



DRAFT Minutes of the meeting of Combe Martin Asset Management Committee held on Monday 27th September 2021 at 7pm at Community Centre.

Present: Cllrs S Daukes (Chair), S Coomber (Vice Chair), M Worth, T Seldon

In attendance: Finance Officer (Acting Clerk and minute taker), District Cllr Y Gubb, Cllrs C Galloway, M Richards, P Walker, A Williams, D Woodbury and 6 members of the public

PART A:

[1/21 Apologies](#)

Cllr H Mallinder

[2/21 Declarations of interest](#)

None

[3/21 To consider any requests for dispensations](#)

None

[4/21 Public Participation Period](#)

There were no questions

[5/21 Off Street Parking Order 2022/2023](#)

Cllr. Daukes presented a proposed multi part review process for parking in Combe Martin – (A copy is attached to these minutes). He explained that part 1 & 2 were for discussion at this meeting as any changes to the OSPO would have to be submitted to the full Council meeting on 11th October as the deadline for submission to NDC was 22nd October 2023. After much discussion (members of the public were invited to give their views too) it was

Resolved: Proposal 1 & 2 should be submitted to full Council for ratification.

6/21 Hollands Park

Cllr. Daukes updated the Committee on progress with

1. Football Club Lease
2. Grant Applications
3. Planning Application
4. Future potential development options.

The update was noted and the Acting Clerk was asked to confirm which legal firm should be approached to progress the lease. It was

Resolved: Cllr Daukes should be granted delegated authority to negotiate the lease and bring it to Full Council for approval.(delegated authority currently with Cllr Woodbury).

7/21 River UMBER Flooding update

The Acting Clerk suggested a strategy for progressing action on this issue. Cllr Woodbury pointed out that various negotiations were already happening although no clear action plan had been agreed. It was

Resolved: That Cllr Woodbury would provide a draft letter to go to DCC and the EA asking what action was going to be taken to resolve this problem for the next meeting. Cllr Woodbury also undertook to provide the next full council with a summary of all the actions concerning the issue over the last few years.

8/21 To confirm and set dates for future meetings

TBC

9/21 Exclusion of Press and Public

RESOLVED: a. That, under section1(2) of the Public Bodies (Admission to meetings) Act 1960, the public and press be excluded from the meeting for the following items as they involve the disclosure of sensitive and confidential information, and the items contain exempt information as defined by the Local Government Act 1972 Schedule 12a Part 1. b. That all reports and documents relating to the items be confirmed as “Not for publication”.

Part A of the meeting closed at 8.35pm.

Parking in Combe Martin

Proposed review process

This paper forms the first part of a multi part review process. The first part contains a specific proposal for immediate actions as well as discussing the subsequent investigations necessary to make progress.

Background.

For many years our parking policy has developed at both a glacial pace but has also been driven by a who shouts loudest reaction. Extensive investigation reveals little in the way of long term strategic thought.

We now find ourselves with the worst of all worlds. This paper attempts to lay out the issues. propose the objectives and begin to suggest some immediate actions.

What it cannot be is the perfect answer to all the problems, aims or ambitions. However ,we must not allow the search for perfection to get in the way of some immediate good stuff that we are able to do right now on the path to a better future. We cannot produce "Magic Bullet" solutions to the trickiest problems or the most in demand areas such as Cormelles. But, If we wait for perfection as in so many other things we are trying to do we will never achieve anything. There are actually far more spaces in the village than we immediately perceive but they are not all exactly where we would ideally like them to be.

Why do we need a parking strategy?

- To allow Combe Martin residents to park with some kind of reasonable proximity to their homes.
- To allow visitors to park in a safe, controlled environment.
- To allow the village to raise money which funds our existence and reduces the residents precept charges.
- To control dangerous and thoughtless parking which at best would cause huge local inconvenience and at worst is a massive safety hazard.
- Combe Martin has a different set of problems from many other popular local destinations. Saunton, for instance needs day parking for day visitors and actively wants to control night time stays. We wish to encourage both day trip visitors but also make provision for longer weekend/week type visitors who may well be seeking to arrive, park their car and not move it again for the whole week/few days.

What are the constituent elements that a complete policy must contain?

- 1) Residents permit scheme
- 2) CMPC car parks

- 3) Privately owned car parks
- 4) On street parking
- 5) New facilities
- 6) Innovative access solutions
- 7) Enforcement

This paper attempts to make proposals for immediate adoption for 1 and 2, also potentially for 3.

It then attempts to begin to rehearse the issues and avenues for debate concerning 4,5 and 6.

7 is a confidential matter for debate in part B.

1) Residents parking scheme

The existing Combe Martin residents parking scheme is disjointed, confusing, hard to understand and impossible to enforce.

For some inexplicable reason which I have not been able to find any explanation for and even less anyone who is not inflamed by it, there appears to be a reserved, fixed space element going on within the Coach park at the Pack of cards. These permits appear to grant the holders the right to a fixed, reserved space which of course means they sit empty for large amounts of time. Nobody seems to know any history behind them or reason they were ever created. To add insult to injury they are priced identically to normal, flexible, floating permits. Unsurprisingly there are 12 very happy people paying 44p a day and a village full of disgruntled others.

We then have general permits, some of which have the name of one or more car parks on them and some not. Again no one seems to know any history or reason or be able to mount any kind of credible defence of the historical practice.

The proposal is that we create a new All of CMPC car parks flexible permit scheme which allows any permit holder to park in any CMPC car park at any time. These permits would not entitle the holder to a fixed space nor even to a guaranteed space any more than any other residents scheme or CPZ as they are commonly known does anywhere else in the country. However, it would be a very strong start. We will go on to examine on street parking in 4) but for now we need to be clear that this is DCC and cannot be included in the above.

How much and who gets them?

The current price is £90 for 6 months which is staggering value for money.

The immediate proposal is that this should not change although we should make 12 month permits available for £180 to save on admin both for users and the office.

Entitlement is a tricky issue. The proposal is
 On the electoral roll
 Council tax paying address (not Business rates)
 Business owners (business rates) x 2
 Workers in Combe Martin travelling in from outside x2
 2nd homes only if paying council tax not Bus rates x2
 Holiday lets not eligible for floating reg permits

2) CMPC Car parks

Our existing car parks Kiln, Kiln overflow, Cormelles, Hollands park, Parade have a variety of issues. They are frequently full but in fact nowhere near as often as we often tell ourselves. For instance this Summer whilst Cormelles was consistently rammed even Kiln did have spaces at surprising times. For instance in the last week of the school summer holidays I personally monitored Kiln and the overflow hourly and never found a time there was not a space. We must be careful not to make judgements and year round policy on the basis of ultra peak times.

This proposal envisages Residents permit holders having free access to any of the village car parks on a flexible basis.

One of the problems our visitor spaces have is that they are laughably cheap for visitors who are well used to paying far, far more and would not think twice about doing so.

Below is a chart of proposed revised charges which not only increases the basic hourly charge but seeks to address some of the issues with overnight parking. Note nothing in this proposal addresses the issue of sleeping overnight, only parking.

Car Park Machines/Ringo rates	2021/22	Proposed	% Inc
	Tariff	Tariff	
15 March - 31 October.		All year	
1hr	£1.10	£2.00	81.82%
2hr	£2.20	£4.00	81.82%
3hr	£3.30	£6.00	81.82%
4hr	£4.40	£8.00	81.82%
12hr		£10.00	
All day	£5.00	£15.00	200.00%
Indicative income	£78,000		£170,000

	£18.0		200.00
4 day permit	0	£54.00	%
	£30.0		200.00
7 day permit	0	£90.00	%
	£40.0	£120.0	200.00
10 day permit	0	0	%

The revised price matrix leaves the parking extremely cheap by national standards but massively increases village revenues. It assumes no change in usage patterns.

It is proposed that all car parks are included in the above proposal and all are treated the same

3) Privately owned Car Parks

I believe it makes sense to share these proposals with privately owned car parks, Principally that means OSKC but others have dabbled and may be tempted to do so. In a perfect world they will see a value in throwing their lot in with us for the greater good, greater simplicity and consumer understanding and lower overall costs. This can be addressed as a distinct matter with them in detailed conversation.

4 On street

This is owned, managed and enforced by Devon County Council. Spaces are badly marked, illogically defined, and generally ill thought out. We need to engage with them and see first of all how this could be improved and secondly if we can find an agreement to bring everything under one holistic management scheme. The current situation is wasteful of resources, money and opportunities and is horrible for consumers and residents to try and understand. Once we have made good progress on items 1 and 2 we will be in a much better position to engage meaningfully with them. The fact that we are not yet ready to do this is not a reason to push ahead with 1, 2 and 3 it is the reason early action on 1, 2 and 3 are so time critical. Success in this will give us much needed extra credibility in the conversations.

5) New facilities

We often tell ourselves that there is no space for this but that is not totally true. There are pockets of land which could be repurposed if we had the will. There are small bits of incremental progress that could be made if we stop looking for a total solution and keep rejecting interim ideas because they can't

answer the whole problem. If we look around the village there are well over 100 extra spaces that could with will and imagination be created. And that's just in the village itself. In addition there is plenty of unproductive land on the outskirts that could be wild life friendly, flood water friendly and provide extra parking if we had some imagination and were not afraid to allow enterprising owners to engage. Clearly and decisively approaching 1, 2 and 3 and engaging with likely candidates could release lots of creative thoughts. There are significantly under-utilised camping./caravan sites that would welcome incremental revenues.

6) Innovative access solutions

I have recently spent quite a bit of time engaging with people who run tourist land trains and they are remarkably affordable and a tourist draw in their own right. Just one immediate thought. These kind of thoughts completely alter the likely geography of potential solutions. I'd be very happy to delve further.

7) Enforcement

Policy on this is both sensitive and confidential. It will have to be discussed as a Part B item.