

Online Consultation

Online consultation took place Friday 28 January 2022 to Friday 4 February 2022.

Five options (individually identified by colours) were presented on the wivey.co.uk website. Links to the website were promoted via social media, email and flyers delivered to every household in Wiveliscombe. The options were:

- Blue - Enhancements with some parking in The Square
- Green - One-way on West Street
- Orange - Raised 'Platform' in The Square
- Red - One way traffic in The Square, east to west
- Yellow - Enhancement of The Square, with existing traffic conditions

A plan and summary of each option was presented. Respondents were then asked to give each option a score (0 for strongly dislike, 4 for strongly like). There were also opportunities to say what they liked, disliked and what they'd change on each option.

In addition to the options there were nine common features. Respondents were asked to say if they liked or disliked the features and had the opportunity to leave further comments.

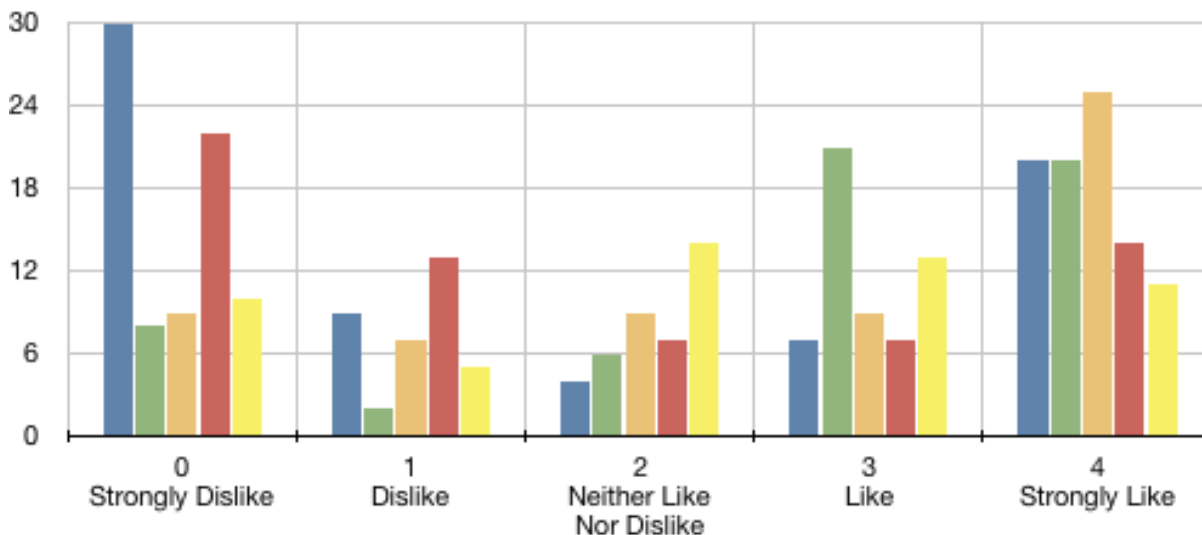
This report gives an analysis of the voting and provides all the comments given, grouped under themes.

As well as the online consultation there were drop-in events at Wiveliscombe Community Centre on 28th and 29th January. The results from these events are covered in a separate report.

Consultation Results

During the consultation period the website received 751 visitors and 4543 views. In total, 221 comments were received and 671 total votes were cast.

The chart below summarises the overall response to the options. There were between 53 and 70 votes cast for each option. Some options (blue and red) polarised opinion with most people strongly liking or disliking. The yellow option had a relatively neutral response (a spread of opinion across with the highest number neither liking or disliking). The orange and green options were skewed towards people giving support.



Blue - Enhancements with Some Parking in The Square

This was the most unpopular option along with the red option; 56% of people either strongly disliked or disliked the option. At the same, however, 39% of people liked and strongly liked the option. The average score at -0.3 and median at -1 were the same as the red option.

In the comments people said that they liked the extra off-street parking and that it would be better for deliveries. Some people thought it would help address the illegal kerbside parking. Also that it would help keep traffic moving. Some people suggested that some or all of the spaces should be for disabled drivers.

Other people liked the wider pavements (although these are common to many of the options)

While some people like the option for the increase in car parking spaces, other people dislike the option because it gives more space to car parking. Some comments focused on the precise configuration and how it would not work.

People who disliked the comments also pointed out the loss of community space, the problems for pedestrians crossing the road, and the challenges that the pavement build-outs would pose for larger vehicles and passing vehicles.

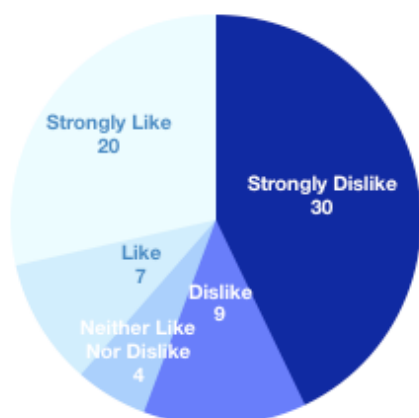
Suggested changes to the Blue option included introducing a one-way system, having a layby instead of the parking layout proposed, only allowing parking at certain times of the day, a general tidy up and improvements to the buildings, and more greenery and planters.

Underlying the comments there seems to be a consensus that the current situation of parking on double-yellow lines needs to be addressed, but there is no consensus on how this should happen especially given the lack of enforcement. Solutions vary from more parking spaces, to flexible use of space, to wanting less car parking.

There also seems to be some consensus (although not universal) that the needs of disabled drivers should be addressed.

Online poll

70 votes were cast.



Average = -0.3 Median = -1
(-2 = Strongly dislike, -1 = Dislike, 0 = Neither like nor dislike, 1 = Like, 2 = Strongly like)

Online Comments

65 comments were submitted. They have been sub-divided below where one comment dealt with more than one issue. Comments have been grouped with sub-headings added.

****What do you like about the Blue Option?**

CAR PARKING & DELIVERIES

- 1 pick up space with limited time.
- Love the fact its off-street parking.
- Like the idea of off street parking/loading. I hope it'll keep the traffic moving better.
- Extra parking spaces, which will not block the road
- Better for traffic moving through however the main reason I like option blue is because have a 6 month baby is made difficult in wivvy because using a pram in the square, I'm constantly having to cross the road because the pavement is too thin and cars park on the pavement and block dropped kerbs.
- Off street parking excellent for those that find it difficult to climb hill from Croft Way car park.
- Parking and deliveries options but wrong layout for the available space.
- This option removes the parked cars off the road freeing up the current congestion in the square
- Additional parking is a good idea
- parking if short term
- Proper disabled parking close to shops, prevention of poor parking on roadside
- I can see merit in allowing parking in the Square as so many people already park there despite parking restrictions. But I have reservations about this precise plan

REINSTATE THE 1970s SQUARE

- It would be nice to see the square reinstated as it was designed. The current paved expanse is v 1970s.
- Yes to opening up the area back to what it used to be. With double yellow lines. At least the delivery lorry's can have there parking bay reinstated to keep traffic flowing. 1 disabled parking space.
- Reducing the size of the brick paved area. Allowing space for delivery vehicles.

WIDER PAVEMENTS

- I like the planters and built-out pavements
- Wider pavements – especially on corners, planters
- The wider pavement is a good idea
- Additional pavement area and planting

NOTHING

- Nothing at all.
- I don't like the idea at all . I think it would compound the current problems . Have you seen some people's attempts at parking and reversing ?

>>What do you dislike about the Blue Option?

CAR PARKING

- I dislike the parking arrangement, I think maybe one disabled space should be allowed
 - I agree
- Dislike the parking spaces.

- Parking Restrictions would have to be in place, also people reversing into road after parking doesn't seem great
- parking/delivery conflict; not enough parking to discourage illegal parking every extra car has visual disbenefit
- Parking the cars perpendicular to the road is an inefficient use of space and creates a safety hazard. Most drivers will park front in then reverse out blind – especially to those cars coming from West St. The same number of cars could be parked parallel to the whilst still leaving space for dropped kerbs and bus stop.
- We should discourage parking in the Square and make it harder not easier!
- We should be increasing the area available for pedestrians, not reducing it!
- The parking bays. Only a couple of bays for disabled parking should be allowed.
- I really do not think that cars should be the focal point of the re-imagined use of The Square . This is not place-making, it is car park making
- This is hardly any change. Cars and their irresponsible drivers will continue to dominate
- Any parking in the Square would need to be time limited to a maximum of 30 minutes. The problem is that with wardens rarely in attendance parking restrictions are very rarely enforced in Wivey.
- Secondly this scheme is not suitable for the Square and I can't see County Highways approving. Such manoeuvring would slow down traffic movement even further than existing
- Not a good option. Too car-centric. The square should be a place for people not vehicles.

ROAD CROSSING

- The parking makes it difficult to cross the road, particularly for primary aged children.
- It does not have a zebra crossing. Many many school children have to cross the road between the co-op and the Day Lewis pharmacy. I think there should be a crossing point.

OTHER USES OF THE SQUARE

- There may not be anywhere for the band to play/Father Christmas to go.
 - I thought this however maybe they could be blocked off for events? There is plenty of other free parking in wivvy, people might just have to walk for 30 seconds!
- The loss of pedestrian/social space which is important for events in wivey all year round
- Where will the Christmas Tree and Town Band go ?
- Reduction in open space in the Square, could become too congested. Also prevents social and community groups using the space, e.g. Town Band, pop-up events, etc

PAVEMENT WIDENING

- Pavement widening at entry/exit to square may cause problems for buses, lorries, tractor & trailers.
- Who on earth thought of the pavement build outs? Have you seen the size and congestion of some of the traffic? Terrible idea.
- dont like the pinch point at the top of Golden Hill, a traffic bottleneck
- Whilst I support the wider pavements, the corner of High St and The Square looks too narrow now. It looks like the parking on the other side of the road (outside Carousel Pig) is being withdrawn. This needs to be enforced because people will park there and block the road.
- Pavement build outs- too tight for large vehicles.

OTHER

- Not enough change to be worth the hoo-ha

--Are there any changes you would make to the Blue Option?

ONE WAY SYSTEM ALSO NEEDED

- I think introduction of a one-way system is essential and this option does not provide for such.
- I would make it one way from the silver street turning to the north street turning and west street making a loop to go round to keep the traffic moving and make it easier to cross.
 - but,buses,especially farm equipment combines,forage harvesters,etc, wessex water artic for maundown treatment works,how 41 ton, lorry getting around corners???????
- no problem with square just congestion parking, bus stop,on junction,coop lorry should unload where it did for years, sign post,tree,tottem pole in way,used to backup to coop arch, put coop one stop shop pigplant,you cant tell me,people from there aand heathstock development are going to carry shopping bags up town? no use cars, congestion in all streets
- Making West Street one way would make it ideal

LAYBY / LOADING BAYS

- I think there should be a deliveries 'bay' large enough for the lorries/vans to deliver to local shops, plus a disabled parking bay and perhaps 1 or 2 other bays max. When there are deliveries, the main road gets blocked and it's hard for other traffic, cyclists and pedestrians to see to cross the road.
- I would have a large lay-by arrangement which keeps parked cars off the road but minimises the use of the square for parking
- Change the parking layout to a large layby type design with parking and loading area, leaving a larger pedestrian area in the square. Insert bollards on all other parts of the square where parking is not permitted.
- Just have one Blue Badge parking space and a dedicated unloading bay .
- If this happens then the bay's should have restricted time on them.
- Deliveries only out the front

PARKING MANAGEMENT

- Disabled parking as well as deliveries a priority
- How about timed parking?. Reserve delivery area and disabled spaces from say 8.30am – 5.30pm. Outside those times, allow other vehicles to use those spaces.
- Relying on driver behaviour is a waste of time. Parking bays will be abused, exiting a bay is likely to cause problems due to the amount of traffic flow (it will only increase over time), and if any bays are to be considered, they should be disabled only. With two free car parks within two hundred yards of the co-op, it is only through sheer laziness that drivers park there. Put a red line along that length, and enforce it by camera. Expecting regular uniformed enforcement would be hopeless.
- with regards to the need for a disabled parking spot, is it entirely necessary? They have blue badges and will abandon anywhere anyhow, and we all know regardless of disability or not people will park in that space regardless.
- This is by far the best of the options. The concern would be the parking on both sides of the road at the top of the High Street. The pinch point with the traffic in the square will just be moved 30ft around the corner, probably making it even worse.
- The Square is often in use as space for people to congregate and for performances ie Town Band. As such any parking spaces would need to be closed at certain times

DETAILS OF DESIGN

- Parking area should be a solid surface, not aggregate. Stones will get spread out over paving and traipsed into shops etc on muddy shoes

- It would be very interesting to see the option where the cars are parked parallel to the road taking a small slice of the pavement for short stay (10 minute?) parking, moving the cars out of the carriageway and allowing better flow. The space could be arranged with removable bollards if there was an event that needed more pedestrian space
- I remember when there were parking spaces in the square years ago and it was much better as the road wasn't blocked with people parking on double yellow lines. Back then the buses were tiny and much less traffic so I feel the spaces are needed now more than ever. I would also welcome more planters etc but a general "tidy up" of The Square would make so much difference.
- Widening of pavements seems counter productive considering the size of some of the vehicles that need to traverse the area. Also, remove the false 'artwork'. Finally the parking area needs to be tarmacked rather than aggregate. That is just going to be spread everywhere

ENVIRONMENTAL QUALITY

- Add a covered area for seating outside cafe.
- This option just doesn't feel like Wiveliscombe. If we are thinking about climate change and green living we shouldn't be encouraging more cars driving around and parking. It should be a green space with good pedestrian access and seating, trees and plants (thinking about events and Christmas tree as well). Also I think it would cause more congestion and hazards with people reversing out of spaces and also sitting waiting for spaces and blocking the road. Make it one way and add a delivery bay and a disabled bay near the shops.
- The Square should be a pedestrian space. This would make it mainly a car park.
- More greenery is always a good thing.
- If there is money in the pot remaining can grants be given to the property owners in the square to give the buildings a lick of paint? No point trying to make the area nice while the buildings just look, well, crappy. And we need to reinstate the columns on the town hall.

Green - One-way on West Street

This was easily the most popular option; 72% of people either strongly liked or liked the option. Only 18% of people disliked and strongly disliked the option. The average and median scores were the same as the yellow option.

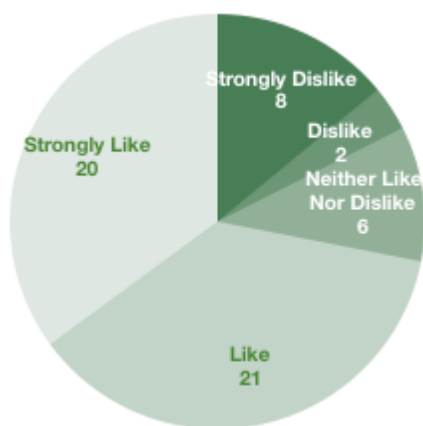
Supporting comments referred to the principle of one-way and the benefits it would bring to addressing traffic flow and congestion given West Street's narrow width. There were however suggestions on further improvements to the option and questions about how it will work for the bus service and large vehicles.

While some comments referred to the benefits of wider pavements there are also concerns that they may add to congestion and do not provide a safe crossing points between the pharmacy and the Coop. The need for parking enforcement is also highlighted.

Some comments felt that the option fails to address the traffic and parking challenges in The Square itself.

Online Poll

57 votes cast.



Average = 0.8 Median = 1

(-2 = Strongly dislike, -1 = Dislike, 0 = Neither like nor dislike, 1 = Like, 2 = Strongly like)

Online comments

43 comments were submitted. They have been sub-divided below where one comment dealt with more than one issue. Comments have been grouped with sub-headings added.

****What do you like about the Green Option?**

TRAFFIC MANAGEMENT

- One way west street
- One way traffic would keep the cars flowing, safer for pedestrians
- One way system in West Street is a great idea.
- I can see how one way traffic would help flow.
- It is the best option to minimise traffic congestion.
- This is the best idea. West Street is too narrow for 2 way traffic and congestion will be reduced if it is one way.

- The one way option in West Street is worth exploring further as there is a congestion problem especially when the bus and delivery vehicles are present.
- 1 way traffic past butcher, post office, Jubilee gardens. It's too narrow for 2 way
- This clearly has benefits for West Street.
- I like the one-way idea and think that will be hugely beneficial to the buses and delivery drivers.
- I think this would improve traffic flow through town dramatically
- One-way layout as shown is essential
- Yes, probably a necessary evil and would make it easier for the bus and deliveries.

PARKING MANAGEMENT

- One-way could help traffic flow and improve the feeling of West St. But only if accompanied by enforcement of the existing parking restrictions that are routinely ignored.

PAVEMENTS

- Wider pavements are good.
- like the enhanced pedestrian aspects.

DESIGN DETAILS

- Personally I think this is the best option. I also strongly support the Town Hall Portico Paving needs replacing and less Square Clutter.
 - A Town Hall Portico would be great.

>>What do you dislike about the Green Option?

PAVEMENTS

- Whilst I support the wider pavements the pavement on the corner of High Street and The Square looks too narrow now. It appears the parking on the other side of the road (outside Carousel Pig) is being withdrawn? This will need to be enforced because people will park there anyway and block the road.
- Who on earth thought of the pavement build outs? Have you seen the size and congestion of some of the traffic? Terrible idea.
- The enhanced pavement corners will make for greater safety but there does not seem to be much more enhancement of the space in the Square
- It's no easier for pedestrians to cross between Pharmacy and Co-op. (many children have to do this twice a day)

DELIVERIES

- nowhere for delivery lorries/vans to get off the main road.

TRAFFIC AND PARKING IN THE SQUARE

- The traffic continuing two way through the heart of the Square
- Still won't resolve the issue of people parking outside the Co-op.
- Not really a dislike but my question would be about how this would work for the bus

OTHER

- The bollards
- The portico outside Town Hall
- Not a bold enough vision, not really much point when better changes could be made to help resolve the issues of the Square

--Are there any changes you would make to the Green Option?

TRAFFIC MANAGEMENT

- Change the layout of the junction so the Give Way dotted lines are across the entrance to West Street. The main traffic flow through the Square is coming from High Street and going to North Street (and vice versa).
- It will be near impossible for LGV delivery lorries to turn left out of West St onto Croft Way unless there is significant changes to the junction. This will also cause increased traffic flow along Croft Way where the Nursery and GP surgery is – currently there are speed cushions, there will need to be a controlled crossing – sadly, you can't rely on the public to walk 75 yards to the traffic lights and walk back to the Nursery/Surgery.
- The pinch at the Silver Street junction will cause traffic build up especially with large vehicles and the increase caused by the one way system...
- Best single option and improves the traffic flow, eliminating two way traffic problems at the narrowest point outside The White Hart on West Street.
- I agree that the one way system, long overdue, would improve flow and safety, with the green option.
- Like the idea of reducing the congestion in West Street but how will the 25 bus from Dulverton get through? Possibly stop opposite the doctors on the main road?
- Would the bus have problems if it can't come up west street, not a problem if it is going to Langley as it has to turn round there, but if it doesn't go to Langley turning might be an issue, i'm not sure where they would be able to turn.
- One way down West Street West to East, allowing HGVs more space to turn down North Street. Through the Square would also be one way East to West, having the traffic and avoiding bottle neck of 2 way traffic in the Square. Traffic coming from Taunton and Wellington direction, would the have to pass the carpark (encouraging usage), rather than going further to West Street and parking in the Square
- One way here would reduce improve traffic flow without impacting significantly elsewhere in wivey.
- I overheard that the one way section would only extend to Jews Lane and that traffic at the far end of West Street would still be 2 way – is this the case as it's not shown on the plan
- Would like 'No Entry' signs at the bottom of Jews Lane but have an exception for buses to go either way.
- Great idea, will improve safety greatly.
- One way through west street

PARKING AND DELIVERY MANAGEMENT

- I'd be keener on this if obstacles to non-delivery parking were stronger
- Disabled parking needed aswell and drop kerbs etc
- Probably the most sensible option, but how is the delivery zone going to be enforced?
- A delivery bay for the shops in the square and a parking space for disabled drivers would also be beneficial.
- I don't understand the widening of the pavement and subsequent changes to parking arrangements on High Street
- Dedicated delivery bay and disabled parking bay.
- Discouraging parking roadside

COMBINE WITH OTHER OPTION(S)

- Could combine with red option to further improve traffic flow whilst promoting pedestrian access

- Have this option together with the extra tree and pedestrian options in the square
- Like the idea of the raised road in the square from one of the other options but the material will need consideration as block paving ends up a mess with dips and loose bricks from heavy vehicles as tractors.
- Prefer more greenery/trees and seating. Has the post box disappeared?

OTHER

- Prefer planters to bollards.
- Maintaining pedestrian, social space
- Not fully thought through as an option.

Orange - Raised 'Platform' in The Square

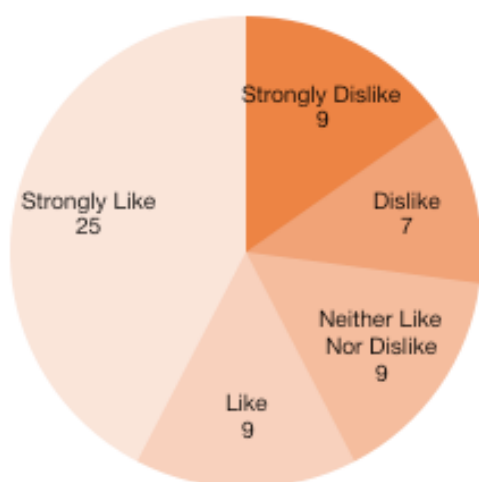
Overall 58% of people either strongly liked or liked the orange option while it was disliked or strongly disliked by 27% of people. At the extreme the orange option had the highest number of people who said they strongly liked it (25 people or 42%). The average score at 0.6 was slightly below the yellow and green options. The median score at 1 was the same as the green and yellow options.

People particularly liked the way in which this option strengthens the community space.

A number of people point to the amount and size of vehicles passing through The Square and the impact that this option could have on traffic movement, with resulting increases in congestion.

Online Poll

59 votes cast.



Average = 0.6 Median = 1

(-2 = Strongly dislike, -1 = Dislike, 0 = Neither like nor dislike, 1 = Like, 2 = Strongly like)

Online comments

46 comments were submitted. They have been sub-divided below where one comment dealt with more than one issue. Comments have been grouped with sub-headings added.

****What do you like about the Orange Option?**

CREATES A PEDESTRIAN FIRST COMMUNITY SPACE

- This enhances the square as a community space, with pedestrians having priority over vehicles. It would reduce the 'see a kerb, park next to it' mentality that is leading to current abuse of yellow lines.
- Potentially a real change of atmosphere, rather than tweaks round the edges, important as they may be, Close to the French small town ideal
- I really like the idea of the raised paving. It will be much easier for people to move around, especially people with reduced mobility.
- I like the emphasis on pedestrians and layout encouraging their priority.
- I think it's a great idea in principle and will help to prioritise people over traffic,
- Creating a pedestrian priority look and feel to the town centre and square is my favourite option.

- Pedestrian has priority. This should help people to cross the road more safely. Like the greater pavement area.
- I like the tree. I like being given the impression of a pedestrian area.
- This could potentially change the atmosphere in the Square,
- I think it would be aesthetically pleasing, and like the addition of trees –
- I think it really consolidates this area as “special” and more likely that vehicles drivers would realise that they need to slow down and also if parking for a short while respect the need for being brief and aware of other users both on foot and in vehicles
- It could bring The Square back as a real focus point for the town.
- I really like the ideas of a raised platform. It would turn the centre of Wivey into a far more pedestrian friendly area. I also like the idea of making West Street one way as well. I think the two ideas would create a far safer area that could be used for events.

REDUCES TRAFFIC AND PARKING

- I think it will have a beneficial effect on the driving and parking, subconsciously persuading drivers to slow down and stop parking illegally on kerbs.
- Making the pavements wider at key points to slow down traffic is a great way to impose speed restrictions.
- Making it harder and slower to drive through town will hopefully discourage motorists from making unnecessary journeys through the town centre, encourage them to park in the free car parks provided if they want to use the shops and facilities or find alternative routes if they are just driving through.
- I like the idea but I would like to see an artists impression to fully understand. I do think it would help reduce parking in the Square.
- This could work to discourage parking in The Square and leave the road clear for emergency service vehicles and deliveries.
- The square should be predominantly pedestrian to enable pushchairs and disability scooters easier access to the shops and more safety crossing the roads. We need a pleasant area not a car park. There is not room for car parking, the buses and essential lorries delivering have a nightmare at the moment trying to do their jobs.

OTHER

- Absolutely nothing to recommend it

>>What do you dislike about the Orange Option?

PARKING AND DELIVERIES

- the traffic issues remain, especially in respect of buses and large delivery vehicles.
- don't think it will resolve the problems with parking and deliveries.
- No bay area for delivery lorries/vans off the main flow of traffic – therefore blockages and difficult for pedestrians to see to cross.
- I'm concerned about the bigger picture. Sometimes people park in the Square simply to nip in the shop and our shops need the custom, but sometimes cars are left parked for some time. We also have issues around our existing car parks being full so as with all these options I hope they can be set in the wider context of the whole town and in particular parking issue

TRAFFIC MANAGEMENT

- Does not resolve the traffic problem with 2 -way traffic unable to pass at the area outside the park when vehicles are parked both sides of the street
- I don't see how this reduces the amount of traffic passing through or parking in the Square.

- It needs pointing out that this central part of the town is also the central area for through traffic including tractors and large farm machinery and also large lorries . There are no suitable alternative routes for these vehicles . Some people have work to do in these vehicles . It makes no sense at all to make it even more difficult for them to drive through .
 - Really really support this comment and not because it applies to me. Changes really have to reflect the reality of the situation and consider the resulting impacts on everyone, not just from a pedestrian point of view. I hope that comes through in the consultation because I haven't seem many comments highlighting this and I wonder if the consultation is reaching all those affected or just those that have the time to engage.
- Don't believe it will resolve the parking issues or change driver behaviour.
- Temporary parking is needed and gives a feel of life.
- There would be a lot of disruption in creating this. And in the end, you still end up with the same traffic needing to flow through the area.
- It is such a busy road and there are no options to divert traffic that funnels in from Langley etc. Would push traffic to cut through residential area at plain pond
- I cannot see for the life of me how LGVs/buses are going to be able to manoeuvre up the hill and turn left to deliver to the co-op or exit if they (are able) to get down West St to deliver to the High St and then exit by going down to the traffic lights. It bad enough now, this will cause chaos.
- The pinch points could cause traffic build up, especially for the large vehicles accessing North Street
- This only has the appearance of making things better for pedestrians. It does nothing to lessen the traffic problems, which also make things difficult for pedestrians.

PAVEMENTS AND SHARED SPACE

- Who on earth thought of the pavement build outs? Have you seen the size and congestion of some of the traffic? Terrible idea.
- When I worked for a charity for the visually impaired, they actively campaigned against shared use space such as this due to the increased danger of creates.

ENVIRONMENT

- I would much prefer planters to bollards especially as we are in a climate and ecological crisis. Surely there could be more trees?
- As now, it doesn't reflect the building line or give the feel of the traditional square.

--Are there any changes you would make to the Orange Option?

PARKING

- A couple of parking bays like the blue option would be a great idea.
- The problem with the existing free car parks is that it is often quite hard to find a space as they are usually full.
- No disabled parking bay.

TRAFFIC MANAGEMENT

- Speed limit lowered to 20
 - Agreed, but I'd go 10mph to emphasise that pedestrians have priority

MERGE WITH OTHER OPTION

- This is definitely the favourite, but with the 'Green' one way option through West Street in the other direction, as to allow the 25 bus coming in from Dulverton a clear run to pick-up passengers' from the usual spot, outside Day Lewis.
- I think the raised pedestrian area should extend down to include The Larder/Jubilee Gardens. OR secondary suggestion, keep the road one-way from the end of the Square, past the butchers all the way to the Larder.
- Would make it feel more pedestrian but would be best combined with the one way in West Street for maximum effect.
- This is my favourite option. But I think it could also include a one way system along west street and also have the raised platform along that road too, stopping just after The Larder. And silver street/golden hill should also be a one way system too.
 - Lots of good points here.
- Wivey has a lot of town centre functions throughout the year, and this option allows better utilisation of the space while making it more pedestrian friendly in the interim. The only alterations I think would be useful would be to make it one-way (as per one of the other options) and add a single delivery/disabled parking spot, possibly by dipping the bollards to make space without impeding traffic flow. Wivey has a great community, lets keep it that way and use our two exiting FREE car parks rather than putting more of our open space over to cars... PS. Would be great to see High Street > The Square > West Street be made completely one way thus alleviating the bottleneck outside White heart and along West Street.
- Definitely my favourite option however I think it would still need a one way system to help with traffic flow. This really has the feeling of community and would be a lovely space for people to gather .
- One way down West Street is also a good idea. It could possible allow for a few official parking spaces on the post office side where people park on double yellows?

DETAILED DESIGN

- Provide circular/octagonal seating around the two trees.
- A co-ordinated colour scheme to enhance the character of the buildings around The Square should be presented to their owners to encourage them to take part when the next maintenance is required. Planning approval should be sought for this.
- Add planting boxes to make the square feel protected (noise/traffic)
- More trees, planters instead of bollards, and how about a mini meadow on the roof of the bustop? And some climbing plants enhancing some of the vertical surfaces?
- Surface suitable for disabled paths suitable with drop kerbs.
- No green planting boxes.

OTHER

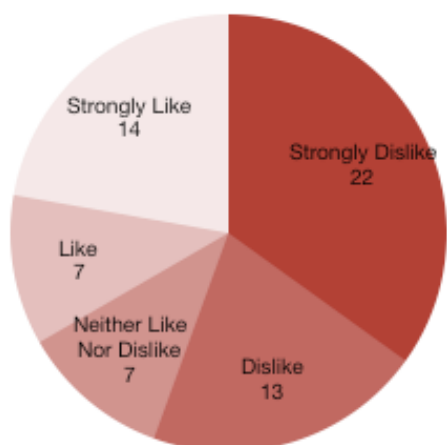
- the bus route should be redirected to Croft way and the co-op moved to Croft way as well with its own car park!
- it's great to see so much effort going into Wivvy and thanks to all that are committing their time and energy for the benefit of others.

Red - One-way Traffic in The Square, East to West

This was the least popular option. 56% of people said they disliked or strongly disliked the red option (the same as the blue option). Meanwhile only 33% of people said they liked or strongly liked the option (lower than the blue option at 39%). The average score at -0.3 and median at -1 were the same as the blue option.

Online Poll

63 votes cast.



Average = -0.3 Median = -1
(-2 = Strongly dislike, -1 = Dislike, 0 = Neither like nor dislike, 1 = Like, 2 = Strongly like)

Online comments

31 comments were submitted. They have been sub-divided below where one comment dealt with more than one issue. Comments have been grouped with sub-headings added.

**What do you like about the Red Option?

- Narrower one way lane should stop all parking in the square
- I like the fact that it is one way through the square, this should both provide parking for the shops and keep traffic by avoiding the chaos which the parked cars on the double yellow lines currently cause.
- Reduced ie one way traffic would be good although none would be better. More trees = better.
- The new trees in the square

>>What do you dislike about the Red Option?

IMPACT ON WEST STREET

- The one way system causing more traffic along west street
 - I agree. Better to have West Street one way and leave the Square two way.
- I think the increased traffic in West Street due to the one way system would cause more congestion
- there isn't room for two-way traffic down past the butchers.
- Does not resolve the traffic issues in West Street.
- This option would make West Street much busier because it forces all of the cars coming from North Street to go down West Street leave town. I can foresee massive problems at the

bottleneck beside London House. It really makes more sense to have the main traffic flow going through the Square and High Street

- It doesn't solve the bottleneck issues in West St.
- Whilst a nice idea, West Street is not up to the job – It is funnelling additional traffic down a small bottleneck – it would be a nightmare!
- One way through the Square, but 2 way down West Street seems odd. The buses and delivery drivers constantly get stuck due to poor parking there, which snarls up the Square.
- The one way traffic system would increase the issues on West Street and increase traffic through Northbrook Road as an alternative route
- This fails to deal with the traffic need to leave Wivey and forces vehicles into the very narrow West Street, increasing issues for pedestrians there.
- All traffic from the north of Wivey will have to travel west down West Street so it would make more sense to also make West Street one way.
- The 'West Street would have more pressure with traffic and the turning into North Street even tighter

IMPACT ON SILVER ST / GOLDEN HILL

- Encouraging traffic down Golden Hill – not good.
- This is a very poor option. The knock on impact to Silver Street and Golden Hill might be severe.
- Surely this would impact traffic going to Golden Hill, etc?

TRAFFIC MANAGEMENT

- This is a terrible option and would cause major problems with large and long vehicles
- I think that having 2 way traffic through the bottle neck between London House and the White Hart all diverted from North Street will cause huge traffic problems while people queue to pass each other
- A bit of a halfway house. It might cause more problems than it solves. Like the trees, but don't see it reducing traffic volumes
- But a big concern would be access by Fire Engines, the bus and other large vehicles
- The stuff of nightmares! How on earth will traffic get in and out of West Street from North St with causing monumental queues? Has anyone thought about fire appliance responses? What about a delivery LGV exiting from the High St – is the two way traffic in West St (which is bad even on a good day) suddenly disappear to let an LGV/bus get through? If they do, they will still have to contend with trying to turn left onto Croft Way.
- Traffic turning right from North Street To West Street with the enhanced pavement !!
- A disaster for the large vehicles from the filter station, tractors and the fire engine to name three commercial categories... and why make a bottleneck at the top of Town Hill

PARKING AND DELIVERIES

- It doesn't help with deliveries blocking the road, nor parking.
- Delivery bay still blocking flow and making road crossing unsafe.

IMPACT ON PEDESTRIANS

- Traffic will just speed up on the one-way section which is where most people/children are crossing the road.
- As per the rest of the options this is still seeming to be all about traffic and not actually about making the square a place for people, a destination, a venue, somewhere beautiful to be, to eat, drink and shop.

PAVEMENTS

- Who on earth thought of the pavement build outs? Have you seen the size and congestion of some of the traffic? Terrible idea.

--Are there any changes you would make to the Red Option?

MERGE WITH OTHER OPTION

- I would also make west street one way, continuing along from the square to west road. This would avoid creating a busy 2 way bottle neck between London house and the white heart and also make west street traffic flow better.
- This would only work in conjunction with making West Street one-way as well, but has the issue that all traffic is then diverted down the already too narrow West Street, increasing issues for pedestrians.
- Make a full one-way loop around West Street to increase parking. Add off road parking / delivery bays on the Square.
- Think the raised platform area would slow traffic. Also more these to enhance ambience.

PEDESTRIANS

- pedestrian road crossing required between co-op and Pharmacy

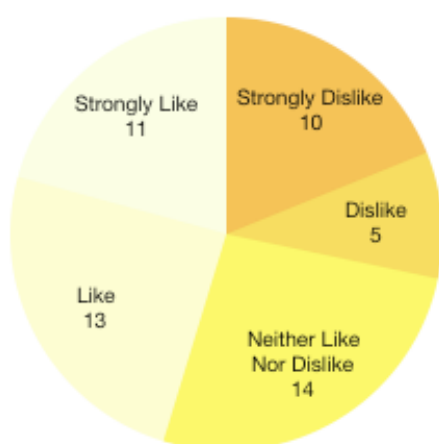
Yellow - Enhancement of The Square, with Existing Traffic Conditions

While all the other options had a clear majority who either liked or disliked it, the yellow option had a relatively even spread suggesting that it is the least controversial. The average and median scores indicate an overall preference to like rather than dislike and were the same as the green option.

45% of people said they liked or strongly liked the yellow option while 28% of people said they disliked or strongly disliked it. Meanwhile 26% of people (by far the highest of all the options) said they neither liked or disliked the yellow option.

Online Poll

53 votes cast.



Average = 0.8 Median = 1

(-2 = Strongly dislike, -1 = Dislike, 0 = Neither like nor dislike, 1 = Like, 2 = Strongly like)

Online comments

31 comments were submitted. They have been sub-divided below where one comment dealt with more than one issue. Comments have been grouped with sub-headings added.

****What do you like about the Yellow Option?**

PEDESTRIAN SPACE

- A place for people to meet and spend time in the heart of Wivvy.
- Wider pavements would really help people with mobility problems, wheelchairs, pushchairs, mobility scooters.
- I like the pedestrian enhancements.
- Work common to all versions bring some improvement for pedestrians
- These suggestions are good for improving the Square as a place for people.

TRAFFIC MANAGEMENT

- The best of the lot.... keeps the traffic flow thro the square
- Like it or not...traffic has to flow thro the square and drivers MUST adhere to the restrictions....
- The location of the drop off area for deliveries makes sense,

- This seems to be the most sensible option. We need to remember that large vehicles need to be able to access villages, farms and businesses up through Langley. Also delivery lorries need easy access to the shops in town

DETAILED DESIGN

- I like the planters and the position of the bus shelter.
- I like the planters
- like the planters
- extra planters enhance the area.

OTHER

- Minimal change.
- Preferred option.

>>What do you dislike about the Yellow Option?

PARKING AND DELIVERIES

- Does not address misuse of yellow lines
 - Nothing will stop people parking there unless it was a Zebra crossing and Zig zags but then delivery trucks wouldn't be able to park either.
- The delivery bay will be abused by car drivers parking there and blocking the road and dropped kerbs which is the main problem with The Square today. This options will do nothing to resolve the parking/traffic issues.
- Don't think this will change driver behaviour or impact the parking situation.

TRAFFIC MANAGEMENT

- All options have too much emphasis on pedestrianisation. Strip out the traffic and a town centre soon dies (look at Tiverton).
- I don't think it'll solve the traffic issues in the square
- Does not resolve the traffic issues
- Car still predominates
- This doesn't really change anything. The Square will still be car dominated
- this plan doesn't help with the traffic problem.

PAVEMENTS

- Who on earth thought of the pavement build outs? Have you seen the size and congestion of some of the traffic? Terrible idea.
- Pavement build out – throughout all options.
- Keeping the large brick paved area.
- Drop-down curb access?

PEDESTRIAN CROSSING

- Delivery bay is still blocking the road/traffic flow and still making it difficult/unsafe for pedestrians to cross the road (you can't see around the vans/lorries. – no change from the current situation.

--Are there any changes you would make to the Yellow Option?

PARKING

- Make the square a square again with some short term parking for quick darts into co-op/ library/ chemist...
- do away with the planters and give that space over to parking thus widening the road and taking nothing away from the communal square space.
- Reduce brick paved area and put in a couple of disabled spaces and a delivery bay. Use of these could be reserved to, say 8.30 am to 5.30 pm. Outside those times, any vehicles could use those apaces.
- Put the parking spaces diagonally where the planters are, and move the planters towards the shops while still allowing plenty of space.
- Businesses need access for deliveries and the larger lorries we are seeing now together with all the white vans for the other deliveries not sure how that would work with the all the cars as the width of the road will still cause blockages
- Parking regulations could be enforced with the use of cameras and fines put towards community projects.

TRAFFIC MANAGEMENT

- One-way traffic down West Street.

DETAILED DESIGN

- I like the idea of a possible portico on the other options I'm not sure that it is on this option or not. I think the addition of it would further advance the design.
 - I agree and I wonder why the Portico is not part of this plan.

PEDESTRIANS

- Ensure line of sight for pedestrians crossing the streets and cyclists turning at junctions are considered.

OTHER

- The bus has recently decided to stop in croft way so a bus stop here will not be needed.

General Comments relating to all options

- Obviously there are pros and cons for each option. The options above do not mention the raised platform area. This would slow through traffic. In addition to the one way system, which I agree with, would the bus stop be relocated to croft way, which was planned some years ago by First Bus, but not supported by the council.
- Another option as I don't believe that 152 responses reflect the true feelings of those of us who knew nothing of the original survey. If the area outside the co-op was marked with a double red line (no parking under any circumstances) and enforced by cameras with the proceeds going to rejuvenating Wivey, the traffic problems would by and large stop. Put in a full sized delivery bay with two disabled bays, again enforced by camera, there you have a simple, low cost option to improve the lives of residents who, like me, love Wivey but are exasperated by the selfishness and laziness of drivers (and yes, I am a driver too)

Common Features

The common features can be integrated into any of the five main options.

Overall there is clear support for replacing the paving, pavement widening, one or two more trees, a marked loading bay in West St and The Square, planters to prevent vehicles driving onto the pedestrianised part of The Square, and new seats.

There was opposition to removing the existing tree and / or the seats.

Opinion was split as to the future of the artwork in The Square.

	Like	Dislike	Total	Like	Dislike
Replace existing paving with natural stone and replace bricks as shown in the option drawings	32	3	35	91%	9%
Widen the pavement corners at 'pinch points' entering The Square	22	8	30	73%	27%
Remove the existing tree and have no trees in The Square	1	28	29	3%	97%
Add another one or two trees in The Square	26	3	29	90%	10%
Retain the existing tree in The Square	28	1	29	97%	3%
Marked loading bay in West St for delivery vehicles	19	8	27	70%	30%
Marked loading bay in The Square for delivery vehicles	21	7	28	75%	25%
Planters to prevent vehicles going onto the pedestrianised part of The Square	26	5	31	84%	16%
Reinstate the portico on the Town Hall	23	5	28	82%	18%
Keep the artwork (black pillar) by the seats	14	14	28	50%	50%
Remove all seats from The Square	0	27	27	0%	100%
New seats located by a tree in The Square	23	1	24	96%	4%
New seats in the existing positions in The Square	18	6	24	75%	25%

Comments

- The Town Hall features in all the options however, there are other buildings overlooking The Square that have a negative visual impact, The Pharmacy for instance. It is crucial owners of such properties participate in any scheme.
- Not keen on a portico in front of the Town Hall.
- Not sure why the finger post is sited near the community centre.
- Could do with a new sign post in The Square.
- Agree that some of the buildings surrounding the Square should be tidied up/ renovated.
- Please keep the cycle parking. If more people cycled rather than drove to the square then there would be less traffic to contend with.
- Natural stone paving, and other suggested paving would enhance the square. Better seating, more trees/shrubs (evergreen) and new iron street furniture would make the square a pleasant area to use,