



WILLAND PARISH COUNCIL

Parish Council Briefing Document – On Street Parking - Potential Solution.

1. Information

1.1 Willand Parish Council presented a briefing paper to the Lower Culm Ward Councillors of MDDC with a covering email on 14 February 2018 which set out problems with on street parking and a potential solution for one area of the village. That document is appended at the end of this briefing note – **Appendix A**.

1.2 A site visit took place with Officers, Ward Councillors and the Chair of Parish Council on 26 March 2018 where actions for a way forward were discussed.

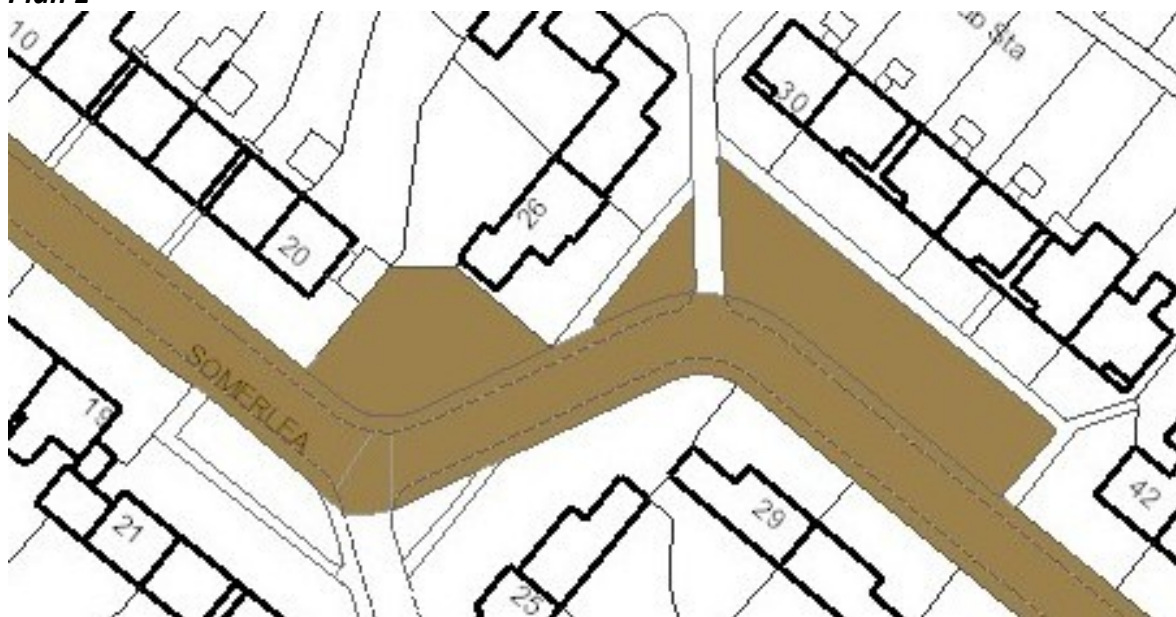
1.3 On 6 April 2018 an email was received from Claire Fry of MDDC which contained the following information:

Further to my recent email, I can confirm that Steve Densham has now had an opportunity to liaise with Devon County regarding parking issues in Somerlea. They have sent the attached plans which show that the area in front of the bungalows and the big corner plot we looked at, belong to them (marked brown on the plans).

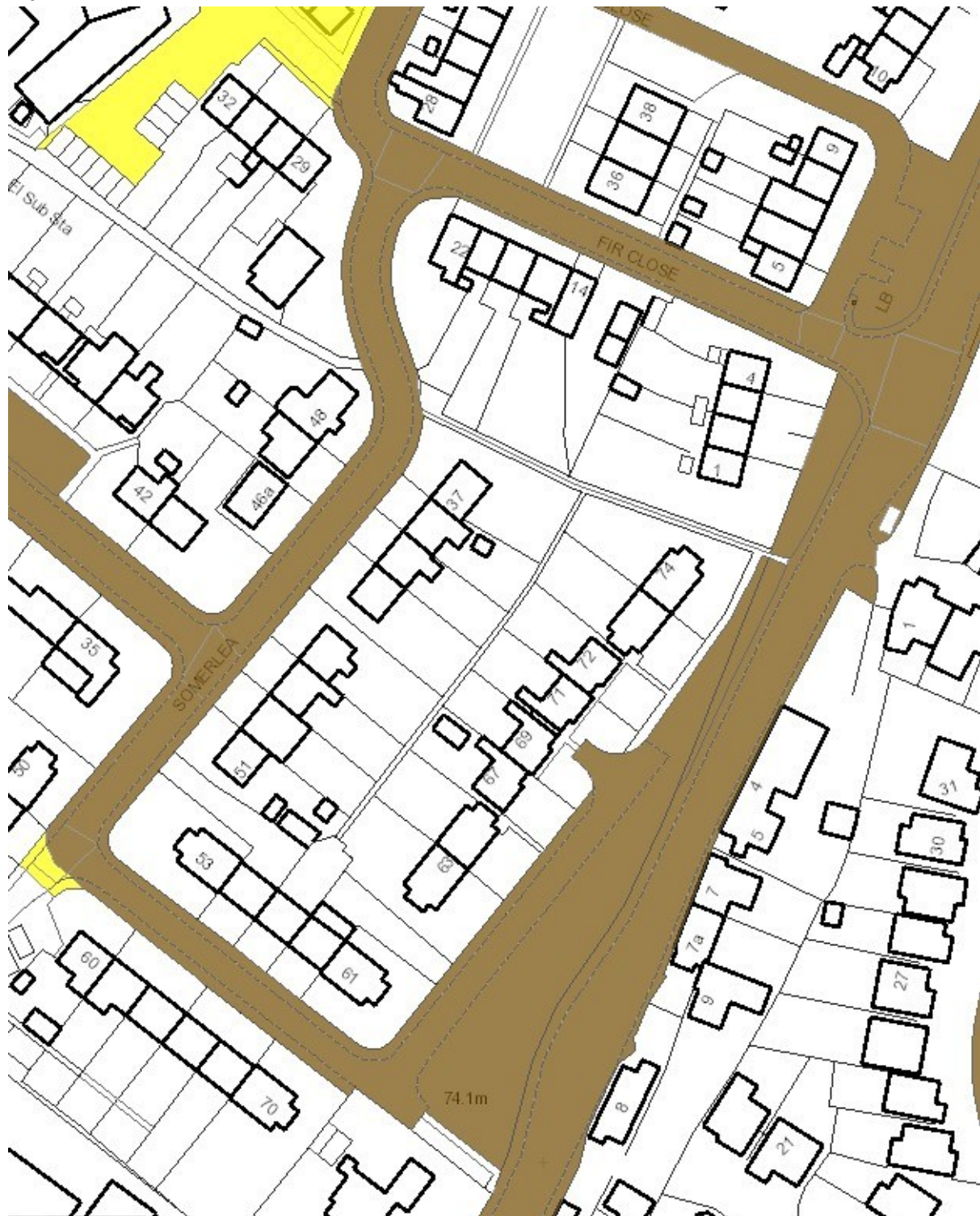
I understand that this would not preclude this authority from seeking permission to convert the verges to parking but I thought that you should be aware that it may not be as easy to move this matter forward as we might have hoped, under the circumstances.

1.4 The two provided plans are as follows:

Plan 1



Plan 2



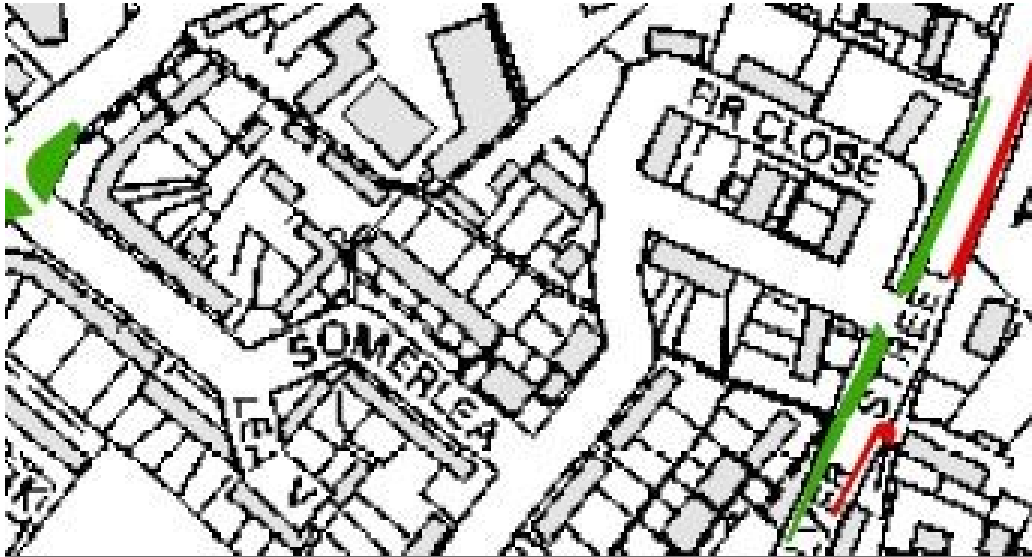
2. Conflict of information

2.1 Willand Parish Council has entered into an agreement with Devon County Council to cut all grass verges and adjoining areas within the parish for the financial year 2018/2019. As part of that agreement maps have been provided by DCC with the areas of grass which are

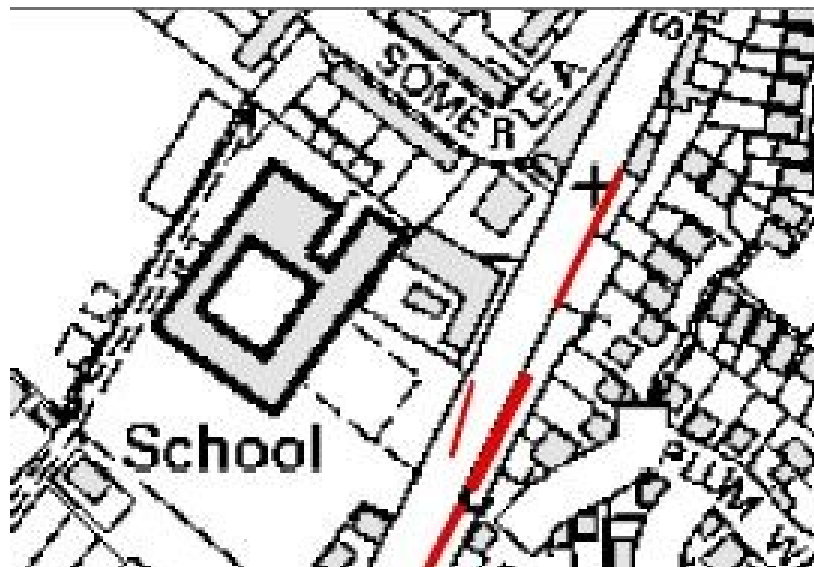
their responsibility marked on them. Green and red areas apply as they signify visibility splays and all other areas respectively.

2.2 The relevant maps for the area are:

Plan 3



Plan 4



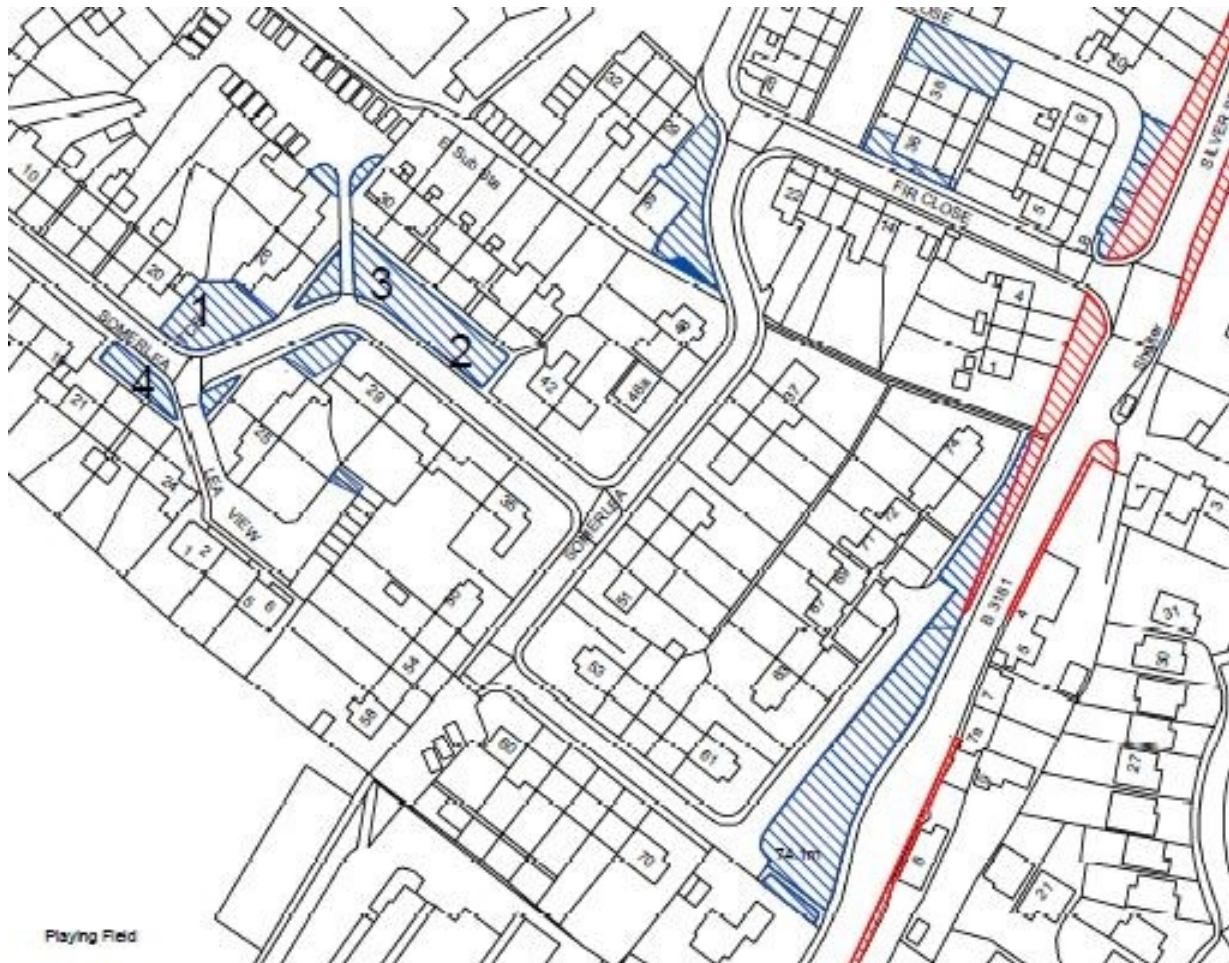
It will be seen that all areas coloured brown on Plans 1 and 2 and owned by DCC are not shown as being their responsibility for grass cutting on Plans 3 and 4.

3. Areas of Grass currently cut by MDDC

3.1 Maps have been produced by MDDC showing areas of grass cut by their direct labour force. Areas marked in blue are cut by grass cutting teams responsible for grounds maintenance but then cross charged to Housing Services. The red areas are DCC areas and consistent with those shown on Plans 3 and 4.

3.2 The map for the relevant area is shown as Plan 5 and it was this plan which was submitted as part of the document attached at Appendix A.

Plan 5



4. Discrepancies

4.1 It will be seen that the areas identified in Appendix A for potential off-road parking have had the grass cut by MDDC staff and charged to the Housing Services.

4.2 It will be noted that an area marked blue at the Silver Street end of Fir Close in Plan 5 is marked brown on Plan 2. Part of that area was taken for parking when the 6 affordable houses were built in Fir Close. How was the DCC ownership of that area dealt with at the time?

5. Observations, Suggestions and Conclusion

5.1 There are obvious discrepancies and it would appear that Housing Services of MDDC are being charged for cutting identified areas of grass which under Plans 1 and 2 should be the responsibility of DCC. This has been the case for some years.

5.2 The discrepancies should be referred to DCC for clarification.

5.3 This paper to be copied to MDDC Ward members for Lower Culm and our Devon County Councillor with a request that they pursue the matter with Officers to ensure that the discrepancies be resolved.

5.4 Ward members may wish to ask officers to make enquiries of the Land Registry to see to whom the relevant parcels of land are registered to.

5.5 Positive and robust action be taken to resolve the discrepancies and to achieve a positive outcome to the improvement to off-road parking in this area of Willand.

*Paper prepared by Barry G.J. Warren, Chair, Willand Parish Council
10 April 2018.*

Attachment: Appendix A

APPENDIX A



WILLAND PARISH COUNCIL

1. Information

1.1 Willand has an on-street parking problem on certain housing estates around the village. These fall mainly into two categories.

- a) Caused by residents parking on the roads at the front of their houses rather than use parking courts situated at the rear or side of blocks of houses;
- b) On road parking on the older estates which were originally council houses built when car ownership was not as common as now. Roads are narrow and parking is now on front gardens, pavements or grass verges.

1.2 To appreciate the difficulties one needs to visit and observe the areas at weekends or during the evenings/night. The true picture cannot be assessed during the working day.

2. Potential Risks and 'Downsides'

2.1 There are dangers from vehicles meeting on blind bends with one being on the wrong side of the road; dangers for pedestrians, particularly parents with young children and buggies, having to walk in the road.

2.2 Difficult or denied access to Emergency Service Vehicles which may lead to loss of life or property.

2.3 Verges being damaged by vehicles leading to unsightly street scenes and causing difficulties with grass cutting and the potential to damage machinery or cause it to tip or malfunction presenting a potential danger to the operator.

3. Potential Solutions

3.1 Better planning control on new developments with parking courts not approved.

3.2 Traffic Orders leading to double yellow lines in some areas. This has been considered and not found to be practical for many reasons.

3.3 Education, but in most cases on the older estates there is nowhere else for residents to park.

3.4 Where there are large grass verges on a development these could be enhanced to provide off road parking. This was done in the Fir Close area to compensate for a car park being taken to provide social housing.

4. Suggested Sites.

4.1 There are four areas of verge in Somerlea which could be enhanced to provide off road parking. Kerbs would need to be dropped but the spaces could be laid out in echelon and this could avoid the removal of trees and lamp standards. If tarmacam is used for the spaces it could have drainage implications and cost. Alternatively, permeable mats/block could be used which would strengthen the verge and still allow grass to cover the area.

4.2 The map identifies the four areas which are numbered.



4.3 Four photographs are provided – one for each area.



Area 1



Area 2



Area 3



Area 4



Area 4a