

Axbridge Town Council Highways Advisory Group Policies

Adopted by Council on 15th March 2010 (minute no. 178/09(b) refers)

HIGHWAY IMPROVEMENTS

The council has agreed that there should be:

- a) A priority change at the junction of Houlgate Way and West Street, the priority being given to the bus route and the route to the main car park. *(This change should only be implemented along with the necessary road works and signing if the new layout is safe and no problems occur elsewhere as a result of the changes. This council, the police and the highways authority need to be assured of the safety of the proposed layout and agree the details before implementation.)*
- b) Improvements to the pedestrian route from Meadow Street Car Park to the Square to direct and encourage visitors along a safe route.
- c) Improvements to signage at the western end of the Town directing visitors by car to the main car park and visitors on foot or bicycle to use the most direct route to the Square.
- d) A speed limit of 40mph on the Axbridge by-pass.

OFF-STREET PARKING

Sedgemoor Controlled Car Parks

The Town Council requests Sedgemoor District Council to adhere to the following principles:

- a) The number of parking places provided in the car parks should be kept to the maximum.
- b) Disabled parking bays should continue to be provided.
- c) The Town Council should be consulted annually by the District Council on the charging policy (i.e. rates and times).
- d) Moorland Street car park should continue to be used as a short stay, visitors' and shoppers' car park during the daytime. Parking for the first hour should be free.
- e) Meadow Street car park should continue to be used as a long-term car park.
- f) The current permit scheme should be more widely publicised and made cheaper to Axbridge residents and businesses.

Parking provision for developments

- a) The Town Council requests that Sedgemoor District Council ensures that all new dwellings should be provided with at least two off-street parking places, with the exception of one bedroom flats where a single space per dwelling may be provided as a minimum.
- b) Developers of existing sites should be requested to take every opportunity to reduce the need for on-street parking, e.g. by considering the inclusion off-street parking for the development and for properties neighbouring the site.

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ON-STREET PARKING

Parking in the Square

The Town Council requests the appropriate authorities to support the following principles:

- a) Parking in the Square should be primarily for shopping and short-term business visits.
- b) The layout of the parking in the Square should minimise the need for people to walk in front of parked vehicles. People and vehicles should be separated as far as possible.
- c) A single disabled bay should be provided in the Square.
- d) The layout of parking should provide an easy route for buses and safety for those using the buses.
- e) Lorries and vans delivering to businesses should be encouraged, where possible, not to park and unload in the Square.

Parking (generally)

The Town Council requests the appropriate authorities to support the following principles:

- a) Take note of the Town Council's regular review of opportunities to increase parking provision in the Town.
- b) Street parking should be allowed where it does not cause a hazard and the available road width is not reduced such that emergency vehicles encounter access problems.
- c) Street parking should be allowed to act as a traffic calming measure except where adjoining footways are narrow.
- d) The introduction of residents' parking permits should be considered once parking legislation permits decriminalised enforcement.
- e) Car parking should not be allowed where this would hinder public transport services.
- f) Verge and footway parking should be discouraged.
- g) Road side parking bays should be introduced where physically possible.

Policing of On-Street Parking (including the Square)

The police and their support officers should act on illegal parking, including verge and footway parking, throughout the Town on a regular basis.

PUBLIC TRANSPORT

The Town Council's view is:

In General

- a) Currently buses provide the only practical public transport system but the council would support any others that could be provided.
- b) The "The Slinky Bus" introduced by Somerset County Council should be promoted.
- c) Residents and visitors to the town should be encouraged to use the bus services.
- d) The route for the buses through the town should provide easy access for all residents wishing to use them.

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- e) The council will endeavour to see that the bus route is kept clear of congestion.
- f) The council will take every opportunity to have the number of bus routes and the frequency of services increased.

The Bus Route

The primary bus route (eastbound) will be :

Townsend -> Houlgate Way -> Old Church Road -> Meadow Street
->The Square -> St Mary Street -> Jubilee Road -> Cheddar Road.

Westbound buses will use the same route in reverse.

Ideally request stops in both directions should be located at:

- a) **Houlgate Way** between the junctions with West Street and Starrs Close with raised kerbs and bus shelters on both sides of road.
- b) **Houlgate Way** outside the Health Centre with raised kerbs and bus shelters in both directions.
- c) **Old Church Road** between Meadow Street car park and The Square with raised kerbs and bus shelters both sides of the road.
- d) **The Square**. No raised kerbs. No bus shelters.
- e) **Jubilee Road** just west of the junctions with Parkfield Road and Hippisley Drive with raised kerbs and bus shelters both sides.
- f) **Cheddar Road** east of Wood Lane and the road to the reservoir with raised kerbs and bus shelters both sides.