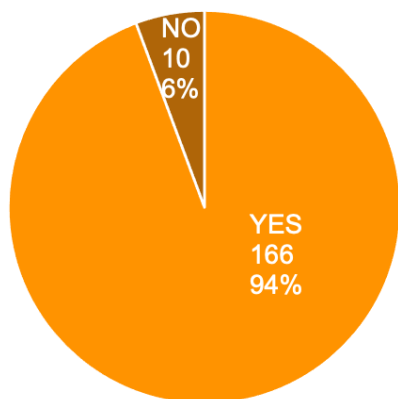


2. Traffic, Parking & Transport

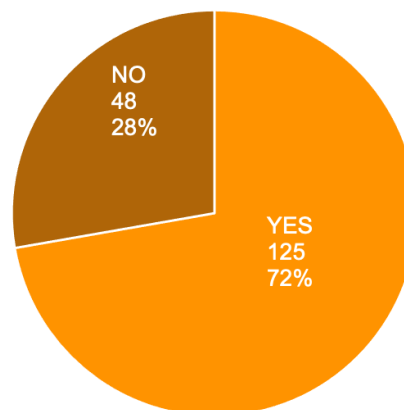
Traffic, parking, public and private transport is a complicated and contentious issue in Wiveliscombe. Many of the roads in the centre of town are narrow. The older housing was built pre-car ownership and many houses have no off street parking.

Note - The figures in the following section relate only to the 176 households living in Wiveliscombe who completed this section

Do you own any private cars/vans in your household?



Do you have off-street parking at your home?



2.1 Resident Parking

95% of respondents stated they owned at least one vehicle in their household (the statistics for the ward indicate that only 90% of residents own a car but this difference might be explained by this being a household and not individual response).

On street parking is very limited in some streets, yet 28% of respondents stated that they have no off-street parking. A further small percentage of those with off street parking do not have sufficient room to park all the households cars off the street. Many of the roads in the centre of the town have parking restrictions, other roads have driveways and on many there simply is not sufficient on street parking to cater for all the cars

Action 2.1: Resident Parking

2.1.1 WTC to seek to ensure that all new housing developments conform to Highway Authority parking standards.

2.2 Residents Access to Electric Vehicle Points

At present there are just 4 Public Electric vehicle charging points - 2 slow charge ones in Croft Way Car Park and 2 fast charging points in North Street CP. It's envisaged that many more will be needed in the next 5 years for visitors and residents alike.

Current electric vehicle ownership stands at 4% locally, but 21% responded that they are looking to purchase an EV in the next 5 years with a further 26% saying they might. Of those looking to buy an EV 31 (18%) of households state that they will not be able to charge an EV at their property. Of those who responded to the question 'Where would be a convenient location?' 10 suggested the car parks with others preferring charging points close to their homes.

Action 2.2: Residents Access to Electric Vehicle Points

2.2.1 WTC to seek to ensure that all new housing and business developments include Electric Vehicle Charging Points

Note - From this point the figures relate to all respondents - those living within Wiveliscombe & without - no question was compulsory so different respondents may have chosen to skip any questions or sections

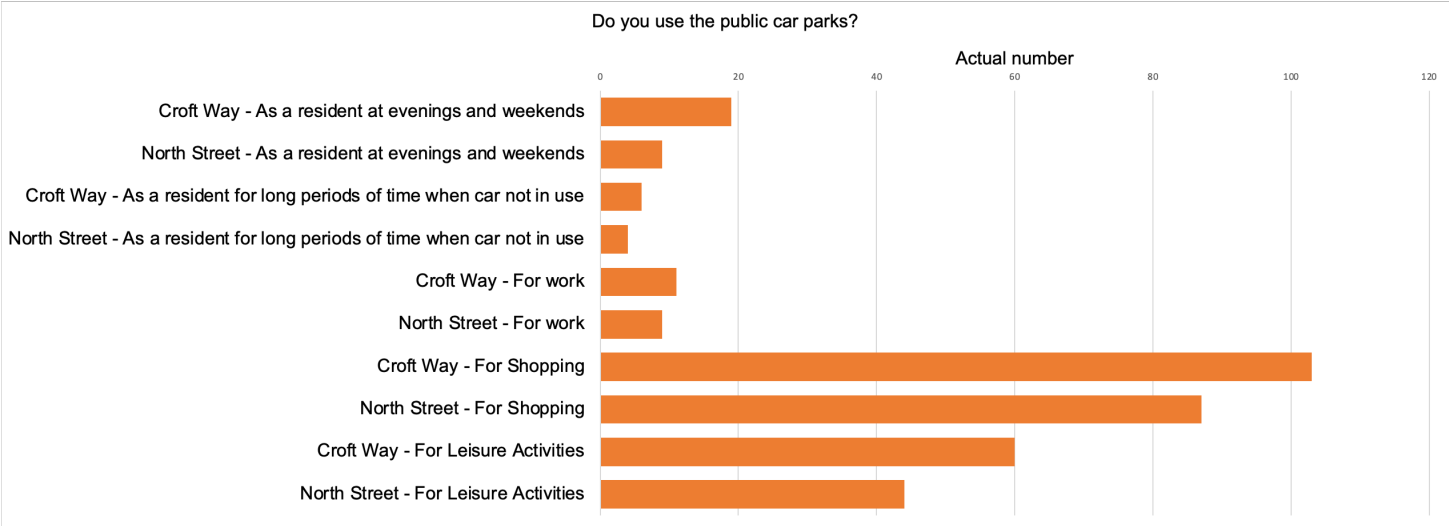
2.3: Public Car Parks & Short Stay On Street Parking

The car parks in Wiveliscombe are not owned or managed by Wiveliscombe Town Council, but rather by Somerset West & Taunton District Council. This ownership will pass directly to the Unitary Authority in April 2023. They are currently free for all users, unlike the majority of the carparks in the SW&T district.

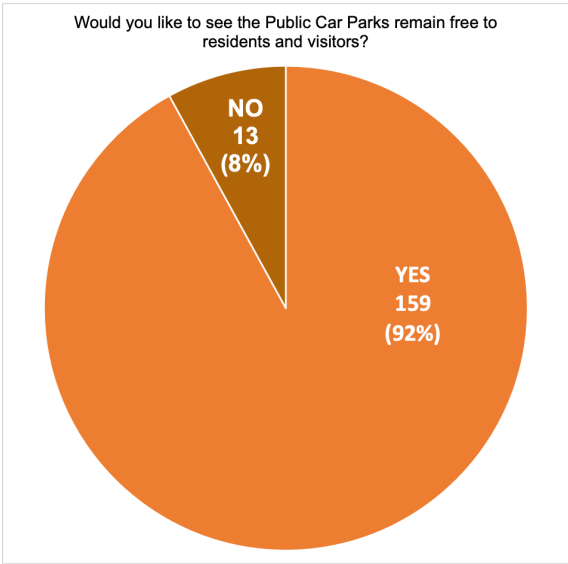
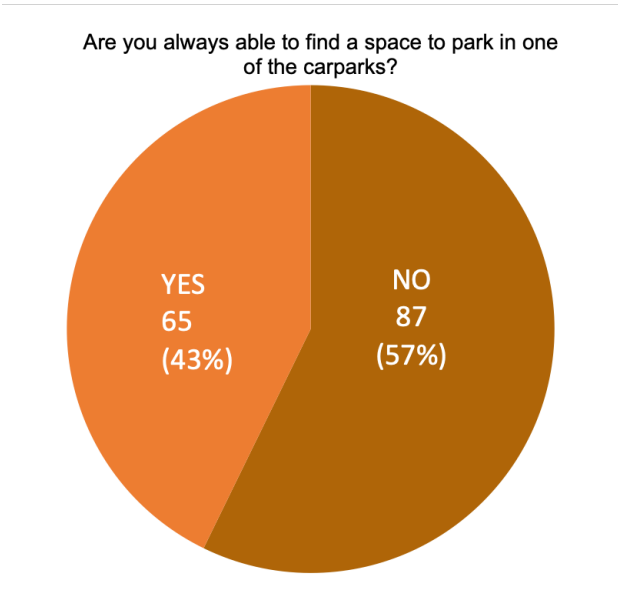
Previous parking surveys, carried out in 2015 by the Business Group, indicated that at least 20% of spaces are taken by residents parking cars for weeks without moving them. With resident parking at evening and weekends then taking up the bulk of the remaining spaces, leaving little room for workers or shoppers - particularly at peak times such as Saturday mornings. These surveys were not carried out by way of a consultation with users but rather by observation of available spaces on 17 separate times over a 14 days period, noting number plates to see how many cars remained in the same space on each occasion.

The results in this consultation didn't match the responses to the earlier survey - when asked if they use the car parks a large majority responded that they do for shopping but very few responded that they use them for parking a vehicle up for a lengthy period.

Note - for ease of answering the following questions a list of options was given and respondents were asked to tick all that applied or answer Yes or No



A majority of respondents, 57%, stated that they aren't always able to find a space in one of the car parks. By contrast 92% would like to see the car parks remain free.

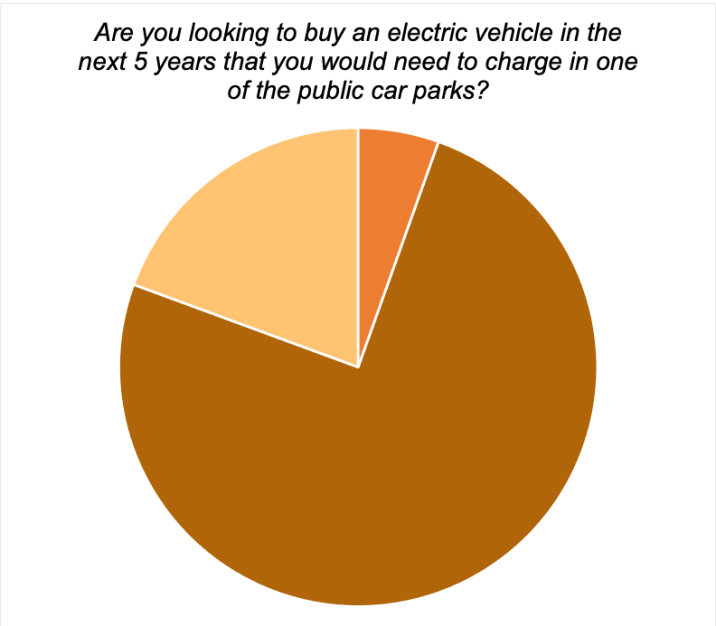


It's likely that at some point in the future the new Unitary Authority will look to introduce charging in the 2 car parks, therefore respondents were asked what options they might like to see if this does happen. This will help the Town Council negotiate on behalf of the residents.



Additional comments made were both for (9 comments) and against (18 comments) charging. Others made more general suggestions. For example:

- “Nothing is free - If you own a vehicle there are running costs. Should be chargeable.”*
- “Wivey was built before cars were needed for transport. Without the carparks many residents would have nowhere to park. Let’s keep Wivey working for us and not against us.”*
- “The Town Council should buy the car parks before the council goes unitary - that way their management can be based on local priorities and locally made decisions”*
- (WTC Comment - WTC asked about the option to buy the existing car parks prior to the merging of TDBC & WSDC and once again prior to change to Unitary Authority - on both occasions our request was declined)*
- (The full text of all comments can be found in Appendix A: Traffic, Parking & Transport)*



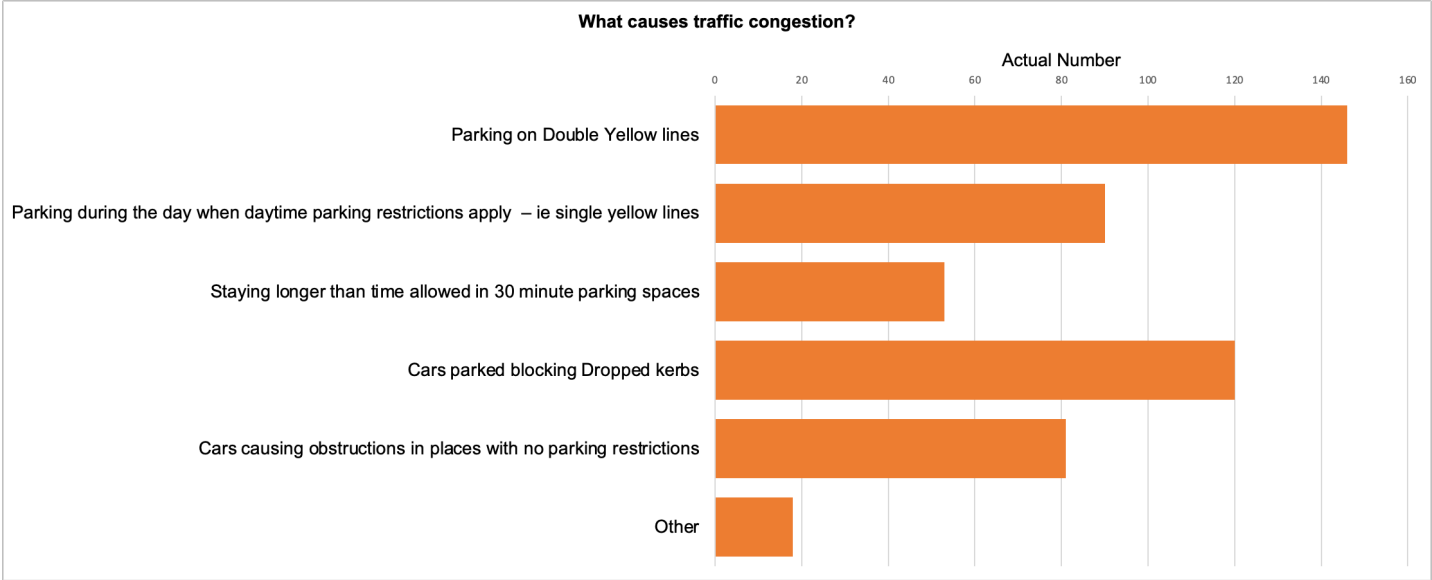
Only one respondent stated that they currently need to charge an Electric Vehicle in one of the car parks. 11 respondents then said that they weren't always able to access one of the EV charging points - it's unclear how to read this result. However, when asked "Are you looking to buy an electric vehicle in the next 5 years that you would need to charge in one of the public car parks?" It's clear that the number of users could grow sharply.

As with the Car Parks Wiveliscombe Town Council do not control the short stay on street parking. 79% of respondents use short stay on street parking. 75% of them do not find the 30 minute limit adequate. The vast majority stated that they use West Street, followed by North Street and High Street. 86% aren't always able to find a short stay space.

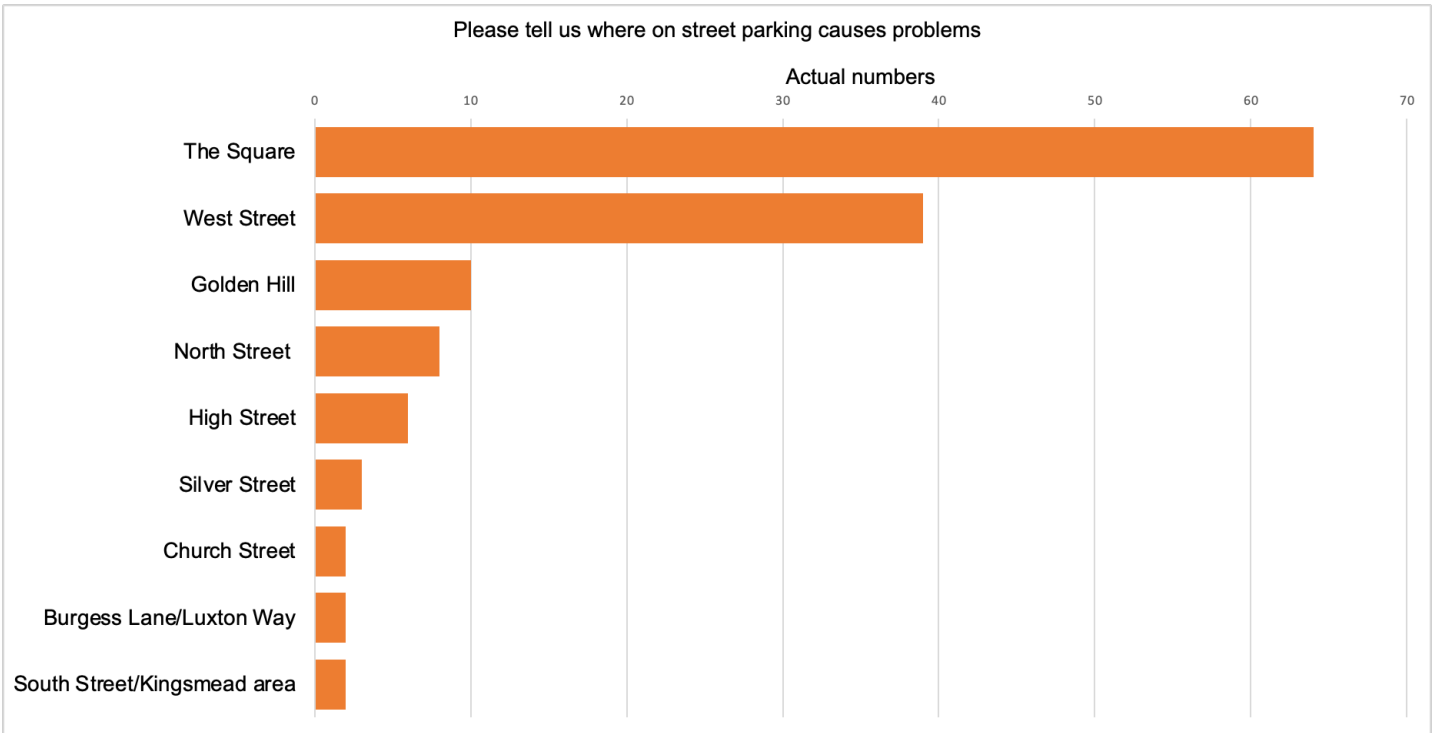
2.4: Parking & Congestion

81% responded that they have experienced issues with on-street parking and 86% of them said it causes traffic congestion. Participants were able to tick as many causes as they wished, and/or state the issues in their own words. By a clear margin the most pressing problem is ‘Parking on Double Yellow lines’ - with 146 respondents highlighting. This was followed by Cars parked blocking Dropped kerbs - 120, Parking during the day when daytime parking restrictions apply – ie single yellow lines - 90, Cars causing obstructions in places with no parking restrictions - 81, Staying longer than time allowed in 30 minute parking spaces - 53 (although some comments were made that respondents aren’t in a position to know this whilst others , who live on those affected streets, clearly observe the problem).

Note - for ease of answering questions a list of options was given and respondents were asked to tick all that applied.



Respondents were also asked to state where on street parking causes problems (*Note - no list was given*). 115 respondents stated locations: The Square was mentioned the 64 times, followed by West Street x 39, Golden Hill x 10, North Street x 8, High Street x 6, Silver Street x 3, Church Street, Burgess Lane/Luxton Way, South Street/Kingsmead area x 2 each. Spring Gardens, Station Road, Croft Way, Plain Pond and North Street by



Of the 115 who stated locations, 14 added stronger comments against such on street parking such as:

“Cars parking in the square. It’s dangerous and causes chaos. Either open the square with parking spaces or start fining those parking there.”

“In the square, gridlock and impatient drivers mounting kerbs to drive along pavements to get past obstructions. Dangerous at any time but a nightmare walking with children on school run”

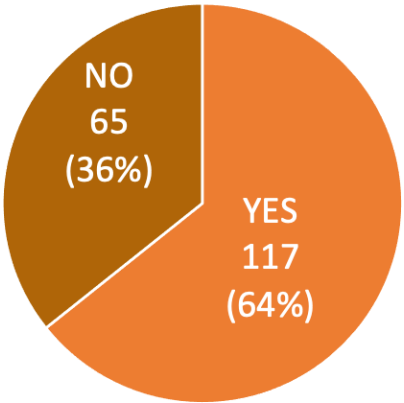
“We have a massive cultural problem in Wivey. People are so used to routinely parking in places that cause obstructions and safety hazards they don’t even think about it any more.”

An additional 3 respondents suggested that problems don’t exist:

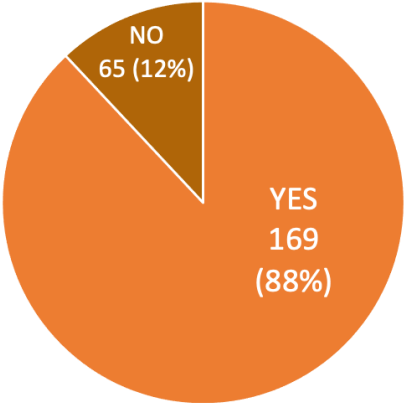
“It doesn’t. Everyone stops illegally in square for brief time. Works well!”

Respondents were then asked if they’d observed roads blocked.182 answered the question Have you ever seen parked cars block the road so that cars cannot pass? And 192 answered the question Have you ever seen parked cars block the road so that buses, lorries or potentially emergency vehicles cannot pass?

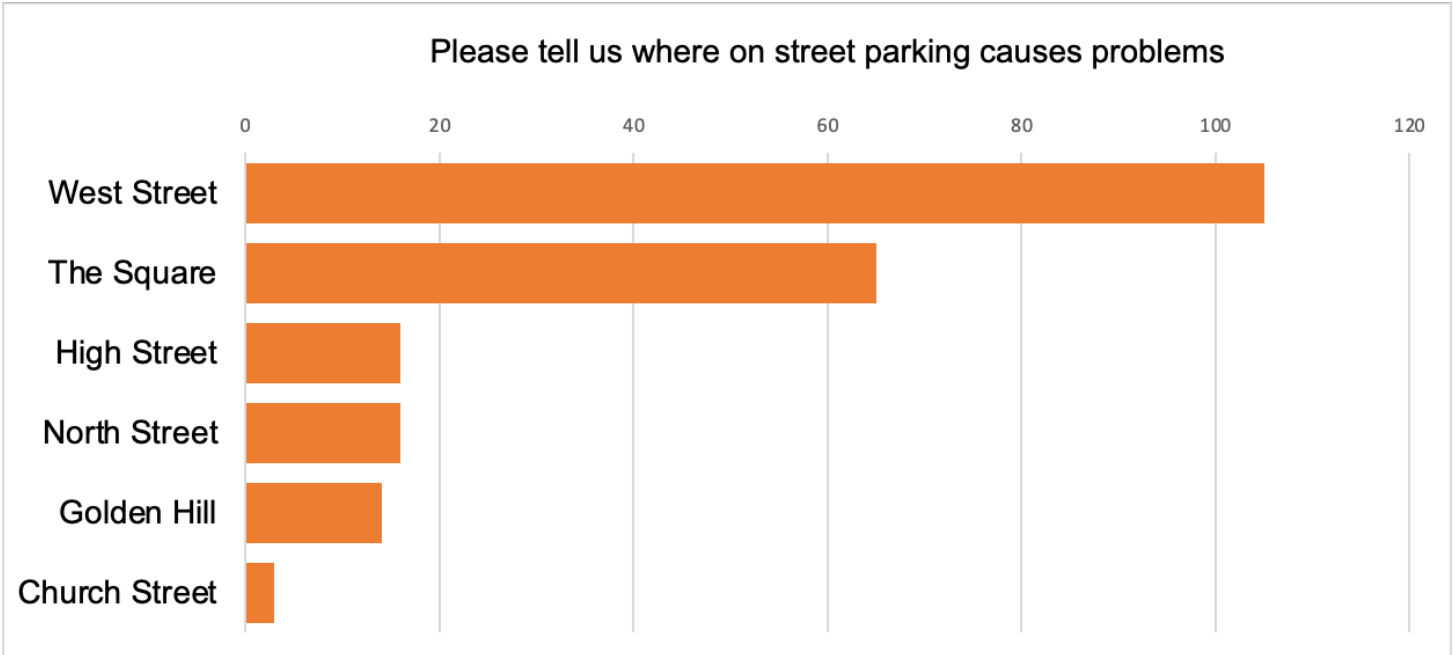
Have you ever seen parked cars block the road so that cars cannot pass?



Have you ever seen parked cars block the road so that buses, lorries or potentially emergency vehicles cannot pass?



137 respondents stated where they’d seen obstructions (*Note - no list was given*). This time West Street was mentioned the most x 105, The Square x 65, followed by High Street x 16, North Street x 16, Golden Hill x 14, Church Street x 3 along with several other locations mentioned just once.



Respondents were then asked to suggest solutions to the problems (*Note - a list of options was given and respondents were asked to tick all that applied*). The majority want to see enforcement with an increase in traffic wardens x 103 and fines for blocking dropped kerbs x 75. Other popular suggestions involved making West Street one-way x 100 and increasing parking spaces by building new car parks x 74, and more on street short stay spaces x 61. Very few felt increasing parking restrictions was the answer x 26.



Some of the alternative suggestions included:

- *Creating more spaces in existing car parks;*
- *Red lines for dropped kerbs & real attention to keeping dropped kerbs clear*
- *Make all of Wivey one way from traffic lights, along Croft Way, up West St and through the Square down to traffic lights;*
- *A park and ride with EV charging points;*
- *Encouraging people not to drive into town;*
- *Encouraging walking*
- *Actively promote bike use for visits to shops;*
- *Build a bike path between Milverton to Wiveliscombe*
- *CCTV parking cameras with automated fines;*
- *Creating a few short stay parking spaces outside the Co-op by removing pedestrianised area;*
- *Improving the bus service;*
- *Resident parking permits;*
- *Parking metres for short stay parking*
- *Mark out parking bays for short stay parking*
- *Make Golden Hill pedestrian only with resident parking permits.*
- *Except for loading the outside the co op should have a red line, no one should park there.*
- *Restrict new housing developments*
- *Create new car parks from new housing developments*
- *Re-route the bus onto Croft Way*
- *Make Croft Way car park a multi-storey*

Other comments included:

- *There is sufficient parking in Wivey. In 5 years I have never failed to find a legal, safe, considerate parking space. All of the parking problems are down to selfish, inconsiderate individuals. These people ignore yellow lines and dropped kerbs, they will also ignore parking restrictions and time limits. The only way out is to enforce the law to change the culture.*
- *I have discussed the issue with drivers who don't understand the meaning of double yellow lines. They think it's OK to park there when shopping.*
- *Because there is little enforcement you see lots of people parking on double yellows and that encourages others.*
- *No-one takes any notice of parking restrictions*
- *Many people reiterated that enforcement was necessary.*

14 people said they were prepared to be involved with a parking group to look at the issues.

Action 2.3: Parking & Congestion

2.3.1 Wiveliscombe Town Council to fund increased enforcement against illegal on street parking

2.3.2 WTC to make a formal statement about congestion caused by illegal on street parking and blocking dropped kerbs

2.3.3 Work with First Bus to address issues arising from illegal parking

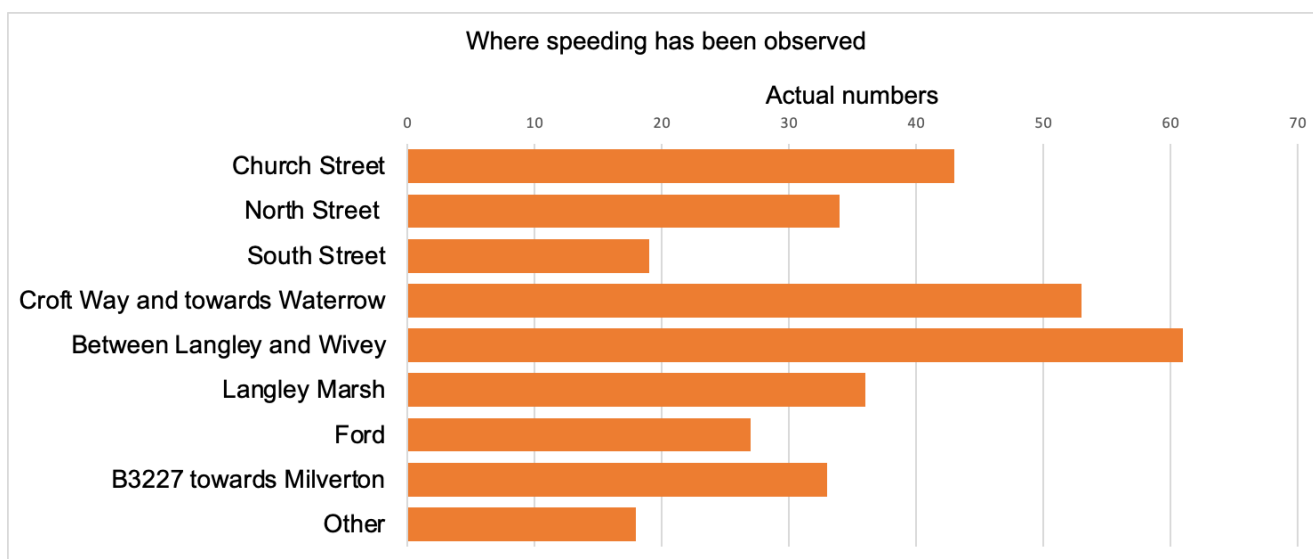
2.3.4 WTC should consider establishing a parking group representing all interests eg councillors, Business Group Reps, Residents without access to parking, residents using the car parks for short stay. This group to make recommendations as to whether to support charges for car parks in return for proper enforcement of both on street and off street parking use. To also make recommendations regarding knock on implications of charging for car parks.

2.3.5 WTC to look at the option of buying one or both of the car parks

2.3.6 WTC to look into how to facilitate affordable parking for all

2.5: Speeding & Road Safety

Asked 'Are you aware of speeding anywhere in the Parish?' 72% responded YES indicating the locations in the table below (*Note - a list of options was given and respondents were asked to tick all that applied*). Between Langley and Wivey received the highest response with 61 citing, followed by Croft Way towards Waterrow x 53 and Church Street 43. All listed routes have has some speeding observed. Of those who cited other locations Ford Road was the most frequently mentioned.



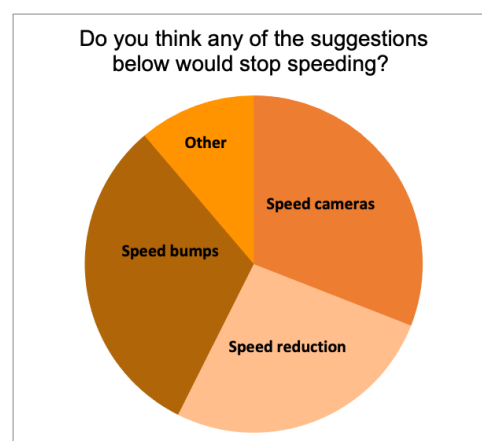
Respondents were asked if they thought speed camera's, speed bumps, or speed reduction would stop speeding

Other suggestions included:

- Use Speed Indicator Devices
- Plant trees on verges - Street trees are known to increase perception for drivers speed causing them to naturally slow down.
- Making parts of road narrow with rumble strips either side;
- Hand held Speed Cameras

A few respondents were keen to have no further restrictions.

Only 17 respondents offered to be part of a neighbourhood speed watch group.



70% of respondents stated that As a pedestrian, cyclist or horse rider they feel safe on the roads of Wiveliscombe.Of the 30% that feel unsafe the most common reasons given were speeding, blind crossings often due to parked cars, vehicles driving too close, narrow pavements - unsuitable for pushchairs and those with mobility issues. The locations were mostly listed as the town centre, road to Langley and Church Street, but many other locations were mentioned.

Action 2.5: Speeding & Road Safety

2.5.1 WTC to continue working with the Police to expand Speedwatch patrols

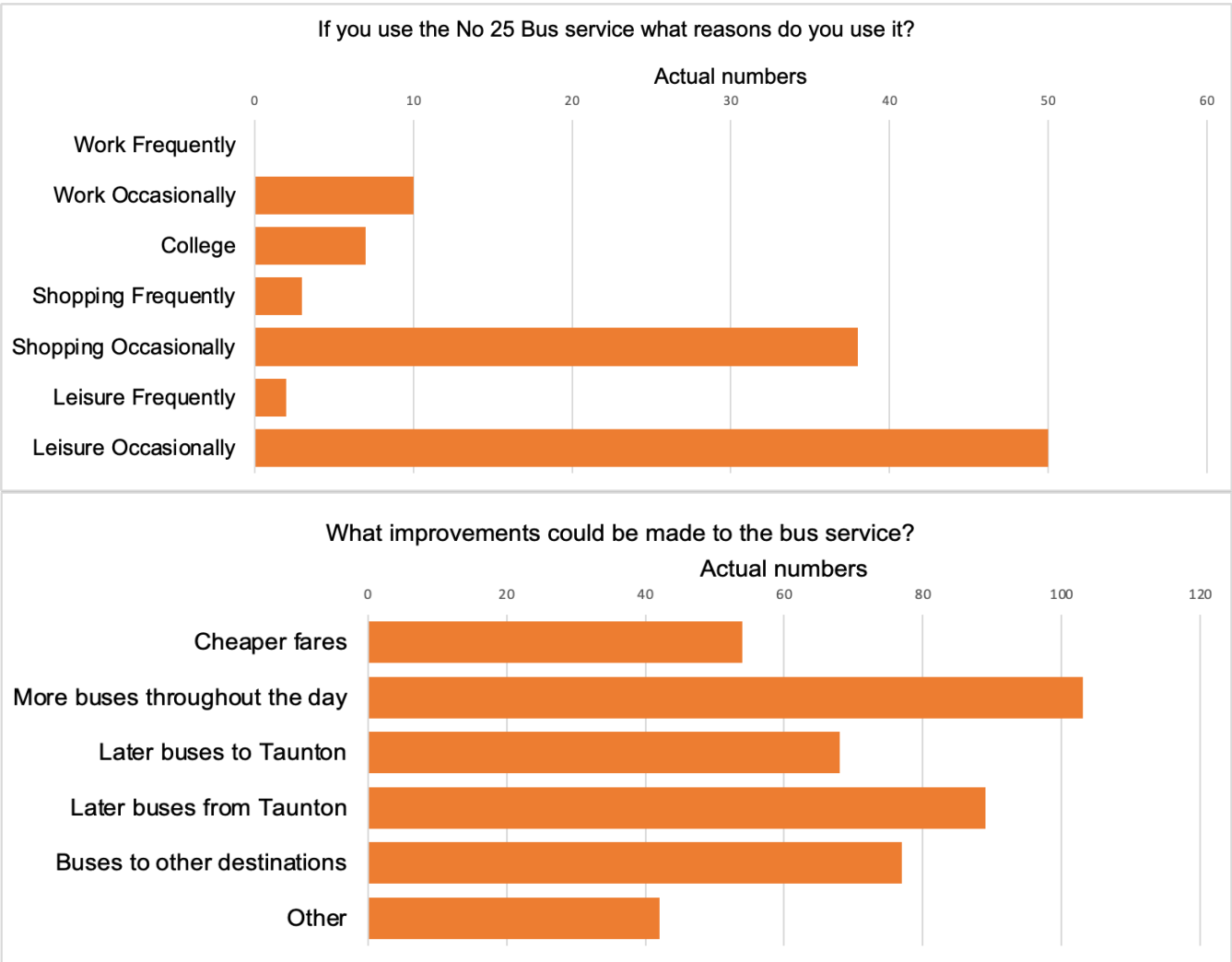
2.5.2 WTC to enquire about deployment of Speed Indicator Devices on the main roads around Wiveliscombe

2.6 Public & Community Transport

The current bus service has been reduced over the past 20 years from a 7 day a week service between Taunton and Dulverton (25), with buses leaving Taunton as late as 10.30pm, to a 6 day a week service with the last bus leaving Taunton at 5.40pm. At the same time fares have increased. Prior to 2014 there was also a bus service between Langley Cross and Wellington.

Of those who use the service not 1 respondent uses the 25 to get to work on a regular basis. The majority of users use the service for shopping or leisure activities. Of these the majority come from households with residents aged 66 to 80+ - 42 users - the 41 to 65 age group - 28 users. *(Note - a list of options was given and respondents were asked to tick all that applied)*

Only 30% of users are happy with the service.



When asked 'What improvements could be made to the service?' People responded with the following:

Where people specified another destination the majority mentioned Wellington. Other suggestions were Williton and Langport.

Other suggestions included:

- Earlier buses
- A real Time (Smart) departure board at bus stops
- Better connection to the Train Station
- More buses from Langley
- Smaller buses
- Shorter journey time
- Buses on timetable actually run

Only 10% of respondents currently use Wivey Link. Of the 90% who don't most gave the reason of having no need to currently. Others it's too expensive, stated lack of flexibility, no service in evenings and weekends, believing it's for the elderly and/or disabled only, too complicated to book.

Respondents were asked if they would be interested in car, or minibus, share schemes. A little over a quarter were interested in one, other or both. 36% are interested in the idea that they use electric vehicles. 19 people have said they would be interested in looking into a scheme.

Action 2.6 Public & Community Transport

2.6.1 WTC to continue to press for improved bus services, in particular a later evening bus from Taunton

2.6.2 WTC to communicate with the bus company and Somerset Council to look into the restoration of the service to Wellington

2.6.3 WTC to communicate with the bus company and Somerset Council to look into a separate bus service that prioritises passengers travel beyond Norton Fitzwarren from Taunton direction

2.6.4 WTC to communicate with the bus company and Somerset Council to assess disability access on public transport.

2.6.5 WTC to work with Wivey Link to ensure all those who need the service can afford to use it

2.6.6 WTC to work with Wivey Link to look at expanding some service to evenings and weekends

2.6.7 WTC to work with Wivey Link to ensure all demographics know that Wivey link its a service for all residents