

ROADS AND PARKING (1)

- The Neighbourhood Plan is able to deal with **land use and related planning issues**, which can include provision for new parking facilities (more to follow), but not road maintenance, traffic management or parking enforcement.
- However, we recognise their importance to the community and would like to take this opportunity to gain evidence of your views. These will then inform a **community action plan** which the Parish Council can work to deliver.

Roads and traffic

You have told us that...

you were concerned about speeding and the consequent safety impact, particularly on access to the playing field and children going to the school. You also disliked the throughput of heavy vehicles and poor road maintenance.

- Devon County Council ('DCC') are our Highway Authority and, due to funding constraints, will only implement and pay for new **traffic management** schemes in cases where there is a proven level of risk from accident records.
- If Exbourne wants to introduce any traffic management scheme, we would have to fund a £3,500 administration fee to have it officially considered and then, if approved, fund the installation cost as well.
- We asked DCC's Neighbourhood Highway Officer to undertake **speed surveys** on the A3072 and High Street.
- The A3072 already has flashing "slow down" signs provided by the Parish Council but speeding vehicles continue to be recorded and DCC are undertaking further work to determine what action should be taken.
- At present, parked vehicles and narrow streets act as a traffic calmer in the village and the average speed recorded along High Street was only 22mph.



- We may be able to pursue the introduction of a **20mph limit** in the village but this would result in estimated costs of at least £7,000, amounting to approximately £45 for each household in the parish.
- Some other **traffic management tools** for High Street have been considered, including the provision of a footway on the east side of the road between the Red Lion car park and Wood Close. Arguably, this would result in little interruption to traffic flow but instead have a calming effect, helping to protect pedestrians and historic buildings.

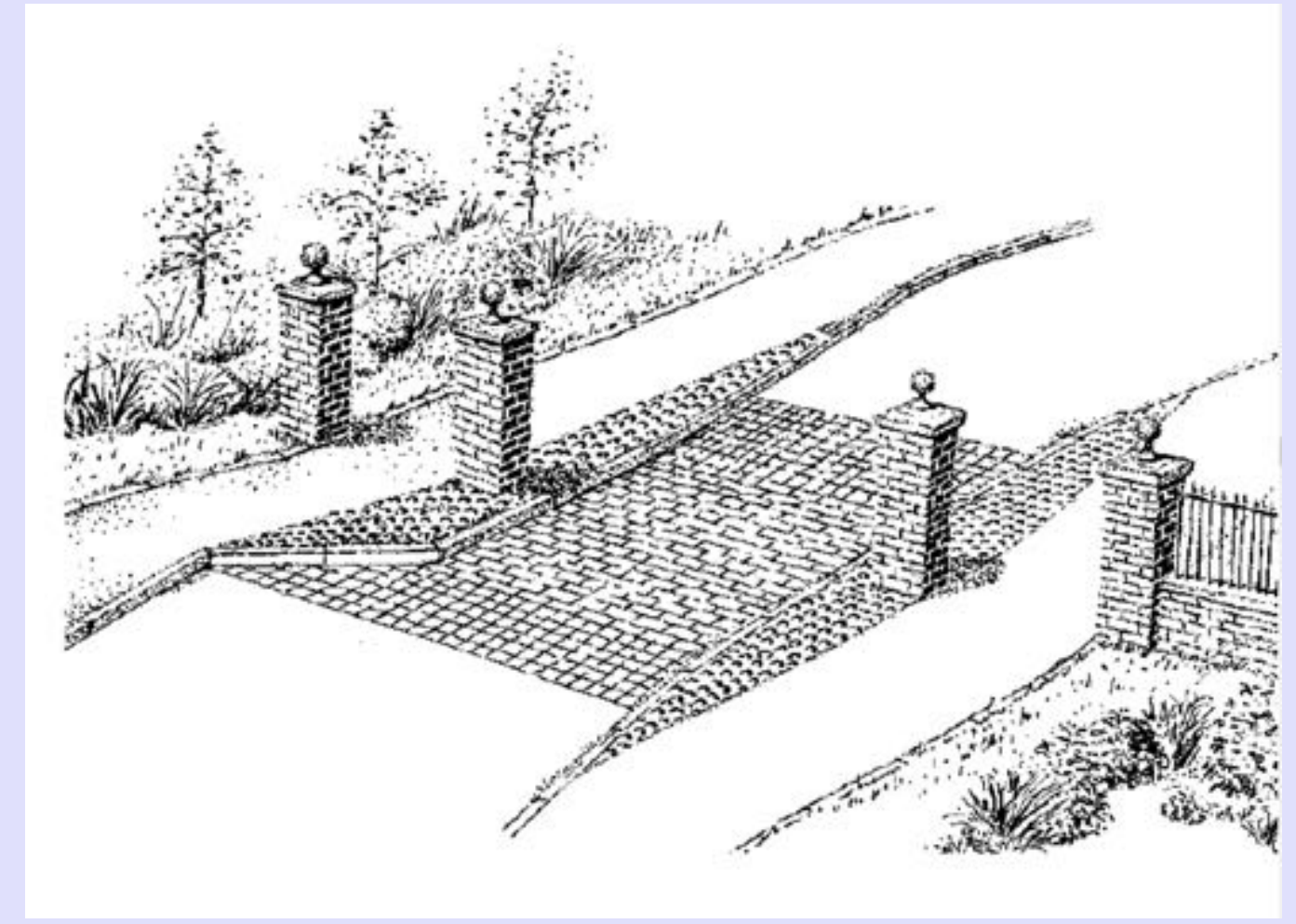


Road narrowing at Hatherleigh

ROADS AND PARKING (2)



- Alternatively, some villages have used narrowed gateway entry points or changes of surface treatment to achieve a clear transition between higher speed roads and the village itself.



We'd like to know....



(1) Are you in favour of a village 20mph limit given the likely costs?

(2) Although considered prohibitively expensive at present, are you in principle in favour of creating a footway on the High Street and exploring other traffic management tools?

(3) The network of footways through the village is sporadic and limited. Do you agree that, where possible, new developments should be encouraged to create footways linking them with the heart of the village?

PLACE A STICKY DOT NEXT TO YOUR ANSWER ON THE SHEET ON THE TABLE OR A POST-IT WITH YOUR COMMENTS...

Parking

You have told us that...

inconsiderate parking and a shortage of spaces near the main village facilities causes congestion and impacts on access to the school, shop, church etc. Some of you thought a village car park might improve the situation.



Restrictions and enforcement



- Historically, parking restrictions in the village have been resisted due to the difficulty of enforcement (DCC have confirmed they do not have the resources to visit Exbourne often) and the impact road markings and signage would have on the street scene and Conservation Area.

ROADS AND PARKING (3)

- The possibility of a limited stay parking restriction, say one hour between 9 a.m. and 5 p.m., on the existing off-road marked parking area to the north of the Burrow has been considered.
- This would help improve custom at the Burrow and perhaps improve the general parking situation on the High Street by reducing the number of vehicles left for long periods of time in the same place. Although, again, its effectiveness would rely on at least occasional enforcement.



Village car park

- The Neighbourhood Plan can include a policy that requires developers to provide adequate parking for new houses but this will not improve the current situation on High Street.
- We have estimated that, allowing for some transient visitors and growth, the creation of an additional 20 parking spaces close to the centre of the village should help relieve the parking problems there. However, this does assume that residents and visitors alike will choose to use a village car park rather than the convenience of parking as close to their destination as possible.
- The Playing Field Association already has planning permission for a car park of 14 spaces on the playing field. Some believe this could relieve parking pressure on High Street and improve the playing field's use.
- Alternatively, land could be set aside for a parking facility on one of the potential development sites in the village. Some landowners have agreed in principle to donate the land, so the resulting car park could be owned and managed by the community, but the building costs would be significant. These costs could potentially be partly met by developer contributions from new housing. However, it is likely that initial funding would also need to be secured from other sources. Ongoing maintenance costs would also need to be financed.

We'd like to know....



(4) Are you in favour of a limited stay parking restriction on the existing off-road marked parking area to the north of the Burrow?

(5) Should there be a parking space dedicated to disabled parking?

(6) Are you in favour of a village car park? If so, would the proposed playing field facility be sufficient? Or, would you prefer to incorporate it into a new housing development closer to the village facilities?

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