklepath	1		1
Attend to Ramsley Common car park maintenance	1		1
Better signs to 'the village car park'	1		1
DNPA, Education Authority & STPC should contribute to upkeep of village car parks	1		1
Mark out footpaths where there are none - so no parking there/ encourage walking	1		1
Ramsley Lane to have pedestrian walkways /no parking as have to walk on the road.	1		1
Ramsley Lane must have a 20mph limit, people drive too fast there.	1		1
Village centre vehicular access for residents, deliveries, disabled only.	1		1
Revisit the Parish Plan	1		1
Sub total	39		

Regarding primary school traffic:

All suggestions regarding dropping off only with either no/ short duration parking:

Drop off at school no parking	6	3	1	2
Children from east dropped off end of School Lane - marshalled to school	2	2		

Two minute only 'kiss and drop' only zone near school	1	1		
drop off zone far side of Tawton Lane to stop parents from stopping near the shop	1			1
Timed drop offs	1			1
Sub total	11			
<u>Create car park at/ near the school:</u>	12	6	2	4
<i>suggestion to move the school solar panels to new buildings & replace with new car park</i>				
<i>suggest area of field bought beyond school for conversion to diagonal parking bays</i>				
<i>suggestion to use space at end of school field, make monitored drop off/ pick up point</i>				
<i>suggestion to buy part of field on left side beyond school</i>				
<i>The school HAS to supply further parking for its users.</i>				
<i>suggestion of adjacent land to the north of the school & surrounds.</i>				
<u>All suggestions regarding one way traffic/ peak time entry restriction main st:</u>				
At all times or peak only School Lane (Tawton Ln): <u>one way</u> from Moon's X to SZ	4	2	1	1
At drop off/ collection times, no non resident parking/ access main street	3	2	1	
<u>One way</u> in main st at peak times (from Zeal Head direction)	2		2	
<i>one respondent added from the East, drop at phone box and children marshalled</i>				
Traffic prohibited in main street - school collection times	1		1	
Sub total	6			
<u>Regarding school bus service:</u>				
School bus (reinstatement) from Okehampton	4	2		2
School bus service from Sticklepath	2			2
School bus covering a wider area	1			1
Sub total	7			
<u>Regarding walking to school:</u>				
Organise a 'walking bus' - 1.Reddaway's may be able to help? 2. from Sticklepath	4	1	1	2
Children who can walk to school do so	1	1		
Sub total	5			
<u>Other suggestions relating to the primary school:</u>				
School Lane pedestrian only	2			2
20 mph school time only	1	1		
School Lane traffic calming & speed restrictions	1			1
Improving pavements/ dedicated walkways to school	1			1
Small pedestrain zone near school during peak times	1			1
School signs/ reduce speed signs	1			1
School must put more pressure on parents to park in recreation ground	1			1
walk children to school, especially on bin collection days	1			1
encourage their lunchtime staff not to park outside shop each day [use car park]	1		1	
Close Tawton Lane during school hours, to make safer for children as in Okehampton.	1			1
Use the [village] car park [rather than the road]	1		1	
Sub total	12			
TOTAL	53			

Regarding The Oxenham Arms:

Staff to park in car park not opposite the Ox when working long shifts.	2		2
Remove A-boards in forecourt to enable delivery vehicles to pull off the road.	1		1
Preferred parking for The Oxenham guests	1		1
Perhaps The Oxenham could direct visitors to park in the [Rec' Ground] car park	1	1	
Sub total	5		

Regarding parking restrictions:

Residential parking

Residential/ business parking permits (2 each) <i>one suggestion new car pk first</i>	3	1		2
Residential parking	2	2		
Residential parking, one space per property	2	1		1
Parking permits for each property	1	1		
Residential parking bay with annual fee payable	1	1		
Residential parking, possibly for certain times only	1			1
Residents only on roads and visitors in car parks	1			1
Residential parking, particularly School Lane (Tawton Ln)	1			1
Village centre resident only to force parents to park in car park	1			1
Residents with more than 1 vehicle only park 1 on road (new car park suggested)	1	1		
Sub total	14			

Other parking restriction suggestions:

No parking besides St Mary's Chapel (<i>two suggestions ensure is enforced by traffic warden</i>)	10	1	3	6
<i>one respondent suggests constructing a kerb with bollards up to safe passing point</i>				
Marked parking bays near The Store with daytime short parking time restriction	4	2	1	1
Single side of road parking	3	2		1
No parking on blind bend at Shelly	3		2	1
Stop parking on pavements (one cites warden enforcement above Victory Hall)	2			2
No parking at Zeal Head	1			1
No parking between Brights House/ Cottage & Moon Daisy Cottage	1		1	
No parking in School Lane	1	1		
Regulate pinch points with white lines & signs to enforce (as at Christow)	1		1	
Enforced... no parking... [to] allow continuous traffic flow.... Passing places, yellow lines	1			1
no parking opposite King's Arms (access for emergency services/ lorries)	1			1
No parking in front of wall outside The Oxenham so road doesn't get blocked	1		1	
marked parking areas	1	1		
Sub total	30			

Regarding car parks:

Repeated from above for ease of reference: Regarding new car park at School

Create car park at/ near the school: **12**

Regarding the King's Arms, or the King's Arms plus other named location:

King's Arms car park enlargement	2	1		1
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Identify land for new car park - extend King's Arms car pk/ part of field at Zeal Head etc...	1		1	
King's Arms additional grasscrete car park in field to rear	1	1		
<i>A respondent of above happy to pay to rent space in car park</i>				
Enlarge both The King's Arms and Recreation Ground car parks	1			1
Sub total	5			
<u>Other suggestions regarding additional car park/ off street parking:</u>				
Provide a car park - suitable location not known/ or specified	9	6	1	2
<i>One respondent noted '.. But would people want to park & walk back to their homes?'</i>				
More off street parking	3		2	1
Increase [Rec' Ground] car park into tennis court (1 resp' 'although a shame')	2	2		
Create a car park for the Victory Hall	2		2	
Consider the demolition of tennis courts for more parking	1		1	
Buy Worthington's field (bt with fines for not using own drive/garage) access Croft end	1	1		
Provide a paid for resident's car park (a waiting list linked to person not property)	1	1		
Marked parking bays in Rec' Ground car park, maybe then 6-8 more cars can park	1			1
New car park between King's Arms and Zeal Head (King's Arms side of road)	1			1
New car park top of main street between Zeal Head and Moon's Cross	1	1		
Sub total	22			
TOTAL responses suggesting additional car park/ off street parking (excluding the school)	27			
TOTAL responses suggesting additional car park/ off street parking (including the school)	39			

SOLUTIONS THAT RESPONDENTS DO NOT WANT TO BE CONSIDERED

Double yellow lines	14	2	6	6
<i>One respondent also commented would get covered with leaves in autumn/ winter</i>				
Residential parking	8	1	2	5
Not doing anything	3	2		1
parking meters/ charges	2		1	1
Speed bumps/ humps	2		1	1
Nothing, there will be a serious accident one day. Everything should be done...	1	1		
Parking spaces on house frontages and Greenbank	1		1	
Traffic wardens	1			1
Permits	1			1
Ban on street parking	1	1		
Closing School Lane to traffic	1			1
[any] parking restrictions as the shop would lose trade	1			1
Cones	1			1
Parking doesn't need to be prohibited everywhere, just in the problem areas	1			1
Extension of Recreation Ground car park into the tennis court/ too much of grass area	1			1
no point in new car park, current one not used to anything near capacity	1			1
Loss of school field	1			1
Sub total	41			

COUNCIL'S PRIORITIES SHOULD BE.....

Regarding safety:

The safety of children	7	3	3	1
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Safety generally	7	2	2	3
The safety of residents	4	1	2	1
The safety of pedestrians	3	1	1	1
Speeding	1			1
Sub total	22			
Regarding parking restrictions:				
To resolve/ reduce school traffic and resolve parking problems	11	2	3	6
<i>one respondent suggests education authority enforces use of car parks by parents</i>				
To 'make' people use their drives / garages	3	2	1	
To provide resident only parking	2		1	1
Alleviate bottlenecks caused by indiscriminate parking	1		1	
St.Mary's parking restriction	1			1
To create marked parking spaces	1		1	
[relating to The Store] The parking issue is affecting the shop as no one can park	1		1	
Physical barriers to stop inappropriate parking	1			1
Community policing presence	1			1
To ensure that there is sufficient parking for residents	1		1	
Double yellow lines	1			1
Keep residents happy but appreciate children need to be dropped off/ collected	1			1
Duty of parish council to issue parking tickets to vehicles causing nuisance parking	1			1
Stopping parking at the chapel, opp' King's, Ox wall, near Victory Hall.	1			1
To enforce no parking on blind bends (e.g. Shelly)	1			1
Sub total	28			
Regarding vehicle access when driving in the main street:				
To ensure emergency vehicles access and/ or bus service access	7	1		6
Ensure access for large vehicles	1	1		
Sub total	8			
Regarding car parks:				
To provide an additional car park/ better parking facilities	4	1	2	1
To encourage/ ensure the use of 'public' car park	3	1	1	1
Signage for the 'public' car park	2	1	1	
Sub total	9			
Other				
To ensure the improvement of road surfaces/ pot holes etc.	1	1		
To facilitate the reduction of traffic speeds in road from Sticklepath to SZ	1		1	
To press for a better bus service	1		1	
To advise and observe	1	1		
Sub total	4			
TOTAL	71			

APPENDIX A - Verbatim responses

2. Traffic

“Would you like changes to the way in which traffic is regulated in the area? Please include any suggestions. (Please understand that we have obtained up to date confirmation from Devon County Council that a 20mph speed limit is not possible.)”

Responses from resident/ business owners in South Zeal who are directly affected by parking problems because their property is in or near to the main street in the village and who DO have off street parking.

20mph school times only.

Is quite dangerous a school drop off/ collection.

R.2. Permit scheme for residents (2 per household and businesses? No permit, no parking. AFTER providing a car park.

Okehampton direction parents drive into School Lane from Moon's Cross end – at school the children are let out and greeted by a teacher (no vehicles park). From Whiddon Down direction same process at the SZ end of School Lane. All others walk.

People need to slow down!

R.6. Please could you tell us why a 20mph limit is not possible?

R.6. Perhaps School Lane could be turned into a one way street from ST end. Parents could come down the one way, drop off children and then go. This would save a lot of parking problems in the village.

R.8. A sign saying “ No school traffic” at Zeal Head to stop the amount of traffic in the main street at school drop off/ pick up. School traffic to be directed towards Moon's Cross to park (creation of new parking area between Zeal Head and Moon's Cross. E.g. at the top of the field used for Folk Festival camping. Improved footpath down to School Lane. Or, the school could improve their available parking. Alternatively, a one-way system round to the far end of school. Lane to drop off/ pick up from the school and then continue through the village.

More signs directing visitors to the village towards the main car park would be useful.

R.9. Parents taking children to school from Okehampton direction should turn towards South Tawton at Zeal Head, turn right at Moons Cross and a one-way system for parents introduced going to the car park then come out at the shop. From other direction turn left into School Lane.

Stop the ‘drop off and pick up’ [school] traffic driving down the main street.

R.14. Yes. The main street becomes congested and dangerous at school run time. Much of the problem would be alleviated by a one way system. I suggest Zeal Head down to the turn to Ramsley Lane be made one way. Make sure that visitors are aware that parking is on one side of the street only & take into account that residents require a parking space.

It is sometimes difficult trying to drive through the village. I don't see that speed is a problem as you can't drive fast through the village as you often have to stop and pull in for oncoming traffic.

Responses from resident/ business owners in South Zeal who are directly affected by parking problems because their property is in or near to the main street in the village and who DO NOT have off street parking.

Traffic & parking a nightmare. People speed, double park on pavements. Leave large vans in the street without moving suggestion. One way traffic system during school rush hour. Marshalls to take the children to school after being dropped by phone box, this will keep cars moving.

R.5. Resident parking, particularly in School Lane. I am often unable to park near my house (Bessie's Cottage), especially during ‘school run’ hours. I have rheumatoid arthritis and am unable to carry shopping etc. I also find walking any distance difficult at times.

Please advise why a 20mph speed limit isn't possible? The village needs traffic calming measures and at present the parked cars on pavements etc. do help with this.

The road between SZ and Sticklepath (past Reddaways) should be more pedestrian friendly. Someone is going to get killed on that road. Speed bumps should be installed – there is an alternative route between the villages for emergency vehicles. Surely we want to encourage people to walk between the villages?

Yes. Traffic is often too fast. Any traffic calming measures would be welcome.

Why not have a one-way system when those dropping off their children go into School Lane. Drop children off then carry on up the lane, turn left or right at the end, then back at Moon's Cross to whichever direction home.

R.12. No

R.13. My comments apply to the area below St. Mary's: Parking is a problem in the afternoon as cars start to arrive at 3pm so as to get a parking space. There is no footpath and once school is out the situation can be hazardous as a flood of adults and children with buggies and sometimes scooters and bicycles move down the road at varying paces. Small children weave in and out of the parked cars. This is made worse by impatient drivers who, once they have their children aboard, pull out and move through. The situation is full of danger. Perhaps all movement of traffic should be prohibited between 3.30 and 3.45.

R.13. parking at The Ox: Parking would be eased here if staff working long shifts parked in the car park and not on the opposite side of the road. Similarly, the removal of the A boards would allow delivery lorries, some of which are very large to pull off the road onto the forecourt.

R.13. parking generally is problem at peak periods and at weekends when cars, used by people to commute to work in the week are in the village. There are occasions when there are no cars between the shop and the bridge.

Does not look like it's possible. It is a very difficult issue.

Regulate pinch points with white lines and notices saying regular abuse may mean a fine (use by law – orange one) – Christow uses system well.

One way system for school traffic using School Lane. No entry from village end. Use space at end of school field for parking. Make a monitored drop off/ pick up point. Make sure parents are aware of car park.

Find a suitable field for additional village car park.

R.21. Whilst not a popular solution 'traffic calming' to key areas of the main road through South Zeal would considerably slow down local and visiting traffic.

NO SPEED HUMPS – Landscaping islands, which are a temporary solution (easily removed in due course and time) and visually pleasing could be considered at the difficult areas with appropriate bollards (heritage) to protect and encourage pedestrians to keep to the edge of the road. Especially in the places without pavements adjacent to Vackadon.

Note ignore red circle area.

This idea could also be placed at the fast zone adjacent to The Old Bakery, South Zeal.



Responses from regular users of the area in and around the main street in South Zeal, but not resident there. They may live elsewhere in the village, parish, wider local area, or come here for work reasons.

R.1. See no cure for parking issues. The Ramsley Lane car park is usually nearly full so car owners have little choice. I expect any 'cure' to be worse than the current problem.

R.1. The pinch point by the shop is an issue sometimes, but what to do?

R.3. Restrict parking at 'nip points', i.e. by church and outside Cawsand View. Beside The Lodge. Outside Pound House.

R.3. One sided parking had worked for many years until recently. Such action will allow good traffic use both normally and in an emergency.

R.4. Apart from speed limit, no. An issue is temporary day time parking at school drop off/ pick up at times. But I can't see an answer to this.

Obviously there is higher traffic during certain times of the day which is unavoidable, but it is the parking of cars on pavements and in 'no parking' areas (i.e. outside the church) which cause the biggest problems as there is no where for cars to stop to let other cars pass.

Yes I would like changes. We are parish residents and school users and think that the flow of traffic at peak times is dangerous for children. Possible suggestions:

- Employing a one way system on the main road through the village along South Tawton lane [School Lane?] at school pick up/ drop off times.
- Improving pavements/ dedicated walkways.
- Creating a small pedestrian zone near to school, again during drop off/ pick up times.

Shame [about the lack of 20mph option] reduced speed would be good.

Sing that there is a school and reduce speed.

R.7. Happy with current speed limit, it is hard to drive too fast through the village anyway.

R.10. Possible one way access to School Lane in early morning and later afternoon.

R.11. One way system.

I would think a 20mph limit would be entirely reasonable and achievable, despite DCC comments.

A barrier for too many families, to talking to school is the risk associated with the journey. Excluding traffic from the lane between Zeal Head and Sticklepath would help reduce the risk and therefore reduce traffic in SZ. One way traffic through village.

Pedestrian lane Sticklepath to South Zeal. One way with proper area for pedestrians.

School Lane pedestrian only.

Speed restriction/ physical humps/ width restriction near school/ on School Lane.

Make the main street one way only (uphill)

Have spaces outside the shop designated as short term parking only "30 minutes no return with one hour".

No.

One direction from Sticklepath to Zeal Head (and past Reddaway's Removals) - people drive too fast and used by lots of people walking.

R.18. No.

R.19. Don't feel is a significant problem, but many others do.

No.

Some people drive too fast down both the main street and other village streets, so some form of traffic calming would be good.

[regarding no possibility of a 20mph limit] Why on earth not??? What about the safety of children?

Traffic seems quite dangerous around school times but I am not sure anything can be done about this!

It is often inconvenient when the refuse lorry and recycling lorry collects the waste at the same time people do the school run. This has caused a traffic build up causing a lot of stress when trying to get the children to school.

I'm not sure why a 20mph limit is not possible, it would be ideal, given the lack of pavements in many parts of the village. Also, is it possible to close Tawton Lane during school hours, to make it safer for the children as they do in Okehampton?

3. Street parking

a. Do you think that the street parking in the area is, or is not a problem? Why is this?

Responses from resident/ business owners in South Zeal who are directly affected by parking problems because their property is in or near to the main street in the village and who DO have off street parking.

Yes a problem – owners of drives and garages who don't use them. Empty the garages of things not used for years and put cars in there instead.

R.2. Problem – ancient village not planned for excessive number of motor vehicles.

Yes, a problem, especially when people park outside Beacon Cottage (Wonnacotts) and block the road. Also very difficult when people park by The Chapel at the road intersection. Problems worse during events at the Victory Hall and at school drop off/ pick up.

R.6. The parking is definitely a problem during school term, dropping off and picking up. Parents just abandon their cars anywhere blocking entrances and driveways.

R.8. Yes – inconsiderate parking at school drop off/ pick up times and generally at pinch points. E.g. the bus regularly has trouble by the King's Arms steps when large vehicles park opposite.

Too many cars trying to park at school drop off and pick up times.

It is. Morning & afternoon school times, often blocked by double parking and parents waiting. Children sometimes have to walk in the road.

Parking by small church is a problem – blocks road and by Cawsand View Cottage – couldn't get a fire engine through when busy!

R.9. Yes, because there are garages and parking areas on private property which are not used.

Yes.

R.14. No. Residents need to park. It's traffic going two ways trying to pass which causes problems.

R.15. Street parking is not a major problem. The problem is the way people park, one car taking up two parking places. IF everyone parks in one space then there will be plenty of room.

Restriction of access for emergency and larger delivery vehicles.

Safe passage of smaller vehicles in some areas.

Yes, as vehicles park each side of the street making it difficult, if not impossible for large vehicles to get through.

The problem exists because the old houses have no garages and most households own 2 or more cars. Those who do have garages use them for storage.

There is limited parking at the school, The Ox pub and none for the Victory Hall or church. Car park spaces are often taken up by residents.

Responses from resident/ business owners in South Zeal who are directly affected by parking problems because their property is in or near to the main street in the village and who DO NOT have off street parking.

Yes, at times, difficult to park anywhere near your house.

Is a problem/ frustrating to not be able to park outside or even near our house about a third of the times.

Yes a problem – street not designed to accommodate so many vehicles

Yes this needs to be addressed. ... with more cars... need more spaces for cars/ visitors & with people parking in the main street it's become quite difficult to drive through and/ or park.

Parking is a problem. People park inconsiderately. Volume of cars at pick up/ drop off or school/ pre school.

It is a problem, too many cars for the village. It looks awful. One main reason is that most working families now have two cars – essential for getting to work.

R.5. Yes. Constant congestion and creation of bottlenecks, particularly by the church and the lower end of main street.

R.5. Victory Hall events cause congestion as there is no parking available at the hall.

Yes a problem – people using the Victory Hall, coming to school or pre-school park in the main street rather than using the King's car park or car park by the Pavilion. ALSO, people park badly without considering others or maximising the available parking.

Yes, too many cars in the village and a lot of people parking poorly.

It is a problem as many have more than one car. They park on pavements, in resident's private entrances, in front of gates so residents can't get out. It is worse at school times. All [of] it needs a little thought.

R.12. Too many cars (households have multiple cars). Visitors to the Victory Hall/ school/ pubs.

R.13. Yes, street parking is a problem. Few people are able to park off street and many households are multiple car owners. A family with 2 adult children and 2 parents will have 4 cars so all can get to work. Visitors do not necessarily use the car parks. People are reluctant to walk.

R.16. Yes, there never used to be a problem (16 years living here). The parking issue is has been a fairly recent issue brought on and aggravated by the new owners at The Oxenham. Staff are told to park on the road. They also advertise "Free parking across the road" on the internet. ... up to 4 staff cars (some of whom live in the village and still drive) plus the owners. Two cars take up most of the parking spaces throughout the day often 8-10 hr shifts. When the pub was closed in January there were no problems! [under solutions...] - Ask pub owners to encourage staff to use either their own car park or the village one. (notes on cars are often ignored). The pub car park is empty most of the time.

R.17. Thoughtless parking by visitors and sometimes residents.

R.17. Not prominent enough signage to the village car park.

Cars are parked facing away from oncoming traffic – difficult to see in the dark when car parked too close to one another on different sides of the road. Hills/ corners – blind spots.

Only a problem at school start and end times, i.e. 8.30-9.00 and 3.15-4.00pm Mon – Fri.

R.21. The problem with street parking in South Zeal is due to the inadequate parking facilities provided by the school. Peak parking problems are at 8:30 am and 3:00 pm. There is also a peak of fast traffic close to school beginning and closing times. It is well known (anecdotal) that the 'School Run' tests not only the roads but the patience of the villagers. During school holidays the village DOES NOT HAVE TRAFFIC PROBLEMS.

Responses from regular users of the area in and around the main street in South Zeal, but not resident there. They may live elsewhere in the village, parish, wider local area, or come here for work reasons.

R.1. Most definitely a problem, too many cars & not enough space.

Yes a problem, an increasing amount of cars making it difficult to park and manoeuvre....

R.4. A problem, access to through traffic caused by parking in particular areas.

Yes, mainly due to inconsiderate parking on pavements, which are limited enough! And people wanting to park as close to school as possible.

It is a problem particularly when it is school drop off/ pick up.

R.7. Yes, it is a problem because when people park at pinch points, e.g. St. Mary's church or on both sides of the road it stops delivery lorries and larger vehicles getting through and blocks up the village.

Big problem.

R.10. Inefficient parking by residents. Poor and inconsiderate parking/ [vehicle] abandonment by parents collecting/ delivering children.

R.11. Parking at school start/ finish insufficient. Current practice would make it difficult for fire engine in the event of an emergency.

Yes, it is a problem, especially around school opening and pick up times.

It makes it difficult to navigate the village and dangerous with children stepping out from between cars. But with little off street parking available for residents I can't see the solution.

As a parent who regularly brings children into school from Sticklepath I can say that getting a parking space is pot luck. Thank goodness for the King's Arms!

Parking is very stressful as there is so little.

Emergency access would not be possible at the busiest times.

Poor parking can present a hazard to pedestrians.

People park without thinking about the width needed for wider vehicles to pass or turn corners.

No – it is much better than other places, such as housing estates. It does get bust at school times but it is a fact of modern life.

Yes, it is a problem. Results in pinch points where it would be an issue for fire engines to get through. Forces us to walk on road to get around vehicles – dangerous at school run!

R.18. Generally, only at certain times, i.e. 8.30 – 9.30am & 3.00 – 4.00pm.

R.19. Increased number of schoolchildren from outside South Zeal driving into SZ to attend primary school. School run twice a day, can't get through the village.

R.19. All residents [households] have at least 2 cars these days.

R.19. People too lazy to walk from Recreation Ground car park.

Mostly a problem when children are going in and out of school and bin collecting days.

It gets busy during school hours but not unmanageable.

Yes.

R.20. Congestion occurs when vehicles are parked either side of the street. This main street should clearly allow emergency vehicles to get through.

I think it is a problem, particularly at school times due to high number of cars and lack of pavement places. Better at weekends.

It is a problem around the time of school drop offs and pick ups – there's often no street parking.

It is a terrible problem. We lived for 20 years right in the centre of the village and saw numerous near accidents with school children, because of double-parking, parking on narrow sections of road and too many cars generally in the village centre.

b. If you felt that street parking is a problem, where are the locations that concern you most?

Responses from resident/ business owners in South Zeal who are directly affected by parking problems because their property is in or near to the main street in the village and who DO have off street parking.

The entire street

R.2. Bend of road by Methodist Chapel and Shelley Cottages. Main street when school opens/ closes.

R.3. The Church, outside The Lodge.

The main street from the Post Office/ Oxenham Arms down to Ramsley Lane.

R.6. School Lane, outside King's Arms, [St.Mary's chapel], Oxenham Arms outerwall, bridge at bottom of village.

R.8. Opposite King's Arms, St.Mary's/ shop area, School Lane, on the bridge at the bottom of the village. Main street.

By The Oxenham Arms, the Store and School lane.

By the old Cawsand Beacon pub and Cawsand View.

R.9. All along the main road.

Anywhere with thoughtless parking.

R.15. Opposite the King's Arms steps – very narrow when cars park opposite.

Besides Chapel building opposite School Lane.

At 'narrow points' between Methodist Church and the shop.

Above St. Mary's and at pinch points lower down the village.

From Shelly to Zeal Head.

Responses from resident/ business owners in South Zeal who are directly affected by parking problems because their property is in or near to the main street in the village and who DO NOT have off street parking.

On the main road.

Near shop/ Ox.

Outside the shop. Outside the school/ pre school.

Main Street and by the school/ shop.

R.5. School Lane, main street.

The main street.

Above the Ox is the worst area.

Around the shop and the church. Top of hill at Shelly – cars park on the bend meaning folk can only drive on the wrong side of the road.

R.12. Whole village but particularly centre around Victory Hall and between the 2 pubs.

R.13. Downhill from St.Mary's.

R.16. [summarised from respondent's answers as the areas mentioned in the full response to the questionnaire) Outside The Oxenham, outside The Store. St. Mary's Chapel

R.16. School traffic – parents from Okehampton are still incredibly lazy and don't use the car parks in the village. Cars start arriving up to an hour before school ends just to get a close parking space! They OFTEN block entrances. R.16. I personally have had my car hit 5 times by both pub traffic and parents parking. All needing expensive repairs.

R.17. Opposite bridge over Ramsley stream.

R.17. Beside St.Mary's where there is a 'no parking' sign which is usually ignored!

Corner coming down past [Methodist] chapel.

On bridge at bottom of village.

St.Mary's.

Top of hill before Zeal Head.

From King's Arms/ village hall down to the river, especially around pub and shop and church.

R.21. The problem areas [in the main street], also the entire area around the chapel. Recently new 'No Parking' cones have appeared around the Chapel area which have helped alleviate the most dangerous of the parking problems near the school. The use of double yellow lines is not a preferred option in such a delicate conservation area another solution may be the careful positioning of bollards to further prevent arrogant late parking by parents and secure a safe haven for pedestrians. Appropriately chosen bollards around the Chapel would further reduce illegal parking and be the most unobtrusive options in this beautiful area.

There should be no parking around the chapel, by the Ox's wall, in front of the Victory Hall and opposite the King's.

Responses from regular users of the area in and around the main street in South Zeal, but not resident there. They may live elsewhere in the village, parish, wider local area, or come here for work reasons.

R.1. By the shop/ Oxenham but the whole main street is affected.

R.4. Junction of School Lane and The Street. Opposite King's Arms. Bakery hill bend.

Between the church and The King's Arms.

On the main road/ lane through SZ and around the school.

Near the turn off to the school.

R.7. Besides St.Mary's Church where the current no parking signs are.

Shelley bend, outside shop.

R.10. Ramsley car park, village centre, Victory Hall, King's Arms car park.

R.11. Main street.

Around the school and in the main village.

The whole village at school drop off and collection times.

South Zeal main street.

Main street.

Just above the Victory Hall.

Alongside St.Mary's Chapel

By St.Mary's.

At Zeal Head crossroads (towards South Tawton).

R.18. By St.Mary's – significant pinch point.

Around the school and the shop.

R.20. The worst areas are from the King's Arms to the Oxenham Arms and is affected by the movement of parents and children at the start and finish of the school day.

From Low Cottage to School Lane.

The main road through the village.

c. **If relevant, what suggestions would you like to be considered to address the problem(s) you highlighted above? (please give as full a detail as possible)**

Responses from resident/ business owners in South Zeal who are directly affected by parking problems because their property is in or near to the main street in the village and who DO have off street parking.

King's Arms car park enlargement.

If seldom use garage/ drive should pay a fine. Fines go towards buying the Worthington's field, part of which would then be used as a car park accessed from Croft End. Be persuaded to provide their own driveway/ parking??

R.2. Provide a car park – where? Confine parking to one side of the road at all times?

R.2. Organise a 'walking bus' for the school children. Can Reddaways help?

R.2. Could owners lucky enough to have front gardens on the main street be persuaded to provide their own driveway/ parking??

Asking residents who have more than one vehicle to park [the second one] elsewhere. Build somewhere for residents to park other than the Recreation Ground which is also nearly always full.

Parking on one side of the road only at 'pinch points'.

Designated 2 minute drop off zone at school 'kiss and drop'.

R.6. No parking in School Lane. This would also allow emergency vehicles to get to the school if needed. At the moment this is not possible from the village.

R.6. All other areas should have double yellow lines as again at certain times emergency vehicles cannot get through the village.

Sorting out school traffic problems.

If it were possible to create a parking area near the school that would ease congestion.

R.9. I would like to see the solar panels on the school field relocated to the S.E. facing roof the school [building]. I get 96% efficiency from my solar panels facing that way. A new car park could then be created where the panels are presently situated.

Another car park at top of main street between Zeal Head and Moon's Cross and/ or the school.

R.14. Encourage The Stores and the pubs to try and avoid deliveries at school run times.

R.14. Please ask the bin/ recycling truck to avoid school run time!

R.15. A polite letter to residents to ask them to park more carefully and not take up so much room.

Suggest parking restrictions from corner of [St.Mary's] Chapel to 2-3 car lengths up hill (double yellow lines or hatched area? Enforcement would be an issue).

Distributing information to householders and advisory notices in locations.

I think that vehicles should be parked on one side of the village only with the remainder using the car park, thus enabling lorries and vans to get through.

The only suggestion would be to get a parking area somewhere, but would people want to park and then walk back some distance to their homes? It is not a problem unique to South Zeal, it exists all over the country because of the high number of cars around.

Responses from resident/ business owners in South Zeal who are directly affected by parking problems because their property is in or near to the main street in the village and who DO NOT have off street parking.

Although a shame, increase existing car park into tennis court.

Give priority to people living on the main road. Perhaps parking permits for each house? (not sure how enforceable that is).

Perhaps the Ox could routinely direct its visitors to park in the main village car park. E.g. in their booking emails.

2 x shop bays, limited to shop hours each day with 10 to 20 mins parking time. 1 x space each per household for parking, allocated by house name or number with parking bays marked out. Remainder of parking to be kept to car park or first come first served 'blank' spaces on street.

A car park. People could pay a yearly fee which would help with costs. There could be a waiting list if over subscribed. If you move house the person next on the waiting list takes it – not the person buying the house, as you can't use this to add value to property.

R.5. Marked parking area (as in North Tawton)

R.5. Resident only spaces.

R.5. Provision of school transport for Okehampton children.

R.5. Another car park!

Residents only parking.

Create a car park for the VH in the heart of the village plus a car park for the school.

Redevelop the VH and develop a new hall with parking.

Ensure that people who [presently] leave their cars on the street without moving it/ them for days/ weeks, leave them in the car park [instead].

Would it be possible to create a grasscrete car park in the field to the rear of The King's Arms? I would be happy to rent a space to keep my cars/ our cars off street.

Yellow line [pinch point] area and force people to use parking area by the tennis courts, possibly enlarge the car park.

Would it be possible to give each house one parking space each? I know this would not solve the complete problem, but it would help.

Is it possible to acquire a piece of land for another car park?

Could the folks that live up at Shelly use their car park instead of putting their cars on the road – it is dangerous. I pass the car park up there often and it is never full. This includes weekends.

Considerate parking! 1 car taking 2 spaces!!

More off street parking.

R.12. Residents only parking on road. Visitors park in car parks.

R.13. A far better bus service may help, but I doubt it. Once people own a car they are likely to hang onto it for convenience even if they can use the bus. The same applies to encouraging people to walk and cycle.

R.16. School actually helping to encourage parents to use car park. Their own lunchtime staff park outside the shop each day!

R.17. No parking (double yellow lines?) between entrance to Bright House/ Cottage and Moon Daisy Cottage.

R.17. Double yellow lines alongside church [St.Mary's chapel] wall

R.17. Maybe residents restriction to one car per family on road through the village – use the car park!

Double yellow lines in front of wall at front of pub [Oxenham] to avoid large vehicles blocking the road waiting to get past.

Opportunity for one way traffic at school times from Zeal Head down through the village and along Ramsley Lane, up to the old A30 or right past The Croft.

Resident parking permits for spaces outside houses, possibly for certain times only.

R.21. The school HAS to supply further parking for its users. This could be facilitated by the compulsory purchase of adjacent land to the north of the School and surrounds. It could be the demolition of the tennis courts in the current public car park for more parking. It could be I believe the school and council have a duty of care to the village and its pedestrians to provide a safe journey to and from school. I live 200 m (as the crow flies) away from the school and the daily disruption and frantic parking are a daily occurrence. I look forward to the school holidays as though my own children were to be on holiday! This is not a problem for the stakeholders to solve for the council. I relish the opportunity to contribute to the discussion as an interested party, but I think it is naive to suggest 5) 'that we would like to solve this problem for the parish as a whole and do not want to move the issues from the main road.....' THE MAIN ROAD IS THE OVERFLOW CAR PARK FOR THE SCHOOL!

Responses from regular users of the area in and around the main street in South Zeal, but not resident there. They may live elsewhere in the village, parish, wider local area, or come here for work reasons.

R.1. Consider extending the current Ramsley Lane parking facility, use the tennis courts for parking/ use other side of the brook etc. Having said that people will still want to park outside their homes. You will still be debating this in 2050!

R.4. No parking (yellow lines) opposite King's Arms, next to St.Mary's Chapel and School Lane (apart from residents).

R.4. Identify land for additional car parking – extend King's Arms car park, Field/ part of field at Zeal Head. Any other land that might be identified.

Trying to stop cars parking on the pavement. Additional parking would be ideal, or offering a school bus covering a larger area.

Enlarging the existing car parks (King's Arms and Recreation ground) and deploying a pedestrian only zone during peak times. Or any scheme that encourages people to park further away and WALK!

That parents use both car parks available when pick up/ drop off but obviously not big enough and therefore local parking affected and congestion through village at certain times.

R.7. No parking that is enforceable besides St.Mary's church.

R.7. The traffic is very busy at school drop off/ pick up. This could be linked to the cancellation of the school bus service from Okehampton leading to more parents now needing to drive their children to school. Why not re-instate the school bus?

R.7. Additional public car parking spaces nearer to the middle of the village – perhaps extend the King's Arms car park.

Prohibition on [Shelley] bend, waiting limit outside shop during opening hours.

R.10. Where the road is wide enough, angled diagonal parking on one side and double yellow lines on road opposite. Time limit for drop offs. Driving instruction for some parents. Occasional attendance by police officer or P.C.S.O.

R.11. Use of School Lane beyond school towards South Tawton. Purchase strip of farmer's field. Create layby for parking (diagram to demonstrate the desired parking arrangement was included by the respondent. It depicted a single row of diagonal parking spaces).

Perhaps a new car park could be created for parents and visitors to the area. I can imagine that residents are extremely fed up with people parking in front of homes and businesses etc., but sometimes there is no option in the mornings or afternoons as there is just no space.

Downgrading the lane from Sticklepath to South Zeal to pedestrian only and encouraging people to walk.

Create school parking in the fields to the north of School Lane.

Double yellow lines on north side of chapel.

Main South Zeal main street one way.

Make a proper assessment of Emergency Access at school drop off time.

Bus for children from Sticklepath or 'walking bus'?

Double yellow lines on main street next to the Chapel as people completely ignore the no parking signs. This is particularly problematic if large vehicles need to get through the village.

The school should purchase a field for parking.

Reduce the number of people driving to school. To do this, walking needs to be safer. The lane from Sticklepath to South Zeal should be pedestrianised and also School Lane.

Residents' parking permits, maximum 2 per property.

Enforceable parking restrictions alongside St.Mary's Chapel. This would need occasional enforcement. Tickets/ fines issued to make people take it seriously.

St.Mary's – double yellow lines and get traffic warden to issue fines especially at school pick ups/ drop offs.

Zeal Head – double yellow lines near junction.

Traffic warden to ticket people blocking pavement (on road/ pavement above Victory Hall).

R.18. Construct a kerb with bollards on the side of the church [St. Mary's chapel] up to the point where cars can park safely. This will ensure cars coming up through the village have a view up the road and do not have to reverse if a vehicle is coming down.

R.19. Understanding that since Carmel coaches ceased their service for children outside catchment not been replaced. Can a service be provided where children pay a fare. The parents are spending on petrol now to bring them in so would be cheaper for them still.

R.19. Another car park in SZ. Suggested site – purchase part of field on the left just beyond the school.

R.19. Yellow lines by chapel and School Lane so that emergency vehicles can get through.

R.19. The school must put much more pressure on parents to park in recreation ground car park.

Where possible more parents walk their children to and from school, particularly on bin collection days.

Drivers to exercise more patience and tolerance.

Can't think of a solution sorry, but more people could walk, e.g. from Sticklepath and more use could be made of the school's car park.

R.20. It can be clearly seen where the obstruction areas are. These should be kept clear by enforced, clearly defined, strict no parking in areas that would allow continuous traffic flow to include designated passing places for vehicles. Yellow markings and signs for clarification, to be reinforced by an on duty presence of a traffic warden.

Unfortunately, I can't think of many solutions, although one small thing would be to put marked bays within the village (playing field) car park as people park really badly and I think you could get 6-8 more cars in even when it seems full (only a small thing but that's 6-8 cars off the main street).

Can't think of any as residents need to park there.

There is adequate parking in the village car park, but people are not using it. At 8.40 am on most school days there are spaces for at least 15 cars, usually more. There needs to be resident only parking in the centre of the village to force parents to use the car park. I wonder whether there could also be a drop off (no parking) zone on the far side of the school in Tawton Lane to stop parents from stopping in the middle of the road near the shop.

I would like to see pedestrian 'pavements' marked out on one side of the road in the main street and Ramsley Lane.

d. What possible solutions to the problem would you NOT wish to be considered?

Responses from resident/ business owners in South Zeal who are directly affected by parking problems because their property is in or near to the main street in the village and who DO have off street parking.

Nothing. There may well be a serious accident one day. Anything and everything should be done to maybe saving a life.

R.2. Not doing anything.

Double yellow lines or parking restrictions are too unrealistic for older residents.

R.6. Any solution that sorts out the problem should be considered.

R.9. Double yellow lines.

R.14. Ban on street parking.

Not sure, but can't limit to just residents or have permits – unworkable in this location.

Yellow lines would not look good and would get covered in leaves etc. during the autumn and winter.

There is no point building a new car park, the current one is not being used to anything near capacity.

Responses from resident/ business owners in South Zeal who are directly affected by parking problems because their property is in or near to the main street in the village and who DO NOT have off street parking.

Double yellow lines.

'Residential parking' bays might look a bit ugly. Creating/ extending car parks would have a visual and environmental impact. So would prefer the status quo to these.

Double yellow lines throughout the village.

Double yellow lines – NO WAY. Will decrease property values.

R.5. Double yellow lines.

Double yellow lines. Otherwise you will discriminate against those that [go out to] work and come back later when all the spaces have been taken.

Yellow lines, parking meters.

R.13. Altering the alignment of the road by carving parking spaces into the front gardens of houses and onto Greenbank.

R.16. None!

Yellow lines.

Responses from regular users of the area in and around the main street in South Zeal, but not resident there. They may live elsewhere in the village, parish, wider local area, or come here for work reasons.

Double yellow lines/ enforcement.

R.3. Extensive 'no parking'.

R.4. Not yellow lines in general!

Would consider all solutions. It has got to a point where some action/ solution is needed – doing nothing is not possible.

R.7. Parking charges

R.7. Resident only parking zones.

Yellow lines

R.10. Traffic wardens.

R.11. Loss of school playing field.

Sorting out this issue – they have provided a lovely new school building, now a car parking area should be looked into.

Open to most ideas.

Closing School Lane to all traffic.

IT would not be good for South Zeal to become permit holders only. It would stop people visiting.

Parking restrictions as the shop would lose out on trade.

R.18. Yellow lines!

Yellow lines or any parking restrictions.

Permits.

Cones.

R.20. Parking does not need to be prohibited everywhere, just in the problem areas that cause obstructions.

Would not want the car park extended at the cost of losing the tennis court or too much of the grassy area.

Yellow lines and resident permits.

There is no point building a new car park, the current one is not being used to anything near capacity.

4. What do you think Council's priority should be?

Responses from resident/ business owners in South Zeal who are directly affected by parking problems because their property is in or near to the main street in the village and who DO have off street parking.

Make people park in their own drives and garages. If they can't manoeuvre their cars into them then should they be driving?

R.2. Ensuring emergency vehicles access at all times and room for pedestrians/ buggies.

Improve road surface and fill in pot holes etc. The sort the parking problem.

School drop off and pick up.

R.6. Safety of children & pedestrians. Safety for homeowners.

More signs in main street towards public car park.

R.9. Get people to use their own driveways and garages. Use the public car park. Get people to WALK.

Reduce the school traffic.

R.14. Safety of school children.

R.15. I think council should just advise and observe.

Safe/ easy access for householders. [ditto] for emergency vehicles, suppliers and road users – [including] cyclist, pedestrians.

To make sure large vehicles can gain access to various houses in the main street.

I don't see how this problem can be resolved by the Council or anyone else due to the layout of the houses and large number of vehicles owned.

Responses from resident/ business owners in South Zeal who are directly affected by parking problems because their property is in or near to the main street in the village and who DO NOT have off street parking.

Safety.

Minimising school run chaos and finding a way for residents to be able to park near their house.

Providing marked parking bays for each household.

Speed bumps for safety. There's going to be an awful accident one day – people drive too fast.

R.5. reducing school traffic.

R.5. Marking parking spaces.

R.5. Consideration of second car park.

Traffic calming. Speed restrictions in the village and the road between SZ and Sticklepath (a particular death trap!)

Ensure that people who have off street parking use it!

Create better parking facilities for the school and events in the village.

Children's safety in the village.

Traffic around the school.

Safety. I have seen many close shaves including mothers with prams having to go out around a car parked on the pavement.

R.12. Safety. Residents' parking, especially those with no off street parking.

R.13. Press for a better bus service through the village.

R.13. Encourage the use of bicycles and walking.

R.16. The safety of the home owners property (cars). Safety of people walking to shop/ school.

R.16. The parking is affecting the shop's business as no one can park!

R.17. Alleviating the bottlenecks caused by indiscriminate parking by thoughtless drivers.

Address pinch points.

Sort out school drop off/ pick up.

Look to purchase ground for additional car park.

R.19. No speed bumps.

Safety of children on school run.

Sufficient parking for residents.

R.21. The Council needs to stop bending to the wishes of the few (school patrons) and listen to the needs of the village. The Council's priority should be to make the school provide adequate parking areas!

Responses from regular users of the area in and around the main street in South Zeal, but not resident there. They may live elsewhere in the village, parish, wider local area, or come here for work reasons.

R.1. a. Ensure emergency service vehicles can get through at all times.

b. Alleviate the school drop off nightmare when the road becomes impassable.

R.3. Ensuring emergency and bus access.

R.4. Access to through traffic – emergency vehicles would struggle at some times of day.

Road safety for all road users.

Reduce speed.

R.7. Enforceable no parking areas at the narrow points in the village.

Getting the school to use car parks.

Prohibition of parking on blind bends.

R.10. Peak times – when primary and pre-school times coincide.

R.11. Safety in the event of an emergency.

Residents' and childrens' safety.

Safety of village users and residents.

Safety.

Encouraging walking to school.

Near St. Mary's – a child could be injured or fire engine may be hampered.

R.18. Pressure education authority to enforce parents to use village or King's Arms car parks and WALK!

R.19. Another car park in South Zeal.

There is very little the council can do with households perhaps having more than one car.

Safety.

R.20. The duty of the parish council to issue parking tickets to vehicles causing nuisance parking.

R.20. Physical barriers put in place to stop inappropriate parking.

R.20. Law enforcement – community policing presence.

R.20. Double yellow lines.

Keep residents happy but they need to appreciate (residents and council) that children need to be dropped off and picked up from school.

Getting a 20mph limit and creating residents only parking. But above all stopping all parking mentioned in 3b [i.e. no parking around the chapel, by the Ox's wall, in front of the Victory Hall and opposite the King's.

5. We would like to solve this problem for the parish as a whole and do not want to move the issues from the main street to other areas. Do you have any other comments about our parking problems?

Responses from resident/ business owners in South Zeal who are directly affected by parking problems because their property is in or near to the main street in the village and who DO have off street parking.

Raise money any way possible to buy land for parking – fines, money raising events, grants.

Encourage people to use the car park we have and do not charge them in any way.

R.6. This has been a problem for a long time. Another car parking area should be found. Parents should be made to park with a little more thought for others and people who live in the village.

R.9. It is not safe at times and is difficult for residents to get out of the village at school times.

On pavement parking is an issue that affects people with mobility or visual issues.

Pub car parks often not used which can add to problem.

Issues similar to many other areas/ villages.

Another car park!?

Motorists should park responsibly, especially parents picking up children from school who probably don't live in the village! They stand with the car door open, talking, oblivious that vehicles are trying to pass.

Speeding.

Responses from resident/ business owners in South Zeal who are directly affected by parking problems because their property is in or near to the main street in the village and who DO NOT have off street parking.

Any innovative ways to cut school traffic? E.g. a walking bus from Sticklepath? = healthier kids, less CO2, less air pollution.

For residents, a car club with a shared car than lives in the main car park that can be booked. Might be attractive to some residents who currently own a car but rarely use it.

As a household we would personally be happy to pay a yearly fee to guarantee a marked parking bay.

Zeal Head cross needs a fish-eye mirror. It's impossible to see what is coming up the lane from Sticklepath.

Limited time parking outside the shop, to limit Ox staff parking all day long!

Another car park.

The parking at Shelly with cars parked on the bend as cars coming down the hill have to go on the wrong side of the road to pass. Who would be in the wrong in an accident?

R.12. (For genuine personal reasons, this response has been moved to a confidential section – FR)

R.16. More effective signs to say 'no parking' at pinch points such as St.Mary's Chapel. The sign there is ignored causing all sorts of problems. Parents/ carers collecting and dropping children at school being told to use car park that was altered to accommodate them! (new path/ bridge etc.).

R.16. Thank you for trying to resolve this issue. It has spoilt the centre of the village.

R.17. Visitors need to be made more aware that there is a generous car park in Ramsley Lane. An arrow and sign somewhere prominent in the main street may be of help.

In areas where there is no footpath, mark a path so children and parents can walk safely – Ramsley Lane, main street from shop to river, Zeal Head to Sticklepath, South Tawton and to Ford Cross. This may encourage more people to walk and will also help avoid double parking and cars can't park on it.

R.21. It has been suggested that a system of residents parking permits may solve the current problem. I do NOT agree and am whole heartedly against this option. I believe this penalises the local (too few) businesses which to my mind are a huge asset to the community. I am therefore against any proposal that reduces their patrons parking options and would like to see 15 minute parking adjacent to the Post Office and some type of preferred parking option for the Oxenham Arms guests.

Responses from regular users of the area in and around the main street in South Zeal, but not resident there. They may live elsewhere in the village, parish, wider local area, or come here for work reasons.

R.1. The upper part of the village may benefit from another off street parking area using paddock to rear of The King's Arms. Remembering that doubles up as an important camp site come Folk Festival.

R.3. Improve the surfacing in the centre car park area.

R.4. Possibly revisit the Parish Plan?

I do find the parking on the pavements to be a particular issue as children, buggies and mums have to go into the road which is dangerous, unnecessary and could prove to result in an accident. This also slows down the traffic.

You need to be aware of displacing the issues. Need to find a number of solutions but basically need less car usage and more LEGWORK! What about a village park and ride service?!

R.7. The village has already lost the bus service coming through to Exeter and the school bus pick-up due to inconsiderate parking and the unpredictability of whether they will be held up. Please do something to improve things before more services are lost or a fire engine or ambulance fails to get through.

Separate issue, but users of Ramsley Common car park have grown in number leading to serious maintenance problems on the road up from the Rising Sun. Urgent priority for repairs with service vehicle access to local properties at risk.

R.10. Restricted delivery times for LGV/ vans at school start/ finish times.

Key reductions lie in the overall reduction of vehicles using the village.

Encourage people to walk.

Possible school bus from Sticklepath?

Rubbish collection day is particularly hazardous and it should be co-ordinated so that this doesn't happen at school drop off or collection.

I have to drive as I drop off my children on the way to work. If school parking became available, then this could be allocated on a points basis for those that actually need it.

Please remember that the car park at the Recreation Ground is not a public car park. It is owned and maintained by the Recreation Ground not the parish council.

I live at Prospect, sometimes I cannot park outside my house, I just find somewhere else. Restricting parking will make houses harder to sell.

Change time of bin lorry to avoid school drop off time.

Make School Lane one direction and then kids could be dropped off without need to park.

R.18. National Park, Education Authority and Parish Council should contribute to upkeep of village car parks.

R.19. A bus provided for the children to come into school and no parking.

Well done to the parish council for doing this exercise.

The main village car park is very empty in the evening, so more villagers could park there.

R.20. Provision of an additional car park.

If there is no parking on areas of the main street, the same needs to be done for Ramsley lane, where school children also walk on the road. It should also have a 20mph limit, people drive down there far too fast, without thinking about children/ walkers/ cyclists.

Respondent R.21. (below) had to reply by email and therefore the comments are not attributed to any particular questions:

.... our main concerns really were limited parking for the village and we are concerned about the safety for our children during school/pre school drop off/collection, cars speed through the village during this time, also cars parking on pavements, making access from pavements to cross the road dangerous for children. I personally feel that the village would benefit from another car park towards the top of the village, I know, perhaps easier said than done, I'm sure that securing a piece of land would be quite a challenge! my suggestion would be a carpark on some land behind the houses on the Kings arms side of village, somewhere between the farm and top of village, perhaps access to the car park from the top road (zeal head - South Tawton) with a footpath leading from the car park into the village. I really do feel that vehicular access through the village should be for village centre residents, disabled, deliveries etc. Another point I would like to raise is would the refuse collection perhaps be able to delay the collection by 20 minutes to make access to the school, pre school, a little easier, as it is rather dangerous, and the lorries are not very cautious, and I think the bin men actually enjoy seeing irate mums/dads/carers etc.

APPENDIX B

Response received from The King's Arms (edited)

"We do feel that speed is problem but as you state that a 20mph speed limit is not possible we are not sure what else could be done to reduce speed.

We have a specific problem with parking opposite the front door of The Kings Arms. Even with cars parked tight to the kerb, larger vehicles have difficulty squeezing between parked cars and the Pub step. In addition, the camber of the road tips larger lorries towards the Pub, causing our Pub sign to have been hit on a number of occasions. The sign is currently down as we are concerned that the bracket has become unsafe because of the number of hits. Whilst the bracket can be fixed and the sign re-hung we have, in part, been waiting for the outcome of this parking consultation to decide what to do about it. Obviously, not having a Pub sign looks bad and may be detrimental to business.

However, the parking opposite the pub is often appalling (and we have told our customers so we know who it is!). This afternoon (Mon 29th Feb) a car was parked badly during the school run. [photographic images have also been supplied] This caused a fuel lorry (who was also travelling too fast downhill) to mount the step and jump off the high-end, vibrating through the Pub. Incidents such as this are causing damage to our steps as well as our sign. The scraped edge of the step in the photos [supplied] was caused today. Furthermore, the average car is getting larger, and on a number of occasions our customers have burst their tyres on the steps as they have had to turn tightly to get out of the car park, because of cars parked opposite. Because we have observed problems throughout the day and evening, we believe a double yellow line opposite the front door is needed to solve this problem.

We believe that the Council's priority should be the safety of the residents and, specifically, ensuring that the parking allows emergency vehicles to get through the village"

APPENDIX C

Response received from The Oxenham Arms

"... There are clearly to me 4 separate matters to be discussed by the Parish Council

- 1] The ongoing need for an additional public car park within South Tawton
- 2] The need to alleviate parking and traffic pinch points
- 3] Impact on local businesses of more public parking in South Tawton or less public parking in South Zeal
- 4] Impact on property values and public perception of South Zeal if any traffic restrictions are imposed

As we see in every village in the UK, when someone moves out a house, someone will always move in with more cars than the previous owner / tenant. Unfortunately, people's cars and driving patterns will simply expand to fill any additional parking spaces or restricted parking areas. A simple look at the number of 14 - 17 year old children in the villages who will in the next few years themselves be buying cars would confirm that point.

I am afraid an additional car park is the only point worth discussing.

The classification of businesses will I presume need to account for those in South Zeal who are self-employed and by necessity have a car (cars) and also a truck / commercial / van who will also be impacted by any restrictions.

In response to your letter ref plans to initiate a traffic restriction / parking restrictions in South Tawton

1] The Oxenham Arms would oppose any TRO / traffic or parking restrictions with the exception of a 2 space time limited parking pay outside the South Zeal Stores.

2] As you are aware we have no public car park serving our business other than 5 spaces so fairly obviously any restrictions or imposed traffic movements in and around the village(s) will reduce the number of customers visiting our business in daytime or evening.

3] If any such plans came about with ref 2] above. We would as a business need to look at the ongoing viability of The Oxenham Arms as its main business as you know is customers who drive here. You are fortunate to have seated as a Parish Councillor another local landlord who can advise you I would think of the impact of having or not having the ability for customers to park cars and drive to and from a licenced premises in an unrestricted manner.

4] Viability is an interesting issue. It draws into light both viability from a WDBC Business Rates Valuation perspective but also in planning consultants views on the many and frequent conversions of Hotel / Inn / Public houses to residential accommodation. Parking and the ability or lack of ability to park nearby the Hotel / Inn / and anything preventing parking is a major factor recognised by Local Authority and CAMRA in assessing the ongoing viability of licenced premises.

5] On a personal note, Lyn and I purchased the Oxenham Arms to live and run a business here in South Zeal for the rest of our lives, had we not wanted that we would have rented or leased a pub. So naturally we will work and fight to ensure that our home and livelihood is protected, as you all would in the same situation. In 3 and half years we have grown from nothing to employing 18 people, and are proud of being part of a success story that currently places us ranked as Number 16 out of 348 Hotels in Devon.

However we can only maintain the jobs, the buildings and the business if we at least maintain the same number of customers we do today and continue to gently grow the business as we do today. Parking and traffic restrictions will negatively impact our business.

6] For the reasons I have already highlighted, even if The Oxenham Arms did not exist, South Zeal itself would still need a larger or second Public Car Park in the next 3 - 5 years, to accommodate the expanding population which will in that timeframe be leaving schools / colleges and buying motor cars.

7] Perhaps my most important point to stress is that before you use a sledge hammer to crack a nut, I would suggest that the Parish Council alleviates 50% of the traffic / parking problems asking someone from the Highways department to

a) Review and repair the terrible state of all of the South Zeal and South Tawton road signs which are either broken, dirty, pointing in the wrong direction or don't exist when they should exist (the "missing" sign turning left after the bridge leaving Sticklepath.... designed to fool people into believing they cannot get to South Zeal up that road)

- perhaps those responsible for signage do not believe that satellite navigation systems actually exist.

- perhaps there are those that believe that if all the signs fall down less people will come to the village and all will be well again.

Once people are in the middle of South Zeal, you may have noticed there are no signs to tell them how they get out of South Zeal. We get asked 30 times a day how to get to either Cornwall, Exeter, Okehampton or the A30. If the signage was better drivers would drive better and traffic would be eased.

8] We are the only village with a Large and usable public car park which on driving into the village do not have a sign stating that we have a large and usable public car park TRUE / FALSE ? How could such an oversight have been left for so long? It is no wonder people have no idea where to park when they get here.

To summarise, we would oppose any traffic or parking restrictions other than 2 spaces outside South Zeal Stores, you need to first address signs and signage and see the impact of getting that job done properly before reviewing traffic and parking.

Unless you establish a larger public car park and other activities will be a waste of time. I am happy to join in any meetings or discussions on how we would find and gain access to additional public parking in the paris

APPENDIX D

Response received from The Store

The Store
South Zeal
Okehampton
Devon
EX20 2JT

Tel: 01837 840229

South Tawton Parish Council
Mrs Rebecca Walker
Clerk to South Tawton Parish Council
21 Quarry Fields
Okehampton
EX20 1TZ

19/10/2015

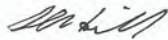
Dear Rebecca,

Thank you for writing to us regarding management of traffic and parking in the village. I would also like to apologise for responding so late.

Although, in isolation, restricted parking outside The Store would be beneficial to the business, the overall effect of the proposals as a whole would be to further restrict parking in the village which would be detrimental to The Store and other businesses. I believe what is required is additional parking in South Zeal, rather than a reduction. An additional car park would ease parking for residents and visitors alike and would benefit all businesses in the village. I realise that it may not be easy to acquire land for a car park, but it seems to be the only way to solve the problem in the longer term. Perhaps using the tennis court for parking and building a new tennis court across the stream in the main recreation ground would be a solution if no other land can be found?

Thanks again for asking for comment on this important issue.

Yours sincerely,



Alex Hill

APPENDIX E

Reproduction of the questionnaire used in the survey

“The Parish Council has heard many complaints from parishioners over the years about the parking and traffic problems in and around the main street in South Zeal.

More recently, at an Annual Parish Meeting, Council was asked to address the issue once again. Over the past 18 months, we have sought guidance from the relevant authorities and are now at the stage where we **NEED YOUR HELP!**

So please can you give a few minutes to answer the questions in this leaflet! **The more people who reply, the better the picture will be of WHAT THE COMMUNITY AND VISITORS REALLY THINK.**

All questions relate to the area in and around the main street in South Zeal. If you would like to comment on other areas in the parish, please do so but indicate such.

1. Are you? (please tick which one applies)

- a. A resident/ business owner in South Zeal who is directly affected by parking problems because **your property is in or near** to the main street in the village?
If so do you have private off street parking? Yes / No
- b. A regular user of the area in and around the main street in South Zeal, but not resident there. Perhaps, you may live elsewhere in the village, parish, wider local area, or come here for work reasons.
- c. Just passing through.

2. Traffic

Would you like any changes to the way in which traffic is regulated in the area? Why is this? Please include any suggestions. (Please understand that we have obtained up to date confirmation from Devon County Council that a 20mph speed limit is not possible.

3. Street parking

- a. Do you think that the street parking in the area **is, or is not** a problem? Why is this?
- b. If you felt that this is a problem, where are the **locations** that concern you most?
- c. If relevant, what **suggestions** would you like to be considered to address the problem(s) you highlighted above? (please give as full a detail as possible)
- d. What possible solutions to the problem would you **not** wish to be considered?

4. What do you think Council's priority should be?

5. We would like to solve this problem for the parish as a whole and do not want to move the issues from the main street to other areas. Do you have any other comments about our parking problems?

Thank you very much for responding, we really appreciate your time. Please let us know if you have any other concerns.

Please return these forms by February 29th to any Councillor, the parish Clerk or drop them in to the box at The Store where they will be collected.

If you would like to leave us your contact details then please write them here.”

Key

 Proposed No Waiting At Any Time

10m



Footway Parking



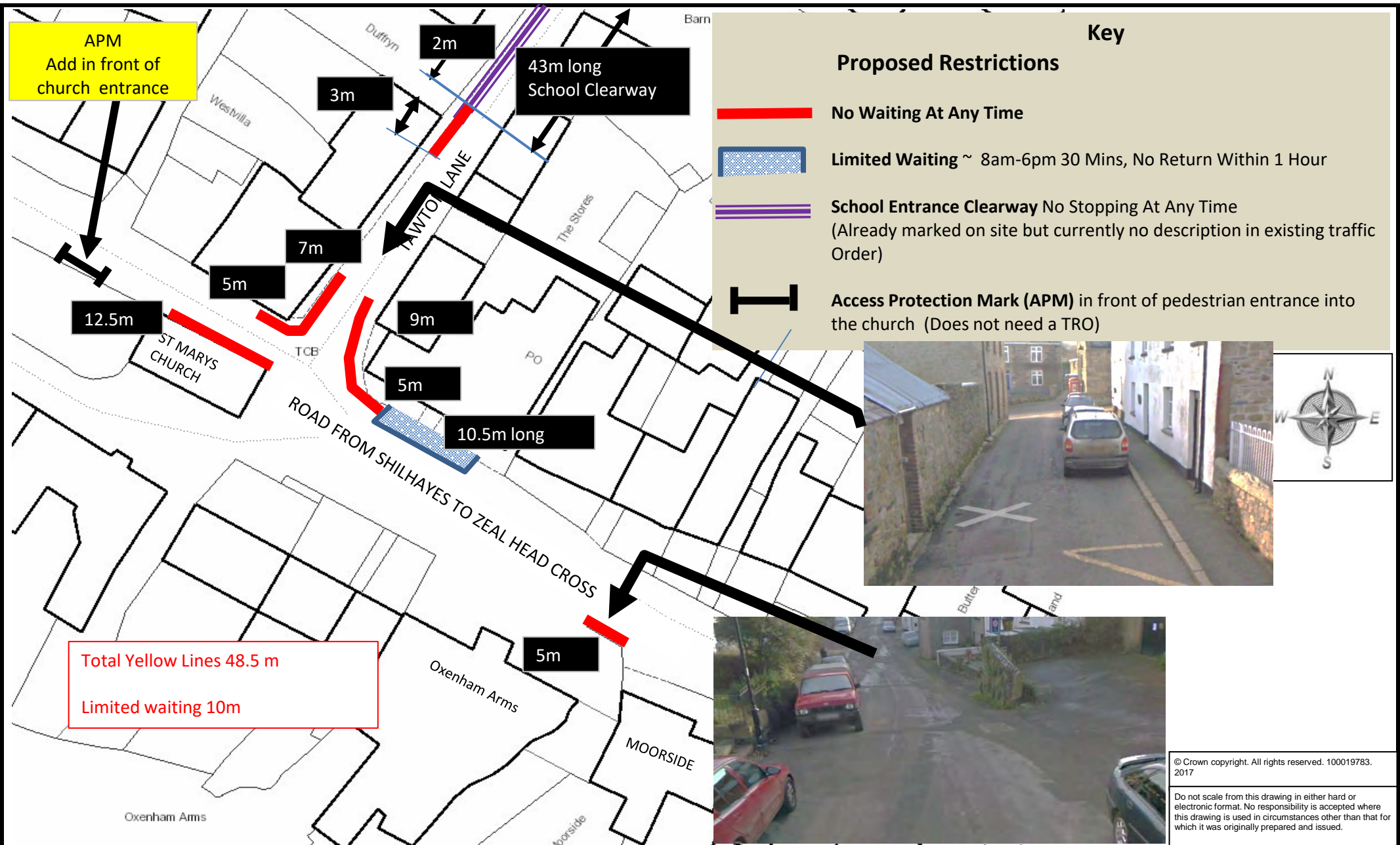
ROAD FROM SHILHAYES TO ZEAL HEAD CROSS

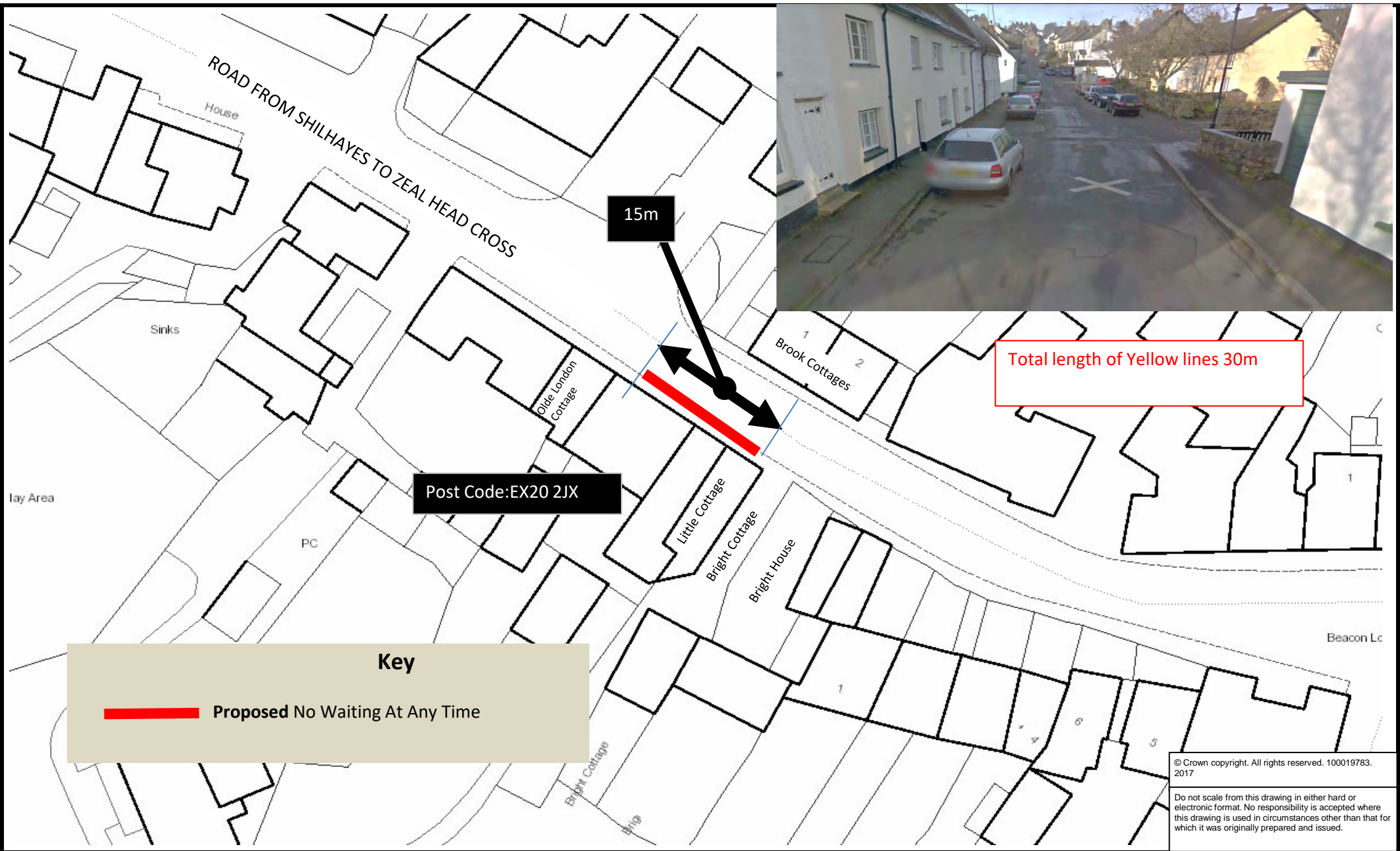
20m


Total length of Yellow lines 30m

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2017

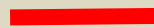
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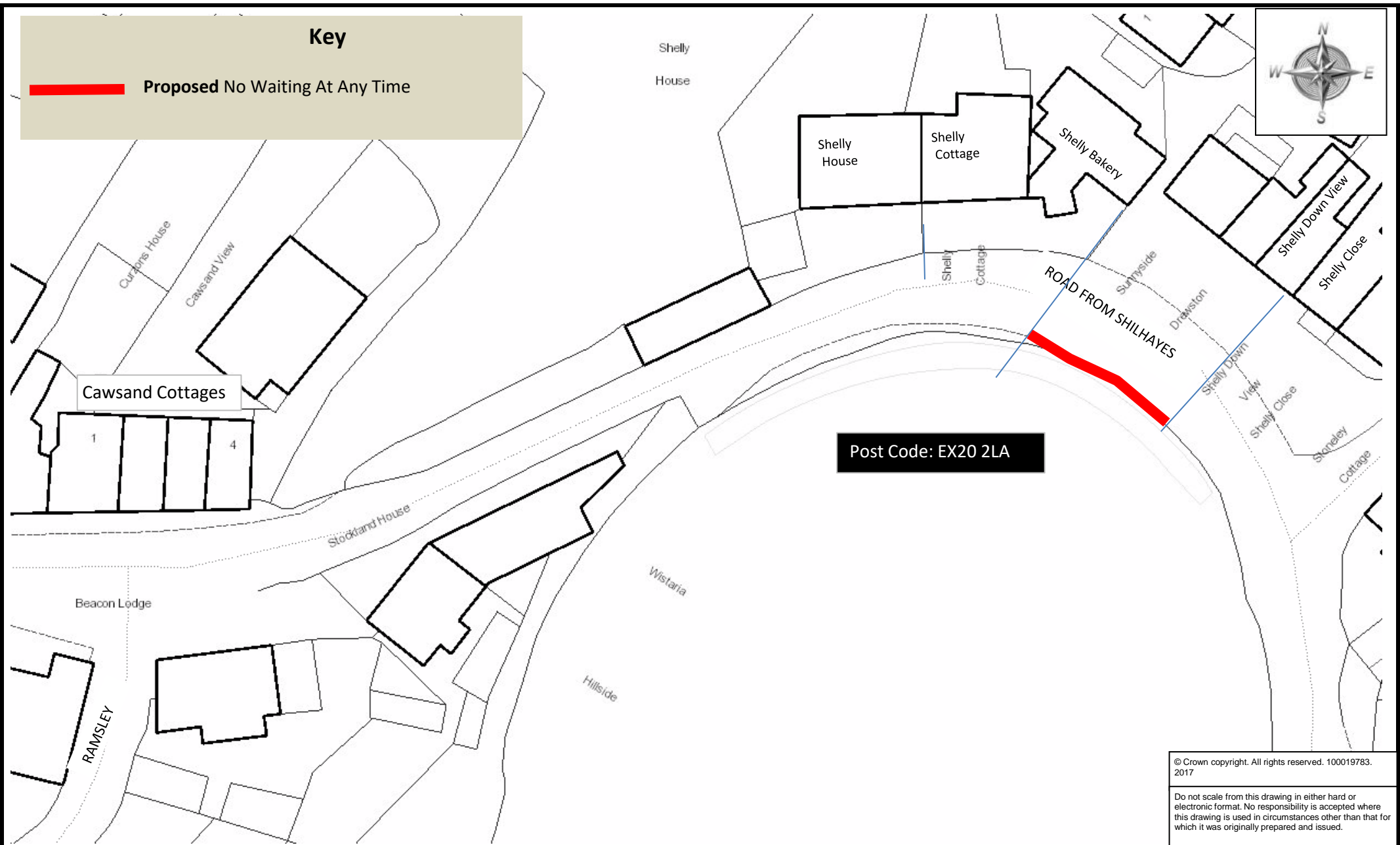


 <p>Meg Booth - Chief Officer for Highways, Infrastructure Development & Waste</p> <p>TRAFFIC MANAGEMENT TEAM DEVON HIGHWAYS LUCOMBE HOUSE COUNTY HALL EXETER EX2 4QD Telephone 0345 155 1004</p>	SCHEME		South Zeal - ROAD FROM SHILHAYES TO ZEAL HEAD CROSS		drawn by	scale
	DRAWING		PROPOSED ~ No Waiting At Any Time		NO	NTS
					date	O.S.Ref
					04-Dec-2018	265201,093503
				drawing number	ENV 5730-003	

Key



Proposed No Waiting At Any Time



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LUCOMBE HOUSE
COUNTY HALL
EXETER
EX2 4QD
Telephone 0345 155 1004

SCHEME

South Zeal ~ ROAD FROM SHILHAYES TO ZEAL HEAD CROSS

DRAWING

PROPOSED ~ No Waiting At Any Time

drawn by

NO

scale

NTS

date

05-Dec-2018

O.S.Ref

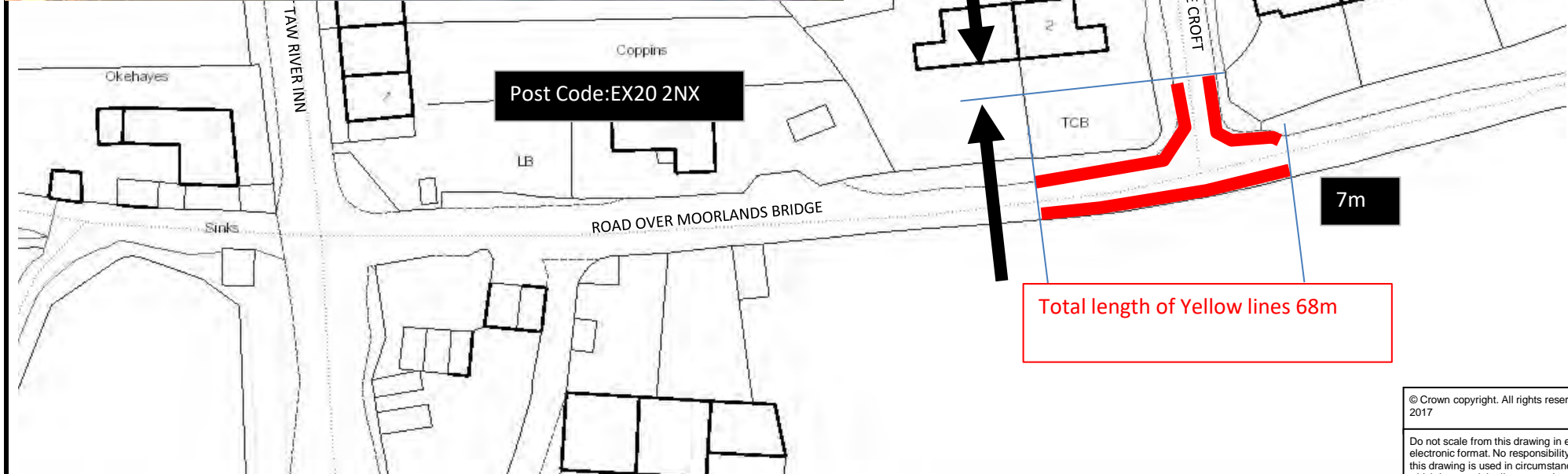
265371,093502

drawing number

ENV 5730-004

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Proposed No Waiting At Any Time



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COUNTY HALL
EXETER
EX2 4QD
Telephone 0345 155 1004

SCHEME

South Zeal ~ ROAD OVER MOORLANDS BRIDGE and THE CROFT

DRAWING

PROPOSED ~ No Waiting At Any Time

drawn by

NO

scale

NTS

date

05-Dec-2018

O.S.Ref

264940,093236

drawing number

ENV 5730-005

From: Richard Keast [REDACTED]
Sent: 12 March 2019 18:28
To: Neil Oxtan [REDACTED]
Cc: Richard Bulled [REDACTED] Gail Patterson [REDACTED] .Officers 13
Retained [REDACTED]
Subject: FW: South Zeal Proposed No Waiting restrictions

Hi Neil,

Following our discussion yesterday I have reviewed the attached proposals for South Zeal with Okehampton Fire Station personnel and the following observations have been made;

- Due to identified issues with parking in the past could the No waiting restriction labelled 'B' outside Hillside be extended past the Hall?
- Tawton Lane (C, D & E). This is an area where access has been difficult for Fire Appliances and log VV019020 relates to an incident where the Appliance attendance at an emergency call was delayed. Due to restricted access/parking issues an alternative route had to be found to reach a property along Tawton lane. Could the No waiting restriction be extended on one side of the road the full length (between D & E) to the school entrance clearway?
- All the other areas identified are known to be narrow and restrictions should help to prevent the fire Appliance being delayed or unable to respond to an incident.

For your records, the largest Fire Appliance based at Okehampton station has the following dimensions

- Length – 8.25 mtrs

Width – 2.75 mtrs

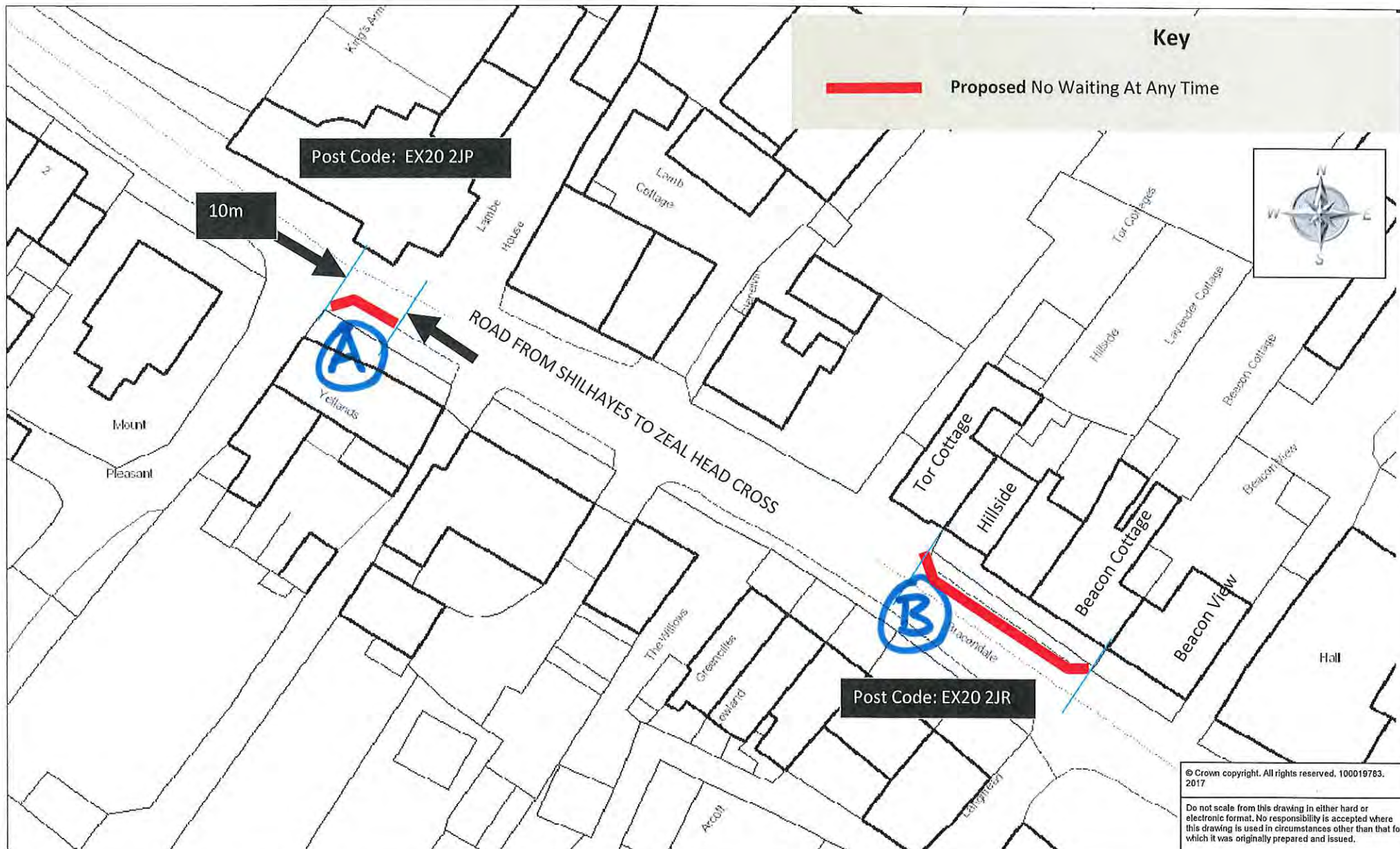
Height – 3.50 mtrs

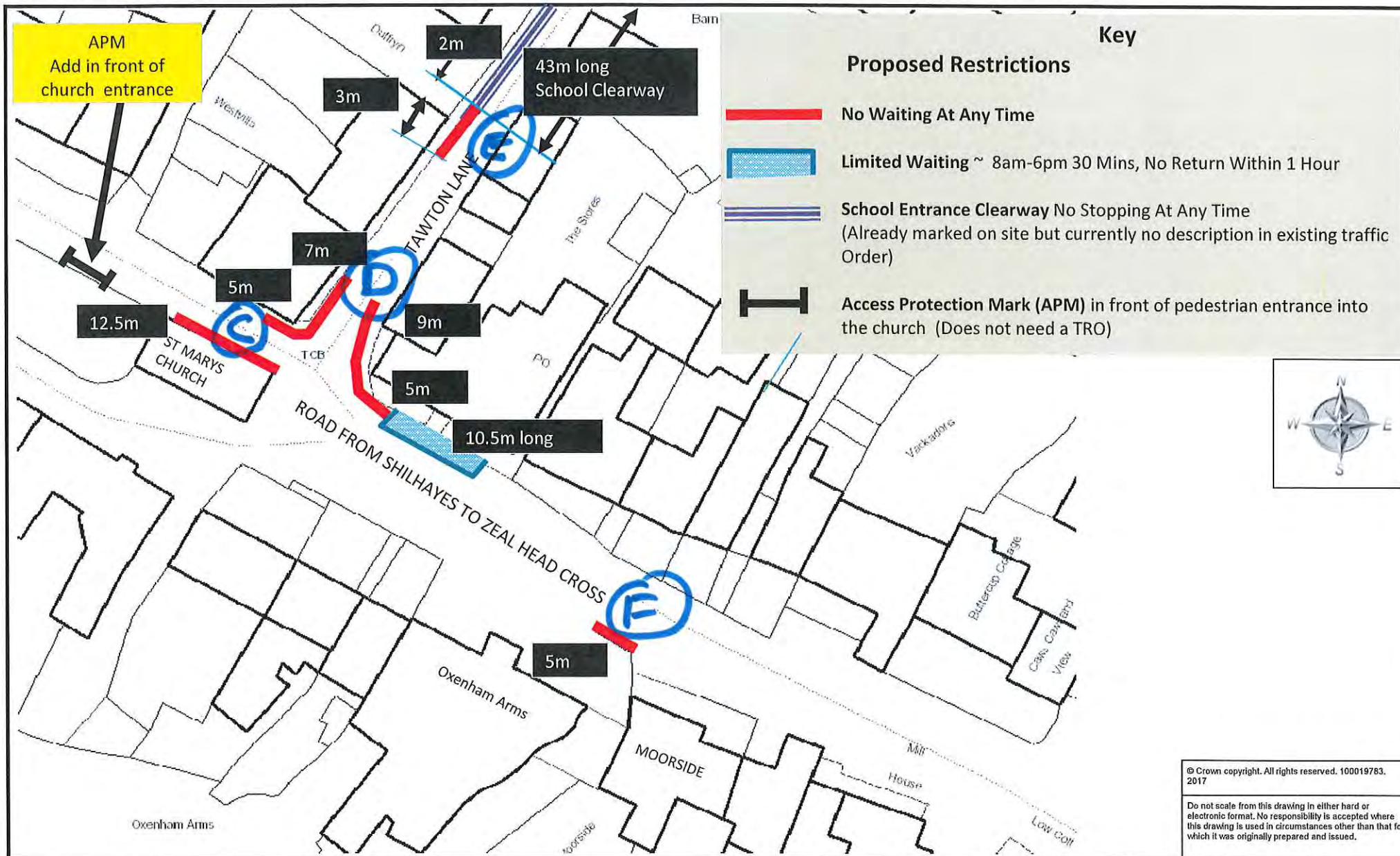
I hope this information is useful, if you would like to discuss further please feel free to give me a call.

Regards,
Richard



Richard Keast
Watch Manager- North Devon GST
[REDACTED]
Watch Manager- Stn 12 North Tawton & Stn 13 Okehampton
[REDACTED] [REDACTED]





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LUCOMBE HOUSE
COUNTY HALL
EXETER
EX2 4QD
Telephone 0345 155 1004

SCHEME

South Zeal ~ TAWTON LANE & ROAD FROM SHILHAYES TO ZEAL HEAD CROSS

DRAWING

PROPOSED ~ No Waiting At Any Time, Limited Waiting and School Clearway

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scale

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date

O.S.Ref

05-Dec-2018

265093,093575

drawing number

ENV 5730-002



Meg Booth - Chief Officer for
Highways, Infrastructure Development
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COUNTY HALL
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Telephone 0345 155 1004

SCHEME

South Zeal - ROAD FROM SHILHAYES TO ZEAL HEAD CROSS

DRAWING

PROPOSED ~ No Waiting At Any Time

drawn by

scale

NO

NTS

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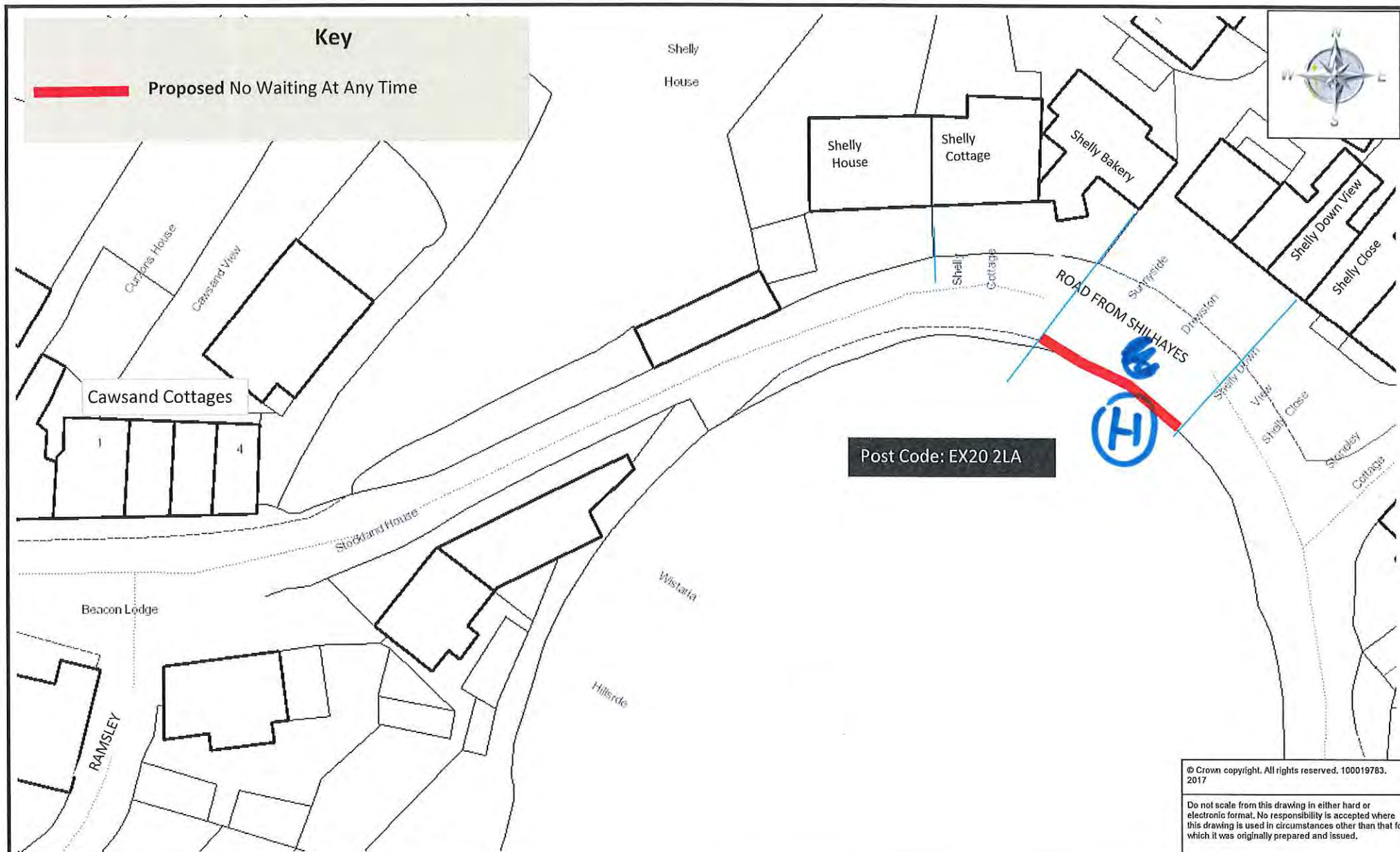
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04-Dec-2018

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drawing number

ENV 5730-003



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COUNTY HALL
EXETER
EX2 4DD
Telephone: 0345 155 1004

SCHEME

South Zeal ~ ROAD FROM SHILHAYES TO ZEAL HEAD CROSS

DRAWING

PROPOSED ~ No Waiting At Any Time

drawn by

scale

NO

NTS

date

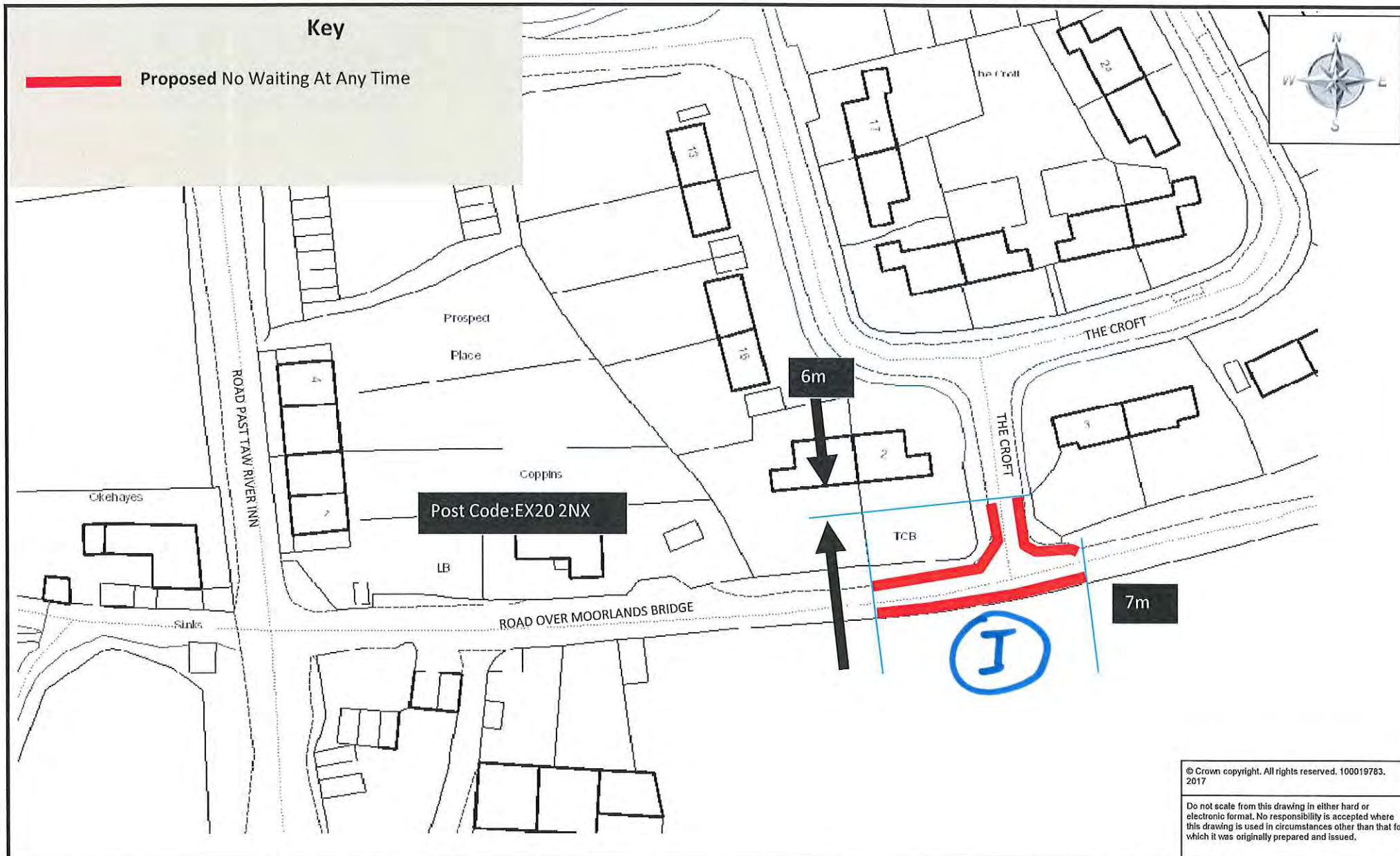
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05-Dec-2018

265371,093502

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LUCOMBE HOUSE

COUNTY HALL

EXETER

EX2 4QD

Telephone 0345 155 1004

SCHEME

South Zeal ~ ROAD OVER MOORLANDS BRIDGE and THE CROFT

DRAWING

PROPOSED ~ No Waiting At Any Time

drawn by scale

NO NTS

date 05-Dec-2018 O.S.Ref 264940,093236

drawing number ENV 5730-005

5730 Summary of Concerns and copies of submissions

1. Submission Summary

		Issue / Concerns									
		Concerns over Parking Reduction & displacement	Increased Speeds	School Time & Victory Hall Issue	Aesthetically Displeasing	No Current Issues	Amenities Impacted	No Parking Alternatives	Neighbourly Tensions	No Transport Alternative	Find more parking / Need a Car Park
Submission Number	1					Agree					
	2	Agree						Agree			Agree
	3	Agree			Agree			Agree	Agree	Agree	Agree
	4	Agree						Agree			Agree
	5	Agree						Agree	Agree		Agree
	6	Agree					Agree	Agree	Agree		Agree
	7	Agree						Agree			Agree
	8			Agree							
	9	Agree			Agree			Agree		Agree	
	10				Agree			Agree		Agree	
	11				Agree			Agree		Agree	
	12	Agree	Agree		Agree						
	13						Agree	Agree			
	14	Agree			Agree				Agree		
	15	Agree	Agree		Agree			Agree			
	16	Agree		Agree					Agree		Agree
	17	Agree	Agree	Agree	Agree		Agree	Agree			Agree
	18		Agree		Agree						
	19										Agree
	20							Agree			Agree
	21	Agree	Agree					Agree			
	22	Agree	Agree	Agree			Agree	Agree	Agree		
	23	Approval	Approval	Approval	Approval	Approval	Approval	Approval	Approval	Approval	Approval
	24	Agree		Agree	Agree			Agree			
	25		Agree			Agree					
	26				Agree	Agree			Agree		
	27	Agree		Agree	Agree	Agree			Agree		Agree
	28	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree		
	29	Agree	Agree		Agree	Agree	Agree	Agree			Agree
	30	Agree			Agree	Agree	Agree				Agree
	31	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree		Agree
	32		Agree		Agree						Agree
	33	Agree	Agree	Agree	Agree	Agree	Agree				
	34	Agree	Agree	Agree	Agree	Agree	Agree				
	35	Hydrock Letter									
	36	Agree	Agree	Agree	Agree	Agree					Agree
	37	Agree	Agree			Agree		Agree			Agree
	38				Agree	Agree		Agree			Agree
	39 & 41	Hand Petition		Agree	Agree		Agree				
	40	E-Petition					Agree				Agree
	42		Agree	Agree	Agree	Agree	Agree				Agree

2. Copies of full submission text

Submission No.	REASON	Submission Comments
1	Object	I object to yellow lines in particular drawing number ENV 5730-004. I have lived here for many years and traffic can easily pass as there is ample room. I have previously been reported to the police for parking on the proposed area as members of the Parish Council considered it dangerous. An officer attended the location and specifically said that it was fine and not dangerous otherwise he would have issued me with a fine. The officer also advised the Parish Council of this. This is an excessive and unnecessary use of double yellow lines. Two cars can pass any parked car along this stretch and indeed coaches' tractors, fire engines and buses can all do so safely. There hasn't been one reported accident on this stretch of road. If lines are placed there, people will feel they have "permission" to park further along the road where there are no lines, even if it could potentially impede traffic.
2	Object	Yellow lines are being proposed in South Zeal when there is already insufficient road parking for residents who need it. Just come through the village after 7pm any night when people are at home from work and you'll see the problem. Yellow lines will reduce our road parking further and we have literally NOWHERE ELSE to park! The village car park is overfull every night already. We can only spill out onto the surrounding country lanes but they are too narrow to park in whilst allowing traffic to pass. PLEASE don't do this to us: at least find a fairly central field we can use as a car park first. Thank you.
3	Object	I object strongly to the double yellow lines for 5 reasons: - 1) There is no where to park in the main village, so where will the cars that park in the spaces that will be yellow lined go? 2) It would cause all sorts of disharmony in the village due to people parking on private property due to there being no where else to park 3) This is an historic village and it is part of the original Trafalgar Way (the road from Cornwall to London). Yellow lines will ruin this pretty village. 4) There needs to be a public car park as this issue is only going to get worse. 5) There is no public transport in the village that can get you to anywhere before 9 O'clock in the morning (other than Exeter), so we all need to use cars in order to get to and from work, where are we going to park?
4	Object	I object to double yellow lines in South Zeal because they will displace cars parking in the evening, making the already crowded street parking totally impossible. I have nowhere else to park my small van for my joinery business except the street outside my house. We need more car parking in the village to ease existing street parking and I have an idea for a car park location on school lane which I believe would be ideal for residents of South Zeal Main Street and School Lane, parents visiting the Victory Hall. With parking eased like this there would be no need for yellow lines: no one wants to park at pinch points or on pavements, we do it because there are no other options at the moment. I couldn't get the parish council to listen to my idea at their meeting, but I think it's a good one and should be taken seriously.
5	Object	I am a frequent visitor to South Zeal to visit friends and use the local amenities. It is already difficult to park in South Zeal, and I object to the introduction of yellow lines in the village because they would make parking even worse. I understand that the Parish Council have not given proper consideration to providing more parking provision before proposing yellow lines. South Zeal is a largely cooperative community who manage parking difficulties by looking out for each other and mutual consideration, but reducing the number of parking spaces with yellow lines would put the residents under great pressure that would be bound to cause friction and difficulties between neighbours. Please find extra car parking facilities for a South Zeal Main Street (especially the top end above the Oxenham Arms) before considering yellow lines in the village.

6	Object	<p>I object to the proposal to put yellow lines in South Zeal and the immediate vicinity. It appears that this proposal has been instigated without any thought to the chaos that this will cause to those who live and work in the village and make it the lovely, real and active community that it currently is. The parking situation is already dire. I am an ambulatory vet and have lived in the village for 20 years. I need to have my car close to home to allow me to provide on call cover to my clients and this has become increasingly difficult. Removing potential parking spaces without any alternative provision will just make the situation much worse. We are a community and work together to try to park considerately. I will often move my car to a better location late at night when one becomes available. We also inform each other when parking spaces become available.</p> <p>We have various important amenities in the village, which contribute positively to village life, but make our parking situation much more difficult, namely, the primary school, the village hall, the village shop and the two local pubs. Because of this, it is not only residents who will be affected by these proposals, but clients of our local businesses, which are the lifeblood of the village as an active, working community. It is notable that many of those on the council who have been instrumental in bringing this proposal for the yellow lines have their own off road parking and have an attitude of apparent disregard for those in the village who are not so lucky. In my experience the majority of the village who do not have off road parking are against the proposals. Additionally, the proposal has been extremely badly and inaccurately thought out. The council submission on which houses currently have access to off road parking is extremely inaccurate and greatly overestimates the number of houses that currently have off road parking. As an example, I live on Greenbank [REDACTED] and my house is stated in the submission to have 2 off road parking spaces. In fact we have none. This is also true of numbers 3, 4 and 5 Greenbank. Just in a collection of 5 cottages the number of available off road parking spaces is over estimated by 8. This inaccuracy is repeated at other locations within the village. I do not believe that yellow lines are currently necessary at all, but if they are imposed there should at least be some thought given to the parking chaos that will be unleashed and alternative arrangements made. The parish council has been very quick to dismiss alternative proposals as "too difficult", "too expensive", "not possible", but have not made any viable alternative suggestions themselves.</p>
7	Object	<p>I don't want yellow lines in South Zeal as they will worsen the already congested parking for residents in the evenings, making it even more difficult for the residents with whom I sympathise, and for me visiting them. Before yellow lines are thought of, a car park must be provided accessible somewhere between the Oxenham Arms and Zeal Head, as the car park at the other end of the village is already over full. Thank you.</p>
8	Object	<p>Restrictions are only required DURING school hours.</p>
9	Object	<p>1. Whilst fully acknowledging that there is a problem on the main road/high street in South Zeal (and we are fortunate in that we live slightly away from it, and are not immediately affected), I do think that serious consideration must be given to the provision of additional parking somewhere within the village centre for those residents most directly (and adversely) affected. This is a difficult problem to solve, I understand, but it seems only half a solution to the problem to merely place an outright ban, without even a suggestion of an alternative solution.</p> <p>2. Additionally, and this is admittedly an aesthetic issue - yellow lines will undoubtedly affect the look of the village in a very negative way.</p> <p>3. Finally, should consideration be given to the possible negative impact on house values if they have double yellow lines in front of them? We decided against buying a house opposite The Stores because of the limited parking. It would seem likely that this may exacerbate this problem, which will presumably be of great importance to householders in that area.</p>
10	Object	<p>We object to yellow lines coming to South Seal because they would be detrimental to the beauty and character of the village. More car parking needs to be provided above the Oxenham Arms to ease the difficult parking that residents face currently, and this would also mean yellow lines would not be needed as people would not need to park on pavements or too close to allow access for emergency vehicles.</p>
11	Object	<p>We object to yellow lines coming to South Seal because they would be detrimental to the beauty and character of the village. More car parking needs to be provided above the Oxenham Arms to ease the difficult parking that residents face currently, and this would also mean yellow lines would not be needed as people would not need to park on pavements or too close to allow access for emergency vehicles.</p>

12	Object	<p>object to the TRO 5730 for the following reasons</p> <ul style="list-style-type: none"> • Yellow lines will spoil the nature and character of this historic village when lots of money has been spent preserving this beautiful place. • Car parking spaces will be lost to the yellow lines causing even more congestion. • The village needs residents parking zones before yellow lines. • Nothing is being done about speeding through the village – parked cars provide a way to slow the traffic down.
13	Object	<p>On-line submission</p> <p>I wish to object to the TRO because</p> <ul style="list-style-type: none"> • The village needs residents parking zones before yellow lines • Yellow lines will cause issues for people visiting the local businesses and families in the village. • The existing car park within the village (Recreation Ground) only serves the lower part of the village and the access link to the main street is not user friendly. • There is no car parking provision for the middle and upper areas of the village. The existing car park (Recreation Ground) does not serve these areas due to distance and the steep incline. <p>Letter ~ Covered in main body of report and appendix 5</p> <p>"•A report carried out by the school found that ~70% of schoolchildren are driven to school, with half of those using the car parks and the other half parking on the roads.</p> <ul style="list-style-type: none"> •The high street is totally overwhelmed and introducing DYLS will only make the situation worse. •Many parents have no consideration when parking and will park across driveways and access points."
14	Object	<p>I object to yellow lines in South Zeal. I have lived here for many years, the village is a wonderful reminder of days gone by, on the edge of Dartmoor national park planning restrictions are tight, we have old fashioned lamp posts and bins are not allowed at the front of house on any days except bin days to maintain the beautiful aesthetics of the village. In my opinion putting in yellow lines goes against all the efforts made to keep the village beautiful.</p> <p>There are many villages in the county which have greater issues with traffic, in the 12 years I have lived here there have been no issues of ambulances or fire engines not being able to get through, villages police each other if people are parking unsympathetically.</p> <p>It is obvious that our village was not designed for the two car families that are common in 2019, which creates challenges but reducing parking areas will make the problem worse.</p> <p>If yellow lines are used lines are used in some areas, people will feel they have "permission" to park in other areas where there are no lines, even if it could potentially impede traffic.</p>
15	Object	<p>I object to the proposed TRO within South Zeal for a number of reasons as listed below:</p> <ul style="list-style-type: none"> -we have limited parking already in the village and with proposed yellow lines, there'll be less parking and more chaos. -no where for displaced cars as no alternative parking arrangements in place currently. -there have been no formally recorded incidents and/or accidents to warrant the TRO. -yellow lines will increase speeding, not slow it down as it does currently with parked vehicles. -inadequate parking for the school with no parent parking -no designated parking for the Victory hall, which holds many social events and houses the pre school 5 days a week. -existing car park is inadequate, servicing only the lower part of Village and becomes full easily and school times. -parking spaces will be lost with yellow lines, resulting in further congestion. -there streets that are nominated for yellow lines are no narrower than many lanes throughout the rest of the village and surrounding countryside. -yellow lines will spoil our picturesque village -who will manage the yellow lines? - at the cost of whom? <p>I strongly object to the TRO proposed and feel some important and necessary steps and consideration have been skipped before coming to this conclusion.</p>

16	Object	I wish to object to this traffic order that is intended for the village of South Zeal. The order has been pushed through without proper regard to what the residents who will be affected actually think. The proposed traffic order is unnecessary and does not recognise the actual needs in the village. In an age when most families have two cars there is simply not enough parking. The double yellow lines do not address the issue. For the majority of the locations where parking is an issue it is the lack of parking for the school and Victory Hall that create the issue. Not allowing residents to park outside their homes and putting great pressure on those areas that cars can park just increases tensions within the village and makes for a less amiable place to reside. Even when there are vehicles parked on either side of the road the road is still wider than many of the country lanes in the area and still allows access for the fire brigade to get through in the event of an emergency. The time and effort of the council would be far better spent on finding parking options for the school so that when the parents from outside the village come to pick up their children they do not block the village.
17	Object	If yellow lines and parking restrictions are put into place before the issue of the lack of parking in the village is resolved then the problems that exist at present will only get worse. The Recreation Car Park is inadequate with poor access and is in completely the wrong position for the main part of the village. There is no parking available for parents dropping off and collecting from the school, no parking for people using the Victory Hall, almost no parking for the Oxenham Arms and no parking for the shop. All these places are good for the village and their well-being will be put in jeopardy if restrictions are put in place. The extreme volume of traffic at peak times sorts itself out amicably enough at present, the number of cars alone restricts the speed. Please do not spoil the look and feel of this historic village by defacing it with yellow lines.
18	Object	Yellow lines in South Zeal will alter the look and feel of this historic village and will not solve the parking issues of the community. There is no provision for parking for the Victory Hall, the Shop, the Oxenham Arms or parents dropping off and collecting from the school. The Recreation Car Park is not in the right place to serve these places or the whole village and is too small anyway with poor access. Restricting the parking will increase the chaos. At peak times the drivers normally cope in a polite and safe way, speed being restricted by the parked cars themselves. Until another car park can be provided then any restriction to roadside parking is totally unrealistic both for the residents and visitors.
19	Object	I am against this traffic order. I do not think it will solve the problem in the village - we need more car parking provision to address the issue of inconsiderate or dangerous parking. This will not work.
20	Object	Yellow lines will just exacerbate the parking problem. However, a car park at the bottom of the footpath field, the one used for folk festival camping, would be able to accommodate a good number of spaces and have the advantage of the footpath into school and village. The road would need 're-surfacing' as at present it is a disgrace.
21	Object	Concerns over car parking spaces being lost, with no solution as to where these cars can park. Leading to further congestion in the village. I feel these cars act to naturally slow traffic entering and leaving the village. Concerns once these are removed, incidents are more likely to occur.
22	Object	<p>Though I'm not a resident of South Zeal I have been a frequent visitor for some 5 or 6 years, staying at the Oxenham Arms. I have to say I feel very uncomfortable that these proposals will have a damaging effect on the village.</p> <p>You state in the "Statement of Reasons" that these restrictions are being proposed to resolve "minor local issues" and I am concerned that in resolving these minor issues you may be creating others.</p> <p>The problems of congestion in the village certainly appear to me to be minor - except possibly when the school turns out and people collecting their children seem to think it fine to block anyone in while they do the pick-up. As far as danger is concerned, I don't see anyone driving through the village in such a fashion as to cause danger and am not aware of any actual incident in all the time I have been visiting. In fact, living in Cornwall, I see our local Council spending considerable sums to create such pinches as exist in South Zeal in the name of "traffic calming"!</p> <p>I think it needs to be borne in mind that this is not a main thoroughfare but a small village, and that unless something dramatic and strange happens it never will be a main thoroughfare because any problems with traffic flow caused by parking in the centre of the village are minimised by the problems caused by narrow (and, may I say, poorly maintained) roads at each end of the road through the village.</p> <p>Since we appear to agree that any problems here are minor, let's look at the proposed resolution of these minor problems and the side effects they may cause.</p> <p>I think there is always a temptation in local government to be seen to be "doing something" even though that "something" may not improve matters but actually exacerbate them. While each individual site for these restrictions may seem not unreasonable, the cumulative effect is likely to be damaging to the village and its amenities. Residential parking seems to me to be at a premium in South Zeal with most people parking on the street outside their houses. Any overall reduction of the number of parking spaces is likely to intensify the problems for residents and visitors alike as it will increase competition for the remaining space.</p>

		<p>Obviously, as a visitor to the Oxenham Arms, my chief personal concern is what effect will this have on that business, an old established and valuable amenity in the village for visitors and locals alike and a provider of employment for local people. Already I see people casually parking in the Inn's limited number of parking spaces and blocking in the cars that are legitimately parked there. I also see people slow down outside the Oxenham Arms and then drive off, obviously deterred from calling in by the existing parking problems. This situation is bound to get worse. I imagine that similar problems will increase for residents too.</p> <p>With your promotion of this scheme being to "preserve/improve the amenities of the area" I really think you should rethink this one. There is a very real risk that your attempts to improve things will, in fact, damage the character of the village and put at risk the commercial viability of a business, i.e. The Oxenham Arms, reduce the parking available for residents, and actually increase the risk to safety by encouraging people to drive through the centre of the village at higher speeds.</p> <p>Please think again on this one, and maybe put the money saved into properly filling some of the potholes in Shelly Road.</p>
23	Support	<p>Covered in main body of report and appendix 5:</p> <p>I am in favour of restricting parking Yellands to the front door of the Kings Arms where the road is very narrow to permit all traffic including buses, fire engines, ambulances to have access to the village at all times</p>
24	Object	<p>I wish to object to the proposed parking restrictions in the village of South Zeal . In my opinion yellow lines would be inappropriate in the historic village of South Zeal, a conservation area within the Dartmoor National Park. Such traffic restrictions are to be found in urban areas rather than rural ones. The parking restrictions suggested would surely exacerbate parking problems in the village where parking mainly becomes a problem at the beginning and end of the school day. May I suggest that South Tawton Primary School might consider a 'drop off' and collection scheme run by parents and teachers which could be a way of alleviating the traffic at these times?</p>
25	Object	<p>My objection to the proposed introduction of Yellow Lines in South Zeal is based on the following: There is inadequate parking provision for the school with no designated parent parking provided by the school. • The existing car park within the village (Recreation Ground) does not properly serve the school due to location, distance and size. • There have been NO formally recorded incidents / accidents to warrant introducing these parking restrictions. • Nothing is being done about speeding through the village – parked cars provide a way to slow the traffic down. • Yellow lines will spoil the nature and character of this historic village.</p>
26	Object	<p>My concerns fall into 5 categories</p> <p>1) NEED; there is little or no evidence to suggest that there is a significant traffic issue in the village of South Zeal. Twice a day for 10 minutes there are more vehicles than normal due to the school drop off and pick up. Whilst this does cause occasional and very temporary congestion it is not significant enough to warrant the introduction of a traffic order. Any perceived NEED is far out weighed the points listed below under 2-5</p> <p>2) Enforcement due to the rural nature of South Zeal the ability of the local council to enforce the traffic restriction will be extremely limited and indeed any enforcement will simply punish parents trying to drop their children to the local school. A school who's existence ensures the continued vitality of the village.</p> <p>3) Unintended consequences, with out doubt the introduction of yellow lines will mean a number of unintended consequences, drivers will pull up on the restricted lines to drop of children during busy times as there will be no regular enforcement (see2) this will lead directly to;</p> <p>a) More engine noise for residents as engines are left running.</p> <p>b) More particulate matter and higher levels of CO2 (both measurable) again while drives idle their engines whilst they drop off their children</p> <p>c) Higher risk to children as they will be being dropped off and all their will be increased movement of traffic rather than parked stationary vehicles thus more chance of a child coming into collision with a car.</p> <p>d) Potential confrontation as parents in a hurry come into conflict with those who have lines in front of their properties.</p> <p>E) Displacement. In all instances where lines are introduced the problem of parking and congestion is simply moved to other areas and again this means parent and children walking and increasing the risks.</p> <p>4) Aesthetic Painting yellow lines in a historic Devon village is simply not in keeping with the stated aims of Natural England, the Dartmoor National Park or the wishes of resident This is an unspoilt village that has benefited from protection of the invasion of the "modern" and the introduction of yellow lines would permanently damage the aesthetic of the village. This point has been widely reported in the local media and will be again.</p> <p>5) Cost; quite simply the environs of the village there are s number of road related issues that should be taking priority, from pot holes to signage to junction markings, all these have far greater safety implications for residents, children and visitors.</p>

27	Object	<p>I am writing on behalf of the Dartmoor Preservation Association to object to TRO5730 on the following grounds:</p> <ul style="list-style-type: none"> • The visual impact upon a beautiful conservation area. Considerable time and effort has been made over recent years to remove eyesores which have been blighting this village and the introduction of yellow lines will harm its character forever. • This TRO is a knee-jerk, "quick-fix" reaction to placate some local residents who have, quite understandably, expressed concern over the increasing congestion on the high street at certain times of day – particularly during the "school-run" hours. However, the parking restrictions will not change motorists' behaviour and rather than resolving this problem they are likely to make it much worse. Assuming that motorists obey the restrictions – and this is unlikely unless there is constant and effective enforcement – the parking problem will simply move elsewhere in the village. Hardship will result, both for the residents who suddenly find that they are no longer allowed to park outside their homes and those in newly-congested areas. • The real problem in South Zeal is that as traffic increases in line with trends everywhere, there is currently nowhere for it to go. Introducing parking restrictions without creating some form of alternative will simply make things worse. Experience has shown that the unintended consequence of restrictions such as this is that motorists will then feel at liberty to park anywhere without yellow lines – regardless of how inappropriate or dangerous this may be. The only effective way of solving the congestion problem is the provision of off-street car parking. Whilst this might present problems of its own, such as finding and acquiring a suitable site, effort spent in finding a long-term solution is far preferable to a stopgap, ineffectual alternative. In light of the above, I would request that TRO5730 is refused.
28	Object	14 Page Letter. Covered in main body of report and appendix 5

29	Object	<p>Dear Sir / Madam</p> <p>Reference IMR/ B13396-5730 Devon County Council (DCC) parking restrictions</p> <p>I object to the proposed order made by DCC under the above reference (Drawing Nos. ENV 5730-001, ENV 5730-002, ENV 5730-003, ENV 5730-004, ENV 5730-005).</p> <p>The order advocates the introduction of no waiting and parking restrictions at specific locations in and around the village of South Zeal with the intention, if the Order is made, to:</p> <ul style="list-style-type: none"> a) help avoid danger to persons or other traffic using the road; b) help facilitate the passage on the road of any class of traffic (including pedestrians); c) preserve or improve the amenities of the area through which the road runs. <p>My objection is set out below in response to the three reasons:</p> <p>My husband and I have been residents of South Zeal since 2006 and live within the main street of the village with our two young children who attend the village school. We are passionate about the village, village life and the rural community. These proposals have ripped the heart out of the village, causing massive upset and concern, for many reasons from the impact on the conservation area to the hardship these proposals will cause. They will particularly impact working families who generally return to the village later when parking is extremely limited (and that's assuming no events are being held in the village facilities which have no designated parking areas).</p> <p>South Zeal is a thriving rural village with a great cross-section of residents, of all ages and occupations. It is because of its appeal to a wide range of people that makes it such a special place to live. There are limited employment opportunities and facilities within walking distance of the village and so residents rely on their cars to access these. There are many houses without access to off street parking and therefore on-street parking is vitally important. These proposals create even more pressure on these parking areas to the point that the village will no longer appeal to families and working people thereby destroying the essence of this community.</p> <p>The current village car park does not adequately serve the village or the facilities. It is not a public car park, it is a charity run car park with its main purpose being to provide parking to those people using the Recreation Ground. It is in the wrong place being located at the bottom end of the village too far away from the majority of the houses and the village facilities, particularly given the topography of the village (steep hills) and the access link to the main street which is not user friendly after dark. It is also invisible to the majority of visitors to the village given its poor location and illogical position to serve any of the village facilities.</p> <p>The village hall (the Victory Hall), the shop, the School (on-site provision for staff only), the village Chapel (St Mary's Chapel), and the Oxenham Arms have no designated parking areas and rely on the on-street parking. The King's Arms does have a small car park however this doesn't provide sufficient parking for events with regular overspill of patron's vehicles onto the main street. A new parking solution must be established before the introduction of these archaic measures are introduced to safeguard this village and to future proof the success of all the various facilities.</p> <p>In the last five years there have been no reported incidents or accidents at any of the specific locations where parking restrictions are being proposed. The large number of vehicles parked within the village and their distribution has the overall effect of reducing traffic speed and danger. Adults, children and drivers alike take appropriate care when using the road due to the nature and context of living in a small, rural village, especially at busy times around the school and the adjacent junction. Pedestrians and drivers avoid issues without the need of restrictions, what they do need is somewhere safe to park while they go about their daily business.</p> <p>The medieval village, like hundreds of others in Devon, and thousands across the country were not built to facilitate the passage of 'any class of traffic' therefore, minor local issues are bound to occur. However, as is the case currently, people manage each situation. Large coaches regularly service the school, refuse lorries attend the village weekly, delivery vans and trucks make deliveries to the shop and pubs daily all without major upsets.</p> <p>There are seven entrances / exits to the village that would allow emergency vehicles access without the proposed measures. The lanes around this area are no wider than the narrowest pinch points within the village and we know that the emergency services are equipped with suitably sized appliances to access all areas.</p> <p>I have a particular objection to the no waiting at any time restrictions proposed on drawing number ENV 5730-001 – No Waiting At Any Time outside Hillside, Lavender Cottage and Beacon Cottage. The Statement of reason states that this would prevent obstructive parking at pinch point and prevent parking on footway. I would like to point out the following:</p> <ul style="list-style-type: none"> • This is one of the few areas of the village where there is a pavement on both sides of the road (some areas of the main street do not have any pavements and pedestrians have no option but to walk in the street); • The pavement on this side of the road comes to an end where the restrictions are proposed, so users have to cross or walk in the road even if there
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		<p>are no cars parked on the pavement at this point so it is of no consequence if the footway is blocked, pedestrians have to cross anyway (and given the nature of the village most people walk up the roadway rather than on the footways throughout the village);</p> <ul style="list-style-type: none"> • This is not a pinch point – it is a clear section of road with very good visibility, in fact having cars parked on both sides of the road provides a traffic calming measure (particularly in the absence of any proposals to reduce the speed limit through the village); • This restriction will impose significant hardship on the surrounding residents, particularly working people returning home at the end of the day when there is no parking available; • This area has added pressure from events held in the village hall (one of the village facilities without any parking, similarly the school and the Chapel) when those attending have no option but to park in the main street, thus causing further havoc for residents. The same applies when events are held at the school. The requirement is for a comprehensive, long-term solution for car parking where the whole village needs to be involved as well as the local businesses, the school and village facilities (village hall and recreation ground). The current proposals simply bring forward hardship to residents and visitors, and a severe loss of amenity value to the village. The village is one of a few that does not have overhead power cables running down the main road thereby preserving some of its mediaeval heritage and its appeal to visitors. The village provides a gateway for walkers, shoppers and visitors to Dartmoor National Park, who want to experience a national resource that has been preserved. Ugly yellow lines blighting our unique surroundings would not attract visitors however, more car parks would improve amenities that they would use. <p>In summary, this order is not a preventative measure, it is a heavy-handed imposition that has not been adequately thought through and that will spend council tax payer's money without measurably achieving any of the three objectives that the proposed Order sets out to do.</p>
30	Object	<p>We are a working family of two adults and two young children who attend the local school. We have no off street parking and are remote from the public car park at the bottom of the village. Parking is already congested in the middle of the village and will get worst with the proposed TRO. If these proposals are implemented we may be forced to leave the village which would be a great shame and against our wishes.</p> <p>We object to the above order for the following reasons:</p> <ul style="list-style-type: none"> • There is no alternative parking within the village. • Existing important facilities like the shop, St Mary`s Chapel and the Victory Hall have no dedicated parking. The school only has limited parking for teachers and staff. <p>The Oxenham Arms and the Kings Arms have limited parking.</p> <ul style="list-style-type: none"> • There is no robust evidence of support for the proposals from local people. • There is no evidence that the TRO is needed on safety or other grounds • There are alternative remedies available to deal with any ad hoc inappropriate parking. • The proposals will be detrimental to the health of businesses one of which may close if the proposals are accepted with the loss of local jobs. • The Conservation Area within the village will be affected badly. • AND most importantly the proposals do nothing to support the delivery of the much-needed additional car-park and will in fact make the parking problem worse. <p>Councillors are respectfully asked not to approve the TRO proposals for these reasons.</p>

31	Object	<p>I am writing to object to the IMR/B13396-5730: Devon County Council (Various Roads, South Zeal) (No Waiting & Parking Restrictions) Amendment Order.</p> <p>As I originally pointed out in my letter to you of 12 October 2017 (regarding IMR/B13396-5605 Devon County Council (DCC) parking restrictions), the restrictions are being proposed to resolve what were very minor local issues reported to the Council. The order then recommended the introduction of yellow lines at specific locations in and around the village of South Zeal to</p> <ul style="list-style-type: none"> • help avoid danger to persons or other traffic using the road; • help facilitate the passage on the road of any class of traffic (including pedestrians); • preserve or improve the amenities of the area through which the road runs. <p>The arguments have not substantially changed, neither have the very real objections, which I would like to reiterate.</p> <p>I am aware of only a handful of minor traffic incidents in the 23+ years I have lived in South Zeal (over 20 years of which were right in the middle of the village, directly opposite the store and post office). These amount to minor scrapes (in one case, my own parked car was bumped by an incompetent driver who didn't know how to parallel park). I am not aware that any of these incidents have involved the police. I have to say that in more than two decades I have only ever had one parking issue when my wife's car was boxed in. Such things happen in cities on a daily basis, but in villages neighbours are neighbours and abide by the principle of live and let live: it is important to maintain community spirit, and, very sadly, the current proposals have split the village and created serious tensions among neighbours.</p> <p>The most significant and effective way to help avoiding danger to persons or other traffic using the road would be to reduce the speed limit to 20mph throughout the village and introduce speed bumps on the main street and traffic calming on the peripheral road. Only small sections of the main street have a footpath, and there are no paths at Zeal Head, on Ramsley Lane, or leading to the Croft and Shelley Court. It seems extraordinary that the speed limit remains at 30mph for a village that has a school, a store, a chapel, two pubs, and many residents young and old but virtually no footpaths. In fact, the vehicles parked along the village actually contribute to an overall reduction in traffic speed, particularly in the centre around the school, chapel, store and post office, and Oxenham Arms. Common sense prevails.</p> <p>The village can – and has been able for decades to – accommodate the passage of coaches, delivery vans and trucks, farm vehicles, trailers, and other large vehicles. Shortly after moving into the centre of the village my property suffered a chimney fire; bearing in mind that there are seven traffic routes into the village the fire engine had no difficulty in reaching the property. I know of no case in which an emergency vehicle such as a fire engine or ambulance has not been able to reach a dwelling in the village.</p> <p>The proposed parking restrictions will be an eyesore in the heart of a mediaeval village that is a Conservation Area in the National Park. The centre of the village does not have overhead power cables and has restored the original street lights. It is undeniably picturesque, and an important landmark for visitors to Dartmoor from across the globe. Yellow lines would destroy the charm of the place. This is not to say that there should not be more parking; however, the current carpark is under-used as it is too far from the houses from Green Bank to Zeal Head to be a practical solution to domestic car-parking. Another carpark would certainly improve matters, and be an attractive amenity to visitors. Yet there are no alternative parking solutions proposed. If these restrictions are imposed they will displace many vehicles that will have to be parked somewhere else, and that will actually aggravate parking issues that may already exist. For example, there is at present no off-street parking provision for the school, the Victory Hall (village hall), or The Store and Post Office, and only limited parking for the Oxenham Arms pub – these village amenities and rural businesses rely on street parking, and are a real lifeline for communities and need to be supported, not disregarded. One innovation, for instance, would be to reintroduce a school bus service to ease congestion around 8.30am and 3.30pm.</p> <p>The proposed restrictions are, in my opinion, both extremely heavy-handed and disastrously short-sighted, and will not deliver their objectives; instead, they will erode rural heritage, culture, and identity. Proper layout and management of the Recreation Ground carpark (lines indicating parking spaces, especially in the middle of the carpark, and a restriction on how many cars may be permanently parked there by one resident) and a new carpark at Zeal Head or on School Lane would be long-term solutions that would contribute to the viability and resilience of the village and help to sustain its fragile economy.</p> <p>Thank you for your time in considering my objection to the Proposals to Introduce Parking Restrictions in South Zeal (reference IMR/B13396-5730). I am grateful to you for your attention to this matter, and would be happy to assist you in reconsidering these proposals if I can be of help.</p> <p>Yours faithfully,</p>
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32	Object	<p>I am writing to object to the proposed parking restrictions in South Zeal. I have lived in the village for thirteen years and have two young children at the primary school. We walk to school every day – for the majority of our route we have to walk on the road because there is no pavement. The two main problems with parking that we witness on a daily basis are parents speeding through the centre of the village on their way to and from school, and parents parking dangerously (often double-parking, for instance, or pulling away without looking for pedestrians) around the school. Neither of these problems would be solved by the introduction of yellow lines, which would still allow parking for short periods. What the village really needs to address its parking problems is a second car-park at the top end of the village or in the vicinity of the King's Arms/Village Hall/school, which would allow parents coming from Okehampton to park safely without needing to drive through the busiest part of the village – particularly the bottle-neck by the chapel. This would make the village a far safer environment for the many children who walk up the road daily on their way to school.</p> <p>The existing car-park is overlooked by our house and so we witness on a daily basis the fact that parents choose to park on the roads around the school rather than in the car-park, which is hardly ever full. This problem could only be properly addressed by making the on-street parking in the centre of the village 'residents only' and providing a second car-park to accommodate visitors and school parents. The introduction of yellow lines would also blight the appearance of a uniquely preserved medieval village that is a conservation area, and also lies within the national park.</p> <p>I hope that the Council will reconsider their decision about the introduction of yellow lines, and will investigate properly the options for the creation of a new, second car-park in the village.</p>
33	Object	<p>I object to the proposals being proposed under this order for the following reasons:</p> <ul style="list-style-type: none"> • There is inadequate parking provision for the school with no designated parent parking provided by the school. • There is no parking provision for the Village Hall (Victory Hall), St Mary's Chapel, the village shop, The Oxenham Arms and only limited parking for the King's Arms. All of these rely on on-street parking which is already congested. These parking restrictions will have a detrimental effect on the future success of all these businesses and facilities. • The existing car park within the village (Recreation Ground) does not properly serve the school due to location, distance and size. • There have been NO formally recorded incidents / accidents in the locations where parking restrictions are proposed to warrant introducing these parking restrictions. • Nothing is being done about speeding through the village – parked cars provide a way to slow the traffic down. • I have never experienced any problems driving through the village and travel through far narrower lanes throughout the County than any of the alleged pinch points within the village. • Yellow lines will spoil the nature and character of this historic village and will have a detrimental effect on village life.
34	Object	<p>I strongly object to the proposals being proposed under this order for the following reasons:</p> <ul style="list-style-type: none"> • There is inadequate parking provision for the school with no designated parent parking provided by the school. • There is no parking provision for the Village Hall (Victory Hall), St Mary's Chapel, the village shop, The Oxenham Arms and only limited parking for the King's Arms. All of these rely on on-street parking which is already congested. These parking restrictions will have a detrimental effect on the future success of all these businesses and facilities. • The existing car park within the village (Recreation Ground) does not properly serve the school due to location, distance and size. • There have been NO formally recorded incidents / accidents in the locations where parking restrictions are proposed to warrant introducing these parking restrictions. • Nothing is being done about speeding through the village – parked cars provide a way to slow the traffic down. • I have never experienced any problems driving through the village and travel through far narrower lanes throughout the County than any of the alleged pinch points within the village. • Yellow lines will spoil the nature and character of this historic village and will have a detrimental effect on village life.
35	Object	Letter from Hydrock Consultant ~ Covered in main body of report and appendix 5

36	Object	<p>Dear Madam/Sir, The road into South Zeal village is extremely pretty with its colourful cottages, houses, pubs and shop. To have double yellow lines would make the village considerably less scenic and friendly to the many visitors who come throughout the year for walking, cycling and for the Folk Festival. The numbers of cars which would be displaced by instigating double yellow lines would be significant, between 15 and 20. These would have to be parked further out of the village, thereby taking parking away from people visiting between Zeal Head and Ford Cross, and between Zeal Head and Moon Cross. At the moment, the situation is self-regulatory as people park where there is a large enough space for their car/van, or else use one of the two car parks in the village. There are busy times throughout the day, such as school drop/collection times, but that is the same for any village/town etc. People are tolerant and live within the bounds of this amicable arrangement. If there is extremely limited parking in the main thoroughfare this may change. To have cars parked alongside our streets, it does inevitably mean that drivers coming into our village have to slow down. This is a good thing for our village, it protects our children and older people when crossing roads. So as inhibitors of speeding traffic, cars being parked adjacent to the road, can only be a good thing! As dustbin lorries and recycling lorries, oil tankers and builders' lorries who regularly serve our community have no problem with using our streets. I am sure that emergency services would be able to negotiate them too. The perfect solution would be to purchase a field for parking and to have people drive through the village at a speed of 20 mph. But of course the cost would be considerable, and this current arrangement is the best one which accommodates our community well. Many thanks for reading my comments herewith. Sincerely,</p>
37	Object	See letter. See end of this appendix
38	Object	Letter covered in main body of report and appendix 5
39	Object	<p>Cover letter for HAND Petition: Covered in main body of report and copied another appendix</p> <ul style="list-style-type: none"> • Yellow lines will undermine the look of the village. • There is already a significant need for more parking without losing further spaces on-street. • Nothing is being done regarding the displacement of the vehicles if they are implemented. • There will be greater chaos during school run times. • The Victory Hall, School and church do not have dedicated parking; fewer spaces will be detrimental to the amenities."
40	Object	<p>Cover letter for Petition against South Zeal Yellow Lines: Covered in main body of report and copied another appendix</p> <p>We the undersigned petition the council to This petition is to request of that no new parking restrictions or yellow lines are approved in a Traffic Restriction Order by Devon County Council or implemented in the village of South Zeal until such time as a new public car park or car parks are made available and fully operational. This new public car parking would allow residents, those attending the South Tawton school and customers of businesses displaced by such parking restrictions or yellow lines to continue to safely park in the village, access their homes easily and access the school and businesses which are vital to the survival of the village" If you are in favour of this petition please indicate in the appropriate form...</p>
42	Object	<p>This seems to me to be a tipsy survey approach, BEFORE considering action on yellow lines and waiting restrictions new off road parking provision should have been established to serve the top and middle of the village. To my knowledge there have been no incidents or accidents to warrant the proposed restrictions. The busiest times in the village are at the beginning and end of the school day, there is no designated parental parking provided by the school. The Victory Hall also has no designated parking area. Yellow lines will impact visitors to family and businesses in the village. Loosing car parking spaces to yellow lines has the potential to cause more congestion and possibly displace cars to less desirable locations on the village perimeter. Parking along the main village street probably helps control speeding and there are equally narrow lanes within the village and surrounding countryside where there are no proposals for yellow lines. Yellow lines will deface this historic village.</p>

5th February 2019

To West Devon Highways & Traffic Orders Committee
c/o Gerry Rufolo
Devon County Council

To The County Solicitor

Objection to IMR / B13396-5730

County Hall, Topsham Road, Exeter EX2 4QD

Dear Sir / Madam

I wish to register my opposition to the plan for yellow lines in South Zeal and would dispute the Parish Council's reasons for implementing yellow lines, i.e. child safety and lack of access for large and emergency vehicles due to parked vehicles.

I live in the very centre of the village and am aware of all the passing traffic. The following vehicles come through here on a regular basis:

Tractors

Large delivery vans

Refuse collection trucks

Oil delivery tankers

Buses.

We also have full-sized coaches collecting children for school trips and bringing parties to the Oxenham Arms.

With regard to emergency vehicles, ambulances can and do get through the village.

There were two occasions when fire appliances said they were unable to access Tawton Lane, on both occasions they had gone the wrong way and both were large appliances, not the smaller ones that are available for the purpose of accessing narrow rural roads and lanes.

Child safety:

The school run (twice daily) is already a fraught and chaotic affair as many of the children are not from the village and are brought in by car. Parents are often unable to park so it is a regular occurrence that they are forced to stop in the middle of the road to drop children off. Not safe at all! It is also widely recognised that parked cars actually slow traffic thus making the area safer.

The effect on residents:

As many of the houses here do not have access to off-road parking, with the majority having two or more vehicles, congestion and parking are a considerable problem.

Furthermore, we have a school, shop, church and village hall, none of which have parking facilities. We also have a busy hotel/pub with only four parking spaces. Simple common sense dictates that more parking spaces are needed not less!

It is on record that the Parish Council recognised the need for a village car park twenty years ago when the number of vehicles was far less than it is now!

Despite all this the Parish Council is determined to impose yellow lines on this village. Not only does this decision not make sense, it shows a marked lack of care and understanding of the extreme hardship and worry it will cause the residents and visitors of this lovely village.

Furthermore the Parish Council has yet to explain where all the displaced vehicles are supposed to go.

NO 37

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West Devon Highways & Traffic Orders Committee
c/o Gerry Rufolo
Devon County Council
Via email: Gerry.rufolo@devon.gov.uk

6th February 2019

Devon County Council (Various Roads, South Zeal) (No Waiting & Parking Restrictions) Amendment Order

Dear Councillors

On behalf of the group of eighteen local residents listed at the end of this letter, Hydrock wishes to record a continued formal **OBJECTION** to the installation of double-yellow lines within South Zeal. This letter has been jointly prepared by Hydrock (dealing with technical matters) and these local people, in order to capture residents' knowledge of how the highway network operates day-to-day.

Section 122 of the Road Traffic Regulation Act 1984 sets out the statutory requirements for a Local Highway Authority to:

- Secure the provision of suitable and adequate parking facilities on and off the highway [our emphasis];
- Secure the movement of traffic;
- Maintain reasonable access to premises;
- Preserve amenity by, amongst other things, regulating the movement of Heavy Goods Vehicles; and,
- Secure the passage of Public Service Vehicles.

If approved, these proposals run contrary to the statutory obligations of the Local Highway Authority and are potentially legally challengeable.

The County Council's Statement of Reasons for the proposed Traffic Regulation Order (TRO) is not consistent with the requirements of the Act:

- It says that the restrictions are intended to deal with 'minor local issues', but does not expand on what these are – 'minor' issues surely do not require the extensive imposition of parking restrictions;
- Whilst these 'issues' may have been 'reported to the council and considered', there is no publicly-available detailed analysis which would enable them to be verified, nor the impact of the proposed TRO to be assessed;
- The Council states that the TRO would 'help in avoiding dangers' to vehicular traffic and pedestrians. However, the latest road traffic collision data (**Appendix A**) shows that there has been just one incident within the whole of the village during the last five years (a 'slight' two-vehicle accident on Shelly Road at Cawsand View) – there is no record of a highway safety problem in the village, and it is well known that the removal of parking can actually increase vehicle speeds;

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- It cannot be appropriate for the Council to propose facilitating 'any class of traffic' through a rural village – e.g. Public Service Vehicles and recycling vehicles already pass through South Zeal without issue, so there is no need to make further provision for very large vehicles;
- The TRO would therefore not 'preserve / improve the amenities of the area' as stated; and,
- With the exception of parking at the village shop, the school Clearway, and opposite Shelly Bakery, the remaining eight locations for double-yellow lines are stated to address obstructive parking at pinch-points, junctions, on bus routes or pavements (footways). However, all of these matters can already be addressed through highway law – e.g. parking which obstructs junctions etc is illegal whether or not a TRO exists.

The proposals are not compliant with the Council's statutory duties because:

- There is no alternative parking within the village, nor any robust evidence of support for the proposals from local people. On the contrary, an e-petition¹ lodged on Devon County Council's website, opposing the TRO until such time as alternative parking arrangements are in-place had, at the time of writing, 178 signatures of local people that do not support the TRO. Further petitions are underway and will be presented to the HATOC;
- The proposals do not attend to the main problem, that of delivery of the much-needed additional car-park; and,
- There is no evidence that the Traffic Regulation Order (TRO) is needed on safety or other grounds (irrespective of submissions by the Parish Council). There are alternative remedies available through Highway law to deal with any ad hoc inappropriate parking in any case.

There are four specific points which we request be considered by the committee:

- Level of local support
- Number of lost parking spaces
- Parish Council Parking Report
- Fire Service Access

Councillors are respectfully asked to take the following into consideration when deliberating on the TRO proposals.

Level of local support

e-petition to Devon County Council

As noted previously, an e-petition submitted to Devon County Council via its website had, at the time of writing, received 178 signatures from those opposed to the TRO proposals. Further petitions are underway and will be submitted to the Committee by local representatives.

Parish Council TRO Consultation

As noted in our previous submission to the HATOC, the Parish Council's consultation on TRO proposals within the village was statistically unreliable and should not be used as part of the decision-making process.

Analysis

In addition to previous representations against TRO proposals for the village, the e-petition submitted to Devon County Council demonstrates the unambiguous objection of 178 people to the proposed scheme.

¹ <https://democracy.devon.gov.uk/mgEPetitionDisplay.aspx?id=13> – NB that the petition refers to the previous TRO reference for South Zeal, as the current reference was unavailable when the petition commenced.

By contrast, the Parish Council's assessment provides a confidence interval (i.e. the expected variation around the reported results) of 9.36. As the confidence interval is greater than the difference between the Parish Council's survey outcomes (9.36 is more than the 6% difference reported in their survey), it is quite possible that the reported results in support of the TRO would be reversed if a larger group of local residents provided their views.

Given the Parish Council's initial recognition of the wider community effects arising from the proposals, an overall impact assessment on the full cross-section of users should be undertaken in advance of any TRO being imposed. Amongst other things, this should fully consider the impact on local businesses which rely on the availability of on-street parking.

Number of lost parking spaces

We have reviewed the assessment of off-street parking spaces within the Parish Council's recent parking report – c.26 of these spaces could not be identified on the ground; some of the properties have parking for fewer vehicles than stated in the report; whilst others have very narrow accesses, or garages which are too small for use by modern vehicles. This all points to on-street parking through necessity, rather than by simple choice.

The committee will be aware of the high levels of parking demand on-street, especially when people have returned from work and other activities. However, such demand is not limited to early mornings, evenings and weekends – the Parish Council's car parking report indicates that the parents of 69 school pupils park on the Main Street in order to conveniently drop-off and pick-up their children, as the school has no parent parking provision (despite 108 associated car trips to / from the school, each way, twice a day). Likewise, there is parking demand from the Victory Hall, the village shop and the Oxenham Arms, all of which are without designated parking spaces, plus the Kings Arms which has a small car park that cannot accommodate parking demand during events at the pub.

Against this backdrop of legitimate on-street parking demand, the latest TRO plans indicate the loss of 186m of on-street parking space, or 31 parking spaces (not including the School Clearway). It should be noted that the TRO plans are on Ordnance Survey mapping, and the distances shown on the plans are very inaccurate in places.

The Parish Council's survey of the existing car park (see below) indicates that there are commonly no spaces available in the car park, with an average of just nine spaces available during weekdays. Consequently, the TRO would displace a very significantly larger number of parked cars than the car park is capable of accommodating.

Parish Council Parking Report

The Parish Council published its Feasibility Study Regarding the Provision of Additional Car Parking in South Zeal online in November 2018. The report examines existing parking demand at the Recreation Ground car park, and looks in some detail at the availability of alternative parking locations around the village. The report concludes that further work and public consultation is required, in liaison with the authorities, to examine the potential for provision of additional off-street parking.

We note that the Parish Council's Study reports that work related to the Parish Plan indicated that 26-28% of local people were of the view that the Recreation Ground car park was 'too far to walk' or that its 'location was inconvenient'. The car park is poorly-located and signposted, making it difficult to find for those not familiar with the local area. Pedestrian access between the car park and the main street is not user friendly in the hours of darkness (especially in winter), and the distance / gradient between the car park and school, shop, pubs and Victory Hall makes the car park unsuitable for many local residents and

visitors – e.g. the average gradient of Main Street up to the Kings Arms is 9%, which is significantly greater than the 5% (1:20) which *Manual for Streets* promotes as appropriate for pedestrian use. Consequently, even if this car park was extended, that would not address the wider parking problems in the village.

The Recreation Ground car park is stated to accommodate 28-32 vehicles. On average, nine parking spaces were reportedly available in the car park during the week, with the car park ‘very well used’ at certain times, with <5 and sometime no parking spaces available.

Notwithstanding technical issues with the data in the report, referred to elsewhere in this letter, it is self-evident that additional off-street parking has yet to be provided and, from reported dialogue between the Parish Council and the National Park Authority, such provision seems some way off. Consequently, as required by the Section 122 of the Road Traffic Regulation Act 1984, it would be wrong of the County Council to proceed with the proposed TRO before additional off-street parking is provided.

As noted previously, the number of vehicles (31) which would be displaced by the TRO is very significantly greater than could be accommodated within the existing car park, and the availability of useable off-street parking is considerably lower than indicated in the Parish Council’s study.

Fire Service Access

The Parish Council presented the last HATOC meeting with a letter relating to a recent fire service call-out to an incident in the village. Committee Members may recall that the letter differed from the reports of some of our clients that were present during the incident. The report of those local residents was contained within our previous letter.

The fire service seeks to provide firefighters with the most appropriate appliance, equipment and directions to a location when attending incidents in any of Devon’s rural villages where they know, due to local knowledge, the overall situation with regard to access. South Zeal village and the junction at School Lane (which was the subject of the Parish Council’s concerns) is no different in respect to access to many other Devon villages / village junctions and the fire service has rightly developed its capability to attend with a variety of appliances and capabilities.

There are seven access routes into South Zeal. There are three houses on the corner of the main road / School Lane junction. The school buildings are between 40 and 90 yards from the junction and another house sits beyond them. All of these houses can be accessed from either end of School Lane – unless an incident was confirmed to be in any of these properties, there would be no reason to access this narrow road.

To further clarify the position, our client submitted a Freedom of Information Act request to Devon & Somerset Fire & Rescue Service. That request (**Appendix B**) confirms that the Fire Service has only sent full sized fire appliances to South Zeal in the last two years, despite Okehampton Fire Station being equipped with smaller and four-wheel-drive appliances.

The conclusion of this is that the Fire Service sees no issue in sending its usual vehicles to the village, because highway conditions are not unusual for the local area.²

² As previously noted, a range of vehicles which are as large as, or larger than, a fire tender already passes through South Zeal without issue – e.g. Public Service Vehicles and recycling vehicles.

Summary and Conclusions

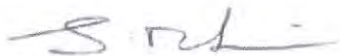
As you will appreciate from the above, the TRO is premature in its proposed adoption and is unreasonable in terms of its impact on local residents. There are no alternative parking places within the village and these proposals potentially fetter the delivery of the much-needed car-park. The existing car park cannot accommodate the vehicles which would be displaced, and the removal of on-street parking would logically only increase the cost (land value) of alternative car park provision.

There is no evidenced need for a TRO, and the authorities (including the Police and Fire Service) already have powers to deal with obstructive and inappropriate parking. The proposals would also have an unnecessary adverse impact on the South Zeal Conservation Area, contrary to policy and best-practice guidance.

Perhaps most fundamentally, there is considerable local opposition to the proposed TRO which, if made, would contravene the statutory obligations of the Local Highway Authority, contrary to Section 122 of the Road Traffic Regulation Act 1984.

In conclusion, we would respectfully ask members of the HATOC to take these objections into consideration when deliberating on the proposed TRO for South Zeal.

Yours sincerely

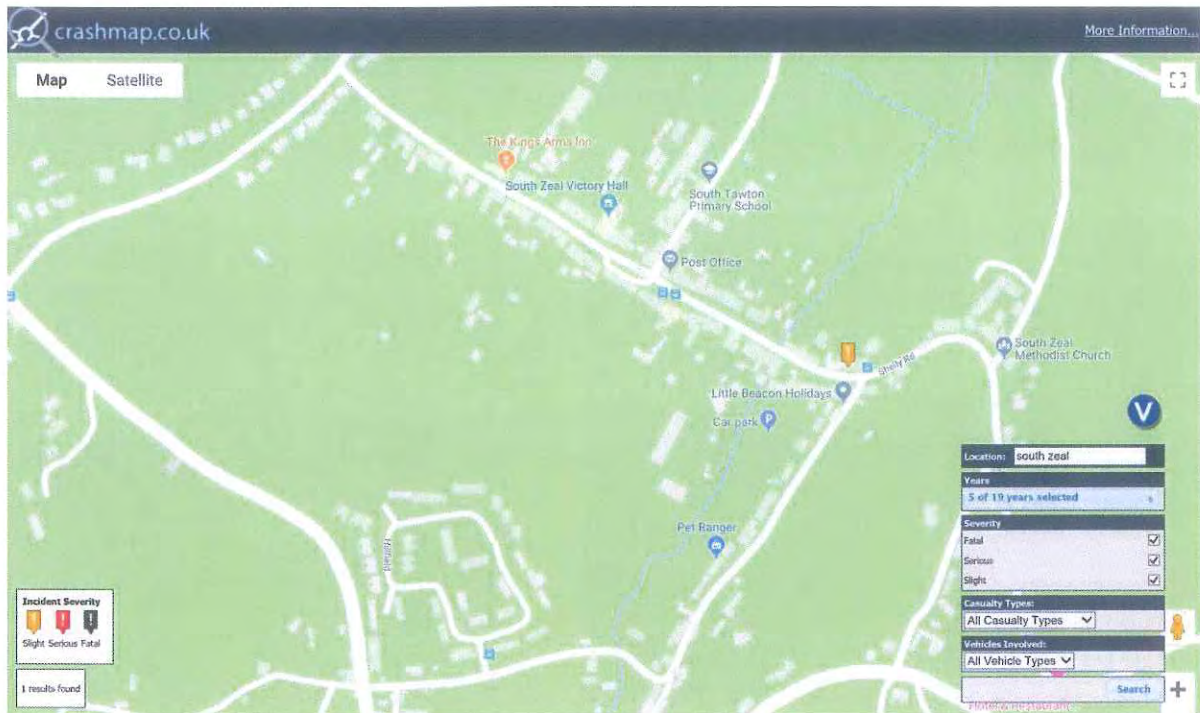


James McKechnie
Director

For and on behalf of:

Nick Maunder, Ellen Maunder, Simon Powell, Lyn Powell, Ian Crawford, Christine Crawford, Mark Lloyd, Alison Vaughan, Liz Gold-Lewis, Susan Harding, Simon Harding, Leigh Forester, Dane Forester, Andrew Pearce, Emma Faraday, Fiona McKnight, Beth Kaye and Tony Kaye

Appendix A: Road Traffic Collision Data (latest-available five years)



Appendix B: Freedom of Information Act response from Fire Service

FREEDOM OF INFORMATION ACT 2000

I write in response to your request for information, received and acknowledged on 21 January 2019.

Decision

The information you have requested is held by the Devon & Somerset Fire & Rescue Service (DSFRS).

Please find below the detail of the information you have requested along with our response.

Request

At Okehampton Fire Station in Devon, the station has a number of different fire appliances available for use.

including Light Appliances and 4WD appliances as well as more tradition larger fire appliances.

Could you please provide a full record of

1] which of these different appliances have been called out to incidents in the South Zeal village within the past 24 months (back to January 1st 2017)

2] how many times each of the vehicle types have been called out

i.e. examples - Light Vehicle Appliance has been called out 10 times to South Zeal since Jan 1st 2017

- 4WD Vehicle Appliance has been called out 4 times to South Zeal since Jan 1st 2017

Response

Pumping - Water Tender Ladder appliance has been called out 2 times to South Zeal between 01/01/2017 and 01/01/2019

Pumping - Water Tender appliance has been called out 10 times to South Zeal between 01/01/2017 and 01/01/2019

Review

You have the right to ask us to review this decision. If you wish to do this please set out your grounds for review in writing and send them to the Information Officer at the Service Headquarters address or e-mail freedomofinformation@dsfire.gov.uk.

Appeals

If you are still dissatisfied after a Service review you have the right to appeal to the Information Commissioner at the Information Commissioner's Office, Wycliffe House, Water Lane, Wilmslow, Cheshire, SK9 5AF.

Yours sincerely,



Wendy Richmond
Information Officer

t. 01392 87 2220 f. 01392 872300 w. www.dsfire.gov.uk [@DSFireUpdates](#) [Facebook](#) [Think Sprinkler](#)

Devon & Somerset Fire & Rescue Service, Headquarters, The Knowle, Clyst St George, Exeter. EX3 0NW

The Oxenham Arms Hotel & Restaurant



South Zeal Devon EX20 2JT.

Tel: +44(0)1837 840244 EMAIL spowelluk@aol.com

6th of February 2019

Reference IMR/B13396-5730

Jan Shadbolt

County Solicitor,

County Hall,

Topsham Road,

Exeter EX2 4QD

Objection to IMR/B13396-5730 reference Devon County Council

Contents

a) Introduction letter

b) Detail points of objection

a) Introduction Letter

Extract from IMR/B13396-5730 Statement of Reasons

The restrictions are being proposed to resolve minor local issues that have been reported to the council and considered as part of the West Devon Highways and Traffic Orders Committee annual local waiting restrictions programme. Specifically, the proposed restrictions will help in avoiding dangers to persons or other traffic using the road or for preventing the likelihood of any such danger arising, for facilitating the passage on the road or any other road of any class of traffic (including pedestrians) and to preserve/improve the amenities of the area through which the roads run.

Dear Jan,

I am writing as the owner of the freehold and business known as The Oxenham Arms Hotel & Restaurant at South Zeal and to formally object to the above IMR traffic restrictions proposal being considered now by Devon County Council.

To my knowledge, The Oxenham Arms Hotel & Restaurant is both the largest business and largest employer in both the village of South Zeal and also the parish of South Tawton, we are one of the major amenities referred to in the IMR Statement of Reasons and resultant lack of street parking caused by the IMR will immediately place our business at risk of closure as we have no customer car parking other than 2 or 3 spaces. Our staff need to park on the streets in the village as do all of our customers. Those residents who have parked where yellow lines will be enforced, will have to park elsewhere and they will consequently

consume parking where our guests and customers would formerly have parked. There will be no free parking spaces in the village of South Zeal and our business will die as a result.

Being fully aware that the contents of this objection letter will be in the public domain then at this time more than any I call upon the Leadership group of Devon County Council including yourself, Chief Officer for Legal, Human Resources and Communications, Dave Black, Head of Planning, Transportation & Environment and Meg Booth, Chief Officer for Highways, Infrastructure, Development & Waste -to perform investigate in full detail the following

1) The circumstances behind which a local Parish Council outside of their remit began a process to recommend the imposition of a Traffic Restriction Order within the County of Devon and their personal motives behind that action.

2) The behaviour of Parish Councillors in conjunction with Devon County Council Highways and Traffic Orders Committee representatives in failing to properly take into account stated needs and wants of local residents and businesses.

3) The impact of the decision, if finally made, to impose double yellow lines and other parking restrictions IMR/B13396-5730 on both The Oxenham Arms Hotel & Restaurant and the rest of the residents and users of the village (users being parents picking up and dropping off primary school and pre-school children, day visitors and tourists along with visiting relatives of residents)

I write this objection both to ensure that Devon County Council take into account the following.

4) The IMR/B13396-5730 should be placed on hold at least until such time as additional parking can be made available in South Zeal to accommodate vehicles displaced by the restrictions.

When every possible space car parking space in the village is full at school pick up and drop off times, Devon County Council will be increasing danger to adults and children of being involved in a collision if they further reduce available car parking spaces. Where is the argument or proof from Devon County Council to the contrary on this point? If that documentary proof cannot be provided then Devon County Council are not justified in proceeding with this IMR. When the HATOC team visit was not made to cover both School Drop off and School Pick up times. My recommendation would be that HATOC revisit at these times.

5) I include below a photograph taken yesterday afternoon, outside The Oxenham Arms Hotel at school pick up time where you will see no free car parking spaces vehicles by necessity double parked collecting children and children of all ages walking and running along the main road as there are no pavements for them to walk on. It is in this environment that IMR/B13396-5730 is approved will further restrict parking in the village.



6) Under normal (not school pick up and drop off) times, on the matter of the imposition of the IMR related double yellow lines in a conservation village through which traffic routinely passes up and down a very steep incline; unless Devon County Council can definitively confirm that traffic dangers and risks to human life will be reduced not exacerbated, then Devon County Council are not justified in proceeding with this IMR.

7) Unless Devon County Council can also confirm that local amenities such as the school, community buildings and our business will be positively not negatively impacted then the proposed IMR/B13396-5730 should be cancelled.

8) I also write this objection in full and certain knowledge, (though this may not be completely obvious to those members of the public reading this objection), that Devon County Council have no rights or jurisdiction whatsoever over the processes or behaviours of South Tawton Parish Council or their individual Parish Councillors (as is the same situation throughout England ref District and Parish Councils). This is perhaps with the exception of Councillors legal requirement to Declare Interests, a point continued in 9) below.

8) From a Government and democratic standpoint the acceptance by Devon County Council of the approval by South Tawton Parish Councillors to proceed with the IMR itself is a remarkable situation considering that as in the case of IMR/B13396-5730 overall majority view of the parishioners of South Zeal as recorded in a public consultation of the residents of South Zeal was not in favour of the traffic restrictions.

9) From a transparency standpoint, neither does this IMR take into account that one of the South Tawton Parish Councillors has failed at all but one council meeting discussing this IMR and more importantly at the meeting where he and the parish council voted to approve the IMR to Devon County Council; to declare an interest in a large piece of land that he owns, in the centre of the village of South Zeal which could potentially be used as a public car park to host vehicles that would inevitably be displaced by that very same IMR/B13396-5730. On this point, a copy of this letter is also being sent to the DALC, South Hams and West Devon Borough Council and the DNPA along with other monitoring bodies.

10) I lay out in the text below the detailed reasoning for this objection in support of the statements made above and other points. When all is said and done and this letter is read again possibly years into the future I do appreciate that most it will have little value as sadly emotions concerning the upholding of ancient village values, beauty of a conservation area and the preservation of my own Grade II Star listed building as the IMR has been established with a statement that in some way it will improve public safety, a statement which we along the majority of other South Zeal residents disagree with.

However as a reminder to Devon County Council, The Oxenham Arms Hotel through its only source of income namely paying customers who must drive here and park on the streets here because my building has no usable public car park other than 3 spaces. We employ 18 local people, We donate between 5 and 10 thousand pounds per year to local charities and we host between ten and twenty thousand customers a year who love visiting this beautiful ancient village. We also pay business rates to the government, HMRC payments, VAT wages, pensions and holidays to our staff. The IMR is placing all of this at immediate risk.

11) Despite all of this, we realised how disconnected the local parish council is from reality on this matter when 4 weeks ago, one of the parish councillors, Councillor Jane White, posted a comment on my Facebook page in response to a post I had made with my concerns on the IMR. In her post she commented that No yellow lines were being proposed outside the front of The Oxenham Arms Hotel. As you will all know this is not the case and yellow lines are to be placed at the front wall of The Oxenham Arms Hotel.

To Devon County Council this point means that one of the South Tawton Parish Councillors who has voted to escalate the IMR and approve it to Devon County Council is not herself aware of the exact proposed location of the double yellow lines that she voted on and approved.

12) It would have been appropriate for a Devon County Council representative to have visited me at The Oxenham Arms Hotel at some stage to discuss and view the situation for themselves on our needs to provide on street parking to sustain our business.

This would have been particularly beneficial as with the exception of one Parish Councillor from South Tawton Mr, Ken Crawford, not a single member of our own South Tawton Parish Council have visited the Oxenham Arms Hotel either as a customer or visitor in at least the past 4 years, a fact that is known to all the residents of South Tawton Parish and South Zeal but I suspect not known to Devon County Council . These are councillors Andrew Sampson, Jane White, Bill Cann, Ian Guscott, Fi Reddaway, Jenny Shaddick, Paul Warne.

13) In that context, where it is the duty of the local Parish Council to properly take into account the needs of local businesses (or in your terminology, ' amenities ') Neither South Tawton Parish Council or Devon County Council have so far taken The Oxenham Arms Hotel into account, other than accepting our request to attend 2 HATOC meetings. This is a break in protocol and procedures concerning the implementation of any TRO in England.

Finally, if you have now read the above you will be able to see that the text that Devon County Council have written in relation to the specific reasons for IMR/B13396-5730 is misplaced and incorrect, I quote the text below and leave you with this text highlighted below in red and bold to consider.

The restrictions are being proposed to resolve minor local issues that have been reported to the council and considered as part of the West Devon Highways and Traffic Orders Committee annual local waiting restrictions programme. Specifically, the proposed restrictions will help in avoiding dangers to persons or other traffic using the road or for preventing the likelihood of any such danger arising, for facilitating the passage on the road or any other road of any class of traffic (including pedestrians) and to preserve/improve the amenities of the area through which the roads run.

b) Detail points of objection

a) There has been a clear break in both Parish Council regulations, Devon County Council regulations and UK Government regulations reference to the Disclosure of Pecuniary Interests concerning the active involvement of Councillor William Cann OBE in all meetings, decisions and the final South Tawton Parish Council vote leading to their recommendation to propose IMR/B13396-5730

b) Regardless of how the IMR was handed over to Devon County Council by South Tawton Parish Council. We are aware that HATOC are now needing to determine whether to approve or reject the IMR and the main point escalated to them by the Parish Council surrounds access of emergency vehicles into the village of South Zeal

14) Incorrect assumptions and incorrect data have been provided to Devon County Council and HATOC by South Tawton Parish Council with reference to emergency services access into village of South Zeal. Full detail on this is provided below but the summary of the facts we provide here shows that Emergency Vehicle Access both to the village of South Zeal generally but also to South Tawton Primary School is possible without the implementation of IMR/B13396-5730. There are 2 routes by which an Emergency Services vehicle can access the village School, one is a wider route than the other, both have been measured wide enough to accommodate a large fire appliance and it takes at 30 mph 40 seconds longer to reach the school along the wider route. That is the end of the any argument to implement double yellow lines along any or either of those routes.

Vehicles larger than Emergency Services Vehicles pass through the village every day unhindered during mornings, daytimes and evenings.

a) Involvement of Councillor William Cann OBE in all meetings, decisions and the final South Tawton Parish Council vote leading to their recommendation to propose IMR/B13396-5730

15) On December 4th 2017 at the HATOC meeting which took place in South Zeal. Councillor William Cann with a member of The Dartmoor National Park also present stated for the first time that “he would like to declare an interest in the ownership of a piece of land in the village of South Zeal that could potentially be used as a Public Car Park”. This meeting was also attended by myself and another local resident Nick Maunder.

Despite that declaration, Councillor Cann has continued to attend every discussion relating to the potential implementation of traffic restrictions in South Zeal which would prevent residents and others from parking on the roads and in consequence would inevitably raise the issue of a requirement for such a Public Car Park for those displaced vehicles to park safely.

Also more recently the South Tawton Parish Council decision to form a sub committee tasked with locating a piece of land in South Zeal which would be suitable for a public car park.

16) The UK Government regulations on this point are detailed clearly in the following document.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/240134/Openness_and_transparency_on_personal_interests.pdf

An extract of this document is reprinted below.

Page 7

Where these prohibitions apply, do I also have to leave the room?

Where your council's or authority's standing orders require this, you must leave the room. Even where there are no such standing orders, you must leave the room if you consider your continued presence is incompatible with your council's code of conduct or the Seven Principles of Public Life.

17) As stated above Councillor Cann has also more recently taken part in all discussions leading to the establishment of a South Tawton Parish Council sub- working group, whose sole remit is to find a piece of land in the village of South Zeal which could be purchased and used as a new Public Car Park.

18) Despite Councillor Cann's declaration on December 4th 2017 Councillor Cann has neither abstained from or been asked to abstain from, any County or Parish Council meeting or discussion concerning IMR/B13396-5730 or the sourcing by South Tawton Parish Council of a new Public Car Park for South Zeal.

19) The land referred to is confirmed by the Dartmoor National Park Authorities register of interests as follows and was confirmed by Claire Fairhall of the DNPA on April 8th 2018:

Under the members Land Ownership, Leases and Titles section on the DNPA Website...

Mr William Cann OBE The Brackens, South Zeal, Okehampton, Devon, EX20 2JL

Devonia, South Zeal, Okehampton, Devon, EX20 2JR

Whilst Devonia is a recent name and not registered under the Government Land Registry, the piece of land owned today by Councillor Cann is shown below in the land registry property title.

The Land Registry title and plan is DN467004

B: Proprietorship Register This register specifies the class of title and identifies the owner. It contains any entries that affect the right of disposal. Title absolute 1 (27.01.2016) PROPRIETOR: CHRISTINE BRENDA CANN and WILLIAM GEORGE CANN of Devonia, South Zeal, Okehampton EX20 2JR. 2 (27.01.2016) The value stated as at 27 January 2016 was £320,000.



20) In the full context of South Zeal, Councillor Cann's land and property referred to is shown below



Councillor Cann's interest and ownership of the above property is not reported on the South Tawton Parish Council Website, neither is it reported on the West Devon Borough Council website.

Under <https://sites.google.com/southtawtonparishcouncil.org.uk/southtawtonparishcouncil/about-council/councillors?authuser=0>

21) The parish council show an incorrect record for Councillor Cann.

The reported property under Cllr William Cann is Tor Cottage, a property now owned by another resident.

23) Within the same document the description of a Disclosable Pecuniary interest includes

- **Any beneficial interest in land which you, or your spouse or your civil partner, have and which is within the area of your council or authority.**

24) Councillor Cann's involvement in every council meeting the Parish Council vote on their unanimous decisions to proceed and recommend to Devon County Council that these IMR Traffic Restrictions be implemented is documented in full in all of the South Tawton Parish Council Minutes of Meetings on the STPC Website but also on the videos taken by local residents of the South Tawton Parish Council meetings, these videos being freely available for public viewing at

<https://www.youtube.com/channel/UCc3eKip9bq3xc2fZQ62Fi1w>

Councillor Cann appears in all the videos and is the Councillor on the Far Right of the table.

All of Councillor Canns involvement at Council meetings where the IMR is being discussed and the establishment of a new public car park in South Zeal is also discussed is detailed clearly in the Minutes section of the South Tawton Parish Council Website a few examples of which are detailed below.

17th October 2016 STPC Minutes Councillor W Cann present. No interest declared by WG Cann. **Agenda item v11. Meeting with DNPA regarding additional parking**

b) Incorrect assumptions and incorrect data have been provided to Devon County Council and HATOC by South Tawton Parish Council with reference to emergency services access into village of South Zeal.

Vehicles larger than Emergency Vehicles pass through the village every day unhindered during mornings, daytimes and evenings.

25) As the owner of a hotel, you may or may not be aware that by law I must produce and maintain and update each year a full Fire Risk Assessment for the hotel. This is the current UK legislation. The document is inspected regularly by DSS Fire.

26) I, Simon Powell am the authorised Fire Safety Officer for The Oxenham Arms Hotel South Zeal and am accordingly trained and certified to be so. I am also the authorised St Johns Ambulance representative for The Oxenham Arms Hotel South Zeal and I am also trained and certified to be so. As you can imagine I have a keen interest in knowing and ensuring that emergency services vehicles are able to access this village, it is my legal responsibility to do so.

A major section of a Fire Risk Assessment in a public building is access of Emergency Vehicles, their operators and this includes Fire, Ambulance and Police. Much of the effort on Emergency Vehicle access in this work was triggered by the 1992 fire at Windsor Castle where Emergency Services you may recall had problems accessing the site.

Since our 7 year ownership of The Oxenham Arms Hotel began we have produced and maintained such a document ourselves and with the assistance of an outside consultant.

With regard to Emergency Vehicles can access the village of South Zeal and specifically the topic of Emergency Services Vehicle Widths and Lengths we provide the factual data below which is contrary to

that provided to you by South Tawton Parish Council. The information below forms part of our Fire Risk Assessment document.

27) Vehicles wider and longer than DSS Fire Appliances and SWAST Ambulances that pass through South Zeal unhindered on a daily / nightly and weekly basis.

Coaches / Ambulances and Fire Engines

At least once a week from April to October, since 2015 a European coach operator visits The Oxenham Arms South Zeal. Their coaches leave the A30 at Okehampton and takes the exact route that the Fire Appliances from Okehampton Fire Station would take to enter the village of South Zeal.



The coaches are the largest format coaches permitted on European roads. They are either Scania i6 Irizar or Volvo 9700 56 seat state of the art triple axle coaches. The coaches drive through Sticklepath village, turning left at Ford Cross and drive down through the village, past The Kings Arms pub, parking pointing down the hill before parking at the front of The Oxenham Arms.

The Oxenham Arms as you may know is a registered bus and coach stop.

These coaches arrive at 6.30PM on a Tuesday night. At 6.30PM nearly all the residents of South Zeal are at home, with their vehicles parked outside their houses on the streets.

At around 8.30PM to 9PM the coaches depart heading down the hill bearing left up the hill and out of the village again when all residents are normally parked on the street. The coach rises up the hill, leaving the village and heads out towards Whiddon Down then back to the M5 Motorway.

To present date 96 of these coaches are successfully arrived at and departed from The Oxenham Arms between 6.30PM and 9.30PM.

Coach Dimensions visiting The Oxenham Arms

The coaches are 2.55 metres wide (body width) plus a combined wing mirror width of 1.1 metres

The total width of these coaches is **2.67 metres**

The total length of these coaches is **13.7 metres**

Data sourced from Scania and Volvo specification website.

28) Large Fire Appliance Dimensions visiting South Zeal

The total width of these appliances including wing mirrors is **2.6 metres**

The maximum length of these appliances is **7.91 metres**

Data sourced from DSS Fire

29) Ambulance Dimensions visiting South Zeal

The total width of a Mercedes Ambulance used by SWAST Exeter is **2.25 metres**

The total length of the Ambulance is **5.91 metres**

Data sourced from SWAST by email request.

30) The Dimensions of the LRP Rural Fire Appliance at Okehampton Fire Station which for unknown reason has not been dispatched to South Zeal village

The total width of the LRP Light Rescue Pump is **2.04 metres.**

The total length of the LRP Light Rescue Pump is **6.18 metres**

31) School Bus for South Tawton Primary School

Below are photographs of a Volvo Double Decker Coach parked outside and driving past The Oxenham Arms Hotel. The coach takes children from South Tawton Primary School on school outings and the photograph was taken in January 2019. The coach takes the same route describes above by the tour coach.



This double decker coach is a Volvo B9TL coach.

The total width of the Volvo B9TL is 2.92 metres including wing mirrors

The total length of the Volvo B9TL is 12 metres

The School Trip coach is wider and longer than the Okehampton large fire appliance.

32) Weekly Recycling Collection Vehicles



Every Tuesday throughout the year, the Council Recycling Lorry passes through the village of South Zeal.

These vehicles managed by Devon County Council are DAF LF Euro 6 trucks with a full width from wing mirror to wing mirror of **2.95 metres**. This information was double checked on 5th February 2019. When ourselves and the driver took a tape measure and measured the width of his vehicle.

33) Daily and weekly Carmel Coaches at The Oxenham Arms Bus Stop



A local coach operator stops at The Oxenham Arms which as mentioned above is a bus stop. The photograph here was taken last week and the coach is a 33 seater Plaxton Cheetah.

The full width of the coach is 2.8 metres between wing mirrors

The length is 8.1 metres.

34) Daily Countrybus Daily Service Bus from Moretonhampstead through South Zeal



This photograph was taken on the 5th of February 2019. It shows the daily Countrybus service running through the village of South Zeal.

The bus is an Optare Solo with a width of 2.55 metres

The bus has a length of 10.1 metres.

Taking into account that all of the above vehicles, longer and wider than the largest Fire Appliance and Ambulances used in our area, pass through our village daily and weekly then the objectives of IMR/B13396-5730 are already being met and exceeded in the village of South Zeal, then we reiterate our objection to IMR/B13396-5730

Simon Powell

Owner

The Oxenham Arms Hotel & Restaurant

South Zeal

Devon

EX20 2JT.

Comment on Traffic Order

Your Submission

If you make a submission please be aware that your contact details and any points you have contributed will form part of a public record, which may be published on the Internet and made publicly available in other formats.

Data Protection Act

In accordance with our responsibility under Data Protection legislation, you should be aware that the personal information that you are giving, will be held and may be passed to other Services of the Council, so that you are provided with the best possible support. The information may be passed to external individuals or organizations, but only where this is essential to provide the service or there is a legal obligation to do so.

★

NB: ★ Indicates information you must provide

Traffic Order Details

Reference number

5730

Traffic Order Description

Devon County Council (Various Roads, South Zeal) (No Waiting & Parking Restrictions) Amendment Order

Warning If you did not start your submission from [Traffic Orders search page](#) it will fail to submit successfully.

NB:

If either of the above fields are not populated with relevant data, your submission will fail. Please go to Traffic Orders Search page using the link above, and select the appropriate Traffic Orders ID link for your submission.

Traffic Orders

Please enter your comments about traffic order in the box provided below.

I wish to object to the TRO because

- The village needs residents parking zones before yellow lines
- Yellow lines will cause issues for people visiting the local businesses and families in the village.
- The existing car park within the village (Recreation Ground) only serves the lower part of the village and the access link to the main street is not user friendly.
- There is no car parking provision for the middle and upper areas of the village. The existing car park (Recreation Ground) does not serve these areas due to distance and the steep incline.

Date and time submitted

Tuesday January 29, 2019 12:42:41

Your details

Title

Mr

First Name	Last name
<input type="text" value="Nick"/>	<input type="text" value="Maunder"/>
Organisation	
<input type="text"/>	
How should we contact you?	
<input checked="" type="checkbox"/> Email	
<input type="checkbox"/> Letter	
Email address	Confirm email address
<input type="text" value="REDACTED"/>	<input type="text" value="REDACTED"/>

Address

<input type="text" value="REDACTED"/>	<input type="text" value="REDACTED"/>
<input type="text" value="REDACTED"/>	<input type="text" value="REDACTED"/>
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SUBMIT YOUR REQUEST

Thank you for completing this form - press the SUBMIT button to send this request. Once the request has been accepted you will be given a confirmation number for future reference. You will also have the opportunity to print a copy of the information you have entered on the form. PLEASE BE PATIENT This transaction may take a little time to process. If you select another page you will not receive the confirmation information.

County Solicitor
County Hall
Topsham Road
Exeter
EX2 4QD

6th February 2019

For the attention of :-

West Devon Highways & Traffic Orders Committee
c/o Gerry Rufolo
Devon County Council
Via email: Gerry.rufolo@devon.gov.uk

Devon County Council (Various Roads, South Zeal) (No Waiting & Parking Restrictions) Amendment Order - Reference: IMR/B13396-5730

Dear Councillors

You have received a number of documents concerning our opposition to TRO 5730

The purpose of this letter is to add further information concerning the acute shortage of on street parking along South Zeal high street and the additional difficulties caused during the daily school run.

South Tawton School has approximately 70% of the total school headcount driven to school each day. In order to gather a greater understanding of where parents parked morning and afternoon a detailed survey was carried out by Jane White who works at the school and is also vice chairman of the South Tawton Parish Council.

Summary of her findings (full report available on request)

- Children driven to school
 - Approximately 70% of total school headcount
 - 108 cars (some with more than 1 child) twice per day aiming for
 - 31 children to Kings Arms car park
 - 35 children to Rec Ground car park
 - 69 children in cars parking in the high street


It is self evident from these findings that the high street on street parking capacity is totally overwhelmed during these periods and the introduction of double yellow lines will only make the situation worse presupposing that any notice was taken of them. Today it is not uncommon the find parents parking their cars in completely inappropriate places including in or across residents driveways.

I would respectfully ask members of the HATOC to take these objections into consideration when deliberating on the proposed TRO for South Zeal

Yours sincerely

Nick Maunder

Chairman South Zeal (Residents) Car Park Working Group



Comment on Traffic Order

Your Submission

If you make a submission please be aware that your contact details and any points you have contributed will form part of a public record, which may be published on the Internet and made publicly available in other formats.

Data Protection Act

In accordance with our responsibility under Data Protection legislation, you should be aware that the personal information that you are giving, will be held and may be passed to other Services of the Council, so that you are provided with the best possible support. The information may be passed to external individuals or organizations, but only where this is essential to provide the service or there is a legal obligation to do so.

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Traffic Orders

Please enter your comments about traffic order in the box provided below.

I am in favour of restricting parking Yellands to the front door of the Kings Arms where the road is very narrow to permit all traffic including buses, fire engines, ambulances to have access to the village at all times

Date and time submitted

Monday February 4, 2019 09:15:57

Your details

Title

Mrs

First Name

Sue

Last name

Tilley

Organisation

How should we contact you?

☒ Email

☐ Letter

Email address

Confirm email address

Address

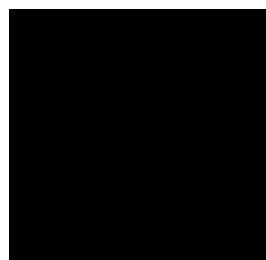
Building name or number

SUBMIT YOUR REQUEST

Thank you for completing this form - press the SUBMIT button to send this request. Once the request has been accepted you will be given a confirmation number for future reference. You will also have the opportunity to print a copy of the information you have entered on the form. PLEASE BE PATIENT This transaction may take a little time to process. If you select another page you will not receive the confirmation information.

5th February 2019

West Devon Highways & Traffic Orders Committee
c/o Gerry Rufolo
Devon County Council



Dear Councillors / members of HATOC,

Response to HATOC submission

I wish to record a formal OBJECTION to the imposition of double-yellow lines within South Zeal. I have expanded on the reasons for this objection within this letter, and I have summarised these in the headings below and expanded the detail in the remainder of my letter.

- A. Lack of alternative parking for local residents
- B. Potential adverse impact on identification of suitable additional village car park
- C. Issues of safety and to allow access by emergency vehicles
- D. Lack of need for the Traffic Regulation Order (TRO)
- E. Alternatives which are already available to the Police
- F. Impacts on the South Zeal Conservation Area
- G. Level of local support

Summary of objection

There is no alternative parking within the village, nor any robust evidence of support for the proposals from local people. There is no evidence that the TRO is needed on safety or other grounds, and there are alternative remedies available to deal with any ad hoc inappropriate parking in any case. The Conservation Area within the village would be affected. Most importantly, the proposal does nothing to support the delivery of the much-needed additional car-park and will in fact, make the parking problem worse.

A. Lack of alternative parking for local residents

The location of Bessies Cottage is on the corner of the main road through the village and Tawton Lane (also known as School Lane) and as such, I, my wife, and to a lesser extent but relevantly, our children and grandchildren, who all live locally, will be affected more than most people if the TRO is approved. We use a parking place near the corner / junction and another nearby but not in School Lane. These spaces will both be affected if the TRO goes ahead.

The village has sought additional off-street parking for decades. Whilst the Parish Council and others continue to pursue that goal, there are no alternative locations for us or other residents to park unless and until a new car-park is delivered. Evidence previously presented to the HATOC in November 2017 exemplifies the issues - photographs indicate the lack of any spare parking spaces along the main street or in the existing car-park, and that houses which have off-street parking were utilising those spaces.

To impose a TRO which removes on-street parking without there first being suitable off-street provision is self-evidently premature and could lead to unintended adverse consequences (see 'B' below). Likewise, this would adversely impact upon those with a need for reasonably direct access to vehicles - e.g. those with mobility issues, and people with young children, both of which are relevant to our family. My wife has Rheumatoid Arthritis (RA) and attends RD&E for treatment every month. I work away from the village all week so she conducts her daily tasks; shopping, looking after

grandchildren etc. without my help and, at times, parking outside the front door or close by is important as she can have difficulty carrying heavy items or walking any distance with them as her hands and feet are most affected by RH. The implementation of parking restrictions as planned will exacerbate the ongoing problem with parking in the village because it will displace 14 medium sized cars close to my house that would otherwise have nowhere to be parked.

The Parish Council Working Group's report to the July Parish Council meeting noted that a site had been identified for the potential car-park, but was subject to widespread consultation with the authorities, landowner negotiations (financial), and also to the clarification of matters including flooding, groundworks, potential for crime, etc.

The intention of the report was to inform a decision as to whether / how the car-park might be delivered. It has been published and however, all of the options for location of a possible car park were rejected for a range of reasons! I note that if the HATOC 'decides to implement the TRO proposal then a further usage survey of the Recreation Ground Car Park may need to be carried out in order to provide Council with the most useful information. Based on my experience of government / councils delivering transport infrastructure locally, regionally and beyond, (I am a management consultant who has spent 26 years in this profession and much of it working with local councils and regional and government agencies), I am of the view that there is presently no certainty that a suitable car-park can or will be delivered and the implementation of the TRO may actually lead to the need to reassess the car-park proposals.

B. Potential adverse impact on identification of suitable additional village car park

As noted, delivery of additional car-parking is likely to involve securing land from private landowners. In a market economy, the value (cost) of that land is linked to demand. Whilst the need for a car-park is already established, the proposed TRO would increase demand and hence, likely, the cost of the car-park.

This has an impact on the long-term aspiration of the village to deliver this facility and may undermine its viability. Even if a reasonable TRO could be delivered, taking account of the needs of all users of the Highway, then this is another reason why it would be premature in advance of the provision of additional off-street parking.

C. Issues of safety and to allow access by emergency vehicles

The reason cited by the parish council for the implementation of double yellow lines is to improve safety and to allow access by emergency vehicles. I feel that this is a spurious argument and without merit. There have been several incidents where the fire service has been called through a 999 call to the village. On each occasion, a full-size Medium Response Pump (MRP) fire appliance has attended instead of the smaller one; the Light Response Pump (LRP). The LRP has many of the benefits of the larger MRP vehicle and has been brought into service over the last few years based on an analysis of risk, to reduce cost and increase efficiency. It is part of a concept that has been placed on the Devon & Somerset Fire & Rescue Service (DSFRS) website, that of an Integrated Approach which is underpinned by three key elements:

- Stations, vehicles, their crews and equipment matching local risk
- Prevention and protection activity targeting those at highest risk
- Our staff working in a new, more flexible way.

This enables a tiered response introducing four levels of emergency response with Tier 1 being that most appropriate for South Zeal and especially when related to Tawton Lane where I live:

Tier 1 – First response

The principle of Tier 1 is to send the appropriate number of firefighters in smaller, more agile vehicles that carry critical equipment for local needs. The foundation of Tier 1 is the introduction of smaller LRP fire engines that was consulted on and agreed in 2010. These fire engines will be widely provided across the two counties to those communities that will benefit most from a smaller LRP

vehicle. A number of these smaller vehicles are now in the fleet and have been well received by staff, are saving money (approximately £70k each per vehicle) and improving our performance.

The smaller LRP's are provided with equipment specifically matched to the local risk and were specifically purchased to access fires in small rural villages as promoted in a fire service [press release](#). DSFRS maintain a public information [list of all fleet vehicles](#), including for

Okehampton Fire Station:

OKEHAMPTON LRP

OKEHAMPTON LV 4X4 BLUE LIGHTS

OKEHAMPTON NATIONAL RESILIENCE

OKEHAMPTON NATIONAL RESILIENCE

OKEHAMPTON Medium Rescue Pump (MRP) 4X4

The Devon and Somerset Fire service produce these figures on their normal MRP fire appliance and the LRP, comparing specifications:

MRP	LRP
12/14 tonnes	7.5 tonnes
Length 7.91m	6.18m
Width 2.6m	2.04m
Height 3.12m	2.74m
Water capacity 1,800lts	1,000lts
Breathing apparatus x 4	BA x 3
Road rescue enhanced	Road rescue full set
Crew max 6	Max 5
Foam system	Foam system
Miles per gallon 10	18/20
Ladders 13.5m	10.5m

Given all of the above, which has been taken from DSFRS open source information, the comments from a fire officer that attended the last 999 call out in South Zeal is relevant. The incident was covered in detail by me in a submission contained in the 'WEST DEVON HIGHWAYS AND TRAFFIC ORDERS COMMITTEE (HATOC) 23rd October 2018: Agenda item 5, Appendix III – 'South Zeal Waiting Restriction Proposals. Reference: Fire Service Incident log VV019020-09092018' and included a statement from the fire service officer, that a small fire appliance should attend South Zeal due to the expected narrow streets in the village that are similar to other constricted roads that are a feature of many Devon villages. The verbatim reference is shown below and can be found in the above reference:

The Parish Council had also been told by a parishioner that the crew had mentioned that the larger fire engine would not have been able to access the lane from the other end (via Moons Cross). I asked the representative for clarification on this and he commented in an email on 24th September that:

"I've spoken to the crew about whether the first appliance from Okehampton would have reached the destination and although they couldn't say for definite they didn't think that it would. Having said that the smaller appliance would be preferred to attend South Zeal as there are lots of narrow roads."

It is clear that having local knowledge and using satnav technology available to the service would enable emergency vehicles to reach the site of an emergency effectively and efficiently. There are seven approach roads to reach the centre of the village and the fire service provides their fire appliances with updated details of the site of the call out and the best road approach by radio.

As part of the preparation for this objection, a Freedom of Information (FoI) request was made to DSFRS regarding the number of callouts to South Zeal and type of vehicle used over the period 1/1/2017 to 1/1/2019. This is the response that was received by email from the Information Office 28 January 2019 at 11:59:17 GMT

Reference: FOI request Okehampton Fire Station vehicle dispatch records

Pumping - Water Tender Ladder appliance has been called out 2 times to South Zeal between 01/01/2017 and 01/01/2019

Pumping - Water Tender appliance has been called out 10 times to South Zeal between 01/01/2017 and 01/01/2019

Within these data relating to MRP callouts (note, there were no LRPs called out), twice in the last 5 years, a full-size MRP appliance has been routed down Tawton Lane and on both occasions my wife went out of the house to see if she could help as the crew were looking for the fire, which was found to be elsewhere later on.

The fire service has the capability to select the most appropriate vehicle and route for emergencies in South Zeal. Having double yellow lines as planned will have no effect on improving the safety for citizens but would, if imposed, create more bottlenecks as there will be fewer spaces available for the same, and growing number of cars parked in the village. Finally, an LRP will be able to access any part of Tawton Lane, and other parts of South Zeal, even with cars parked as they are now because the LRP is no wider than the delivery van that comes at about 5a.m. every morning, when all the parking space is taken and have parked in the most constricted part of the lane, to supply the Post Office / shop. The Post Office / shop delivery van has never experienced any problems!

I have measured the width of a Devon County Council recycling vehicle, a Daf LF Euro Recycling Truck. The full width of the truck is 2.95 metres. The full width of the MRP at Okehampton Fire Station as listed above, is 2.66 metres. The recycling vehicle is 29 cms wider than the MRP and yet passes through the village every week at various times. Similarly, DCC refuse waste collection vehicles that comes at a different time to the recycling vehicle, have, like the Post Office / shop delivery van, never experienced any problems!

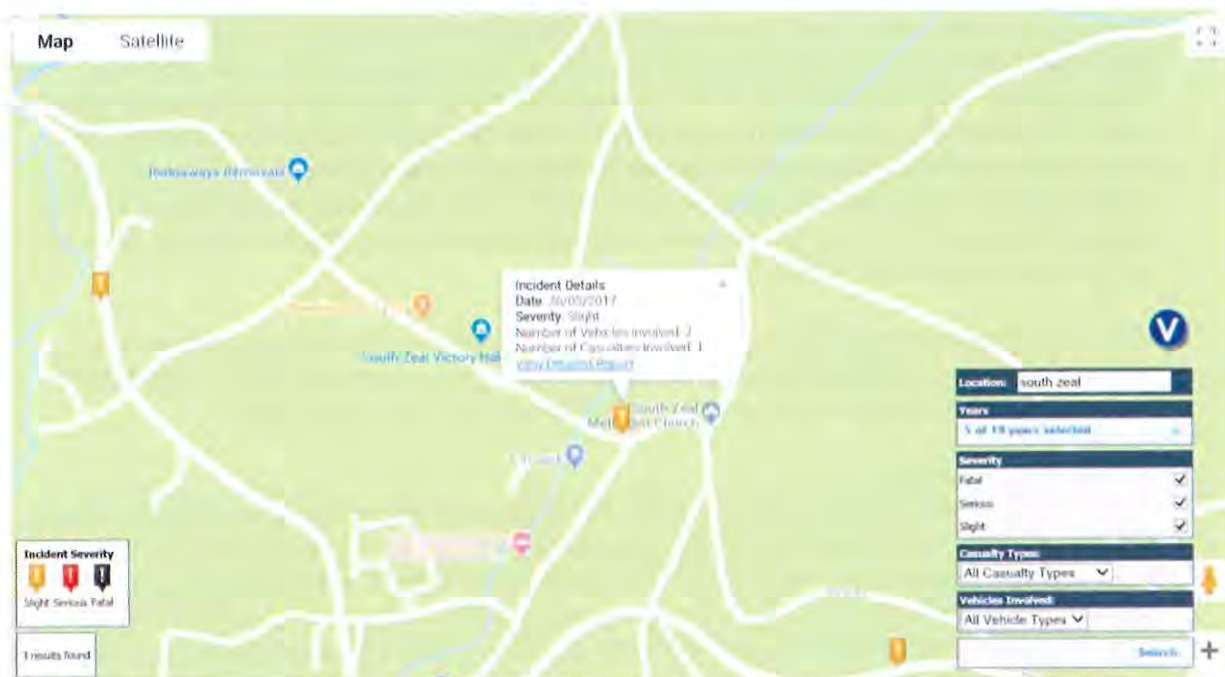
Issues regarding access for emergency vehicles should be taken seriously and I do however, it would generally be expected that the emergency services would liaise with the Highway Authority with regard to any such concerns - it is common practice for the authorities to undertake local leaflet campaigns to highlight such issues and to request co-operation from local residents. As a last-resort, DSFRS has the right to move vehicles where they obstruct the preservation of life or property under paragraph 44 (2) of the Fire and Rescue Services Act 2004. I am not aware of any such campaigns having been undertaken, nor of any formal requests by the emergency services to limit parking locally.

It would seem that the selection by DSFRS of an appliance that is not the most appropriate available is being used by the Parish Council as one of their main arguments for imposing double yellow lines when their concern about maintaining the safety of citizens, is groundless.

D. Lack of need for the Traffic Regulation Order (TRO)

Local Transport Note 1/08 Traffic Management and Streetscape states (paragraph 3.4.2) that 'there is no fundamental need to provide traffic signs or markings...If the scheme [i.e. the highway layout] manages...to guide traffic and promote road safety sufficiently there may be no need for traffic regulation orders and associated signing'.

I have considered the latest road safety data for South Zeal, which is reproduced in Figure 1 and have examined the latest 5-years' data, whereas it would be usual to focus on just 3-years' information:



Examination of the facts show that there is no pattern of accidents within the village from which to substantiate the Parish Council's suggestion that concerns for citizens' safety is the basis for the imposition of a TRO.

E. Alternatives which are already available to the authorities and the Police

Highway law already provides means of addressing obstructive parking, without the need for a TRO. Highway Code rule 242 states: 'You **MUST NOT** leave your vehicle or trailer in a dangerous position or where it causes any unnecessary obstruction of the road' and rule 243 says 'DO NOT stop or park...opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space'. Local authorities and the Police can remove a vehicle if it is causing an obstruction, via sections 99-102 of the Road Traffic Regulation Act 1984, as amended, and by the Removal and Disposal of Vehicles Regulations 1986 (SI 1986/183), as amended, made under sections 99 and 101 of the 1984 Act.

The powers of removal under section 99 include vehicles which cause obstruction, danger or potential danger. Therefore, there is no requirement for a TRO to be in place in order for the authorities and the Police to take action against obstructive parking.

F. Impacts on the South Zeal Conservation Area

Government is clear that unnecessary street 'clutter' should be avoided, particularly in sensitive areas. In 2013, guidance urged Councils to avoid the automatic use of double-yellow lines to control parking, at which time the Transport Minister said that double-yellow lines "are a clear eyesore that can be intrusive and can have a huge impact on the look and feel of our streets, particularly in historic town centres or conservation areas".

Much of South Zeal lies within a Conservation Area. Paragraph 3.40.4 of the Adopted Dartmoor National Park Authority (DNPA) Development Management and Delivery Development Plan Document states, with reference to South Zeal, that 'Street detailing is important. Opportunities for the reinstatement of granite kerbing and the repair or reinstatement of the cobbling should be pursued where this has deteriorated or been removed'. The DNPA South Zeal Conservation Area Character Appraisal notes that 'The street scene retains an informal character throughout the village' and notes various historic elements within and around the highway environment, as well as the removal in 1992 of overhead cables and poles 'which has enhanced the street scene'.

This mirrors advice from Historic England and best practice more generally, which tells us that we should minimise 'clutter' on our streets and only use road markings where they are necessary. Likewise, Local Transport Note 1/08 Traffic Management and Streetscape states that a collaborative approach is necessary when designing and implementing new traffic management schemes, with the recognition of place being a key consideration alongside the achievement of functional objectives and consideration of 'the bigger picture' rather than focussing on single issues. This wider consideration should of course extend to the practical needs of local residents, including those with mobility issues and people with young children.

In this case, the proposed TRO scheme promotes the introduction of incongruous carriageway markings which have never previously existed within the village, contrary to DNPA's objectives for the de-cluttering and sensitive management of the South Zeal Conservation Area.

G. Level of local support

The Parish Council's website records that of the 162 people that responded to its TRO consultation, 82 (51%) opposed its introduction, with 80 respondents (49%) in favour. The Parish Council website describes this as 'clearly a very close result'. The Parish Council then presents data relating to 'residents living in the affected areas', of whom there were 98 in total, with 52 (53%) in favour and 46 (47%) opposed. By contrast, the Parish Council describes this as 'a clear preference' for the TRO. Given that the proposals would impact upon a wide range of users from within and outside of South Zeal, it is unclear how exactly the Parish Council has concluded that some views are of greater significance or consequence than others - for example, users of the highly-valued local school.

The 2011 Census indicates that South Zeal had a population of 912 people, meaning that the total number of respondents 'living in the affected areas' represent just 11% of the population of the village. Taking a 95% confidence level, which is typically used in social statistics, the 98-person sample provides a confidence interval (i.e. the expected variation around the reported results) of 9.36. As the confidence interval is greater than the difference between the survey outcomes (9.36 is more than the 6% difference), the outcome is statistically unreliable - i.e. it is possible that the reported results in support of the TRO would be reversed if a larger group of local residents provided their views.

In summary, the level of local support by all relevant users has not been tested in a way which can lead to robust conclusions. It is very possible that the reported level of local support does not exist, and I note that a wider group of respondents actually objected to the proposals. I suggest that new surveys should be undertaken and statistically checked before they can be relied upon as an indicator of the views of the residents of South Zeal. Similarly, given the Parish Council's initial recognition of the wider community effects arising from the proposals, an overall impact assessment on the full cross-section of users should be undertaken in advance of any TRO being imposed. Amongst other things, this should fully consider the impact on local businesses which rely on the availability of on-street parking.

The National Planning Policy Framework (NPPF) (2018) is clear that 'local authorities should seek to improve the quality of parking so that it is convenient, safe and secure' (paragraph 106). Similarly, the Planning Practice Guidance (PPG) notes the linkage between the quantity of parking and the vitality of local centres (Paragraph: 006 Reference ID: 42-006-20140306), going on to state 'local planning authorities should seek to ensure parking provision is appropriate to the needs of the development and not reduced below a level that could be considered reasonable...[reflecting]... the important role that appropriate parking facilities can play in rejuvenating local shops, high streets and town centres.' Consequently, the imposition of the proposed TRO without suitable consultation, community agreement and alternative parking provision runs contrary to the recommendations of national planning policy and guidance.

Currently, an [ePetition](#) is underway to identify support or otherwise for the imposition of yellow lines within South Zeal.

Summary and Conclusions

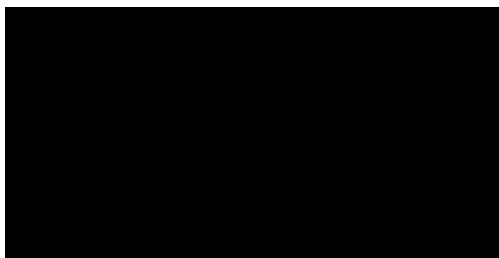
Based on my argument as a citizen, resident of South Zeal and head of a household that will be sorely affected by a TRO, I consider that a TRO will add nothing to the safety, utility or attractiveness of the village. There are no alternative parking places within the village and this whole focus on a TRO is, on the part of the Parish Council, a distraction from the fact that for decades, Parish Councils and on which many of the present councillors have sat, have done nothing to provide more parking and now feel under pressure from 'vocal locals' to take action.

Unfortunately, they are focusing their energy and power in imposing an outcome which interestingly, will affect none of them. The only councillor who would have been affected by double yellow lines painted outside their house moved to a house within the village that has onsite parking - very recently! They should continue to utilise their energy and powers on the much harder question of provision of adequate parking within the village of South Zeal.

The Parish Council, as with all democratically elected councils is there to make decisions that will protect citizens and improve their environment. This should be based on what a majority of people see as important and want. This should be judged against factual data and in conjunction with the requirements of the law. From my argument above it is self-evident that:

- the majority of people in the village do not want a TRO / double yellow lines
- the facts do not support the Parish Council's assertion that there is a need for a TRO / double yellow lines to improve citizens' safety
- the law already makes adequate provision for any parking-related issues upon which the Parish Council have based their argument for a TRO





I respectfully ask the committee not to approve the TRO proposals for the reasons explained above.



Ian Crawford

Legend

Proposed restrictions

-  Access protection mark
-  Limited waiting
-  No waiting at any time
-  School entrance clearway

No. of Addresses

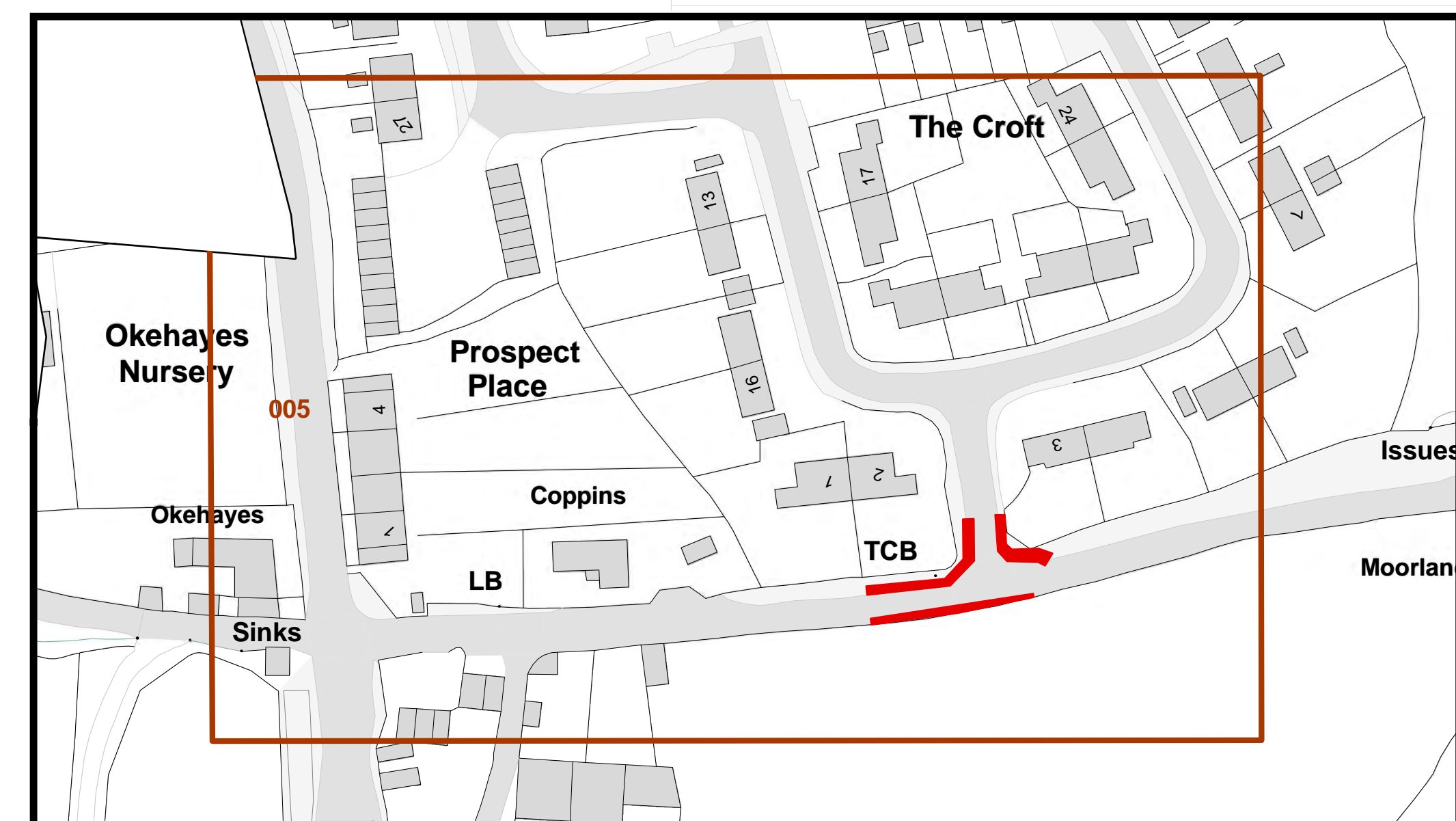
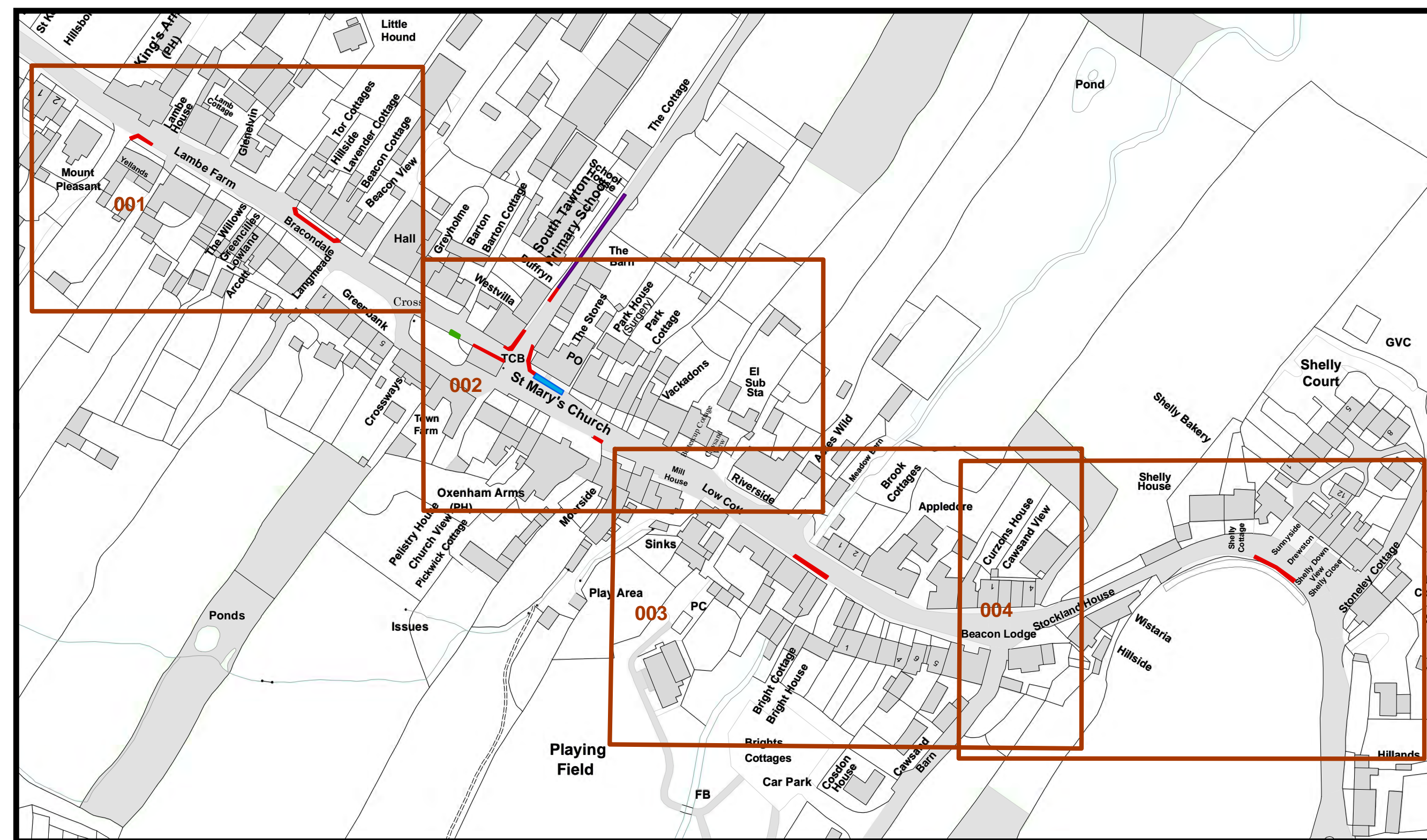
287

No. of Addresses
making a submission

71

No. of submissions

116



Title: Proposed restrictions
Scale: 1:2,960

Date: 14/03/2019
Author: Rowan Hooper

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ESRI ArcGIS Plot
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Devon County Council, 100019783, 2019