

Wiveliscombe Square and Town Centre

June 2022 consultation – views and comments on final report

Feedback was invited on the place-making proposals in the Wiveliscombe town centre vision report (published online) and summary leaflet (distributed to all households in Wiveliscombe).

Views were:

- 47% - Strongly support (93 votes)
- 27% - Support (53 votes)
- 4% - Unsure (8 votes)
- 9% - Oppose (17 votes)
- 14% - Strongly oppose (28 votes)

199 people responded: 175 online (which was encouraged if possible) and 24 using forms from the leaflet. 73% supported the vision proposals, while 23% were opposed.

69 people gave comments: 54 online and 15 using leaflet forms. The full comments are shown below.

Points raised in comments by multiple responders

The following list shows points that were raised in comments by several responders to the June consultation. The comments where these points were made are indicated (using letters A-E) in the right-hand column, alongside the full record of comments, shown below.

Common points were on the following issues:

Parking in The Square:

- A) Do not allow parking in The Square (9 responders)
- B) As in final report, allow restricted parking in The Square (2 responders)
- C) Allow increased parking in The Square (1 responder)
- D) Concern about access to properties off West Street with one-way system (7 responders)
- E) Overall praise and support for proposals (28 responders)

These and further points made are noted in the separate project group response to the consultation feedback.

Comments in full

<u>ONLINE – SHORT COMMENTS</u>	<u>POINTS</u>
I am against the plan as I would prefer there to be no parking in the square so that it is more welcoming and a place for people to meet together. The natural stone cubes could be extended out to create a bigger area rather than having parking spaces. I have never had a problem finding a parking space and Croft Way is only a short walk away. Where else can you park outside shops without a short walk? Everyone I know agrees with me. If necessary get a private company to patrol the area until people get the message.	A

<p>On a more positive note, how about putting a circular or square bench around one of the new trees with a sign saying "talking bench". This has been done in other areas of the country, as well as Talking Cafes. If you sit on the bench it means you'd like a chat with whoever else sits down.</p>	
<p>For me, the best part of it is the one way system and parking arrangements; especially the delivery parking arrangements and prevention of parking on corners</p>	B, E
<p>I have used the unsure comment as I'm still opposed to any parking in the Square except for legitimate Blue Badge holders. How will any parking be monitored? We know how selfish/ 'just 5 minutes' parkers do not see that they are causing a problem. I welcome the enhancement to the Square and I hope that there is funding for sustainability, upkeep and future proofing of the, undoubtedly, improvements. Thank you to the Steering Group for your hard work.</p>	A
<p>I oppose this proposal on the basis that this will make very little difference. What would make a huge difference would be for all grade II buildings to be restored by the owners to good repair. These buildings will, if repaired and painted, bring more visitors to the town and consequently increase the benefits for local business. The current 'welcome to Wivey' banners are, in my opinion, an embarrassment given the current state of so many, once beautiful, buildings.</p>	
<p>Whole Idea looks fabulous. Would like to see blossoming trees where you intend to plant them. Love the pillars outside the town hall, even better if could become a community venue. Good luck</p>	E
<p>I'm writing to express strong concerns about the proposed scheme. My main objection is legitimising and allowing parking in the Square during the day. The main cause of congestion is the illegal parking in the Square. 2 vehicles cannot pass each other when any vehicle is parked there. The only way to allow parking would be to turn the existing open area back to road. But this proposal will simply worsen the current situation. Nearly all respondents to the Community Plan have complained about the parking in the Square causing issues. Please could we have a conversation and compare the results of these 2 public consultations. With the widening of the pavement at the top of High Street manoeuvring vehicles will be even more problematic if any vehicle is parked on the Square. My second concern are cubes to edge the Square. I assume the purpose of these is to prevent parking on the Square? But they will have the additional impact of more congestion as lorries are forced to park only on the road. Plus they potentially impede free flow of pedestrians around the Square. I support the one way system on West Street and the visual enhancement of the Square. I look forward to meeting with you to discuss these proposals</p>	A
<p>It is good to see the very positive proposals that have been formulated for the improvement to our Town Centre and I sincerely hope they come to fruition. To see this positivity in action has raised memories of my failed attempt a decade ago to raise enthusiasm for the development of a fitting Community Hall similar to those that now 'service' Oake and Langford Budville. I was quite prepared to form a group to plan and establish funding for a Hall that would serve our community needs to maximum benefit, my</p>	E

enthusiasm and efforts were not appreciated and I do not feel that our available Meeting facilities are inadequate for our potential needs.

Last August the survival of Wivey has Jazz club was threatened due to the demise of our facilities at Cotleigh brewery and I had to look outside Wivey for premises that could seat at least 50 people plus Band facilities. We are now established on a monthly basis at the Jubilee Hall, Langford Budville, how sad that we cannot replicate such a superb Community Hall in Wiveliscombe.

Whereas there is plenty of positive thinking gone into the speculative plan recently issued, there is some woolly thinking, which if not addressed could impair aspects of any future success.

I would draw the reader's attention to two particular aspects.

First, the town hall.

Is the renovation of an example of Victorian grandeur really appropriate and necessary?

The community centre recently had extensive improvements made to it making it now accessible to more of Wivey's ageing population. Its premises serve the community in many ways, and if deemed inappropriate for a particular event, there are two school halls that could be used.

Having climbed up to and explored the old town hall premises, I have to say I find it hard to imagine and justify the large expenditure necessary to make the premises useable for 21st century standards and accessibility....and for what purpose?

If there was a thriving local dramatic society, film club or dance group, I might be persuaded otherwise.

Second is the matter of parking in the square.

Were an application to change the status of parking there, how would this be regulated and supervised?

The overall plan is to make the centre of Wivey more attractive and accessible to residents and visitors alike, but until a satisfactory solution to parking can be achieved, I see only little improvements.

With a wrought iron tree guard, a sawn off missing road sign, and a nice new noticeboard still missing a parish map. I won't hold my breath for much in the way of impressive change during my declining years....alas!

Emailing to share my thoughts on the proposed change to the town centre. I support the vision, but would hope that the new aggregate would be something traditional and in keeping with the town (although I'm sure this has already been thought about!).

My main question would be about the decision on which trees are planted? It would be great if the trees that are planted are native and have a high value to pollinators and wildlife in the area, maybe a native crab apple and a rowan tree or potentially a wild cherry or hawthorn. Again, you guys are no doubt putting plenty of thought into this!

Many thanks for taking the time to do this,

Hi, I live at XX West Street and am very lucky to have a private parking space up behind the house. However I can only access it by swinging into the driveway coming from the town direction. Even this is tricky when people have parked on the post office side of the road. Although I see the benefits of making it a one way street, it is going to make it almost impossible to get into my driveway. It may also affect the post vans when they need to access the driveway to unload.

This could look amazing once finished.

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Priority to the one way system (at last!) please.

The town hall portico is a good idea but shouldn't any money be spent on getting the inside finished first?

Who would clean the glazed canopy when it's covered in leaves and bird droppings?

While I support most of the vision I voted oppose on two parts:

1. Why replace natural stone, iron bollards and pleasantly weathered brick with concrete blocks and aggregate? Either more tarmac or loose which is hard to walk on.

2. The parking causes dangers at the top of South Street and the junction with North Street.

The proposed bay is too long and even if short encourages this danger. Extra parking has

been made in West Street so no parking would be lost by removing that on the square so

this is a spurious justification.

Not an objection but a suggestion: Could the crossing be slightly raised as well as marked by a different surface?

Generally very good plan but why not have a dedicated bus stop for both directions in Croft Way car park? It would remove more large vehicles from the limited space and be safer for passengers to disembark? Perhaps include an angled path to town centre to reduce gradient and improve accessibility?

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Hello, thank you for all the work that you have put into this. The scheme looks well thought out and looks attractive . The Square was one of the reasons we moved to the area , so bustling and friendly even in the week.

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Very pleased to see this, and thanks to the group for their work. I am especially pleased to see that the bus will continue to come up into the town, and think the one way system should alleviate the blockages. I like the fact that parking will be allowed in the square, and having designated delivery bays at specific times is a good idea. I just hope people will follow the rules.

B, E

Hi, I love the final plans for the square and surrounding roads.

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My only thoughts is I don't see the point of the buses coming from Taunton need to go round in a circle. Along Croft way, turning onto west street then back down to traffic lights to then continue on to Dulverton. What's the point? Just have a bus stop along Croft way for that return journey then the bus can just carry onto Dulverton. Seems like too much hassle to me!! And will keep congestion down in the square.

Having read the proposal I strongly disagree with the one way idea for West Street. Have you ever tried to turn a trailer or lorry into Jews Lane? The lane is narrow and can only be accessed at times by coming up west street towards Jones Garage and alternatively sometimes by turning from the other direction. How will the fire service ambulance and farm vehicles access the lane? I would suggest trying to get up there yourselves with a lorry or wide van! Also allowing parking opposite the junction is an appalling idea as this also limits the turning to the junction. You would be better off stopping parking along west street during the day and allow parking over night for residents and improving Croft way car park by removing or narrowing some of the grass verges to allow more parking or painting bays in North Street car park so people park sensibly.

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I think that the proposals regarding the Square and surrounding streets are excellent.

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I note the reference to CCTV cameras, but raise the question regarding what enforcement measures will be taken.+

A. Regarding obstructive parking in the NO PARKING areas including tractors, trucks, and vans, with or without trailers.

B. The 20 MPH speed limit and the ability to have blatant offenders prosecuted, and the need for non-obstrusive speed cameras to catch them.

Quite concerned about the amount of money this will cost. We need the parking changes and possibly 1 way system but we shouldn't be spending vast amounts of money on a facelift. Unless the pubs and shops keep their outside areas clean and litter free it will still look a mess I'm sorry to say. The most pressing issue is kids not being able to get to and from Taunton colleges on time and without a lot of stress and having to break into a run from the last stop to get to college on time. Parking restrictions need enforcing or no amount of change will make any difference. Wivey Link is a great asset but far too expensive. We have very little opportunity to engage with nature and wildlife in the town and surrounds which has been proven to lift spirits and have a healing effect. Jubilee Gardens is sadly a waste of space and much more could be made out of it. I can't see how generally people will benefit from the plans for the town square. Most are only there for a few minutes to buy essentials.

Thank you to all those involved in this vision for sprucing up Wivey's Town Centre. This project will really add warmth and welcome to the heart of our wonderful Wivey. The one way system is a revelation and will no doubt have a huge and positive impact. Thanks again for giving your time and expertise to this exciting improvement project.

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I think your plans for town centre are good but I can't see anything working unless we get on top of the parking problem. It's ok having a delivery bay, but we need to have someone enforcing where people park and giving out tickets on cars.

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Thank you for distributing the "Vision for our town centre".

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I strongly support the proposed redevelopment but wish to make one observation given the parking congestion in the town currently.

Can I suggest Croft Way car park is split into two designated areas.

Half, nearest the community centre, is dedicated to shoppers use only i.e. parking limited to 1 hour and enforced by fines.

The opposite half should be dedicated to residential use and users would need to be required to purchase annual parking permits.

The same principle could be applied to the North Street car park.

I feel the car parking situation in the square and surrounding roads is at times dangerous.

However until we provide a suitable working alternative I can't see this changing.

I find it impossible to find a space in these car parks due to what appears to be full time residential parking which is not what they were designed for.

Therefore making the existing two car parks usable for both short term parking dedicated to shoppers and also dedicated areas for residents (with permits) makes sense to my mind.

Any monies raised from the residents parking permits could be used to maintain these public spaces.

Whilst I generally support the new plan I do have one concern.

What is the plan for traffic coming in to Wivey from the High Street?

As traffic will not be able to exit the Square via West Street it will have to turn around somewhere. The question is where?
I can envisage gridlock in the Square as drivers attempt to U-turn in the road to return down the High Street.

Whilst I'm not totally against the 1 way system on West St, it will cause problems for my neighbours entering their driveway.
I'd also appreciate some consideration given to resident only parking, I live on West St and frequently find that the parking is insane, with nowhere for residents to park. There are currently 4 spaces which are not time limited. I understand that many people find parking in West St more convenient for shopping, with level access to the shops, but it leaves the residents struggling to park close to their houses, and on some occasions I have struggled to find any parking at all in either car park or street parking.
I would also mention that last year I purchased 3 parking spaces in the time limited spaces on a Saturday to permit my removal van to park safely. Although this was clearly signposted days in advance, people still parked in the spaces until my lovely neighbours used boxes from the Larder to block off enough parking for the van. Parking needs to be sorted as a priority, frequently people are parking at best inconsiderately and often dangerously - on the corner by what was Studio 8 is a prime example - where people coming up the hill towards The Square cannot see around the corner for oncoming traffic.

I can't see how to add my comments so am sending an email to say
Love it
Well done
Lots of hard work and looks like a very good result.

Thank you for your hard work, the plan for the square looks great.
My only concern is that I would expect people to park over the informal crossing between the parking bays outside of the co op blocking access for mobility scooters etc.
I wonder if the possibility of perhaps putting something like a couple of extra cubes or big wooden flower tubs at the end of each bay in the road to prevent drivers being able to do this could be considered.
Also, there are currently no dropped kerbs to cross North street and get over to the white heart (from the bus stop) if you are walking from the primary school direction. Not such a problem if the other crossings are kept clear but might be worth considering.
I hope this feedback may be useful.

Really love the new proposals for the town centre and looking forward to seeing the progress.

The proposals look like a fantastic idea and I am in full support but just a couple of items for your consideration...

1. Could the 20mph zone not be extended to the whole of wivey with two schools a nursery, 3 churches and a residential home surely there is a huge justification, I see too many near misses each week.
2. Do the buses need to go through the centre at all as it does cause a bottle neck, could the main car park not be redesigned so that busses could turn around and the main bus stop be on the main road instead?
3. The town hall is long overdue and looks fantastic is there any detail on resolving the accessibility issue?

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4. As part of this could we just look at a redistribution of bins around wivey, far too many around the centre but nothing past the primary school,
Just a couple of thoughts

Whilst in favour of alleviating the congestion in the square, I would make the following comments:

- 1) I would have thought that the one way system in West Street was only necessary between the hours 9 a.m. and 6 p.m. Monday to Saturday
- 2) As the town centre traffic arrangements are being considered I think that clarification could be given over the right of way on North Street between the Square and the Garden Shop. I have always thought that if cars are parked on my side of the road (i.e. incoming to Wivey) then I should give way to oncoming traffic (i.e. from the Square). This does not seem to be observed and the simple installation of a traffic sign would clear up the confusion.

As I live within the 100m radius of the town Square in North Street, and as the report has noted the width of the pavements, I think the speed limit as vehicles approaching and pass through the town should be reduced to 20 MPH,

I loved the proposals for the town, especially widen pavements on corners to accommodate wheelchairs and buggy. Very good crossing for dropped kerbs etc.
Only query is pavement access to public toilets for wheelchairs/buggies.

I am uneasy about the vision because it will do little to reduce the traffic chaos in the town centre. This is one of the main problems plaguing the otherwise pleasant atmosphere of the square, which will be improved to an extent by the other items considered.

With the present proposals it appears there will still be two way traffic through the square, with the present effectively unrestricted parking remaining, and with everything but buses allowed up High street. At times now there are minutes long jams when the bus is loading or heavy lorries are trying to get through from North street to the High street. The proposal will do nothing to help that problem. The only argument for solely east bound traffic in West street, rather than west bound, is the difficult turn from North street into West street for large vehicles, but that could be solvable by allowing an adequate turning circle at the White Hart. This would mean reducing the pavement on the east side of the north street junction.

Unless all the traffic through the square goes only one way or the other the real problem will remain.

It would be very important for me to see disabled parking outside the COOP.

We support the new projects for Wivey, especially the one way system, but surely it should be the whole of west street, from the junction of the B3227 opposite the recreation ground, to the white Hart?

Also it would be nice if the building above the charity shop, the building next to Webbers and the nice Georgian houses on the right of South Street, we're given a lick of Paint!

While I like many aspects of your proposals for Wivelscombe town centre, I think it would be unfair and regressive to prevent people from cycling westbound along West Street, as they can currently do. As a self powered mode of transport, cycle traffic is much more significantly impacted by diversions than motor traffic, and forcing cycle traffic to follow the

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diversion via High Street and Croft Way would cause people on bikes to expend extra physical effort unnecessarily and furthermore would expose them to the additional risk of waiting to turn right in the middle of the signalised junction.
Please provide an exemption for cycle traffic in the proposed one way working, as is now commonly done around the country, especially in town centre and low speed environments.

I support the proposals recently published for improving Wivey town centre. However, there is no mention of a voluntary colour scheme to enhance the buildings around The Square and approaches to it. Bristol, Tenby, and other cities and towns have benefitted from co-ordinated schemes. Once a comprehensive scheme is presented and agreed by the owners they would follow the recommendation when next maintaining their building.
At present, individual buildings and their architectural details are not picked out and are largely under a blanket of cream or white. A well co-ordinated colour scheme would enhance the town and make it more welcoming.

I am writing to give my own thoughts on the proposed changes to Wiveliscombe. I am in support of a one way system, I have for many years felt this was a move much needed change given the increase in traffic.
I am not in support of the parking options by the square. I believe the square should become a designated parking area and to remove the current pedestrian area. Wiveliscombe only use this area a few times a year, Jubilee Gardens, a few steps away, is beautiful and underused. This area instead should be used for community gatherings. As a resident for over 25 years I have witnessed the increase in traffic, I regularly sit in a 'grid lock' due to cars parked everywhere. As a retired cardiac nurse I understand the importance of access for emergency vehicles.
As an example, 3 times last week Wiveliscombe was literally at a standstill. Cars were parked on double yellows outside the square, from the corner of the hill (golden hill end) to the narrowing by the white hart (start of west st) All dropped curbs were inaccessible. A double decker was coming from west st, a lorry was unloading to the pharmacy and I counted 15 cars parked illegally. Nothing was going anywhere. No emergency vehicle would of got through. 3 times last week this situation happened, and that's just my observation. Our west and north st car parks are always full, mainly as residents use them for their own parking. so people have no other option but to park illegally on the square to collect their shopping.
We need more access to parking in the square that does not cause obstruction.
The current plan for parking I believe is not adequate enough for future visions.

I'm old enough to remember the horrendous traffic jams in the town, when the A361 Barnstaple road went through the square, and before Croft Way was built.
I welcome the proposed one way system along West Street, and the reinstatement of the Town Hall portico would be very nice.
But the proposed on-street parking areas in the Square outside the Co-op and London House is simply madness, and invites a return of 1960's traffic congestion, with no local PC to sort it out, unlike then. As things stand, we ought to have a permanent traffic warden to stop people parking on the double yellow lines.

I just voted to strongly oppose the proposals but I need to clarify that this is based solely on the parking outside the co-op. I strongly support the rest of the proposals.

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The congestion and safety issues caused by drivers parking on double yellow lines today are the number 1 concern for people locally and I was under the impression it is the single biggest reason for this project being instigated. I do not believe the proposed solution makes any improvements in this regard. The road is simply not wide enough for vehicles to park without obstructing the highway. I can see a case for loading - it is a necessity and only lasts for a short duration (limited risk exposure). But not for all-day parking.

I am a little worried that the issue is so polarising you will not get an accurate response to your survey. Some will vote to support with a caveat that they don't support the parking, others vice versa.

I urge you to clarify and/or re-launch the poll. Give people three options: no parking in the square, limited-time loading bays only, all-day parking. I believe that is the only way to disentangle these issues and get to the bottom of what people actually support.

I think this final proposal is brilliant, and should achieve so much that Wivey has needed for a long time - especially if the Town Hall element could eventually be realised as well.

My only observation on the proposed changes to The Square is that I think the width of the roadway itself needs to be as wide as possible, to ensure traffic in all directions can flow through freely and safely. It's such a pinch point at the moment, and sometimes being able to see around vehicles (even those who are currently legitimately parked there!) is quite difficult in order to cross the road. I realise the plans include reducing the size of the current paved area outside the Co-Op and other shops but I wonder if that could be reduced as far as possible (still allowing for the Town Band or other groups to meet/perform).

Good luck with it all.

Excellent plan for Wivey, many thanks to everyone involved.

Absolutely agree that there should be parking outside the Co-op.

My only comment would be to ensure that road is wide enough for two way traffic. Do this by taking a metre or so off the road side of The Square to allow for the parking/loading bays.

You may have already planned this!

I voted "support" for the vision as laid out in the summary leaflet. As a resident of West Street, making the street one way would be incredibly welcome. Every day delivery vehicles and buses get stuck on the street, and drivers have to wait a long time for those vehicles, or simply to pass each other. Marshalling the parking in the Square would be another sensible development.

But there are 4 parts of the proposal that I don't support:

- If additional parking space is created on West Street by the one-way system, it should not be time-restricted. Unrestricted spaces, of which there are currently only 6, are a benefit to nearby residents, as well as to shoppers. Restricted spaces benefit residents less. This vision presents an opportunity to improve the parking situation for residents, even if only by a small amount.
- And while I can see that the bus loop would work, surely a better solution would be to move the bus stop onto Croft Way and avoid West Street altogether?
- I dislike road features such as informal crossings and fancy footways not only because they are ambiguous for pedestrians and drivers but after a few years wear and tear makes them look shabby. Clean, simple road designs age better.

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- What is the rationale for a 20mph speed limit? It is virtually impossible to drive faster than that in the centre of Wivey anyway. As a resident, pedestrian and driver, I'd prefer less signage and restrictions, not more.

I strongly oppose this proposal for the reasons being:

If the one way system comes into place how would the emergency services be able to access Jews Lane as it is a tight entry from West Street past the garage.

Has anybody thought how the recycling and waste lorries would be able to get up the lane without damaging the 2 properties at the beginning of the Lane. This has happened on a few occasions when Mrs Jones guttering has been knocked off.

Also how would the properties be able to get any deliveries as they need to have a wide swing and with people parking on the double lines this is impossible as we know because when we have animal feed delivered the only way this can be achieved is if it comes past the post office . I don't fancy carrying bales of hay or bales of shavings all the way up to our property.

It works at the moment so why change it.

The proposal does not address the primary problem in the square. If there is still 2 way traffic and parking then nothing changes and chaotic congestion rules. Should be one way traffic from West street through the square and NO parking.

I support the proposal especially the one way system.

However no mention is made of the current parking arrangements in the High Street once you leave the square (i.e. the hill down to the traffic lights). I am often aware of traffic passing problems because the parking narrows the road to one lane only.

Any changes will have a knock on effect in surrounding streets and due consideration should be made for this.

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PAPER FORMS

POINTS

The new seating areas, one way through West Street and reinstatement of the portico all look great. Education around crossing, curbs will be required.

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Concerned about "unrestricted parking" in Square after HGV deliveries. At the hairdressers one afternoon for three hours – I remarked that a vehicle had not moved all that time - response was that vehicle belongs to Gun Shop! Feel sure this is not what you expect! Not sure how it could be controlled. Not too many signs please! Please encourage better maintenance of properties - ie Day Lewis and London House. Congratulations on a well thought out vision for the town.

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Do we need a portico the seat and canopy from North Street. Some designated disabled parking in The Square would be good.

Lovely - trees, planters, social space. ✓✓✓

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No car parking in the square till at least 2PM.

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Will make things worst especially the one way system.

Why make pinch points @ Silver Street/High Street/Square/Junction. Please spend money tidying up the kerbs and pavements! Employ someone to spray and kill and remove weeds, it's a mess!

Particularly like the one-way street.

My only reservation is the aesthetic look of the stone cubes on the pedestrian area. I appreciate this will stop people parking on their however I'm not sure about the overall look! Otherwise all good 😊

I think that the whole of West Street should be one way, but from EAST TO WEST. Forget town hall, too small and very poor access.

One way system in West Street will force more traffic across The Square and into High Street. High Street is not wide enough for parking both sides to have two lanes of traffic giving potential for traffic congestion.

Allowing parking opposite the shop - St Margaret's - would jeopardise the ability of cars using the archway adjacent to the shop. There are six garages behind the shop and access is difficult requiring a wide sweep across High Street which would not be possible! High Street is not wide enough to accept such parking and the one way system would increase traffic up and down, turning it into a one lane street.

ASAP!

My concern is vehicular access to the archway adjoining St Margaret's charity shop. There are six garages behind the shop and the only access is through the archway, which joins the road at an angle of about 100° pointing slightly uphill. The garages belong to four properties and are in frequent use at all hours of the day. Being less than two metres wide and about 6 metres long, once the car is committed to the tunnel there is no opportunity to steer, only straight ahead. This means that the car is almost halfway across the road before any change can be made to the direction of travel when going out. The problem coming in is that the car wheels have to be in line with the arch, achieved by oversteering and then getting the bonnet back to the entrance to bring the centre line of the car to coincide with the 'tunnel' centre line. A wide sweep is needed from close to the kerb. These problems were discussed with one of the presenters at the meeting in the community hall but appear not to have been considered when drawing up the plans. Allowing parking opposite the archway would cause problems, with vehicles needing to 'shunt' to cope within the limitations outlined. I would be happy to discuss the matter with interested parties at any time.

Keeping the square pedestrianised is important! More seating and more trees is important. Parking spaces / loading outside shops is a great idea. As is the 'portico' outside the town hall. Well done!

ONLINE – LONG COMMENTS

I have looked at your town centre plan. It seems very sensible to make West Street one-way for the busiest part of it's length, but I wonder why you propose it to run west to east, rather than east to west? surely, the latter would be better because of the way in which the

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POINTS

majority of private and public transport arrives and disperses to park in the town. The most popular incoming routes by volume of traffic evidently are:

(1st) up High St from Milverton, Oake, Bathealton, Langford Budville, and beyond

(2nd) down North Street from Langley Marsh, Huish Champflower and beyond

(3rd) along West Street from Waterrow, Venn Cross and beyond

Given that most traffic will continue to arrive in the town centre via High Street and North Street, unless you inhibit it in some way, I believe you would achieve better dispersal to newly created parking slots in The Square and West Street, plus better circulation to Croft Way and North Street Car Parks by making West Street one-way, running east-west.

In your proposals you are not really increasing car parking in West Street by much, because lots of naughty parking already takes place on the yellow lines. But, you will make parking there legitimate (a very good thing) and it is obvious that that this can only be achieved by making West Street one way. Plainly, it is oversized Delivery vehicles and courier vans parked awkwardly in a contraflow between The Larder and The White Hart at inconvenient times that are the principal causes of congestion, not private cars. Therefore, I am glad to read that you have expressed at least some notion of delivery-time management in your proposals and hope this can be strengthened and operated successfully.

Please consider my suggestion that West Street should be one-way but in an East-West direction. Just think, if you drive or ride a motorcycle up High Street, your first chance to park near the shops would be in newly designated spaces in The Square. If they are full you can then go one-way down West Street and park on either side of the street. There will be no commercial vehicles coming against you into The Square. If West Street is full, you can circle with a left hand turn into the Croft Way and its car park.

Coming into Wivey down North Street or along Silver Street, if all parking places are occupied by the time you get to The Square you too can turn into West Street, park or continue to Croft Way Car Park.

Westbound buses would come up High Street and leave by West Street. Eastbound buses would do the same, making a left hand turn into Croft Way and head down the Taunton Road.

Good luck in considering your options for traffic-flow.

FURTHER COMMENTS:

Whilst I acknowledge that improving the movement of large lorries delivering in town will provide some consequent benefits for motorists, I do think that policy should be framed the other way round, vis; "what's best for cars, how can lorry controls fit around it"?

I also comment on the consultant's proposal for a vehicle weight limit in North Street. This won't serve, I believe, when taking into account the volume of heavy agricultural, delivery and public service vehicles using it daily to get to Langley, Huish and the Brendons if it inhibits heavy traffic from The Square.

I hope your group can take these points into consideration and, again, I wish you luck in your deliberations. How about a short trial period and a public vote on both options?

We were very grateful to receive the flyer/brochure in the post last Thursday the 16th detailing the visionary changes and improvements proposed for Wiveliscombe square etc. Sadly we were not aware of any of the proposed changes before this date, despite living in, shopping in and being active members of the community. We also were not aware of the last date for comments being the 18th June, which has clearly come and gone all too swiftly.

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We welcome most of them and think they will bring about real improvements.

However as residents of Jews Lane just off West Street, we have concerns around the one way system. While we fully support the need for a one way system, we are very concerned about the direction proposed of traffic moving from West to East along west street.

To turn left off west street into Jews lane is not easy if you are in a vehicle larger than a family car. The angle is far more acute and any larger vehicle either needs lots of room to swing out right before turning left, or they cannot make it at all. Vision up the lane of oncoming traffic is absent when entering the lane from the west, leading to risk of collision and there is a greater chance of a damage to vehicles and risk of vehicles simply getting jammed/stuck!

Over the past few years of living here, we have experienced several delivery vans refuse to drive up our lane because they are simply put off by the acute angle turning left into Jews lane. We have to have smaller refuse trucks because of this.

Turning right into Jews lane off West street however is far easier and you get a clearer view of oncoming vehicles.

We are really concerned that emergency vehicles such as ambulance and fire engines will simply not be able to swing out enough in order to turn the corner onto Jews Lane, if the only access is off west street from the west.

We can see that the initial plans suggested a one way system on West street running east to west. It is not clear why this was swapped or changed in the final plans.

For ease of access, and for ours and our neighbors (four properties on Jews Lane) safety we would strongly encourage and recommend that the traffic travels from west to east on West street.

We hope you can take this into consideration, and would be very happy to join any meetings to discuss further so that we are involved as residents who could be significantly affected.

Would have been good to have a "comments" option on the webste!

West Street

One way system from Jubilee Grdens to The Square. It should be one way for the whole length of West Street - makes no sense for part of that road (which is partially single track) to be two way.

Why a delivery bay in mornings outside Thornes? There are deliveries all day, every day to all shops along West Street.

Time restricted parking? People are not normally there for long as there are few shops so, unless they get busy, time restrictions are not required. The main busy area is the Post Office and if you, for example, put 30 minute limits on parking then that will send business to Oake Post Office rather than risk a penalty - somewhat counter productive as Wivey needs all the business it can get to the shops.

The Square

Raised platforms for the road. All these achieve is more noise, irate drivers and damage to cars! Totally unnecessary in such a small space and they will push the public into shopping elsewhere. Often these are paved and very quickly collapse, especially as you will be permitting lorries and buses to pass over them and, hence, will constantly be requiring repairs for health and safety reasons.

Three Phases

If you are going ahead with some of this why not all at once? The whole area will be closed to traffic anyway so get the whole job done and in a condensed timeframe, not phased and, most likely the same amount of closure time for each individual phase. We all know how little work gets done each day by Councils so just get it sorted. The longer these "improvements" take the more likely people are going to find alternative options for shopping.

Obviously just my own views but they come from a common sense approach and I hope you will bear them in mind. For myself, I already very rarely use any shop in Wivey except the Post Office. It is not possible to do a weekly shop here at a reasonable price, the smell in West Street is often offensive from Thornes and, with parking often impossible, it is quicker to go to Wellington. Apart from one way traffic for the whole of West Street, I cannot see how any of the proposals will improve the situation.

We have recently received the flyer detailing the proposals for the centre of Wivey and broadly support them. We have, however, been unable to comment in the required timescales as we received the information too close to the deadline for feedback but are doing so now.

In principle we support much of what is being proposed, although don't feel that the root cause of much of the problems described are being addressed, and that some areas such as The Square will still end up gridlocked at many times of the day. We do, however, have considerable concern that the current proposal for West Street has traffic travelling, along part of its length, in a west to east direction. We strongly believe that this will cause us, and the other residents of Jews Lane (off West Street) some significant issues for the reasons

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outlined below. In addition it may well have the effect of increasing disruption in The Square.

When the initial consultation was carried out we input into the activity with qualified support for considering a one way system along West Street based on an east to west direction of travel. My additional comments at the time were that the need for the one way system was a result of the parking on both sides of West Street and that by providing further control on this, and having a priority system at London House (Give way to oncoming traffic sign), along with control of parking in The Square the need to go to one way could be much reduced. In addition I suggested that consideration should be given to moving the bus stop for the No 25 Dulverton bus service to Croft Way (for both directions) keeping the No 25A stop (Langley Marsh service) in The Square. This would result in the removal of buses from the narrowest part of the route, West Street and London House.

Issues on entry into Jews Lane

The entry into Jews Lane from West Street is an acute left hand turn when approaching from the west, to make this turn requires a driver to swing out to the right to enable the vehicle to enter the lane safely, without risk of hitting the houses on either side. Coming from the east the turn is obtuse and thus much easier to negotiate, particularly for vehicles larger (wider) and /or longer than a normal family car. For such longer or larger vehicles turning in from the west it is likely that they will either be unable to turn up the lane or they will attempt to do so and block the traffic whilst they attempt the turn, with a potential for becoming stuck. The proposed build outs at the western end of West Street will exacerbate the issue by reducing the turning space and capability.

The types of vehicles which this will affect include, amongst others,

Cars (or other vehicles) pulling a trailer

LGV's

Refuse and recycling collections (already approach from the east due to access issues)

Deliveries vehicles, particularly long wheelbase 'transit style'

Emergency Vehicles such as ambulances and fire appliances

On a number of occasions delivery drivers have refused to come up the lane as the left turn is 'too tight', in discussion they have agreed to drive round and make the right turn instead.

The additional issue here is that if a vehicle is coming down Jews Lane as another turns in at the bottom then the vehicle entering will have to reverse into the traffic flow along West Street (Road) from the west to allow the exiting vehicle to turn left along West Street, this could potentially cause traffic to have to reverse along West Road. If the traffic flows are along West Street from east to west this issue is removed as a driver has visibility up the lane before turning in and can let traffic and other road users exit the lane before entering.

Pedestrians, Dog Walkers, Horse Riders and Cyclists

There is also an issue with other road users such as pedestrians, horse riders, dog walkers and cyclists (who use the lane extensively coming down from the bridleway at the top) exiting Jews Lane whilst a vehicle is attempting to enter the lane. The left turn into Jews Lane does not allow a view of any road user that may be in the lane near the bottom (its narrowest point). This is a potential danger in particular to those at higher risk as per the recent Highway Code changes (H1 and H2 apply) and in particular in the darker hours of

winter as the lighting is limited. An entry from the east removes this as visibility up the lane is much improved.

Issues on exit from Jews Lane

In addition to problems on entering Jews Lane via a left hand turn there are issues on exit with one way, west to east, traffic. The angle of the junction of the lane with West Street means that there is limited visibility of traffic approaching from the right (the west) until the house on the right is 'cleared' by which stage the front of the vehicle exiting is already into West Street. At present the nature of the layout of West Street means that 'most' traffic slows down as it approaches the entrance to Jews Lane as the bend in the road provides limited visibility of oncoming traffic; if the traffic is one way vehicles will not see the need to slow down meaning that exiting Jews Lane, even with care will be potentially more risky, particularly for drivers who use the lane infrequently. The build out at the end of Jews Lane on both sides of West Street and the proposed parking on both sides of the road at this point will also force a wider turn into West Street and may, for larger vehicles mean a two or three stage turn.

It would be useful to see the swept path analysis for the entrance to, and exit from, Jews Lane for all potential types of vehicles.

Issues in The Square and the junction with North Street

We believe that the proposed west to east direction of travel along West Street will also cause continued disruption at the junction of West Street and The Square and the junction of North Street and The Square. Traffic travelling along West Street will reach the Square and will have priority over traffic travelling up from the High Street and into the Square which is then looking to turn right into North Street. The new, proposed parking in The Square along with the new build out of the pavement at the end of West Street and North Street will cause a bottleneck at the junction of West Street, The Square and North Street. Traffic coming up from the High Street will block up the road in The Square and this will prevent traffic exiting from West Street either in to The Square or North Street.

If traffic flows along West Street from The Square towards the west then the flow from the High Street into the Square, and then either into West Street or North Street will not have to cross any other traffic flow which will minimise disruption and blockages.

All these issues are removed by having West Street as one way from east to west.

We would be grateful if you could give these views serious consideration and please let us know if you wish to discuss these further. As residents who will be significantly affected by the proposal as it stands we would ask to be involved in any future meetings on the subject.

We support all the comments above.

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I have enjoyed an association with Wiveliscombe spanning more than 45 years, the last 10 of which as a permanent resident, and for the first time I sense there is a genuine opportunity to reverse decades of neglect and transform the town into a place we can all be even more proud to be a part of.

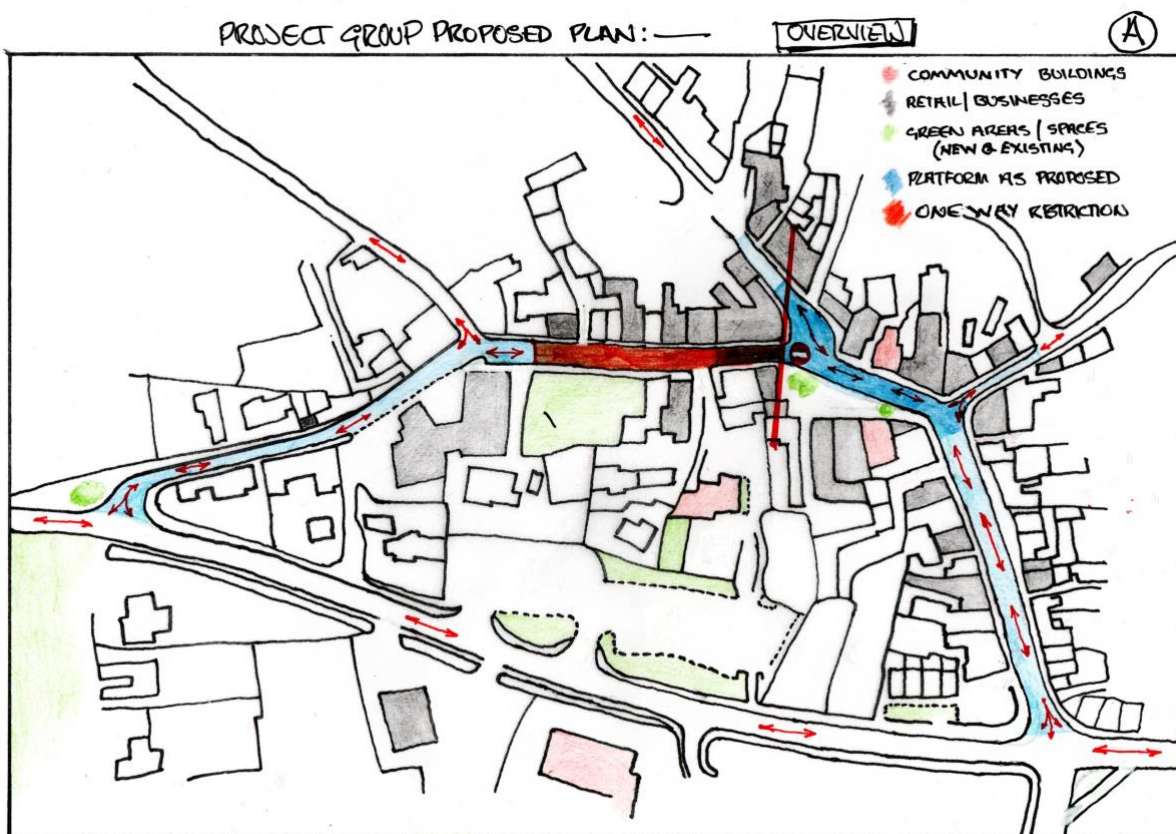
I am keenly aware of the considerable amount of time and effort put into this proposal and I am impressed with the thoroughness and clarity with which it has been researched and prepared. By and large, the scheme satisfies the aims set out in the Place-making objectives and I agree wholeheartedly with the design impetus of the project in hand. However, there are some notable issues which make it unworkable in its current form as a long-term plan, taking into consideration the expected expansion of the local population. Given the calibre of the professionals involved, Richard Guise and Phil Parker, I'm sure they are already aware of the shortcomings I have noted.

Whatever we do now will affect Wiveliscombe and everyone living in the area for a hundred years and more. Collectively, as a community, we must do our best to get it right.

I will, of course, be happy to expand on my observations should you wish to contact me.

Wiveliscombe Town Centre - a vision for people, place and movement. The Project Group's proposed plan.

My observations of the proposed plan: An outline drawing is included (A).



1/ One-way system:

The proposal specifies a one-way system along a small section of West Street. This will effectively divide the town in two and throw up an unexpected barrier to vehicles travelling from the Croft Way/High Street junction. All drivers wanting to re-join Croft Way will need to turn their vehicles around. This will be impossible within The Square itself, and there are few, if any, suitable areas along North Street other than, perhaps, at the car park entrance/exit. Lorries and other large vehicles will be particularly affected. Aside from the ecological consequences of fuel-hungry vehicles forced to turn around and make the same journey twice, reversing and manoeuvring into narrow roads will inevitably jeopardise the safety of other road users and pedestrians.

2/ Traffic management:

The proposed plan does nothing to eliminate existing problems of congestion and speeding from the Croft Way/High Street junction through The Square and onwards towards Langley. In effect, it creates and legitimises the route as the *main thoroughfare*. A racetrack to some. As such, it is difficult to envisage how the suggested ambient traffic controls will relieve incidents of gridlock or improve pedestrian safety, particularly through The Square and in conjunction with the effective roadblock at the neck of West Street.

3/ Signage:

The proposed one-way plan will require a significant increase in signage within the Conservation Area. In addition to existing fingerposts and information signs, new signs will need to be installed, for example, on West Street opposite each entranceway indicating traffic flow (because it is only partly one way) *plus* no entry signs by the White Hart *plus* "No access to West Street and West Road" signs at the bottom of High Street *plus* direction signs at the traffic lights indicating how to access West Road and West Street *plus* signs opposite the Croft Way/West Road junction indicating this as the access route to West Road and West Street *plus* the probability of requiring additional fingerposts at the White Hart corner indicating safe turning areas and how to access lower West Street from The Square and the return route to Croft Way. What a mess of signs!

4/ Wiveliscombe's character:

The Place-making proposal does not adequately reflect Wiveliscombe's uniquely quirky and enduring character.

Wiveliscombe is a small place located in an area with ancient connections to sheep farming, wool trading and brewing. In fact, Wiveliscombe was granted a licence to hold free markets and festivals by Edward 1st (Longshanks) in 1284. It is a quiet, peaceful, thoughtful and creative environment and as such, throughout the centuries has managed to avoid the turbulence of the Civil War and the unrest in the 17th Century. In a nutshell, Wiveliscombe has quietly and steadfastly trodden its own path without giving a damn what other people think.

In any "revitalisation," this personality must, in my opinion, be preserved and enhanced. Most residents would dislike it very much for this tiny town with a long and distinctive history, set within a glorious landscape, to become a clone of so many other places that have been subjected to the over-enthusiastic application of modern standardised civic design practices. For example, polished granite blocks are not in keeping with the character of Wiveliscombe. Other materials indigenous to Wiveliscombe worth considering as alternatives are, to name but a few: Devonian sandstone rather than Welsh Pennant stone (which is also a sandstone), tiles and bricks similar in character to those that were made at Wellington Kilns. Somerset slate which was once quarried in Wiveliscombe. Oak from regional forestry.

It would help if the area's strong tradition of visual art is represented on the Steering Group and more prominently in the proposal.

5/ The Square:

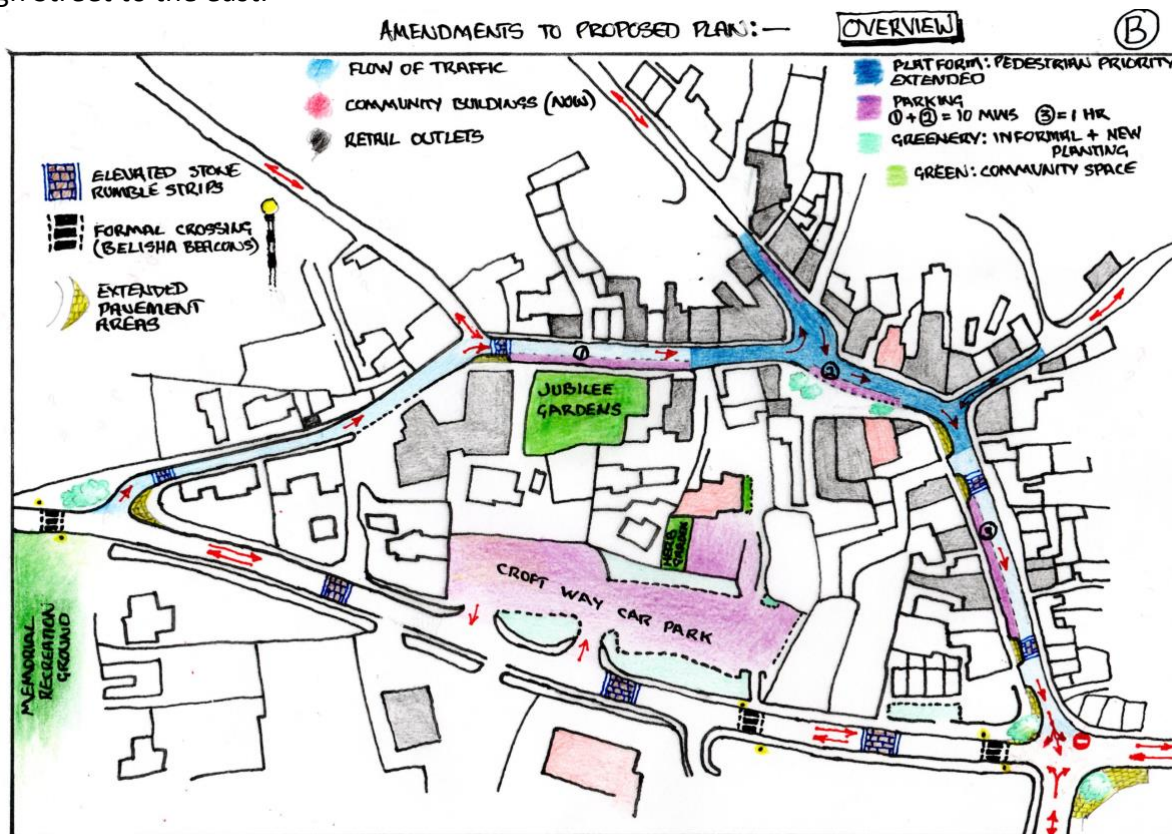
Trip hazards throughout the area will affect everyone, not just visually impaired people. The proposed design for The Square stipulates a small differential in the height between pavements and roadways. Even though Highways Agencies specify 25mm as a minimum height differential (MCHW700), most Local Authorities prefer shared, one-level, surfaces as do most members of the public. Natural rough stone pavements and smooth Hot Rolled Asphalt, as per the proposal, will provide distinctive textures sufficient for anyone to recognise the difference between roads and pavements. In addition, one shared level will emphasise Pedestrian Priority and will considerably enhance the attractiveness of The Square.

6/ Place-making:

Roads and walkways leading to The Square are as important as the design treatment of The Square itself. It is regrettable, therefore, that more attention has not been paid to, for example, traffic management along Church Street/Croft Way and onwards to Croft Way/West Road junction. Daily, the road is crossed by a substantial number of people on foot: school students, visitors to Lister House Surgery, the Nursery, and visitors to the Recreation Ground amongst others. There are only two formal crossing points, one at the corner of Croft Way/South Street and another by Croft Way car park. Personal observations by various groups over the years have indicated that existing speedbumps are an ineffective means of traffic calming. Again, this road has become a racetrack.

My suggested amendments to the current Vision for our Town Proposal: An outline drawing is included (B).

For reference: The **Loop** encompasses West Road, West Street, the Square at the apex and High Street to the east.



1/One-way system:

Extend the proposed one-way system to the entire **Loop** running west to east.

Benefits: The town is not divided into two parts and eliminates an effective roadblock at the White Hart.

Traffic flow is easier to understand by locals and visitors alike coming from either direction off Croft Way.

No racetrack. A through road from High Street through The Square and onwards to North Street is ruled out.

Pedestrian Priority within The Square is reinforced as oncoming traffic can only come from one direction. Pedestrian safety is improved.

One-direction traffic within the **Loop** allows greater scope for road narrowing and other more attractive traffic calming measures.

Significantly reduces the need for signs at both Croft Way/High Street/West Road junctions as well as within The Square area.

Increases car park use. Coming from the direction of Taunton, vehicles pass Croft Way car park and, with explicit signage, will be encouraged the use of FREE parking rather than on-road parking in already congested town centre areas.

A low-speed limit will reinforce the pedestrian priority aspect of the whole town and will reduce traffic noise for the majority of town-centre residents.

2/ The Square:

- a) Extend the platform further along West Street, North Street, South Street and High Street. These side roads are integral to The Square and are as important to the Place-making process as The Square itself.
- b) Introduce a slight inward curve defined by stone cubes.
Benefits: Reduces traffic flow interference by parked vehicles especially when large vehicles are making deliveries and, for example, a bus needs to pass. The Square, a busy place by any standard, will appear more open and aesthetically pleasing.
- c) Stone cubes would be more in keeping with Wiveliscombe's character if they were rough-hewn (but smoothed) Devon sandstone (Community Office) or Blackenstone granite from Devon.
- d) Extend stone paving to cover the entire area (but not the roadway which remains Hot Rolled Asphalt as per the Project Group proposal).
Benefits: The Square becomes a whole entity recognisable as a shared space by all users, including vehicles. The Project Group's proposal already specifies a mishmash of materials and finishes: stone paving to create a virtual pavement around the shops, asphalt for The Square itself, polished granite blocks, existing kerb stones, different materials to make an informal crossing, and other materials for marking parking bays etc. It will be a clutter of textures and materials! By extending the stone-paved area, The Square will be better defined and preserve the appearance of being expansive.
- e) Distinguish Wiveliscombe's historical connections by creating a stone circular pattern within the body of The Square with, perhaps, a carved centrepiece commemorating 1284 and the establishment of the Wiveliscombe free market which was located in The Square. **Involve local artists.**

3/ On-street parking:

- a) Allow parking in marked spaces only. The Square and West Street - restricted to 10-minutes other than supplier deliveries. High Street - restricted to 1 hour including supplier deliveries.
- b) West Street and North Street: As per the proposal.
- c) High Street: increase the number of parking spaces. Allow parking only on one side of the road, clearly defined by abutments from the pavement between the parking areas.
Benefits: Traffic speed will be calmed by making the road *virtually* narrower in places. Rumble strips.

4/ Extended pavements:

Due to my suggested one-way system on the **Loop** pavements may be extended outwards in certain corner locations. These may be constructed in stone to associate with the surfaces proposed for The Square. They are marked on the plan (B).

Benefits: Improves traffic control, particularly on High Street.

Creates more space for signage should it be needed.

Opportunity for more green planting particularly at the Croft Way/West Road junction, the Croft Way/High Street junction and the Church Street/South Street junction.

5/ Bus shelter:

- a) It is redundant and should be removed. In any case, it is completely out of character with the townscape.
- b) Consider replacing it with a shelter that complies with Conservation Area principles and the quirky nature of Wiveliscombe. A “floating” bus stop arrangement is already in place outside the chemist.

Benefits: Whether removed or relocated, the pavement may be pared back to increase the turning circle for extra-large vehicles proceeding from West Street and turning into North Street. The pavement width will still be well within national width guidelines.

6/ Further opportunities provided by my plan:

- a) **The Strange Triangle:** Remove the triangle arrangement at the Church Street/South Street junction. With traffic only able to proceed in two directions, it is redundant.
- b) **Traffic Lights:** With robust traffic calming measures in place along Croft Way, the traffic lights at the Church Street/Croft Way intersection are also redundant. Removal will deliver considerable savings to the Authorities, over time.
- c) **Speed limits:** I strongly suggest a speed limit of 10MPH in the **Loop** and 20MPH from Sandys Moor roundabout, along Croft Way to the West Road junction. South Street already has a 20MPH limit in place past Kingsmead School.
- d) **Stone rumble strips:** I have indicated these on my plan. They are relatively cheap to build and have proven effectiveness at speed reduction. Research for the **Manual for Streets** (a national undertaking) has shown that block paving [such as used in rumble strips] reduces traffic speeds by between 2.5 and 4.5 mph, compared with speeds on asphalt surfaces.

e) **Wiveliscombe Style:**

The Place-making project provides a distinct opportunity to develop a **style** for the Wiveliscombe townscape. But, to do so with any validity, in my opinion, Wiveliscombe Town Council must become much more proactive in planning and managing the enrichment of the town.

I would like to see the Steering Group established permanently, as a part of the Town Council, charged with responsibility for Overseeing the preservation and enhancement of the town: its architecture, townscape, heritage and character.

I would also like to see the visual arts, artisans and other creatives more directly involved in contributing to Wiveliscombe’s unique presence.

In the process, particular attention should be given to **Wiveliscombe Conservation Area Appraisal Document 2007**. I would also advocate using the recommendations outlined in the **Conservation Appraisal for Dunster 2018** as it clearly illustrates the obligations of all people living within a Conservation Area and is relevant to what we, as a community, are attempting to achieve in Wiveliscombe.

Some elements any new Steering Group might be responsible for:

Road signs and other signage etc. For example, perhaps the Town Council could insist that only traditional cast iron road signs may be used. (as they do in Dunster).

Shop frontage and signs etc.

Greenscapes and sustainability.

Street furniture, lamp posts, benches etc.

Creation, reinstatement and preservation of distinctive landmarks.

Tree planting.

Dilapidated buildings. Insist on renovations within Conservation Area guidance.

Guidance in the use of traditional building materials.

Exercise influence on design aspects of new housing developments. Most are outside the Conservation Area but still impact the visual landscape.

Under government plans set out in ***Local service delivery and place-shaping: A framework to support parish and town councils (August 2021)*** it appears everything and anything is possible.

I have seen and discussed [the above] comments with him.

I endorse his comments.

I would just add the following points.

1 In my view the number of different materials used for surfacing materials should be as small as possible to minimise visual confusion

2 the design of the space should avoid clutter from unnecessary street furniture and signage and that which is used should be designed specifically for the space - possibly bespoke.

3 notwithstanding the above comment it would be an interesting idea to include a simple stone plinth upon which could be placed a sculptural art work created by local artists and renewed on a 6 month or quarterly basis and decided by some kind of competitive process.
