

# **Char Valley Parish Council**

## **Draft Report on the Char Valley Residents Survey 2016**



**Compiled by Parish Clerk, December 2016**

**1. Introduction**

The survey was originally conceived as a means of determining whether there was evidence to support a process to prepare a neighbourhood plan or whether it would be more appropriate to update the existing Parish Plan. However the Survey also presented the opportunity to ask residents for their views on a wider range of issues as well as housing-related matters and the results will help guide the Parish Council’s work going forward.

This report presents the findings as neutrally as possible, while highlighting those views that come through strongly in residents responses. Comparisons to the 2002 Parish Survey are included wherever they appear relevant and may be of interest. A short covering report will be produced separately, which will highlight the key issues arising from the survey.

There were 540 survey forms distributed and of these 104 were returned. This amounts to a return of approximately 20%.

The level of return is a little disappointing, but it is sufficient to place reasonable statistical reliance on answers received to the multiple option questions as being fairly representative of the views of the local community as a whole.

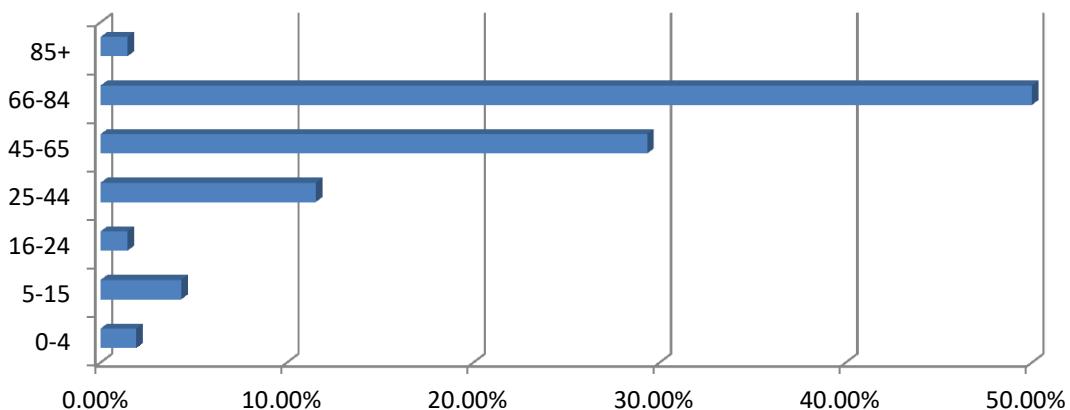
The low level of return may attributable to a number of factors including insufficient publicity, a perceived lack of clarity about the purpose of the survey, and not least, a general satisfaction with things as they are currently.

**2. General information**

85% of respondents said that they had lived in the Char Valley for five or more years, indicating a relatively stable population.

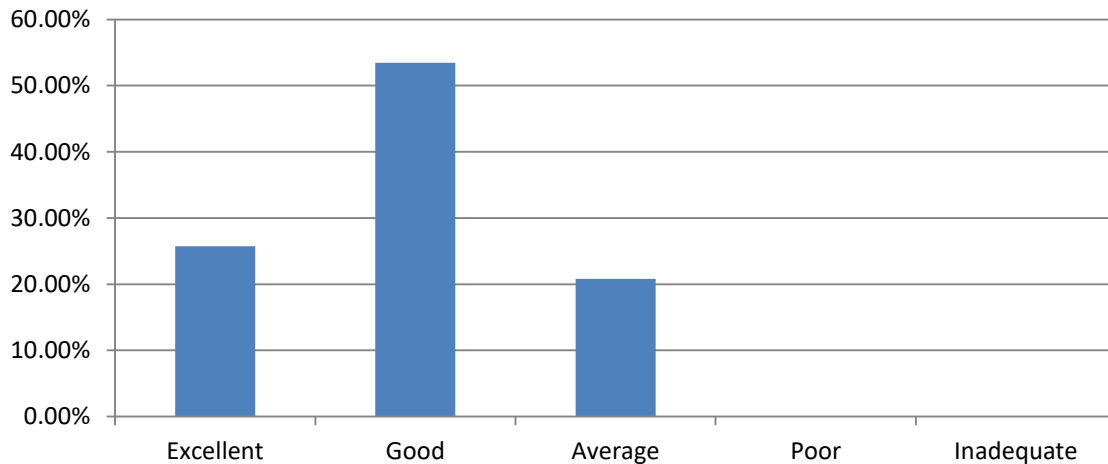
In terms of age just over 50% were aged 66 or over.

**Age of residents in households responding**



It might be useful to set the context of responses from the survey to include near the start the response to a general question about the appearance of the area, the chart below shows what respondents felt :

### General appearance of the area



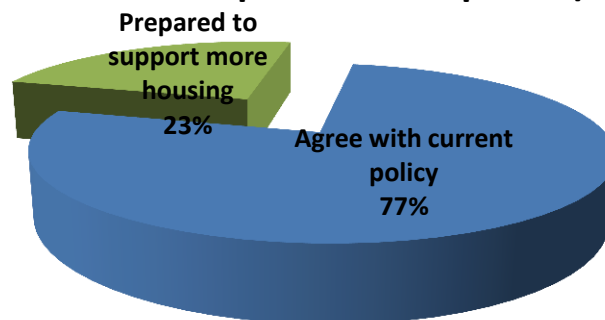
### 3. Housing

Over 96% of respondents said that the property they were responding from was their main place of residence. Taken at face value this suggests that only around 4% of properties are being used as second homes, in practice this is probably a slight underestimate, as given the time of year, some second home owners may not have visited the area during the period of the survey.

When asked for their view about housing growth, the survey reminded residents of the current local plan policy, which limits any new housing in the Char Valley area to replacement buildings, sub-division, rural (agricultural) workers housing and affordable housing schemes on “exception sites”.

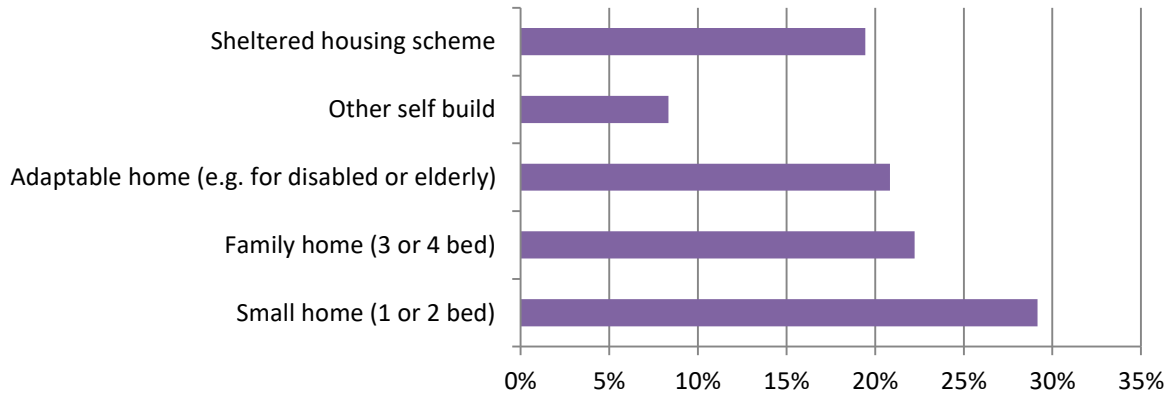
They were then asked whether “The level of housing permitted by the above policy is satisfactory and should continue” or they “would be prepared to support more housing growth than the above policy permits”. The response was as follows :

### The level of housing permitted by the local plan policy is satisfactory and should continue (those who expressed an opinion)



Those respondents who favoured more housing growth than permitted by the policy were then asked for their preferences as regards the type of housing they would like to see. As this is based upon a fairly small number of responses, it should be treated with caution.

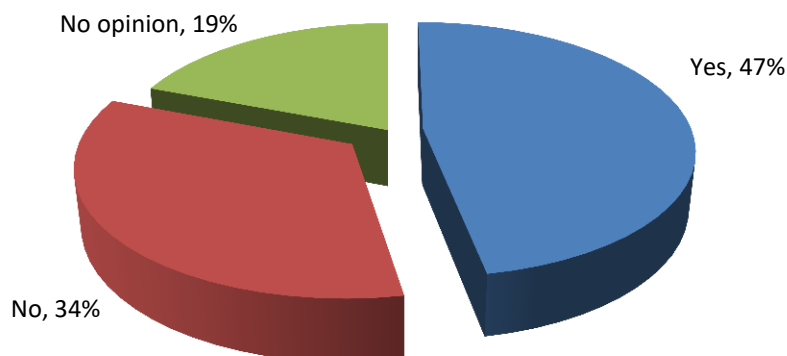
### Type of housing preferred by those who were prepared to support more housing



Respondents favouring new housing were then asked where they thought it should be located, again the data should be treated with caution given the low number of responses. Some general observations were made, but few specific locations were mentioned. These are listed in the appendix, but obviously have not been evaluated in any way.

The survey then reminded respondents that social housing on “exception sites” was permitted under the current policy. They were asked whether they would favour the provision of more social/affordable housing in their area, e.g. housing to rent or for sale below market value, including shared-ownership schemes. The response was :

### Would you favour the provision of more social/affordable housing in your area ?



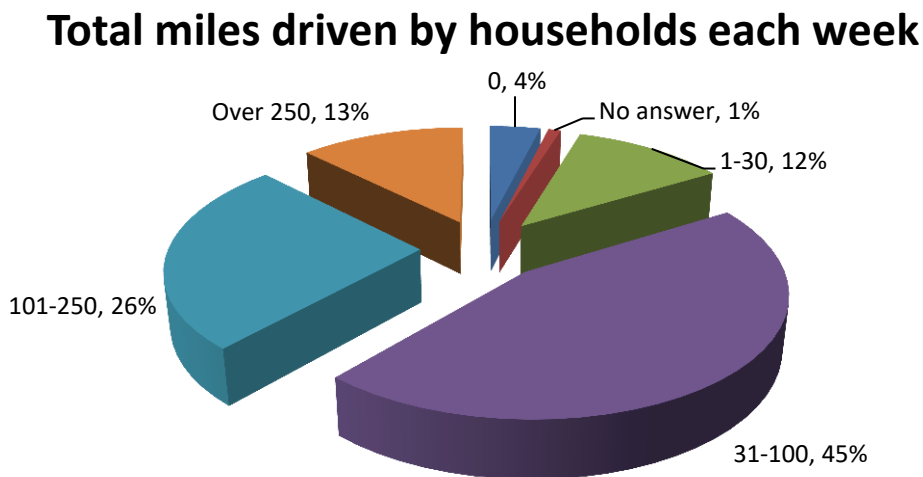
The survey asked for views on second homes in the Char Valley. Just over half of those who responded (54%) thought that there were too many. Against this 46% were not concerned, had no opinion or didn't know.

Respondents were invited to say whether they owned land that could potentially be used for housing. Those that did were then asked if they would like to see planning policy changed through a Neighbourhood Plan to make development possible in principle. The first question attracted 30 responses of whom half (15) suggested they would favour a change in policy to enable development of the land. The thoughts of this group were explored further by asking them how many dwellings they would like to build if they had the opportunity, the most popular number was 1 house, although two respondents each indicated that they could build up to 10 houses. These responses, while perhaps of interest, must clearly be viewed in the context of current planning policy, which limits further development and has the support of the large majority of respondents to the survey.

Finally in this section, a question was asked inviting responses from anyone wishing to construct business premises. Two people wished to create tourist related accommodation and two wished to establish development related to rural jobs.

#### 4. Transport

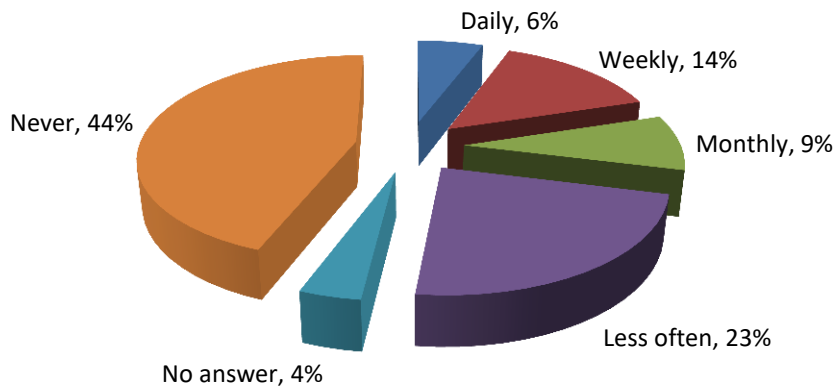
The transport section explored residents patterns of transport use, including public transport and their views about related matters such as road maintenance and safety matters. Firstly we wanted to get an idea of residents car use :



This tells us that by modern day standards the mileage driven is not exceptionally high, in part this may relate to the proportion of retired residents, who do not make commuter-type journeys.

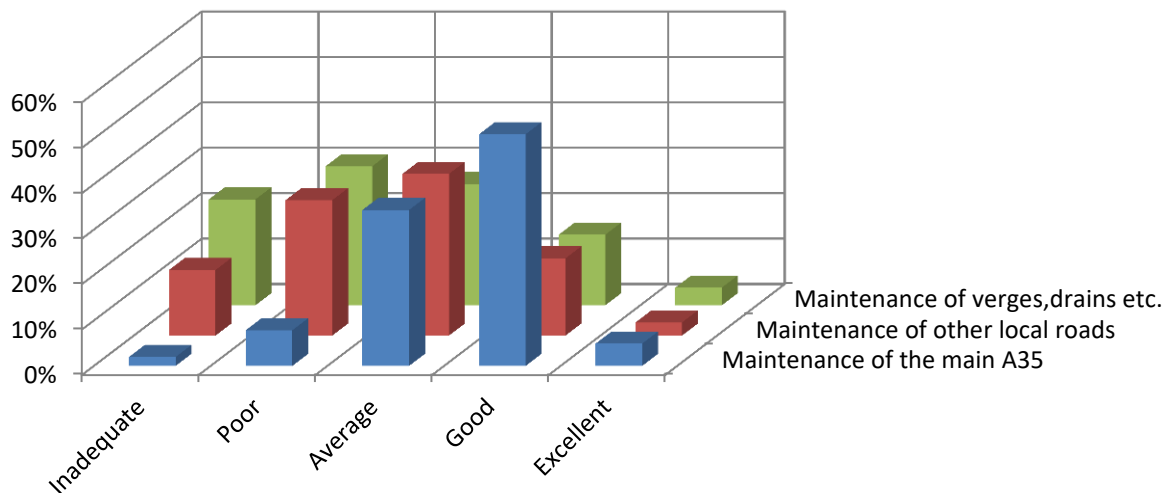
We also asked residents about their use of buses, which despite cuts in services are the most readily available public transport. This is what they told us :

## How often do you use local buses (village and A35 routes) ?



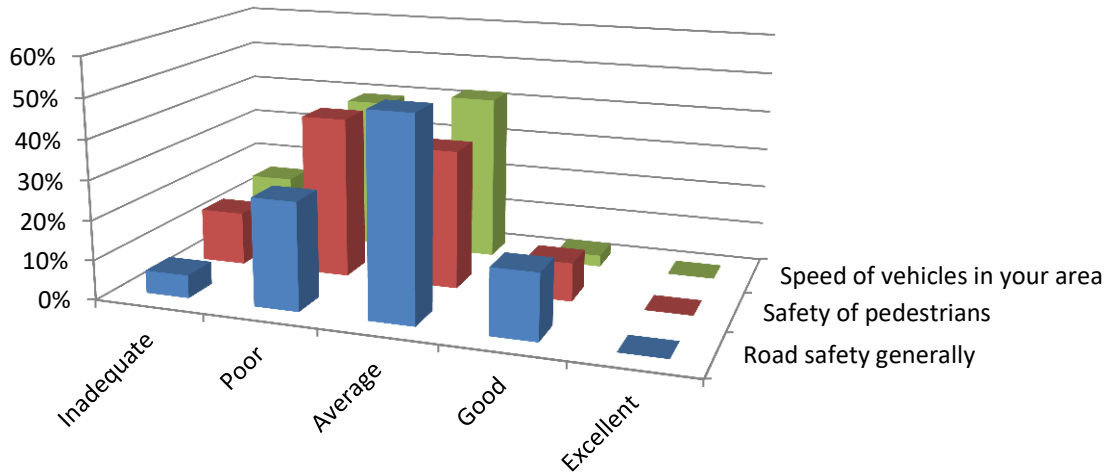
Almost half never use bus services but at the other end of the spectrum one in five use bus services at least weekly.

Moving onto roads we asked about maintenance of the A35, a major route used by Char Valley residents to access local towns and for longer journeys. We also asked about maintenance of local roads and of verges and drains. Their resident’s views on these three questions have been grouped together below :



On maintenance of the A35 the responses suggest that the public’s expectations are generally being met. The picture is less positive for local roads of which there is an extensive network in the Char Valley, 44% of those expressing a view said that maintenance of local roads was inadequate or poor. Maintenance of verges and drains is rated worse still with 54% saying that it is inadequate or poor. This is supported by a number of individual comments about the inadequate level of verge and drain maintenance. However two individual respondents identify the lengthsman service as an asset.

Three questions were asked in relation to road safety. The responses are shown below :



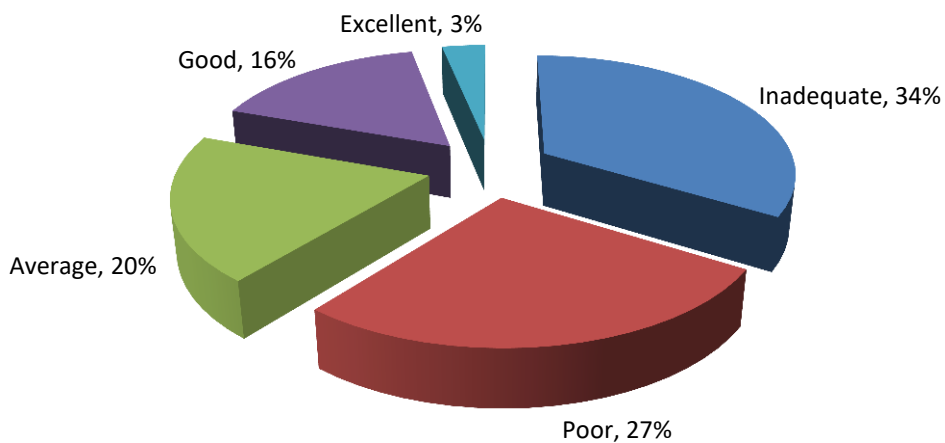
These suggest a level of dissatisfaction with road safety. Individual comments particularly highlight concerns about the need for an additional pedestrian crossing and current speed limit in Morcombelake. There are also several comments about speeding in villages and lanes and speed limits in villages are suggested. Reference is made to agricultural/contractors vehicles sometimes being driven too fast and also covering drains with soil from verges.

An area where the Parish Council is investing to try and bring about improvements is fingerposts. The survey response on this is shown below.

	Inadequate	Poor	Average	Good	Excellent
<b>Direction signs/fingerposts</b>	11%	16%	46%	25%	1%

The survey asked about the availability of public transport, the response is shown below and is self-explanatory :

### Availability of public transport



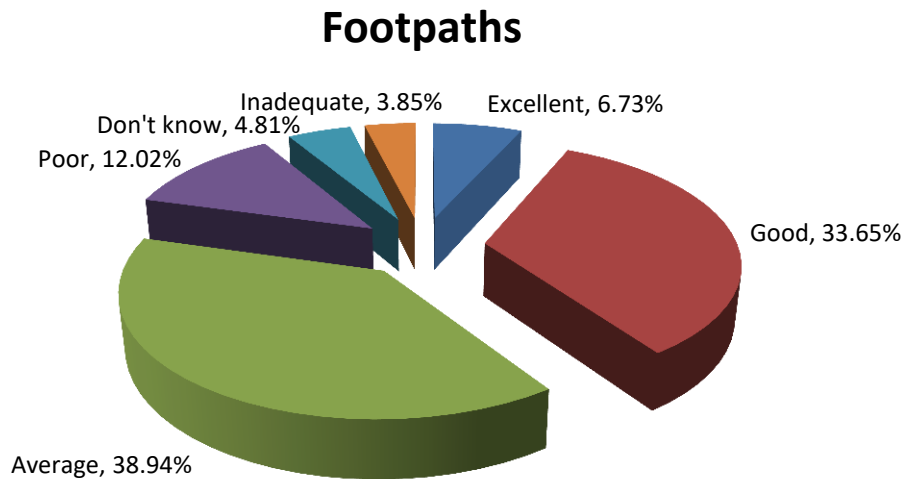
Follow up questions seeking more detail from those who had responded poor or inadequate to the road and safety questions above produced a very large number of comments, which are listed in the appendix. To try and summarise these is not easy but road maintenance, e.g. potholes and speed both on the A35 and minor roads are two issues that stand out. Also prominent are concerns about hedge and verge trimming, drains and footpath clearance.

The response to a question on parking provision was as follows :

Excellent	Good	Average	Poor	Inadequate	Don't know
0.97%	12.62%	43.69%	24.27%	8.74%	9.71%

Follow-up questions on car parking suggested that those who expressed dissatisfaction were generally concerned by the lack of parking in Morcombelake. However one follow-up questions asking specifically about a car park for bus users in Morcombelake showed only limited support with a large majority saying that they would not use it on a regular basis.

The survey asked for views about footpaths (rights of way). The responses suggest a mixed position with some indications that footpaths in the west of the area may be difficult to negotiate at times.

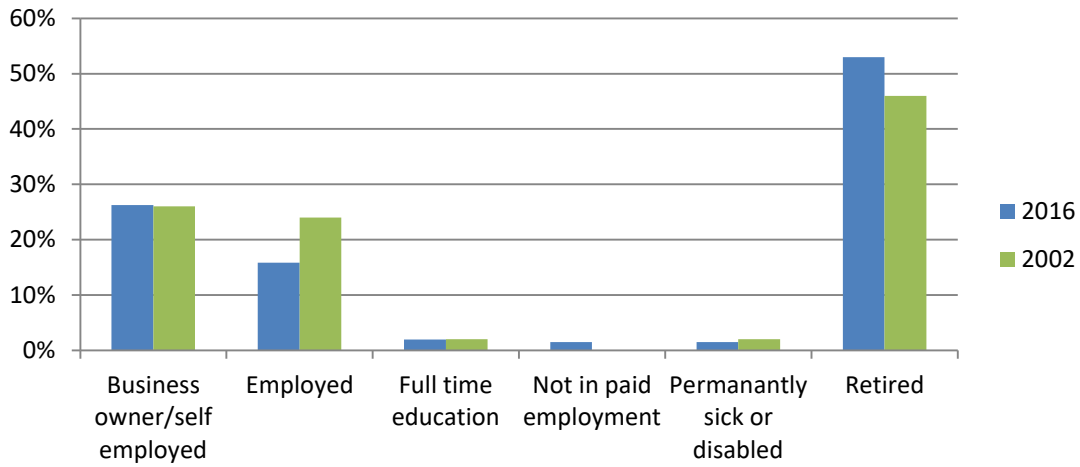


## 5. Economy and employment

This section of the questionnaire started with questions about resident's employment and the main place of work for those in employment. We include comparisons with 2002 and to enable this some categories have had to be merged. The responses indicate a slight shift from employed to retired status over the intervening period.

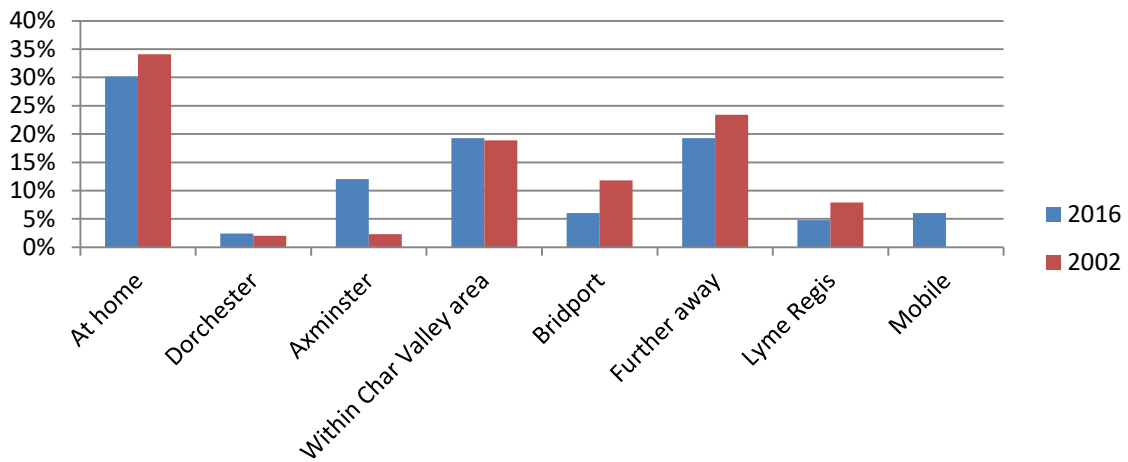


## Employment status 2016 and 2002



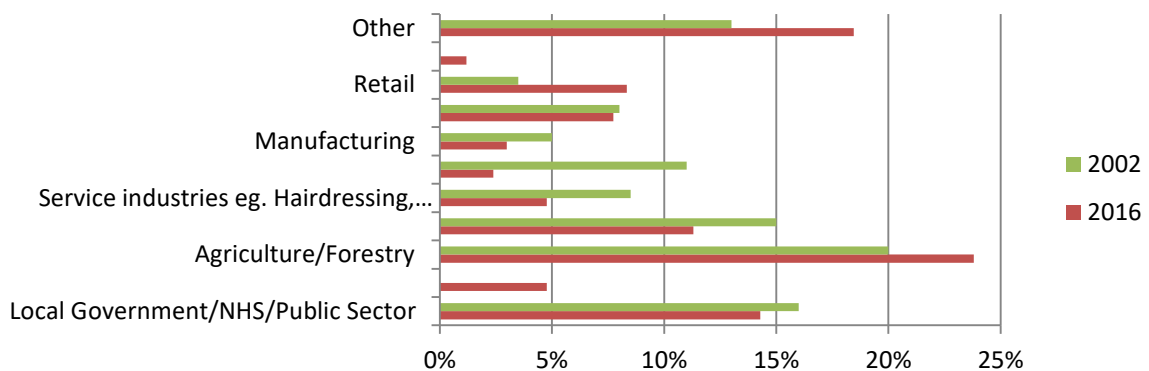
In terms of location the most noticeable change is an increase in employment in the Axminster area.

## Main place of employment



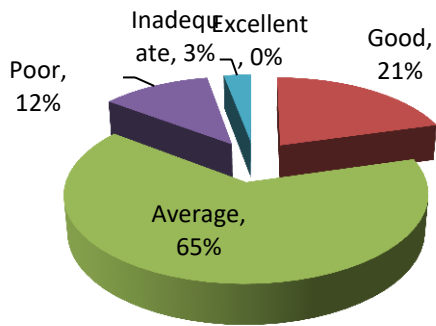
We also asked about the nature of people's employment. Again a comparison is made with 2002, given the sample sizes these figures need to be treated with a little caution.

## Type of employment

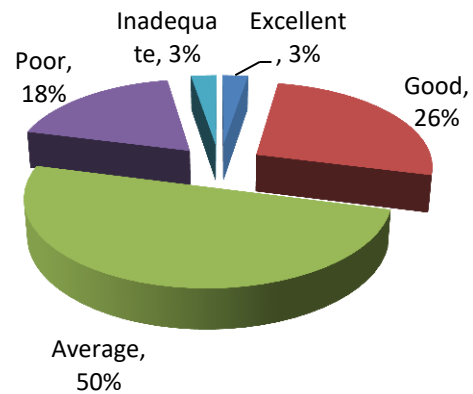


We asked about the availability of business premises in the Char Valley area. Many respondents, not surprisingly, did not express a view on this, but around 35% did. Their views are shown below and good and average value tend to suggest that on the whole this is not a significant issue. Similarly a question about support for businesses returned a positive outcome.

**Availability of business premises in the area - those expressing a view**



**Support for businesses - those expressing a view**



As farming remains a key part of the local economy we asked a specific question about whether there was anything that can be done to support it. The responses were varied and apart from being generally supportive included :

- Provide a directory of local suppliers of food and drink and where to buy direct from farmer/producer
- Support a local farmers market in village halls
- Conflict between working food factory & concerns of new residents. Open exhibition explaining the work of the farming industry in the area may benefit building support & relationships within the community
- Persuade NT to have a more flexible approach to farming.

We also asked a similar question in relation to the tourist industry. Responses included :

- Publish a walking map with local places of interest marked & local suppliers of food etc. Mark places to eat that have local produce.
- Keep footpaths well signed and open
- Improving broadband speeds
- Tourist information on Parish noticeboards
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One respondent, however, noted that “Tourism creates many negative impacts e.g. Low pay jobs, traffic, congestion, caravan parks, inflated house prices and extra demand on public services. A full list of responses to both the above questions is contained in the appendix.

Finally in this section, residents were asked - Is there anything more that the Parish Council could do to support employment in or adjacent to the Char Valley? Responses included :

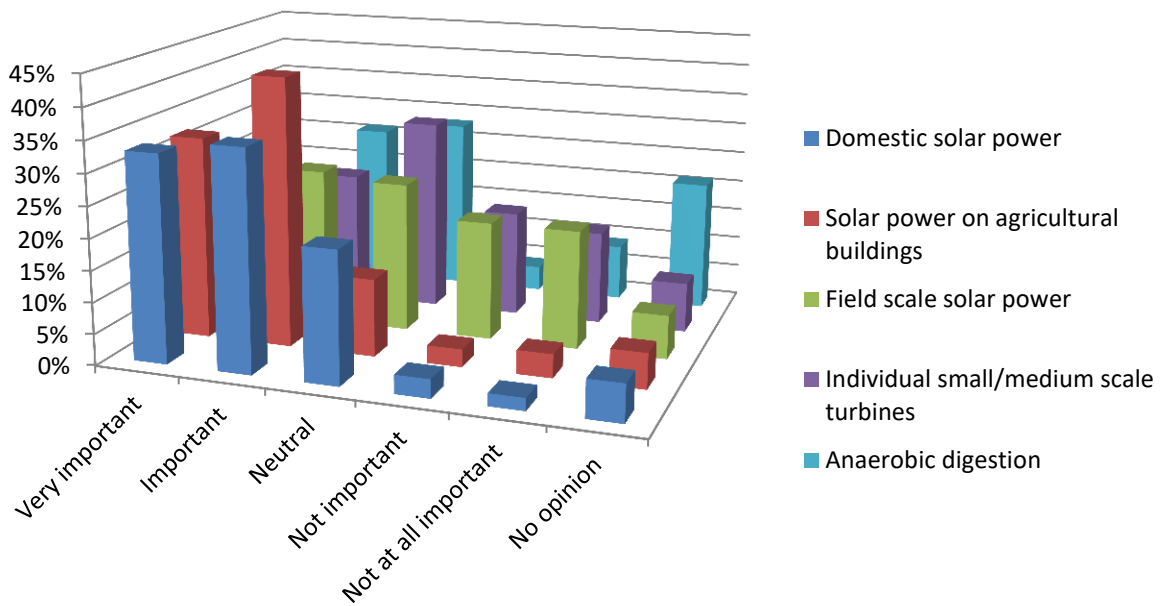
- Lobby/collaborate with others for better improved internet/broadband access to our rural area.
- Actively work to keep business rentals at reasonable levels and thus encourage more marginal users.
- Support planning applications from local people to create workshops/space
- Ensure good maintenance of roads and possibly more official passing places

A full list of responses to the three questions above is contained in the appendix.

### 6. Energy

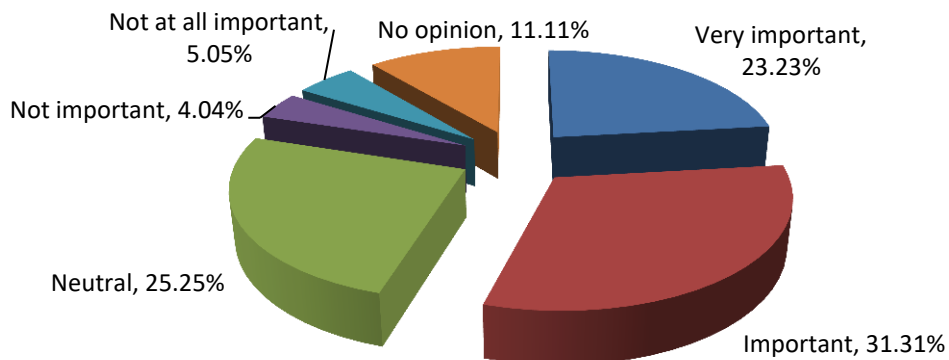
We asked a series of questions relating to renewable forms of energy and energy efficiency. Firstly we asked how important residents felt the following renewable energy sources should be within the Char Valley. The answers are grouped together for comparison :

### Importance of renewable energy sources



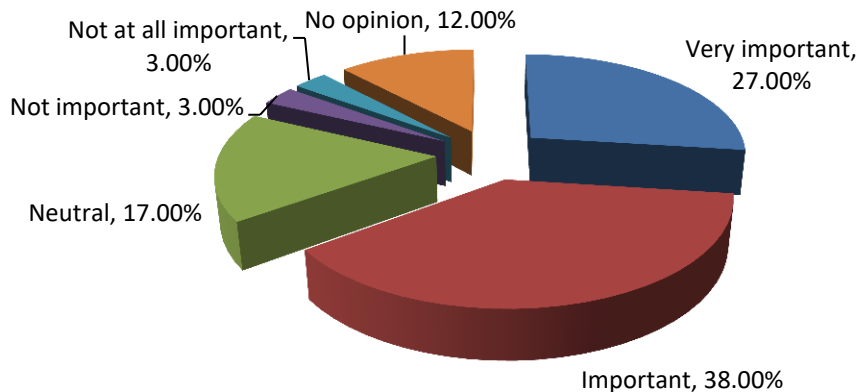
Both domestic solar PV and panels mounted on agricultural buildings received very strong support. Less popular, but still considered on balance, more important than not, was field-scale solar power. Small and medium wind turbines were on balance not popular, although not by a great margin. Anaerobic digestion received a positive response.

## How important are Parish Council initiatives to promote renewable energy ?



There was also strong support for Parish Council initiatives to promote renewable energy. Over 54% felt that this was important or very important with only 9% feeling that it was not important or not at all important. Similarly (see below) there was very strong support for initiatives to promote energy efficiency with 65% seeing it as important or very important.

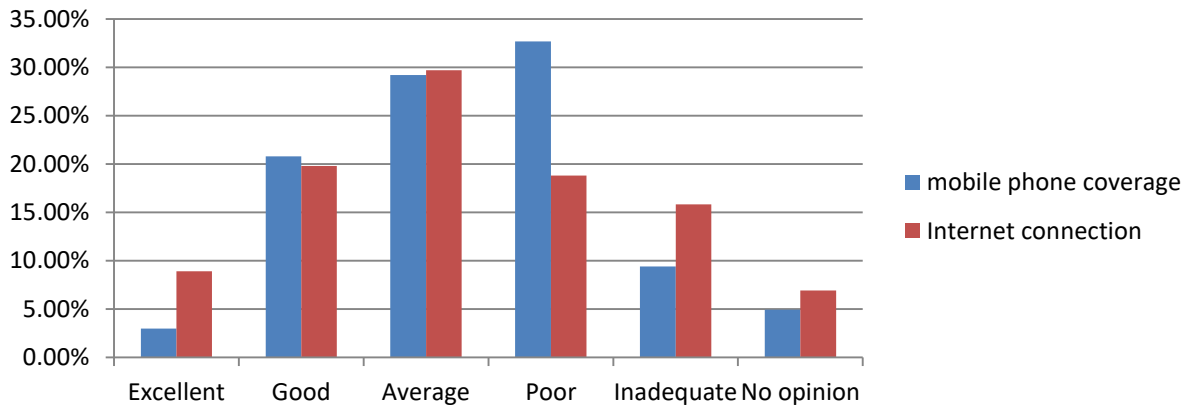
## How important are Parish Council initiatives to promote energy efficiency ?



### 7. Communications and utilities

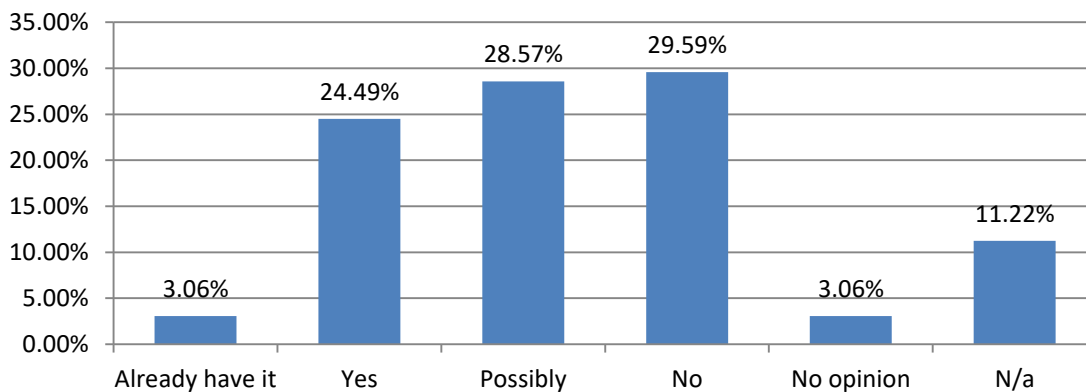
We asked about mobile phone coverage and internet connections. Currently a significant number of residents are clearly not satisfied with the current Broadband service. The picture on this may change slightly as the final fibre broadband boxes in the area are installed. The individual survey responses reflected that some areas now enjoy good internet coverage while others still do not.

## Mobile phone and internet connections



A question was included to ask views about mains sewerage and the desire for it. The response to this is shown below.

## Would you support the installation of main sewerage in your area ?

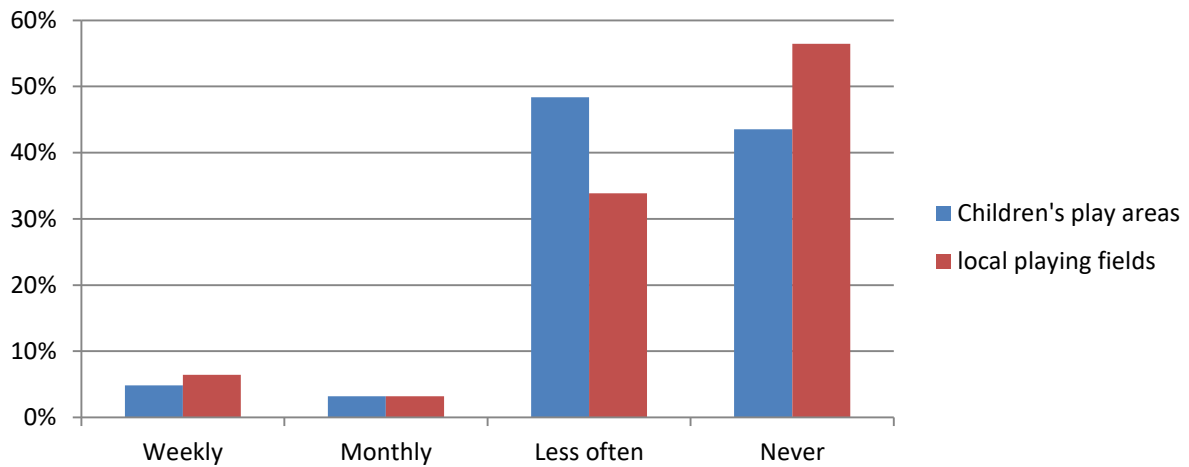


### 8. Leisure and recreation

In the final section we asked residents about use by themselves and their families of local facilities for leisure and recreation.

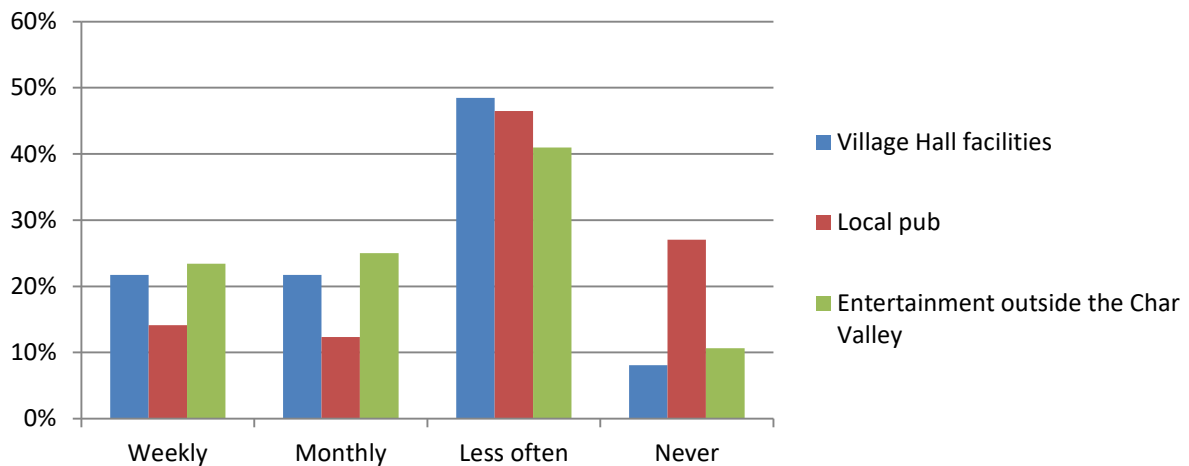
The responses in relation to play areas and playing fields are influenced by the low number of participants in the survey overall from families with children. So while they tend to suggest a low level of use, it is not realistic to draw other conclusions from this data.

## Use of these facilities - those making a response



The chart below showing results from questions about use of leisure facilities locally suggests that there is relatively healthy use of village halls and to a lesser degree the local pub, while not surprisingly some residents travel outside of the immediate local area for leisure purposes. The 2002 survey broke these questions down into greater detail so direct comparison is not possible, however between the surveys there does not appear to have been a significant shift away from use of village halls or the local pub for leisure and entertainment.

## Leisure facilities - those making a response



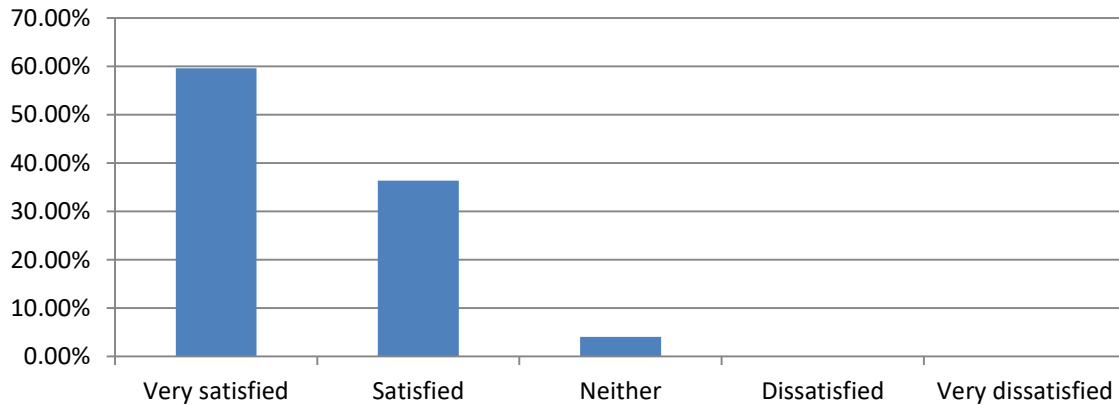
We then asked whether there was anything that could be done to improve leisure and recreation in the area. Among the individual responses people mentioned keep fit classes in Wootton, small clubs in village halls and maintaining Bridport Leisure Centre, which was also mentioned in relation to facilities for young people.

For young people the cinema in Lyme was mentioned, along with youth clubs and open space for ball games.

**9. General issues**

We asked how satisfied residents were with area as a place to live. The chart below shows very high levels of satisfaction with over 95% being very satisfied and no-one being dissatisfied or very dissatisfied.

**Overall how satisfied are you with your local area as a place to live ?**



Finally we asked for suggestions of “one thing, if any, that they would like to see improved in their area”.

This produced a diverse range of responses, often repeating issues raised elsewhere in the questionnaire, which are listed in full in the appendix, in general the following emerged in order of the number of responses made :

Roads – speed limits on A35, road maintenance, hedge trimming, drain clearance, speed limits in v on minor roads

Development – a general feeling of caution around anything that would cause a negative impact, e.g. more traffic, built development, additional pressures on limited infrastructure, the need for proper enforcement of planning regulations.

Facilities - footpath maintenance, bonfire issues, mains sewerage

Transport – bus services

Broadband – faster and more reliable connections

## Appendix

**Suggested locations for any new housing**


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Sensible In fill in existing village locations  
 Edge of village  
 Extending further up Merehay Lane/between dairy farm & cemetery as long as they don't encroach on people's views.  
 Marshwood as access to main road  
 In some of the bigger lower lying villages  
 Any new homes around here would need substantial upgrade in access (i.e. Roads)  
 Not too isolated  
 Demographic - where needed  
 Fields between A35 and Gibbs Lane  
 Whitchurch Canonorum  
 The Church field  
 Stanton St Gabriel church  
 Wotton, Whitchurch, Morcombelake  
 Anywhere access on the lanes is not compromised  
 Seatown  
 In filling within villages subject to local plan (current) housing policies  
 Brownfield sites only  
 Whitchurch cannot support more housing without a proper sewerage  
 Opposite village hall if main sewerage was available  
 Field opposite village hall  
 Small hamlets that would benefit being enlarged  
 Directly opposite the village hall and opposite Windover in Crooked Lane  
 More affordable housing in more villages e.g. Monkton Wyld & smaller villages

**3.4 Comments on poor/inadequate road maintenance and transport issues**

## Development

The roads to the village are already inadequate and overused. However any improvement to them would encourage more use and possible development within the village. Apart from the odd infill we feel it would be inadequate and unacceptable. Please leave the village as it is.

## Footpaths

Several footpaths around Wotton are hard to get through  
 Footpaths ignored by some landowners  
 Footpath styles & gates in very poor condition and not suitable for Elderly, disabled, and difficult or impossible for dogs to negotiate.  
 Pathways down West side of Char Valley are not clear/blocked/unsigned and need to be rectified.  
 Stiles on some paths are nearly impassable  
 Footpaths not maintained  
 Direction signs for walkers are poor in the Marsh wood Vale  
 Footpaths - Cross compliance requires footpaths to be kept clear but they aren't, why isn't this enforced  
 Rights of way (Footpaths)- The ease with which individuals can block/erase footpaths is very concerning  
 Tidy up local footpaths some difficult to get through



More regular clearance of footpaths  
Lack of footpaths

#### Parking

No parking for users of James Hargreaves Hall - residents who don't need to park in the street near the hall.

Parking small village has no parking so park on the narrow road down by my house. Functions & activities at the Hall make parking tricky. New B&B just opened also doesn't help.

Parking provision is poor

Parking causes an obstruction if you park on the roadside

Is there no public land available for a car park in the area then how is the land going to be acquired - not sure best use of public funds.

A car share/pool car system might be worth considering

Car parking inadequate apart from along A35

no parking in Morcombelake for visitors & walkers

#### Roads

Management of surface water on Wotton to Charmouth road is poor

Too many pot holes

Not enough parking due to increase of number of cars on road.

Main A35 is subsiding between Charmouth & Morecombe Lake

Pedestrian safety the lanes are very narrow

Drains on the lanes are not maintained which leads to rapid deterioration of road surface. There needs to be ditches and linesmen

Maintenance of drains many blocked between drain covers

There has been no maintenance of verges this year which is very dangerous for pedestrians trying to get out of the wall of cars. It also leads to blind spots.

Road repairs don't last long due to blocked streams & ditches with water running over them especially in Autumn.

Safety of pedestrians at risk as many drive too fast

Hedgerows in late summer were not cut back making visibility poor

The A35 from Morcombelake to the turn off to Bridport poor for pedestrians

Hedges enclosing private fields/property cause poor visibility

Stop roadworks on A35 at peak times

The drains at the lower end of Gibbs Lane block and water overflows, which is dangerous in icy weather

Maintenance of Gibbs Lane & Verriotts lane not adequate

Lovers Lane drains block regularly and are not in the right place to deal with the flow of water

Morecombe Lake A35 Pedestrian safety poor, difficult to cross road at West End

Could do with a roadside path for pedestrians between Morcombelake & Charmouth

Road maintenance & upkeep of the verges is prejudiced by large agricultural vehicles that erode both. Their speed prejudices the safety of pedestrians. Often we see drivers speeding while talking on mobile phones.

Accidents on the A35 must be above average with Monkton Wyld and Hunter's Lodge junction of particular concern

We are concerned at the lack of control of Japanese Knotweed in Pitmans Lane, Taylors Lane and on the Ryall road from A35

Road maintenance & upkeep of the verges is prejudiced by large agricultural vehicles that erode both. Their speed prejudices the safety of pedestrians. Often we see drivers speeding while talking on mobile phones.

Road maintenance is poor due to the size of vehicles using the lanes but repair is only for light traffic

verges also suffer due to size of vehicles.

Maintenance of Verges drains except when Chris Hawkins clears them.

Potholes - this should be repaired or the council should accept responsibility for burst tyres & damaged cars.

A35 should not be trunk

Inadequate pedestrian crossings - Eastern End of Morcombelake

Additional pedestrian crossing points on A35

Drains are continually blocked in winter

Infrequent maintenance of verges & hedges

Why do most newcomers need 4 \*4 's?

Pedestrian crossing at the West end of Morcombelake

Control of Japanese Knotweed

Traffic in A35 June-Sept/Oct is often stationery. If I moved away from here this would be the reason

Local roads quickly repaired if pot holes reported

Banks & verges destroyed by traffic

More housing only possible with improved access to A35 and less traffic on A35 with fewer gridlocks at Chideock & Bridport

There journey into Bridport is dangerous and there are numerous accidents

Morcombelake needs at least 1 or2 pedestrian crossings - it is difficult for the elderly to cross as they can't walk fast enough

Hedges not cut back

The Hunters Lodge junction has become so much more dangerous in the last year.

Potholes & drainage very poor

Too many potholes on side roads

Local roads some good but some in terrible condition

Some lanes difficult to walk or drive along when verges have not been cut back

A35 is one of the most dangerous roads in Britain

pot holes & line marking faded

Verges down to soil so grass can't grow

Drains blocked Gibbs Lane - contractors keep trying with rods needs to be dug up

Some side roads & lanes often no better than farm tracks

Verges & ditches on lanes are not maintained satisfactory

The maintenance of the verges/drains is non-existent. The drains are blocked causing rain water to by pass them and flood the road which in turn floods our drive. It is unacceptable

Verges on Bluntshay have not been cut this year and it is now December. The roads are narrower & dangerous

Landowners could be more active in meeting legal & community obligations

If verges were cut back drains would appear again and water goes down them. Instead of the road which becomes an ice rink in bad weather.

Lack of maintenance from DCC. The lengthsman service is most valuable and should receive DCC money, not just paid from CVPC.

Councils need to cut hedges in the summer to improve road safety

Lengthsman is a brilliant asset to Char Valley it should happen everywhere.

Roadside for pedestrians where possible having warning signs for motorists about pedestrians on difficult road stretches.

It is clear that available funding for roads & footpaths is largely diverted to the trunk road (A35) and other rural roads are not prioritised.

Poor highway maintenance

Too much overgrowing vegetation

Maintenance of verges/drains/hedge trimming there is a big shortfall of work that is carried out.

There are an extreme number of blue/yellow posts

There are only short strips of verges that need to be preserved  
The vale is a cycle route this is extremely dangerous  
The parish council have to find funds to clear drains and locals trim hedges at their own expense  
Stonebarrow Lane access to NT this summer little or no maintenance of hedges & verges making access by car difficult & dangerous for pedestrians  
Fingerposts maintained not replaced with modern signs  
The loss of finger posts is both aesthetic & navigational problem  
Most of the fingerposts are either poorly maintained or fallen down.  
Both Fishpond finger posts have been knocked down this year so no signs from Crewkerne Road.  
Maintenance of fingerposts not by Dorset lengthsman scheme was good  
Would be prepared to support more renovation of finger post signs  
Signage is important to visitors and tourists to the area perhaps not so relevant to locals  
CVPC fingerpost programme is good  
Fingerposts need to be repaired/replaced as Sat Navs do not take you to the address in the countryside  
Speed

Speeding in the lanes is an issue, but traffic calming is not suitable or in keeping with the area  
We have no speed limits around the area despite having housing, children, animals, horse riders  
Vehicles (including Agriculture contractors drive too fast)  
There is a 30 MPH limit in Marsh wood our single track lanes are de-restricted.  
Speed through Morcombelake is way too fast. A speed camera or 2 would be a great help and would generate extra cash for maintenance.  
A35 Morcombelake reduce speed from 40MPH to 30 MPH  
Difficulty crossing A35 to and from bus - vehicles don't adhere to speed limit.  
A 30 MPH limit would help and would reduce the extensive build-up of slow traffic in Chideock.  
Could do with more speed control through Morecombe e.g., speed camera  
Cars drive too fast in narrow lanes  
Speed of Vehicles (to fast) need 20 MPH signs  
Speed of vehicles is much too fast.  
Reduction of the speed limits in villages and country lanes  
The speed limit on the A35 through Morcombelake should be reduced to 30MPH and towards Charmouth 40 MPH. If necessary backed by speed cameras.  
Speed - usually young men driving large tractors, going too fast & using their phones.  
The speed in Morcombelake is horrendous  
Speed limits in villages, 20MPH in Whitchurch reflects safety to pedestrians and damage to roads, verges especially from farm vehicles.  
Traffic frequently exceeds speed limit Eastern End Morcombelake  
More speed calming on A35 through Morcombelake  
Speed limit 40 in Morcombelake should be extended west to the west of double bends towards Charmouth. A 30 in Morcombelake not agreed as road alignment means a 30 would not be adhered to.  
Speed on A35 endangers pedestrians - there are no quiet moments or safe areas to cross or access roads. Huge container & other lorries cause a 'Wind' that drags pedestrians on narrow pavements towards road. '30' signage needs moving down west end of Ship Knapp and a refuge to access bus & second crossing  
Vehicles & Lorries continue to speed along A35 with little regard to speed limit  
More frequent police speed traps in village  
Speed of vehicles round the lanes with no thought as to what might be 'round the corner'  
Vehicles drive too fast by pedestrians  
Please slow traffic to 30 MPH in Morcombelake

Slow traffic to 15 MPH in country lanes with no pavements -have to hop into hedge /sting nettles to avoid cars

cars I believe are going to fast on the rural roads

There should be a 20MPH speed limit in rural villages

The A3052 should have a speed restriction cars vehicles go far to fast going up the hill and then have to slow down as the road curves should be a 40 or 30 MPH limit

Traffic speed through Morcombelake. I think the limit should be 30 MPH, to let you have some chance of getting out of Shedbush Lane safely

Drivers always speeding despite signs, they don't bread them we have enough signs

Road safety speeding large lorries, few pavements

There should be a maximum of 30 MPH through Morcombelake with a speed indicator

Speeding on A35 difficult to cross by PO at Morcombelake

Traffic too fast in village -s speed limit 20 MPH might help

60MPH through the village is an accident waiting to happen. Mums and small children take a leap of faith every morning to cross from Bluntshay Lane to get the school bus opposite the Five Bells

Key to safety of pedestrians is speed. Effective limit of 60 is ludicrous. Village should be 30 and 20 near play area & village hall

Too fast

Some tractors through village too fast

Transport

No public transport - nearest bus stop 1.5 miles away

There is no public transport within walking distance of the house to my knowledge

Only 1 small bus weekly on market day - 2 miles to nearest stop

First Bus service is very limited in the evening during the winter timetable.

Better bus service

Bus through Wootton Fitzpaine discontinued

If you need to use a bus buy house near bus route

What public transport?

No buses running after evening events

No public transport in village, one reason not to build anymore houses.

There are no public transport services in the DT6 6RN area, the nearest buses are at Morcombelake.

Buses seem infrequent or non-existent

lack of or poor services including transport

Need more buses

I use DCA community bus but can't use senior bus pass. This is unfair but the service is good

Public transport unreachable from middle of Whitchurch

#### **4.5 Is there anything that can be done to support farming in the Char Valley ?**

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Be more understanding with the development of agricultural buildings

Be supportive of new small farms

Better signage on minor roads for tourists & visitors

Broadband

Conflict between working food factory & concerns of new residents. Open exhibition explaining the work of the farming industry in the area may benefit building support & relationships within the community

create a Neighbourhood plan that includes leeway for new build, affordable housing for younger generation of farmers, help encourage smaller farms

Create more passing places on roads

Encourage good practice and leave it alone  
Encourage organic - a lot is anyway due to National Trust  
Encourage small scale new entrants to agriculture/food production/new low cost self-build  
Get Broadband, cell phone reception improved  
Helping young people  
I am not sure this is appropriate but parish councils should represent all residents and their interests to the mutual benefit of the community. It should work within terms of the local plan but perhaps could do more to support younger farmers and small scale sustainable environmentally aware and committed enterprises.  
Keep land for farming not housing  
Make sure UK replace subsidies that will be lost by Brexit  
No keep supporting farmers  
Open air area for market stalls in Charmouth  
Parish could help farmers to diversify and be more sustainable  
Persuade NT to have a more flexible approach to farming.  
Provide a car park in Morcombelake & slow the traffic in this village  
Provide a directory of local suppliers of food and drink and where to buy direct from farmer/producer  
Put more notices to dog owners to pick up  
Reduce the size of tractors & trailers and go slower!  
Retail outlets for local produce?  
Speed up planning process at WDCC  
Subsidies as arranged by EU/Central Government should remain as it is  
Support a local farmers market in village halls  
The NT don't allow mechanical ditch digging which is causing ditches to be less than useful in draining water away from a wet area.  
To ensure safety in the vale all hedges/verges to be cut back from early spring with the exception of special verges  
Trim hedges summer time to aid road safety for cyclists, locals & holiday guests, also for farmers!  
Try to keep roads passable and verges cut regularly.

#### **4.6 Is there anything that can to be done to support the tourist industry in the Char Valley ?**

A large ' people friendly display board showing three location of farms & attractions in the area  
Adequate maintenance of roads would help  
Broadband  
Broadband - we run a 5 star B&B but our broadband runs at 0.4mbps. Our urban guests think this is "quaint", and don't come back.  
Brown signs for important places like the beautiful church of Candida  
Buses  
Buses  
Density of traffic on the A35 is a problem in the summer. Difficult for residents and if there is an accident all the roads including the country lanes to the north of Bridport/Chideock/Morcombelake & Charmouth get completely snarled up.  
Development of circular trails/info boards detailing walks at Felicity's Farm shop & Local village halls  
Do not encourage over development or additional tourist accommodation  
Fingerposts maintenance  
Get a traffic light crossing at The Ship in Morcombelake to help connect the 2 main areas of leisure/tourist use to make it safe for pedestrians/cyclists/horse riders to cross from Hardown Hill to Stonebarrow. At the moment crossing the A35 is life threatening and not hospitable for tourists. This would also help slow traffic through Morcombelake. The crossing by the bakery is too far along especially

for riders.

Good maintenance of verges

Good signage - signs to stop traffic from A35 hold ups going through lanes

Identify suitable routes for large & towing vehicles

Improved public transport & parking

Improved signage

Infrastructure cannot take anymore tourism - going to Bridport during the summer is now not on

IT support for lets

Keep children's play area available

Keep footpaths well signed and open

Keep roads maintained to prevent flooding

Keep roads passable and verges cut regularly.

Keep the parking charges down to encourage more local business and allow free parking where possible and certainly in the winter time and Sundays

Keep the village as it is.

Maintain St Gabriel steps to beach

Make a proper footpath from Charmouth to Stonebarrow along the coast, rather than make people walk up narrow, dangerous Stonebarrow Lane.

More road signs

More tourist signs church in Whitchurch

Perhaps introducing out of season tourist attractions extra fossil days, geography weekends. Tourism is saturated in season & roads blocked. Attracting out of season will keep shops etc. alive

Persuade second home owners to smarten up properties

Possible information on Parish Council boards

Provide more information on local attractions on Parish notice boards

Publish a walking map with local places of interest marked & local suppliers of food etc. Mark places to eat that have local produce.

Roads, Hedges

Set up website if not already

Something better must be done about the hold-up on the A35 which brings everything to a halt.

Support for people who wish to provide cafes, restaurants. No decent place for a meal , no good pubs to eat in

Support maintenance of footpaths & bridleways

This part of West Dorset is largely AONB and popular with tourists. It is also a World Heritage Site the Parish Council could do more to protect the unique landscape from ' industrialisation' as farmers diversify into power generation and intensive farming methods.

Tourism creates many negative impacts e.g. Low pay jobs, traffic, congestion, caravan parks, inflated house prices and extra demand on public services (see additional sheet.)

Tourism does not in most cases provide long term employment should not be the only focus for the parish council

transport in rural areas to encourage visitors to explore paths that are kept open & maintained

Village map outside village Hall

Working with National Trust & AONB & Heritage Coast Team as a partnership project

Yes, its farming members could set an example to the public at large maintaining the footpaths and bridleways on their farms especially as they have a personal responsibility to do so. Many tourists use and enjoy footpaths.

**4.7 is there anything more that could be done to support employment in the Char Valley area ?**

Actively work to keep business rentals at reasonable levels and thus encourage more marginal users.  
Affordable housing is a major problem  
Broadband  
Buses  
Create industrial site in discreet part of Charmouth  
Encourage tourism further by boosting places to stay i.e. B&B Area needs more visitors  
Ensure good maintenance of roads and possibly more official passing places  
IT industries?  
Keep roads maintained to urban standards  
Lobby/collaborate with others for better improved internet/broadband access to our rural area.  
Lower petrol prices  
Opportunities to site turbines, solar fields, renewable energy sources  
parking at Morcombelake would also increase use of alternative use for Stanton St Gabriel  
Provisions in current local plan seem adequate.  
Superfast Broadband and mobile phone coverage/spread this would help small farming businesses and those trying to make a living from home in the valley and contributing to the life of the community.  
Support planning applications from local people to create workshops/space  
Support workshops for the self employed

**7.2 Anything that could be done to improve leisure and recreation in your area ?**

Adults

Because of our position (Stonebarrow Lane) we focus on Charmouth  
Cinema Rebuild in Lyme  
Films in Morecombe Lake  
Have a local pub again  
improve ability to be able to travel there  
Keep fit classes at Wotton  
Keep fit classes at Wotton Village Hall  
Slow the traffic in Morcombelake  
The provision of adult education classes is, sadly non-existent. We need something like Dillington House.  
We need more people to start clubs etc. Support the halls & pre-school with donations  
Both

Family Pub in Morcombelake with good food  
better Advertising for Local/Village events  
Buses to/from Bridport in the evening  
Encourage access to Hardown Hill ( this would keep footpaths clear.)  
Fight to keep Bridport Swimming Pool open. It is a great resource.  
Improve road crossing safety for walkers  
Improved safety for cyclists - speed limit 20MPH in narrow lanes  
Many go into the local towns etc. Cars are essential in Fishpond to engage.  
More support for the village halls, new clubs to encourage locals to use local facilities  
Nature reserves & local public footpaths  
Public tennis courts  
Subsidise village hall rates for small groups £10 per hour is too much for just 3  
This is a walking/horse riding area

We very much hope that Bridport Leisure Centre will be kept going. It serves adults & young people and is a great benefit to the area.

Young people

Ask young people what they want

Better facilities in parks

Better/Later public transport

Cinema Rebuild in Lyme

Making the playground child friendly. It is not suitable for young children the wooden rail in the middle of the park is a real hazard as it is at children's head height.

Play area/field in Morcombelake

Roadside not safe for children or adults on foot, pony or bike.

The acquisition of land/field to permit ball games i.e. Football and other sports by interested residents.

There are many young children now living in the parish, who will become teenagers and sport facilities will surely be demanded by them before too long.

To ensure Bopper bus & other activities for the young are well funded.

Youth clubs

Youth clubs

## 9. What one thing could be done to improve your area ?

Broadband

Broadband

Broadband speed, it is shameful that Dorset superslow Broadband has our area marked as "there are currently no plans at all to improve broadband in this area" so don't bother us.

High speed Broadband BT has virtual monopoly on access

The internet connections cut out daily this is an area that needs improving greatly

Development

A greater awareness of environmental impact on the area of 'Hard ' Farming & tourism (e.g. caravan park)

Better skilled employment prospects for young people and better training opportunities for those schools.

Continued protection of AONB

Enforcement of planning conditions

Fairness of planning system - we have too many "farms" used to justify housing for workers who carry out farming on a hobby basis and move on to other more economic activities

Get rid of the electric pylons

I have found that any attempt to improve a property is met with initial suspicion and a view that everything in the countryside should remain unchanged. Fortunately planning officers are more understanding.

More focus on well-paid sustainable long term employment outside tourism

More low cost housing

New builds should have renewable energy sources as part of the planning stipulation. It is much cheaper to fit during a new build and very cost effective - especially on the housing association/low cost housing.

No more housing verges kept tidy

Nothing - we think the parish council should be cautious in assuming any 'improving' role. The council



has some formal duties it must fulfil but it has no democratic mandate for wider schemes and should not embark upon a NDP without the specific backing of the majority of all residences. We are strongly opposed to Char Valley NDP for very specific reasons and do not believe one would be in the interests of most residents. However if it were drafted it could be within the particular operation of the planning system, have unintended adverse consequences. We consider CVPCs approach to this question so far has been seriously inadequate and ill advised.

Removal of pylons

Removal of pylons in Marsh wood Vale (cables put underground)

Why build more houses when 2/3 cars per household will add to gridlock

#### Facilities

A cycle track running alongside the A35 from Ship Knapp Morcombelake to Charmouth Roundabout  
A definite coast path

A post box big enough to put full size letters in.

Far too many bonfires (area behind Moore's Bread shop) any time of day.

Free Garden Waste Collection

Mains gas

Mains sewerage

Pub in Morcombelake

Reduction in air pollution due to dirty fires & diesel fumes from old cars & tractors.

Sewerage Mains Disposal

Support for the elderly and people living alone with no transport.

The installation of main drainage

Water pressure in Spence Lane

Footpath

Footpaths River Char cleared up

Footpaths used & kept open so way marking kept maintained

River

River maintenance to reduce flooding

Roads

A Bypass for Morecombe Lake

A35 put into a tunnel

Better maintenance of roads, drains, and ditches to prevent flooding

Better road maintenance

Chideock by pass or a ban on heavy traffic (over 15 tons)

Condition of the roads

Crossing at Western End of Morcombelake for people and horses

Crossing of the A35 at Ship with traffic lights

Drain clearance

Drains maintained voluntary by Chris

Hedge cutting, Tree lopping, Lanes surface no pot holes.

Hedge Trimming in Lanes

Hedgerow cutting after wild flowers have seeded

Hedges trimmed by councils

Improvement in road maintenance

Improvements to the A35 during the summer & busy times, it just wastes time in a queue

Keep the lengthsman

Litter removal on all roads but more on A35

Maintenance of Stonebarrow Lane

Most summer months the A35 is grid-locked causing lengthy delays to even venture into Bridport

Need a crossing near "The Ship" please

Parking in Morcombelake

potholes in the lanes

proper maintenance of hedges etc. on Pitmans Lane

Road repairs and also some gates to local fields.

Road side litter

Stop oversized vehicles using narrow lanes and damaging verges & hedges. Lanes are inadequate for passing when such vehicles are met, or create passing places.

The A35

The lanes, stop 4\*4 tearing up old cart tracks, clear up hedge trimmings, clear out drains & spruce up directional signs.

The maintenance of drains and roads, especially the potholes & blocked drains.

Traffic management on A35 especially between Bridport & Axminster. The frequency of road closures is unacceptable.

Traffic on A35 - too much, too fast, too noisy

Verges/Hedges

With size of commercial traffic ,particularly serving local farmers more passing places are required, edges are lethal for small/medium cars

Fingerposts/signposts

Possibly a few more Slow signs painted on the roads to the village.

Speed

30MPH limit through Morcombelake

Move 40 MPH sign further west on the Western side of the village

Reduce traffic & speed of Vehicles on A35

Reduced speed limits on A35

Slower traffic in Morcombelake

Speed cameras in Morcombelake

Speed of passing traffic on minor roads .

Traffic speed reduction A35

Status Quo

Nothing - any improvements might encourage expansion and alter its character and pleasure of living in the village and surroundings.

Transport

A good clean reliable bus service that didn't assume old people (62) never want to go out at night

Evening bus service

Extra bus shelters

Local buses to Bridport, Lyme & Axminster

More transport - buses

small buses serving villages linked to internet so you can book a stop