

**STREETS OF AXBRIDGE –
PREVIOUS SURVEYS AND REPORTS**
Summary of key messages, proposals and ideas

(See www.streetsofaxbridge.org.uk for full copies of all of these documents)

**1. Axbridge Highways and Byways Action Group Survey – 2003
(49 questionnaires)**

Key messages

1. Speeding cars present a major problem for Axbridge
2. Car parking in Axbridge needs to be reviewed overall
3. Overwhelming support for traffic calming measures – installation of ‘pinch points’ was major preference
4. People of Axbridge need further information about the different traffic calming and management systems options.

**2. The Axbridge Parish Plan – 2006
(240 households completed questionnaires)**

Key messages re: streets of Axbridge

1. 173 (60%) said that they were concerned about their safety from traffic.
2. 170 (60%) said that public transport was important to them. Most said they wanted a bus that would take them to Bristol.
3. 100 (35%) said they that more traffic calming measures should be introduced throughout Axbridge.
4. Over 200 (70%) said that car parking was a significant or major problem.
5. Parking in the Square and on High Street/West Street was seen as the biggest problem areas.
6. Many people said that we should reduce the speed of traffic on the bypass below Hillside.
7. Many said that there should be better pedestrian access between Axbridge to Cross.
8. A principle message was that we should create more pedestrian access and reduce the speed of traffic in and around The Square.
9. Many said that we should enforce parking restrictions – in particular in The Square.
10. There was a prominent call to review parking fee in the public car parks. (NB – this has subsequently happened)
11. Many said that we should review options for increasing on road and off road parking throughout Axbridge.

12. The Plan recommended that an independent survey is commissioned to look at traffic management, car parking and pedestrian access. (NB – The commissioning of the Haire Options Appraisal arose out of this)

3. Streets of Parking Improvement Plan for Axbridge – 2008 (The Options Appraisal from Haire Landscape Consultants)

Key messages and proposals

1. The western and eastern entrance ways into Axbridge should have better distinctive signage and traffic calming entrance pinch points.
2. Main western route way into Axbridge should steer traffic down Houlgate Way rather than West Street.
3. There should be traffic calming pinch points in particular locations on West Street, High Street, Houlgate Way, St Mary Street, Jubilee Road and Cheddar Road.
4. Parking in the Square should be moved to the centre to reduce speed of traffic passing through and re-enforce impression of 'a Square' rather than a car park.
5. In the Square there needs to be expansion of footways and opportunities for tables and seating.
6. There needs to be better – more attractive and safer – pedestrian linkage between the Square and Meadow Street Car Park. (This has been partly addressed by the road improvements on Meadow Street completed in 2012)
7. Speed of traffic on the by-pass below Hillside should be reduced to 40mph.
8. There needs to be developed a whole town Parking Strategy to include limiting and enforcing parking in the Square, more focused use of Moorland and Meadow Street car parks and review option for more on-street parking throughout.

4. The Axbridge Street Audit – 2013 (Completed with Living Streets)

Key messages and ideas

1. High Street and West Street are a 'Driving Road' and we need to consider how we can break up the 'race track' feel here.
2. We should consider a 'gateway' feature on the western entrance to Axbridge. A 'gateway' could involve raising the carriageway, narrowing the junctions through pinch points and planters and signage – e.g. 'Welcome to Axbridge Community Zone – 20mph'
3. Change the priority with cars being sent down Houlgate Way rather than West Street as the principle way into the Town from the west.

4. We need a proper path to Cross. This would help more than anything to connect up Cross and Axbridge as walking destinations to each other.
5. Tighten junctions on all streets (including onto Houlgate Way and Church Road) to close down the space, slow traffic down and make it easier for people to cross roads.
6. The landscaping on Houlgate Way is a good feature. Can we not have more quality features like this in other parts of the town?
7. Reduce the extent of double yellow lines throughout the town (eg on Houlgate Way and Meadow Street), particularly as parking is at a premium.
8. The Gate through the Nursing Home needs to be opened to enable better public connection to different parts of the town and give better wheelchair user access for nursing home residents to the Square.
9. The extended square area coming out along Meadow Street works well at slowing vehicles as they enter this 'zone'. This sort of feature should be extended to other entrance ways into the Square.
10. The Square does not work well as a 'shared space' between pedestrians and vehicles because vehicles often go too fast. We need to re-configure parking and establish a road design that will limit the 'straight through driving' feel throughout the space.
11. We need more spaces for people to sit in the Square provided through cafes, pubs and public benches. We need to create more spaces where people will want to gather.
12. The cars parked on St Mary Street/Jubilee Road provide an effective limiter on the speed of vehicles coming into the town.
13. *"It felt very natural to walk in the road to enjoy the Town. However, this requires some nerve as drivers go quite fast, and so would be less appealing to vulnerable residents or visitors. It is important for all users to share the limited space in this conservation area, and enhance the 'place' value over the 'movement' value of traffic".*
Jack Skillen, Head of Projects, Living Streets.