



Chard Public Realm Transport and Movement Appraisal

For South Somerset District Council

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1. INTRODUCTION

- 1.1.1 This report has been prepared by Hydrock Consultants Ltd on behalf of South Somerset District Council (SSDC) to report upon the findings of the highways and transport elements of the Chard Regeneration Scheme Public Realm Enhancement Review.
- 1.1.2 This document presents the results of a detailed assessment of the issues and opportunities within Chard town centre and has been informed by a number of site visits and stakeholder engagement sessions.
- 1.1.3 The scope of the instruction comprised the following, with this document reporting upon the transport and movement elements:
- Baseline and site evaluation
 - » Baseline analysis
 - » Transport and movement review
 - » SWOT analysis and objectives
 - Transport and movement proposals
 - » Car parking review
 - » Coach parking
 - » Signage and pedestrian wayfinding strategy
 - Public realm design guide and strategy
 - » Improvement options
 - » Draft design guide
- 1.1.4 This document follows the broad structure outlined above, setting out the results of the baseline review and evaluation, summarised in a SWOT analysis. This has contributed to identifying a package of pedestrian and cyclist access, car parking and wayfinding improvements for the town centre area.

2. REVIEW OF EXISTING TRANSPORT AND MOVEMENT ISSUES

2.1 Introduction

This section sets out details of the existing transport and movement issues within the town centre study area which have been identified from feedback from stakeholders and consultation, and site visits undertaken by Hydrock.

2.2 Consultation Events – Transport Issues Summary

- 2.2.1 A stakeholder event was attended at Chard Guildhall on 6th March 2019 to introduce stakeholders to the project and to seek views on what they considered to be the key elements which should be investigated further.
- 2.2.2 The consultation took the form of two focus group discussions to seek to maximise opportunities for individuals to input and for discussion to take place. Each group was facilitated by a member of the project team to guide the debate and to seek to gain views across the scope of the brief.
- 2.2.3 Car parking was identified as a key topic for the town with an acknowledgement that there is currently a lot of car parking provision, and that the free one hour on-street provision, particularly along Fore Street is not the best use of the space available. There was support for the potential to widen footways along Fore Street to create some public space which is currently lacking however stakeholders said that this would be unpopular with some due to the consequent reduction in on-street parking provision although it was acknowledged that this would be necessary to realise the potential benefits for the wider town. It was stated that young people in the town were keen to have space to meet up and that this could be catered for here with some seating provision.
- 2.2.4 Car parking management was discussed, with the need to direct people to the appropriate car parks for their length of stay and trip purpose, and also a suggestion to provide parking/drop-off facilities for coaches and recreational vehicles to encourage those currently passing through the town to stop. The extension to the existing Boden Street bus stop for coach drop-off was generally agreed as a good idea.
- 2.2.5 The lack of footway provision on the eastern side of Boden Street was identified as an area needing improvement and there was a suggestion to make this part of the street one-way to improve conditions for pedestrians.
- 2.2.6 Participants agreed that signage within the town needs to be de-cluttered and also that some properties along the high street could do with some renovation to improve the image.
- 2.2.7 On the subject of identity, ideas were discussed as to how local aspects could be incorporated into the scheme for the town. Chard's history in powered flight and lace making were both identified however, there was also some support for promoting the towns existing industries.
- 2.2.8 The priorities identified by the group were to improve the public realm, and then improve pedestrian and car parking signage.
- 2.2.9 A subsequent presentation of the initial findings and proposals emerging from the project was given to stakeholders on 3rd July 2019. The presentation was followed by a discussion and feedback session, the findings of which have been taken into consideration and been used to provide further options and refinements to the strategy.

2.3 Hydrock Site Visit

Overview

- 2.3.1 A detailed site visit of Chard Town Centre was carried out on Friday 15th March 2019. This was to gain an understanding of the existing situation and to consider potential improvements to permeability, pedestrian/cyclist accessibility, pedestrian and cycle infrastructure, and vehicular access to parking locations and associated constraints.
- 2.3.2 To allow for ease of review, issues identified have been summarised into two categories; the first identifies overall issues in Chard i.e. poor pedestrian provision, whilst the second primarily focuses on issues regarding car parking.

2.4 Site Visit – Overall Issues

- 2.4.1 The issues identified on the site visit and referred to in this section are shown on the plan included at Appendix A and each paragraph has been numbered in accordance with this plan.

1. Lack of Footway and Crossing Provision – Boden Street

- 2.4.2 A continuous footway is located on the western side of Boden Street. This footway provides connections to Fore Street from Lidl, the Holyrood Lace Mill, Boden Street car park, Mill Lane and areas to the south of Chard. There is a lack of footway connection on the eastern side of Boden Street connecting Boden Street car park and residential dwellings to Fore Street. This is demonstrated in Figure 2-1. The footway is absent between Fore Street and just prior to the car park forcing pedestrians to either walk on the carriageway or to cross Boden Street to use the footway on the western side however, there is no crossing provision of Boden Street to provide pedestrian access to/from the car park. From observation, many pedestrians currently walk along the carriageway on the eastern side of Boden Street.

Figure 2-1: Boden Street - Lack of Footway on Eastern side of Carriageway



2. Poor Quality Bus Stops

- 2.4.3 There are numerous bus stops located within Chard, many of which have poor bus stop facilities. The majority are merely a bus stop flag with no timetable information, shelter, or seating. On Boden Street a

shelter is provided however, it is covered in moss, with evidence of vandalism (as illustrated in Figure 2-2) and the bus stop timetable and level of information provision is poor. The quality of this shelter deters its use and waiting passengers were observed to standing outside of the shelter on the footway.

Figure 2-2: Boden Street Bus Shelter



3. Poor Quality Pedestrian Routes

- 2.4.4 The route from the western car parks (Crowshute, Minnows and Bath Street) to Boden Street via the Holyrood Lace Mill is poor in terms of lack of footway connections, street lighting and crossing points.
- 2.4.5 The Holyrood Lace Mill access from Boden Street is steep in gradient and has no footway connection or defined route to/from Boden Street, resulting in pedestrians walking through the middle of the car park and potentially bringing them into conflict with vehicles.
- 2.4.6 The alleyway connecting the Holyrood Lace Mill car park to Holyrood Street has no street lighting.
- 2.4.7 Crossing Holyrood street is difficult for disabled users with the presence of the drainage gulley and parking to both sides of the crossing point on the western side of the carriageway limiting pedestrian visibility. At the western end of Pig Lane, a trolley bay for Sainsbury's has been installed which does not provide visitors with a clearly legible route towards the town centre should they arrive and park in the Bath Street car park.

4. Lack of Crossing on Boden Street

- 2.4.8 There is no existing crossing provision located on Boden Street for pedestrians to the south of the junction with Fore Street. As the footway at the northern extent of Boden Street is located on the western side, pedestrians cannot safely cross to the eastern side to access facilities such as Boden Street Car Park, the public toilets, and vice versa.

5. High Demand for Lidl Car Park

- 2.4.9 Lidl provides customers with a free two hour stay in its car park which is accessed via Boden Street and Commercial Row. Lidl car park is extremely well utilised and was observed to be at capacity, causing queueing within the car park which extended back to Commercial Row. It is likely that this car park attracts non-Lidl users due to its central location and accessibility to both Fore Street (via Howards Row) and Holyrood Street.

6. Poor Pedestrian/ Wayfinding Signage

- 2.4.10 Pedestrian/wayfinding signage is provided on Fore Street however is lacking on routes leading from the town centre car parks. The signage that is provided is dated, with some arrows having been rotated and no longer pointing in the correct direction. Other arrows indicating twin towns would not assist visitors to Chard and don't highlight the town's facilities. Visitor information signage is provided in the Boden Street, Essex Close and Bath Street car parks however, it is dated, in a poor state of repair and varies in its style and information provision. Examples of the varied and poor-quality signage is shown in Figure 2-3.

Figure 2-3: Existing Pedestrian/ Wayfinding Signage



7. Lack of Footway on Mill Lane

- 2.4.11 There is a lack of footway at the eastern extent of Mill Lane on the northern side connecting to A358 Millfield. This route runs adjacent to the site of the proposed leisure centre as part of the Chard Regeneration scheme.

8. Lack of Cycle Routes

- 2.4.12 There is no cycle route provision within the town centre study area, and there is a lack of cycle parking provision throughout the town centre to facilitate trips by residents or visitors by bike. Cycle parking is provided at Boden Street car park, and at the western end of Fore Street, close to Silver Street and at

the southern extent of Holyrood Street however, these locations do not serve destinations or shops within the town centre well.

- 2.4.13 The National Cycle Network 33 on-road route runs from the south along Forton Road, Montague Way, Hervey Road, Millfield which then connects to an off-road route along Tapstone Road which continues north. There are no cycle routes from the west and central Chard connecting to this route.

9. Location of Drainage Channel

- 2.4.14 The drainage channels on Fore Street are fairly deep and are situated in the middle of the footway in some locations, as shown in Figure 2-4. This represents a potential hazard to some pedestrians and results in some areas of footway being unused.

Figure 2-4: Location of Drainage Channel - Fore Street



- 2.4.15 It was noted that drainage covers have been placed over this channel in some locations around Chard, enabling greater pedestrian and disabled accessibility.

10. Pedestrian Crossing Issues

- 2.4.16 Pedestrian crossing issues include a poor standard of provision at the junctions of Boden Street and Holyrood Street with Fore Street, and a lack of formal crossing provision along both of these streets to the south of Fore Street.
- 2.4.17 As mentioned at paragraph 2.4.8, there is no crossing provision for pedestrians using the footway on the western side of Boden Street to access Boden Street Car Park. Boden Street Car park is situated in an accessible location to Fore Street and is well used by visitors to the town centre. The lack of crossing contributes to pedestrians walking along the eastern side of the carriageway where there is no current footway.
- 2.4.18 At the junction of Boden Street and Fore Street, there is no tactile paving provided, and the dropped kerbs are aligned off the pedestrian desire line. The junction radii do not reduce vehicle speeds when turning into Boden Street which contribute to making crossing difficult at times.

2.4.19 Similarly, the crossing point at the northern extent of Holyrood Street lacks tactile paving, is poorly aligned and the junction radii result in vehicles turning into Holyrood Street at speed. When coupled with a long pedestrian crossing distance, it makes the existing junction potentially difficult for pedestrians to cross.

2.4.20 Along Holyrood Street itself, on-street parking on the western side of the carriageway serves to block opportunities for pedestrians to cross along the length of the street.

2.5 Site Visit – Car Parking Issues

2.5.1 The issues identified on the site visit and referred to in this section are shown on the drawing contained at Appendix B and each paragraph has been numbered in accordance with this plan.

1. Lack of Clear Payment Method Signage

2.5.2 Payment options for car park users include pay and display or phone and pay. However, phone and pay as a method of payment is often unclear as signs are either not obvious, or have become extremely faded over time and are illegible. Figure 2-5 illustrates phone and pay signage on the side of the payment machine in Boden Street car park, and the range of faded and illegible signage on display at Essex Close car park.

Figure 2-5: Example Phone and Pay Signage



2. Unattractive Car Parks

2.5.3 There is an unmaintained map of Chard with graffiti on, located in Essex Close Car Park. Instances like this, coupled with illegible and old internal car park signage creates an unattractive environment and portrays a poor image of the town to visitors.

3. Lack of CCTV

2.5.4 The site visit highlighted a lack of CCTV within the car parks. The car parks themselves do not have CCTV installed however, some car parks are covered by private CCTV of neighbouring sites. CCTV is a

requirement for car parks to become ParkMark accredited which is an acknowledged safer parking scheme adopted by nearby towns, such as Yeovil.

4. Poor Car Park Signage on Approach

- 2.5.5 Signage on approach to the car parks is unclear and obscured on many occasions. This is particularly the case for Marketfield car park; the sign is small, mounted high on a lamp column and only says 'Long Stay' making it easy to miss. For other car park, signs have been rotated and/or become overgrown and obscured.
- 2.5.6 Figure 2-6 illustrates the signage on Fore Street directing vehicles towards Marketfield car park – the photo on the left shows the sign on the southern side of the street at the entrance, and the photo on the right shows the sign at the Essex Close junction which has been rotated and is partially obscured.

Figure 2-6: Example Car Park Signage Issues



- 2.5.7 In addition, the signage near the western car parks is weathered and unclear. It is suggested that some signage is replaced with more informative signage.

5. No Variable Message Signage (VMS)

- 2.5.8 There is a lack of parking signage which provides key information such as number of spaces. Existing signage consists of 'Shoppers', 'Long Stay' and 'Short Stay' signs. Signs providing number of spaces and spare capacity would be useful for users and could encourage the use of the western car parks which are less well utilised.

6. Marketfield car Park – Poor Access Route

- 2.5.9 The access to Marketfield Car Park is too narrow for two-way vehicle movements. This results in vehicles waiting on Fore Street whilst vehicles are exiting the car park.
- 2.5.10 In addition to the narrow nature of the access, only a small part of the drainage channel running along Fore Street is covered for vehicle access into the car park. Although not observed at this location in

Chard, it is likely that on occasions vehicles drive into the channel potentially causing damage to wheels when turning into/out of the Marketfield car park.

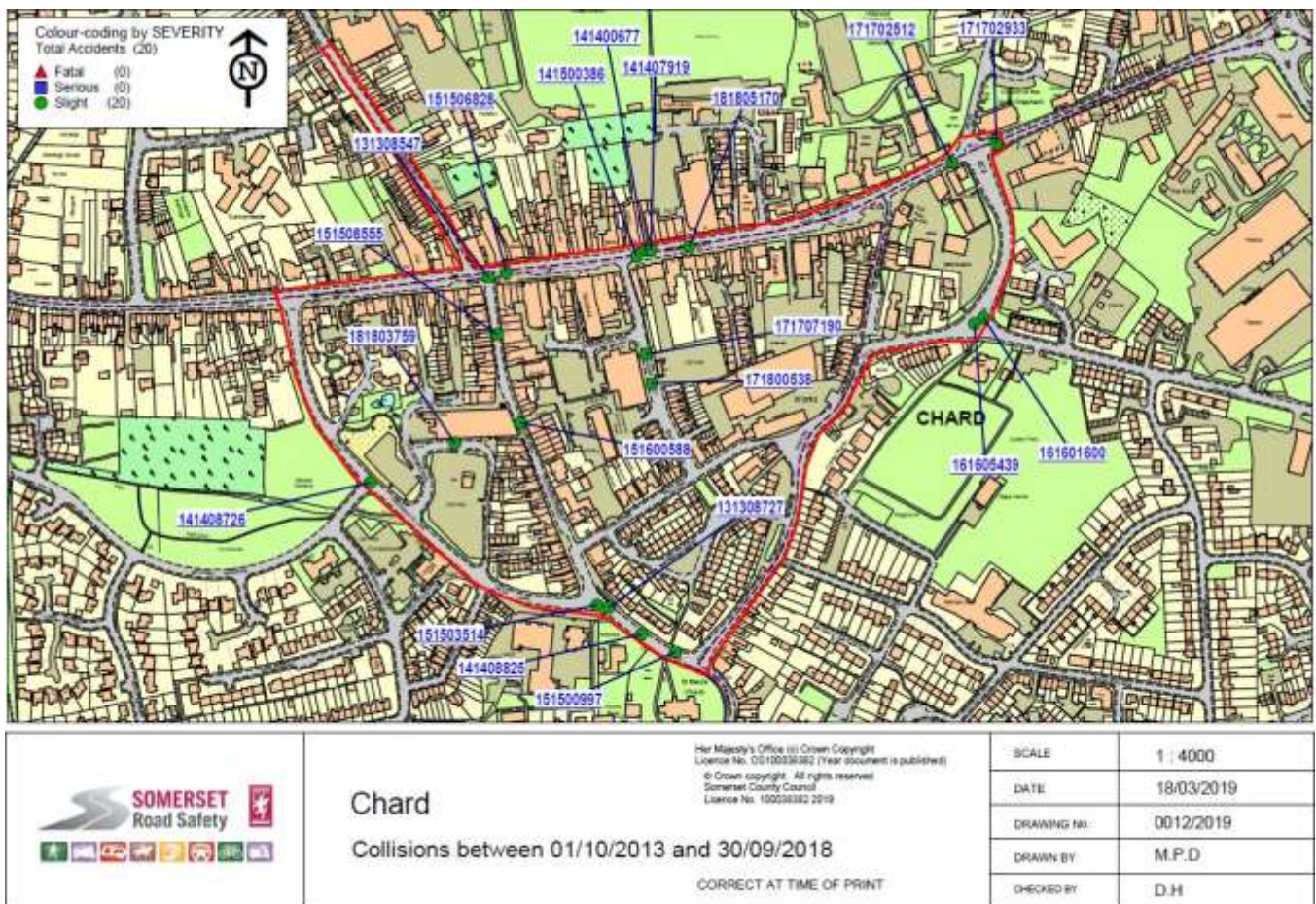
7. High Demand for On-Street Parking

- 2.5.11 A high demand for on-street parking was observed along Fore Street and Holyrood Street. This on-street parking has been encouraged by 1-2-hour free parking bays. These bays are well utilised whilst the surrounding car parked are underutilised resulting in a potential loss of revenue from parking.

2.6 Highway Safety

- 2.6.1 Analysis of accident data for the area of Chard Town centre has been undertaken to identify any clusters of accidents or data which suggests issues relating to walking and cycling movements.
- 2.6.2 Personal Injury Accident (PIA) data has been obtained from Somerset County Council for the most recent five-year period which covered between October 1st 2013 and September 30th 2018. The study area considered the town centre, as shown highlighted with a red line in Figure 2-7. A copy of the personal injury accident data is included at Appendix C.
- 2.6.3 A total of 20 PIAs were recorded within the five-year study period and within the area. These are plotted by severity in Figure 2-7.

Figure 2-7: Location of recorded PIAs



- 2.6.4 All 20 PIAs within the study area were classified as slight in severity. There were no serious or fatal PIAs recorded within the study period.

2.6.5 There were 11 recorded PIAs involving pedestrians. These incidents are summarised as follows:

- 131308547 - Located on Holyrood Street near junction with Fore Street - pedestrian walked out into road across path of vehicle
- 131308727 - Located on Holyrood Street towards roundabout junction with Duck Lane - vehicle left roundabout and collided with pedestrian who was crossing
- 141407919 - Located on Fore Street - vehicle 1 queueing in stationary traffic reversed slightly to make room for vehicle 2 but made contact with pedestrian crossing behind
- 141408825 - Located on Holyrood Street - pedestrian standing in road to cross when vehicle reversed and collided with pedestrian
- 151506828 - Located on Fore Street - vehicle failed to stop at pedestrian crossing
- 151508555 - Located on Holyrood Street - vehicle travelling towards junction with Fore Street when a pedestrian (age 10) ran across the road into the path of vehicle
- 151600588 - Located on Holyrood Street - vehicle mounted pavement to avoid a parked vehicle but struck down pedestrian
- 151506828 - Located on Fore Street - vehicle collided with pedestrian waiting at traffic lights
- Located on Boden Street - vehicle reversing when pedestrian crossing road
- 181803759 - Located on Bath Street - Vehicle 1 exited car park and collided with a parked vehicle on main road which involved a pedestrian
- 181805170 - Located on Fore Street - vehicle failed to stop at pedestrian crossing

2.6.6 There were 3 recorded PIAs involving cyclists. These are summarised as follows:

- 141500386 - Located on Fore Street - cyclist pulled out of junction and collided with vehicle
- 161605439 - Located on A358 Millfield roundabout - vehicle collided with cyclist on roundabout as pulled out
- 161601600 - Located on Millfield roundabout - vehicle failed to give way at roundabout and failed to stop resulting in collision with cyclist

2.6.7 There were no clusters of four or more PIAs occurring in the same location and therefore no evidence to suggest a re-occurring road safety issue.

2.6.8 However, three pedestrian accidents occurred on Holyrood Street when pedestrians were crossing the road, including at the junction with Fore Street, which is particularly wide. There is currently a lack of opportunities to cross along Holyrood Street due to the presence of on-street parking and this is something which could be improved. A pedestrian accident also occurred on Boden Street, which also has no crossing facilities.

2.7 Bus Services

2.7.1 A bus routes plan has been produced and included at Appendix D. This informs the opportunities analysis as any potential highway improvements need to ensure they are not impacting bus services.

2.7.2 The bus service plan shows that many of the routes are shared by numerous bus services. For example, all bus services use the stretch of road between Boden Street Junction and Crewkerne Road Roundabout.

3. CAR PARKING REVIEW

3.1 Overview

- 3.1.1 There are a number of car parks within Chard which are owned and operated by SSDC, in addition to further car parks owned and operated by private operators including Lidl. These provide long and short stay car parking for leisure, retail and commuting.
- 3.1.2 This section has undertaken analysis of the SSDC owned and operated car parks to determine which car parks are currently well utilised and those which are under-utilised. This has drawn on a snapshot survey undertaken by Hydrock on 15th March 2019. This information has been analysed to categorise and rank the car parks in terms of importance and identify where enhancements to existing car parks and access routes need to be considered to improve efficiency.
- 3.1.3 The car parks which have been included within the analysis are summarised in Table 3-1, which includes the capacity, duration and cost of parking available.

Table 3-1: Chard Town Centre Car Parks

Car Park	Spaces	Short/ Long Stay	Charge
Boden Street	66	Long	1 Hour - £0.60 2 Hours - £1.10 3 Hours - £1.40 Daytime - £2.50 Quarter - £100.00
Marketfield	71	Long	2 Hours - £1.00 Daytime - £2.50 Quarter - £60.00
Essex Close	102	Short	1 Hour - £0.60 2 Hours - £1.10 3 Hours - £1.40 4 Hours - £2.60
Combe Street	27	Long	2 Hours - £1.00 Daytime - £2.50 Quarter - £60.00
Bath Street	126	Short	1 Hour - £0.60 2 Hours - £1.10 3 Hours - £1.40 4 Hours - £2.60
Minnows	40	Long	2 Hours - £1.00 Daytime - £2.50 Quarter - £60.00
Crowshute	72	Long	1 Hour - £0.60 2 Hours - £0.80 Daytime - £1.60 Quarter - £50.00

- 3.1.4 There is also a private car park located at Lidl which plays a significant role in accommodating vehicles using the town. This car park has not been analysed within this study as it is not owned and operated by SSDC.

Hydrock March 2019 Car Park Snapshot Survey

- 3.1.5 A snapshot car parking demand survey was undertaken by Hydrock over lunchtime on Friday 15th March 2019 to seek to capture a weekday peak period. The survey covered the town's public off street car parks as set out at Table 3-1 and also the on-street parking within the town centre. The results of the surveys are summarised in Table 3-2 and Table 3-3 and shown on plan at Appendix E.

Table 3-2: Car Park Snapshot Survey Results

Car Park	Spaces	Demand	Spare Capacity	Utilisation
Boden Street	66	44	22	67%
Marketfield	71	31	40	44%
Essex Close	102	32	70	31%
Combe Street	27	14	13	52%
Bath Street	126	38	88	30%
Minnows	40	11	29	28%
Crowshute	72	8	64	11%
Total	504	178	326	35%

Table 3-3: On-Street Parking Snapshot Survey Results

Street	Spaces	Demand	Spare Capacity	Utilisation
Fore Street	71	58	13	82%
Holyrood Street	42	33	9	79%
Mill Lane	13	8	5	62%
Boden Street	25	17	8	68%
Total	151	116	35	77%

- 3.1.6 The snapshot survey results demonstrate that of all the off-street car parks, Boden Street is the best utilised, with Combe Street the only other car park with over 50% of spaces occupied. On average, 35% of the off-street car parking spaces were utilised with Crowshute and Minnows showing high levels of spare capacity.
- 3.1.7 By contrast, the on-street car parking provision was much better utilised across the town centre. The streets surveyed all provide an hour free car parking and showed an average utilisation of 77% with a peak of 82% on Fore Street.
- 3.1.8 The two sets of survey data demonstrate how visitors to Chard town centre are clearly choosing to take advantage of the free on-street car parking in preference to paying for the off-street car parks. Due to the hour time limit across much of the town centre, this discourages longer stays which would benefit the town, and SSDC is losing out on the potential revenue from people choosing not to use the off-street car parks.
- 3.1.9 Another element to the parking dynamic in the town centre is the Lidl car park which provides 2 hours free parking. Whilst not forming part of the study area, this car park was witnessed to be well utilised, in excess of 60% at the time of the snapshot survey.

4. TRANSPORT AND MOVEMENT SWOT ANALYSIS

4.1.1 A SWOT analysis for Chard town centre is set out in Table 4-1, informed by the observations and analysis set out in Chapters 2 and 3.

Table 4-1: Transport and Movement SWOT Analysis

Strengths	Weaknesses	Opportunities	Threats
Pedestrian permeability through the town centre between Holyrood Street, Lidl and Fore Street via Howards Row.	A30 Fore Street is a heavily trafficked route.	Footway provision on Boden Street to enhance pedestrian connections and safety.	Perception of impacts of changes to parking provision upon retailers.
The town centre is a very walkable scale.	Lack of footway provision on the eastern side of Boden Street and northern side of Mill Lane requiring pedestrians to walk in the carriageway.	Increase in public realm provision on Fore Street to encourage pedestrian footfall and dwell times.	Third party ownership of land within the Holyrood Lace Mill car park.
Located on both the A30 and A358, the town receives through traffic with visitor potential.	Poor quality bus stop infrastructure.	Reduced pedestrian crossing distances at Boden Street and Holyrood Street to strengthen the pedestrian route along Fore Street.	Need to undertake detailed design to consider the ground conditions, utilities etc.
Existing crossing provision of Fore Street.	Lack of cycle parking provision and cycle routes throughout town centre.	Improved car parking signage to better direct visitors.	Potential for public opposition to changes proposed to the highway network and parking provision.
	Drainage channels within the footway are a potential hazard and results in some areas of footway being unused.	Improved pedestrian connectivity throughout the core of the town centre between Holyrood Street, Boden Street and Fore Street.	Funding sources for delivering the improvements.
	Lack of a defined pedestrian route through the Holyrood Lace Mill car park.	Improved cycle parking provision to encourage and enable residents and visitors to travel to the town centre by bike.	
	Poor quality of pedestrian crossing provision/opportunities throughout the town centre other than on Fore Street.	Develop a wayfinding strategy to assist visitors to the town.	
	Poor pedestrian wayfinding/signage and car parking signage.	Quality of car parking provision could be improved through signage and CCTV	

5. POTENTIAL OPPORTUNITIES FOR ENHANCING PEDESTRIAN AND CYCLIST ACCESS

5.1 Introduction

- 5.1.1 The potential opportunities to enhance walking and cycling provision within Chard Town Centre are shown on plan at Appendix F and discussed within this Chapter. Each section has been numbered in accordance with the plan.

1 and 2. Boden Street

- 5.1.2 There is an opportunity to improve pedestrian connections along Boden Street between the public car park, the regeneration site and the link through Holyrood Lace Mill and Fore Street.
- 5.1.3 In order to provide a footway along the eastern side of the street, some narrowing of the carriageway space is required. This can only be achieved by limiting vehicle movements along the affected section to one-way. Consideration has been given to two options; one-way northbound and one-way southbound, both to the north of the junction with Commercial Row. Both options are discussed in turn.

Boden Street Option 1 - One-way Northbound

- 5.1.4 An indicative design has been produced of this option shown in Hydrock Drawing Number 11547-HYD-XX-XX-DR-TP-0104 included at Appendix G which demonstrates that a one-way northbound restriction from Commercial Row to the north would enable a 2m footway to be provided on the eastern side of the carriageway. This widening could be continued around the junction radius to reduce the crossing distance for pedestrians, offering further betterment over the existing arrangement at this junction. Following consultation with stakeholders, including GCC highway officers, a raised table treatment is proposed for the junction of Boden Street and Fore Street to slow vehicle speeds through the junction, and further enhance conditions for pedestrians crossing Boden Street. This would also slow vehicles on Fore Street entering the section adjacent to the Guildhall. Swept path analysis has been undertaken to ensure that an articulated delivery vehicle can still negotiate the junction.
- 5.1.5 Further to the south on Boden Street, crossing provision could be improved by the provision of tactile paving at the dropped kerb crossing to the south of the bus cage. This crossing improvement has been proposed in connection with the planning application for the leisure centre to enhance connectivity between the regeneration site and wider town centre.

Boden Street Option 2 - One-way Southbound

- 5.1.6 The alternative option to provide a footway on the eastern side of Boden Street still requires a one-way operation to the north of Commercial Row, however this has been considered in a southbound direction. The features of this option reflect those of Option 1 as described above, but with traffic travelling in the opposite direction. Plan 11547-HYD-XX-XX-DR-TP-0105 at Appendix H demonstrates the arrangement.
- 5.1.7 Under Option 2, buses and large vehicles would not be able to turn south along Boden Street from Fore Street due to the narrowing of the carriageway at the Fore Street junction to accommodate the footway on the eastern side. Consequently, a vehicle weight restriction would need to be introduced and changes would be required to the circulation of buses and large vehicles around the town centre. The maximum vehicle size turning into Boden Street would be consistent with the restriction on Holyrood Street at 7.5 tonnes. Large vehicles could still access units along Boden Street from the southern end of Boden Street.

- 5.1.8 A plan has been prepared and is included at Appendix I which demonstrates the vehicle circulation around the town centre with the implementation of the Boden Street Option 2 scheme. Vehicles approaching Commercial Row and the section of Boden Street from the south would travel via the mini-roundabout junction of Duck Lane and Holyrood Street and along Mill Lane. Vehicles from the north can still access from Fore Street.
- 5.1.9 In conjunction with this, it is proposed that the section of Mill Lane to the east of the junction with Boden Street be made one-way eastbound (albeit it is recognised that it broadly operates in this manner at the moment anyway as there are entry restrictions at its eastern end).
- 5.1.10 The circulatory changes resulting from Option 2 would mean that the existing northbound bus stop on Boden Street would need to be relocated. A suggested alternative location is on Mill Lane, to the east of the Boden Street junction. This is the location proposed for coach drop-off/pick-up parking associated with the leisure centre regeneration scheme. A series of plans have been produced and are included at Appendix J demonstrating the changes to the routing of bus services which would be necessary under the Option 2 arrangements.
- 5.1.11 The Option 2 scheme offers benefits in terms of the overall circulation of traffic around the town centre when compared to the Option 1 scheme whereby visitors arriving in Chard from the east and seeking a parking space would be able to follow a more natural route between the town's car parks, travelling south along Boden Street, and should they not find a space travelling on to Bath Street/The Minnows/Crowshute via Mill Lane and Duck Lane.
- 5.1.12 As demonstrated on the plan at Appendix I, Option 2 would require some physical works to reduce the kerb radius on the northern side of the Commercial Row junction to reinforce the restriction on vehicles turning north. The resultant build-out of the junction would provide an increased public realm space and opportunity to incorporate some planting and/or Sheffield stand cycle parking in a similar arrangement to that currently at the southern end of Holyrood Street.
- 5.1.13 Should it be decided to progress with the Option 2 scheme, further consultation with bus operators and Somerset County Council would be required, due to the impact upon bus service routing.

3 and 4. Sainsburys to Lace Mill Link and Holyrood Street Crossing

- 5.1.14 The east/west pedestrian route through the town centre has been split into two sections identified as Opportunities 3 and 4 on the plan at Appendix F.
- 5.1.15 Number 3 relates to the pedestrian route through the Holyrood Lace Mill car park. This link is already well used by pedestrians however has the potential to be significantly improved, subject to land control, to provide a dedicated pedestrian route and connection to Boden Street. Presently pedestrians share the car park space with vehicles and parked cars in the vicinity of the Lidl loading bay.
- 5.1.16 Opportunity 4 relates to the connection across Holyrood Street between the Bath Street car park and Holyrood Lace Mill. The pedestrianised link between the Holyrood Lace Mill car park and Holyrood Street would benefit from some street lighting provision.
- 5.1.17 The crossing of Holyrood Street itself provides a poor standard of pedestrian provision. No tactile paving is provided, and the dropped kerb on the western side of the street emerges into a hatched box in the carriageway between a parking bay and a loading bay. This could be improved by building out the footway on the western side of the street to narrow the road, make the crossing more prominent and enhance pedestrian visibility. The build out could be extended to include the existing disabled bays and

loading bay to enhance the route between Holyrood Lace Mill and the Bath Street car park via Pig Lane. The disabled bays could be re-provided to the north on Holyrood Street (discussed further at paragraph 6.3.5), and the loading bay could be re-located to the north.

5 and 6. Cycle Parking and Linkages

- 5.1.18 Opportunities 5 and 6 on the plan at Appendix F relate to cycling in respect of improved cycle parking provision and linkage with National Cycle Network Route 33. There is an opportunity to provide cycle parking throughout the town centre, but particularly along the length of Fore Street to serve visitor access to the shops and businesses along its length.
- 5.1.19 National Cycle Network Route 33 bypasses the town centre on Millfield. There is an opportunity to provide signed connections which link this route to Chard town centre via Bradfield Way, a quiet residential street and the A358 Millfield, and via Millfield and Silver Street.
- 5.1.20 For cyclists travelling from the south via Bradfield Way, a route through the town centre regeneration site could then provide access to Fore Street and Boden Street.
- 5.1.21 From the north, cyclists on the route could divert along Millfield. The crossing of the A358 Millfield which links to Silver Street is already a Toucan crossing and a dedicated cycle lane connecting to the crossing is provided.
- 5.1.22 Signage and promotion of this route has the potential to attract cyclists using the strategic route to visit the town centre, and could also encourage residents living on the southern and eastern sides of Chard to cycle to the town centre rather than drive.

7. Holyrood Street / Fore Street Junction Narrowing and Crossing Provision

- 5.1.23 The existing crossing of Holyrood Street at the junction with Fore Street is long at circa 10m. This, coupled by the large corner radii which don't encourage vehicles to reduce their speed when turning in, and the lack of adequate crossing provision provide a poor pedestrian environment. Drawing 11547-HYD-XX-XX-DR-TP-0106 at Appendix K demonstrates that the western side of the junction bellmouth can be built out to reduce the crossing distance for pedestrians on Fore Street to around 4.2m whilst still accommodating the swept path of a delivery vehicle. This solution would result in the loss of the northern parking bay on Holyrood Street however, would also provide some further public space at the gateway to the street. A raised table junction treatment is also proposed to enhance conditions for pedestrians along Fore Street and this has been shown tying in with Coombe Street to improve the environment for pedestrians on both sides of the street. This also slows vehicle speeds on approach to the section of Fore Street adjacent to the Guildhall.
- 5.1.24 The PIA data identified that a number of the pedestrian accidents occurred on Holyrood Street and involved pedestrians crossing between parked vehicles. There is an opportunity to provide a crossing on Holyrood Street between Fore Street and the Holyrood Lace Mill link by removing a short stretch of car parking on the western side of the carriageway to provide a build out. This would provide a shorter crossing distance for pedestrians, improved visibility for and of pedestrians crossing the road, and also the opportunity for some café seating to be provided on the western side of the street. Any affected disabled parking provision can be re-provided within close proximity.

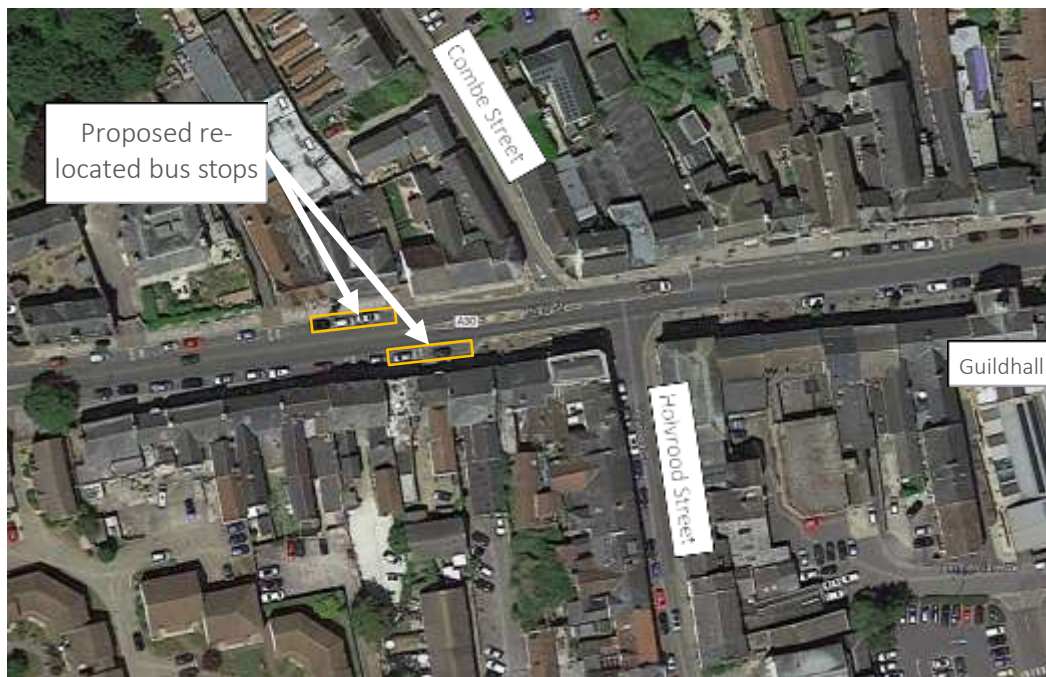
8. Bus Stop Provision

- 5.1.25 The existing shelters on Boden Street and at the eastern end of Fore Street are dated and inhospitable for passengers to wait in. In addition, the level of service information provided is poor. New shelters

with real time information, or enhanced timetable information would serve to encourage and support public transport trips to and from the town centre.

- 5.1.26 As part of the public realm proposals for Fore Street, the bus stop outside the Guildhall will require re-locating. Options have been considered for the best position for re-locating the stop, whilst seeking to minimise any resultant loss of parking provision. It is considered that the best location would be to the west of Holyrood Street as illustrated in Figure 5-1.

Figure 5-1: Re-located Fore Street Bus Stops



9. Crowshute Link Crossing Improvement

- 5.1.27 The existing Crowshute Link arm of the junction with Fore Street provides pedestrians with a long crossing distance of circa 20m when following the desire line along Fore Street. It is proposed that a pedestrian refuge island be provided on the Crowshute Link arm to facilitate pedestrian crossing of the junction and encourage pedestrian trips towards the town centre on the southern side of Fore Street. A drawing showing the general arrangement of the design is included at Appendix L.

10. Fore Street Crossing Provision

- 5.1.28 The existing signalised crossing of Fore Street between Boden Street and Holly Terrace is located at a point on the street where the carriageway is at its widest. The footway on the southern side of Fore Street in this location is also constrained and parking to either side of the crossing is prohibited by the white zig-zag markings. It is therefore considered that there is an opportunity to build out the footway on both sides of the carriageway without impacting upon the parking or movement functions of the road. This would provide the benefits of a shorter pedestrian crossing distance, and also wider footways on the southern side where width is constrained, and the northern side which benefits from the sun, and could be utilised as part of an enhanced public realm.

6. POTENTIAL OPPORTUNITIES FOR IMPROVING CAR PARKING

6.1 Introduction

6.1.1 A number of potential opportunities to improve car parking within Chard town centre have been identified and are shown on plan at Appendix M and discussed as follows.

6.2 Areas to Increase Parking

6.2.1 Two potential areas to increase car parking provision within the town centre have been identified:

- Boden Street Car Park Expansion
- Essex Close Car Park Expansion

6.2.2 The Boden Street expansion area comprises an area of green space immediately to the north of the existing car park. It is understood that proposals for this area are coming forward in connection with the town centre regeneration site.

6.2.3 A further area of un-utilised space has been identified to the north and west of the Essex Close car park which could provide an opportunity to expand the existing car park, subject to land ownership.

6.3 On-Street Parking

Resident Parking

6.3.1 Currently all on-street car parking provision on Boden Street and Mill Lane is limited to one hour stay however, there are a number of residential dwellings which front onto these streets and do not benefit from any off-street parking provision. The wider regeneration of the town centre which includes plans for a leisure centre are seeking to increase visitor numbers and duration of stay. This has the potential to affect people visiting these residences and consequently provision of residents parking along the southern section of Boden Street and Mill Lane would be advantageous.

Fore Street parking removal

6.3.2 Fore Street provides a significant level of on-street car parking provision and, whilst this is well used, the street scene is dominated by vehicles and there is little public space on the sunny northern side of the street. There is an opportunity to provide some public space for the town centre by removing some of the on-street parking along this northern side of the street. The section in question opposite the Guildhall provides approximately 8 parking spaces. The snapshot survey data has demonstrated that there is existing capacity on Fore Street itself to accommodate these vehicles, and also within the Essex Close car park. Consequently, the loss of these spaces would not present any operational issues for the town centre from a highway perspective.

Holyrood Street Parking Space Removal

6.3.3 As discussed in connection with the proposed junction improvements to Holyrood Street, this would result in the loss of up to three parking spaces from the street to improve the pedestrian environment and pedestrian safety.

Holyrood Street Parking Restrictions

- 6.3.4 Some further amendments to the existing parking provision on Holyrood Street have also been discussed in the context of providing improvements to the pedestrian route between the Bath Street car park and Holyrood Lace Mill.

Disabled Parking Provision

- 6.3.5 The suggested improvements to the pedestrian route between the Bath Street car park and Holyrood Lace Mill includes the removal of two disabled parking bays. It is suggested that these bays be re-provided on Holyrood Street to the north. Further to consultation discussions, it is proposed that the car parking provision along Holyrood Street to the north of the Chard Baptist Church be amended to disabled parking provision. A plan indicating the overall changes to disabled parking provision across the town centre resulting from the public realm changes is included at Appendix N. There would be no loss to disabled parking as a result of the proposals and all spaces would be re-provided as close as possible to the existing arrangements. Indeed, as shown in Appendix N, there is an opportunity to increase provision.

6.4 Signage Improvements

Car Park Directional Signage Improvements

- 6.4.1 Existing car park directional signage has been identified as poorly positioned and of a poor quality. There is an opportunity to review the signage strategy for car parking within and on approach to the town centre to seek to encourage a better distribution of vehicles across the available car parks.

Internal Car Park Signage Improvements

- 6.4.2 Within the car parks themselves, signage relating to both payment methods and wayfinding signage needs to be replaced as it is widely faded or damaged.

Variable Message Signage (VMS)

- 6.4.3 There is an opportunity to further enhance car parking signage through the introduction of Variable Message Signage (VMS) which would indicate car parking space availability across car parks within the town centre. Such systems are very effective at reducing vehicle movements as people circulate car parks looking for spaces. Positioning such signs on the key approach routes into Chard could be an effective measure.

6.5 Marketfield Car Park Junction Improvements

- 6.5.1 The existing Marketfield access junction is constrained and the driveway leading to the car park is not wide enough to accommodate two-way vehicle movements. Due to the available space between the church and sorting office, it is not possible to widen the driveway however, improvements to the access from Fore Street could be provided. Currently visibility for and of vehicles existing the car park is constrained due to on-street parking to both sides. The proposals for the leisure centre regeneration scheme include improvement to the Marketfield car park access to provide a junction with enhanced width and visibility by building out the give-way and reducing on-street car parking either side of the access.

- 6.5.2 The arrangement could be further enhanced by the provision of an active sign on Fore Street which identified when the car park has reached capacity to avoid vehicles unnecessarily seeking to enter the car park.

6.6 Charging Strategy

- 6.6.1 A number of the proposed public realm enhancements comprise the re-allocation of space within the town centre from providing free on-street car parking to providing an enhance public realm. The snapshot car parking survey results demonstrated that the on-street parking is well utilised at present which would suggest that there is a demand for short-term parking within the town centre. The car park tariffs as detailed in Table 3-1 do not include any tariff period of less than one hour. In conjunction with the loss of some of the on-street spaces, the introduction of a shorter tariff period in some car parks could be beneficial and may increase revenue generation within some of the currently less well utilised locations. Further information on the revenue generation of the car parks would be necessary in order to consider this further.
- 6.6.2 The leisure centre proposals for the regeneration site include some alterations to the car parking provision within the Marketfield and Boden Street car parks. These car parks are currently some of the best used within the town centre, and the introduction of the leisure centre is likely to increase demand for these car parks in close proximity. As a result, and in order to incentivise a better utilisation of the existing parking stock within the town, consideration of a revised and simplified payment strategy for those car parks further from the town centre is recommended.
- 6.6.3 Bath Street, Minnows and Crowshute car parks all lie in close proximity to one another however, presently have different tariff scales. In order to incentivise their use, and to simplify the charging strategy a uniform tariff across the three car parks could be implemented, with the scale of charging being sufficiently lower than Boden Street, Marketfield and Essex Close to encourage usage, particularly for longer duration stays.
- 6.6.4 Charging structures for SSDCs car parking are set by the local authority and consequently changes to the charging structure fall outside of the remit of this review and would need to be subject to further discussion with SSDC.

6.7 Payment Methods

- 6.7.1 Existing off-street parking within the town centre is cash pay and display, or pay by phone. The pay by phone service could be enhanced by new, and appropriately positioned signage however, there are also other options which could be considered.
- 6.7.2 Pay on exit schemes are typically unpopular from an operator's point of view due to the costs of implementing such a scheme with the installation of barriers etc. would be unlikely to be outweighed by improved revenues other than in the long term.
- 6.7.3 Hydrock's observation is that there has been patchy implementation and acceptance of pay-on-exit systems nationally. Whilst some authorities have embraced the technology, which is commonplace across the parking sector, others (e.g. North Devon Council) have removed such facilities on grounds of maintenance / reliability / cost.
- 6.7.4 It is understood that the popularity of pay by phone for parking is increasing elsewhere in South Somerset, and technological improvements and the propensity for users to adopt pay-by-phone methods for other purposes suggests that this means of payment may increase in use in the short-

medium term. Increasingly car parking payment machines accept contactless card payments and this could be positive introduction to remove one of the barriers to typical pay and display; having the correct change.

- 6.7.5 Currently parking tickets within SSDC's car parks provide a voucher which offers a refund on parking when over £10 is spent at the Sainsbury's supermarket.

6.8 Other Potential Improvements

ParkMark Accreditation

- 6.8.1 ParkMark is an accreditation scheme for car parks which is assessed on an annual basis to ensure that standards of provision are managed and maintained. ParkMark is awarded to parking facilities that have met the requirements of a risk assessment conducted by the police. Yeovil has car parks with ParkMark accreditation.

CCTV

- 6.8.2 The provision of CCTV within car parks can encourage their use as concerns over personal and property safety are significant in the decision making on where to park.

Electric Vehicle Charging

- 6.8.3 EV usage is growing, however a significant barrier to adoption is users having the ability to charge their vehicle, and the confidence to find a charging point at their destination. Chard does not currently benefit from any EV parking bays which, moving forward could put off some visitors. In terms of strategy, it is suggested that EV parking bays be given priority positions in car parks, after disabled parking bays, to promote usage of EVs.
- 6.8.4 It is recommended that a separate work package be developed for investigating the potential for EV charging infrastructure within Chard with suitable partner organisations. This work package would need to consider the installation of infrastructure, the most appropriate car parks to accommodate EV parking bays in terms of utility capacities and ease of installation, and also how users would pay for charging alongside parking.
- 6.8.5 In terms of future technologies, solar carports can enhance the car-parking experience in a number of ways, as well as improving the economic and environmental performance of the asset, and providing an opportunity to supplement the charging of EVs.
- 6.8.6 All the car parks within Chard are open and at surface level and therefore a solar carport would provide vehicles and users shelter from the elements. Surface car parks represent the most common deployment of solar car parking as working on ground level removes many of the costs associated with solar rooftop systems. Should this idea be taken forwards, consideration would need to be given to siting and appropriate lighting to ensure that such a scheme didn't detract from visibility across a car park leading to concerns over personal and vehicle security.

6.9 Coach Parking

- 6.9.1 A review has been undertaken of Chard town centre to identify suitable locations to accommodate coach parking spaces. It is considered that the most suitable location for these spaces is within a re-configured Crowshute car park accessed via the Crowshute Link road. The car park currently provides three spaces identified as for coaches however, these are too small to be usable by standard size coaches.

- 6.9.2 A number of alternative options have been considered for accommodating coaches within the Crowshute car park, informed by vehicle swept path analysis. The preferred solution, which strikes a balance between providing an efficient arrangement that can accommodate three coaches, whilst minimising the loss of parking spaces utilises one of the existing bays, and provides two new spaces in the north of the car park. The remaining two bays currently labelled for coaches are proposed to be retained however, due to the size of these spaces, they are only suitable to accommodate minibuses. The proposals will result in the loss of six car parking spaces to accommodate coach manoeuvring and circulation. This is shown at Appendix O.

7. SIGNAGE AND PEDESTRIAN WAYFINDING STRATEGY

7.1 Overview

- 7.1.1 Existing pedestrian route issues and poor-quality pedestrian wayfinding signage reduce the accessibility and quality of Chard town centre for visitors. Implementing a signage strategy to create a more pedestrian friendly environment, alongside the other improvements identified would significantly enhance the experience of visitors to the town.
- 7.1.2 There are numerous opportunities in Chard to improve signage and pedestrian wayfinding signage. This includes the consideration of implementing a 'Legible Chard' signage concept and walking time contour maps (including key facilities and services).

7.2 Existing Signage Issues and Improvements

- 7.2.1 Issues with existing signage have been discussed at paragraph 2.4.10 and include the following:
- Dated – the majority of existing signage is relatively old
 - Poor state of repair with some vandalism and algae growth
 - Variety of differing styles and levels of information
 - Worn maps
 - Finger posts pointing in the incorrect direction
- 7.2.2 The car parks within Chard town centre, specifically Boden Street car park which is best utilised, have no current pedestrian wayfinding information present - Boden Street and Essex Close car parks do have a map of the town centre however there is no signage directing visitors to any local facilities. This therefore limits the accessibility to, and awareness of Chard's facilities to new visitors to the town. Generally, the signage that does exist within the town centre is dated, in a poor state of repair and varies in its style and level of information provision. As an increase in pedestrian movement is anticipated as a result of Chard regeneration scheme, pedestrian signage improvements are necessary.

7.3 Proposals for Enhanced Signage and Pedestrian Wayfinding


- 7.3.1 A concept strategy for pedestrian signage improvements based on three types of signage has been developed to be used in different locations across the town centre. The strategy comprises the following types of signage as illustrated at Appendix P.
- Information Signage
 - Directional Signage
 - Map Signage
- 7.3.2 The strategy as illustrated would provide updated map-based signs at key arrival points within the town centre for visitors, such as next to the payment machines in the car parks. Directional signage would complement the maps to direct visitors to the key destinations throughout the town centre, providing approximate walk times. Information signs could then be provided at strategic locations within the town centre to provide visitors with a combination of the information provided on the other two signage types.

- 7.3.3 Similar concepts have proven successful in other towns and cities, and the style of the signage could be tailored for consistency with other branding associated with the town to adjust the colours used, or the style of the maps provided.

8. DELIVERY STRATEGY

8.1.1 The projects identified in Chapters 5, 6 and 7 have been consolidated into ten transport priorities for Chard to seek to group together related improvements in order to maximise benefits and assist to in developing a priority order in which ‘quick wins’ are identified ahead of elements which may require some further detailed assessment or inputs in order to deliver. Table 8-1 summarises the suggested priority programme for recommendations. For ease, an overview plan has been prepared and is included at Appendix Q to show the schemes and locations alongside those which would be delivered by the leisure centre regeneration proposals for the overall benefit of Chard town centre.

Table 8-1: Priority Programme for Recommendations

Timescale	Project No.	Project Description
Short term 	T1	Sustainable Transport Infrastructure Improvements Cycle parking provision Signed cycle route link to NCN Route 33 Bus shelter enhancement Project to consider options for the installation of EV charging bays.
	T2	Car Parking Signage Improvements Car park directional signage improvements/corrections Internal car parking signage improvements (refreshed and improved signage of pay-by-phone option) Consideration to provision of car parking Variable Message Signage
	T3	Crowshute Pedestrian Refuge Crossing Improvement
	T4	Boden Street/Mill Lane residents parking provision
	T5	Car Parking Charging Improvements Review of car parking tariff strategy Provision of card/contactless payment options
	T6	Holyrood Street Pedestrian Improvements Holyrood Street/Fore Street junction improvements Holyrood Street pedestrian crossing improvements Changes to the allocation of car parking bays on Holyrood Street to provide disabled bays
	T7	Boden Street Pedestrian Improvements Boden Street crossing provision Boden Street footway provision and one-way arrangement Changes to bus stop provision (subject to which option is progressed for Boden Street)
	T8	Fore Street Pedestrian Improvements Fore Street car parking removal Fore Street crossing improvement
Long term	T9	Lace Mill Link Enhancement of Holyrood Lace Mill pedestrian link between Holyrood Street and Boden Street
	T10	Increase in off-street car parking provision at Essex Close

Appendix A *Site Visit - Overall Issues*

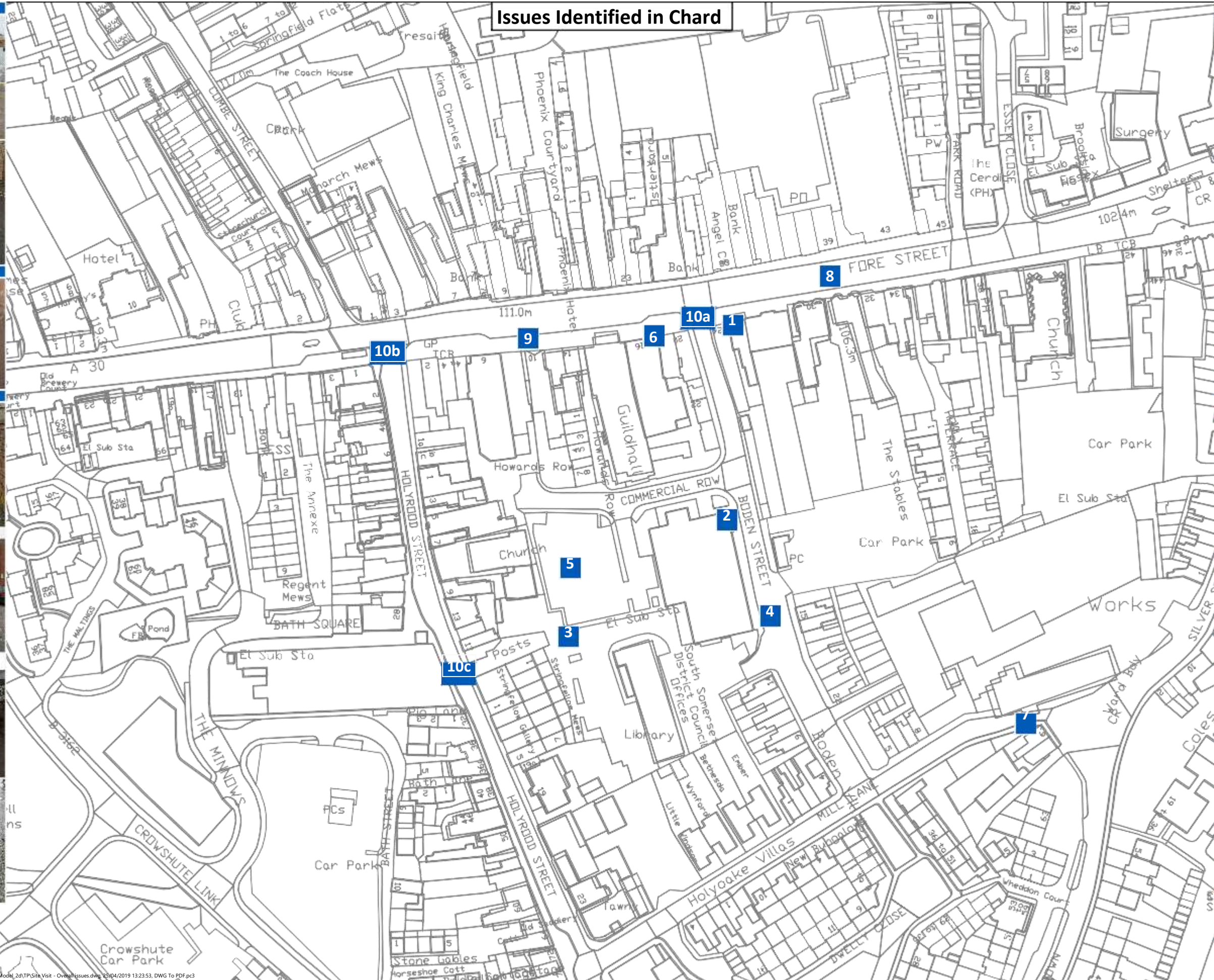


1 Lack of Footway - Roden Street

2 Poor Quality Bus Stops

3 Poor Quality Routes

Issues Identified in Chard



4 Lack of Crossing on Roden Street

5 High Demand for Lift Car Park

6 Poor Pedestrian/Wayfinding Signage

7 Lack of Footway on Mill Lane

8 Lack of Cycle Routes

9 Location for Storage Chamber

10 Issue at Crossings

10a Roden Street Junction with Fore Street

10b Holyrood Street Junction with Fore Street

10c Holyrood Street

Appendix B *Site Visit - Car Parking Issues*

Chard Car Parking Issues

1 Lack of Clear Payment Method Signage

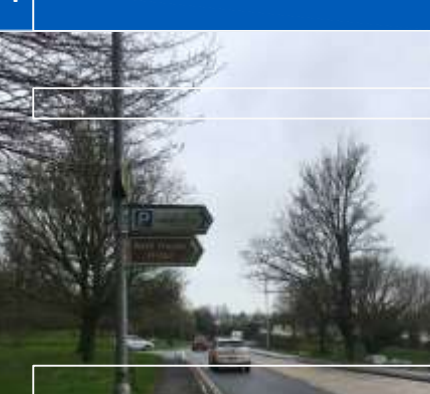


2 Unattractive Car Parks



3 Lack of CCTV

4 Poor Car Park Signage On Approach

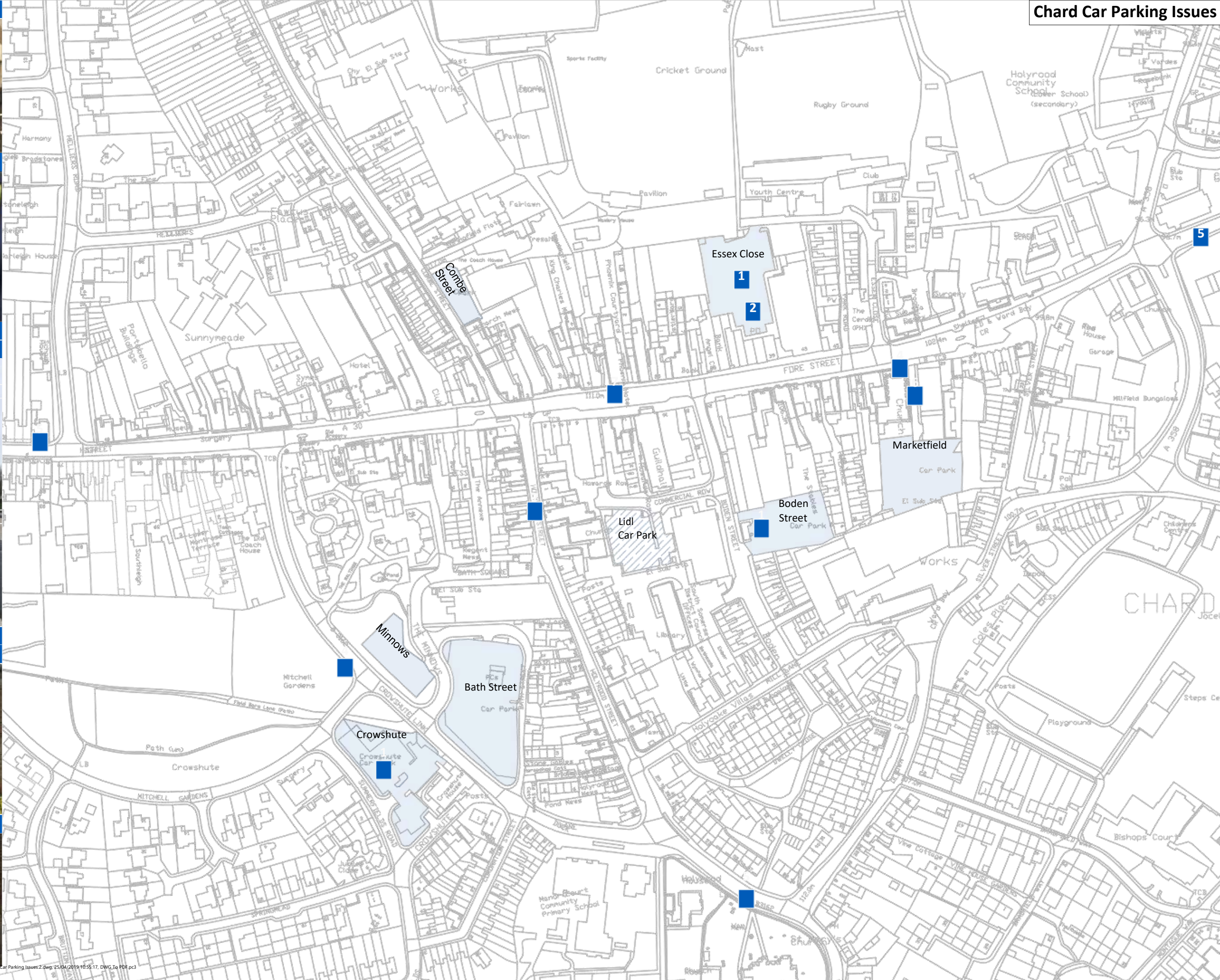


5 No Variable Message Signage (VMS)

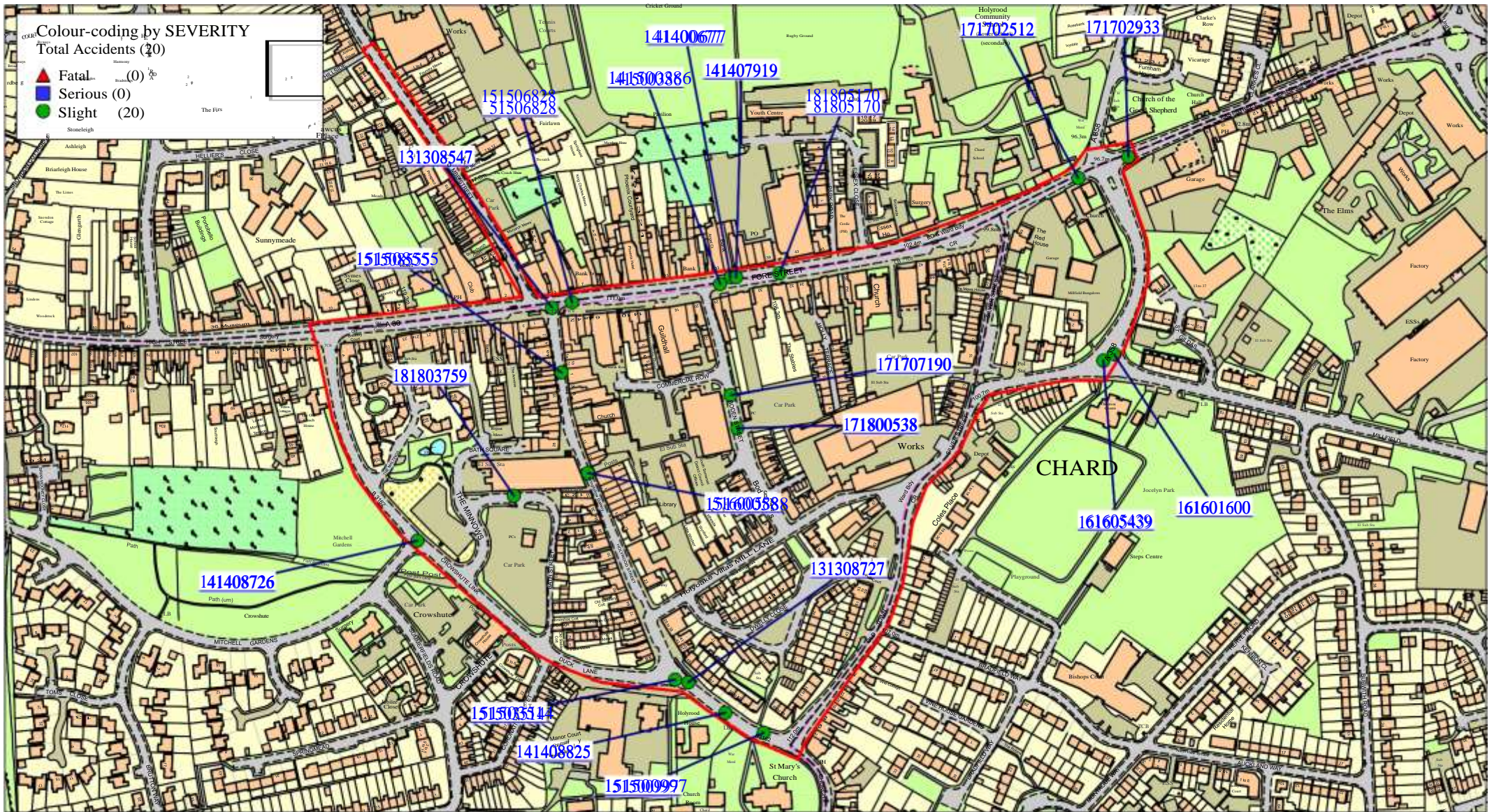
6 Poor Access Route to Marketfield Car Park




7 High Demand for On-Street Parking



Appendix C *Personal Injury Accident Data*



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	<p>Chard Collisions between 01/10/2013 and 30/09/2018</p> <p>CORRECT AT TIME OF PRINT</p>		DATE	18/03/2019
			DRAWING No.	0012/2019
			DRAWN BY	M.P.D
			CHECKED BY	D.H

Collisions between dates 01/10/2013 and 30/09/2018 (60) months
Selection: Notes:
Selected using Manual Selection Chard

Table 1 - Collisions by Month

	2013	2014	2015	2016	2017	2018	Total
January	-	1	1	2	-	-	4
February	-	-	-	-	-	-	0
March	-	-	-	-	1	-	1
April	-	-	1	-	1	1	3
May	-	-	-	-	-	-	0
June	-	-	-	-	1	-	1
July	-	1	-	-	-	1	2
August	-	-	-	-	-	-	0
September	-	1	1	-	1	-	3
October	-	-	-	-	-	-	0
November	1	1	1	-	-	-	3
December	1	1	1	-	-	-	3
TOTAL	2	5	5	2	4	2	20

Table 2 - Casualties by Month

	2013	2014	2015	2016	2017	2018	Total
January	-	2	1	2	-	-	5
February	-	-	-	-	-	-	0
March	-	-	-	-	1	-	1
April	-	-	1	-	1	1	3
May	-	-	-	-	-	-	0
June	-	-	-	-	1	-	1
July	-	1	-	-	-	1	2
August	-	-	-	-	-	-	0
September	-	2	1	-	2	-	5
October	-	-	-	-	-	-	0
November	1	1	1	-	-	-	3
December	1	1	1	-	-	-	3
TOTAL	2	7	5	2	5	2	23

Table 3 - All Collisions by Severity

	2013	2014	2015	2016	2017	2018	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	2	5	5	2	4	2	20
TOTAL	2	5	5	2	4	2	20

Table 4 - Casualties by Severity

	2013	2014	2015	2016	2017	2018	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	2	7	5	2	5	2	23
TOTAL	2	7	5	2	5	2	23

Collisions between dates 01/10/2013 and 30/09/2018 (60) months
Selection: Notes:
Selected using Manual Selection Chard

Table 5 - Pedestrian Collisions by Severity

	2013	2014	2015	2016	2017	2018	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	2	2	3	0	2	2	11
TOTAL	2	2	3	0	2	2	11

Table 6 - Cycle Collisions by Severity

	2013	2014	2015	2016	2017	2018	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	1	0	2	0	0	3
TOTAL	0	1	0	2	0	0	3

Table 7 - Motor Vehicle Only Collisions by Severity

	2013	2014	2015	2016	2017	2018	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	2	2	0	2	0	6
TOTAL	0	2	2	0	2	0	6

Table 8 - OAP Collisions by Severity

	2013	2014	2015	2016	2017	2018	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	1	3	1	1	1	0	7
TOTAL	1	3	1	1	1	0	7

Table 9 - Child Collisions by Severity

	2013	2014	2015	2016	2017	2018	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	1	0	1	0	2
TOTAL	0	0	1	0	1	0	2

Table 10 - P2W Collisions by Severity

	2013	2014	2015	2016	2017	2018	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0

Collisions between dates 01/10/2013 and 30/09/2018 (60) months

Selection: Notes:

Selected using Manual Selection Chard

131308547 16/11/2013 Saturday Time 1630 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight: street lights present
Special Conditions None Road Type Single carriageway
V1 TURNED RIGHT FROM HIGH ST INTO HOLYROOD ST AND COLLIDED WITH A PED
WHO HAD WALKED OUT INTO THE ROAD ACROSS PATH OF V1
Occurred on A30 HIGH ST, AT JCT WITH HOLYROOD ST, CHARD

Vehicle Reference 1 Car Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 32
Vehicle direction W to S
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 1 Age: Male Pedestrian Severity: Slight
Pedestrian Direction: W

131308727 24/12/2013 Tuesday Time 0940 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Wet/Damp Daylight: street lights present
Special Conditions None Road Type Roundabout
V1 TRAV SOUTH ALONG HOLYROOD ST TOWARDS RAB JCT WITH DUCK LANE.
PED WAS WALKING ON PROTECTIVE AREA OF RAB. V1 APPROACHED RAB, STOPPED, LOOKED RIGHT
THEN PULLED AWAY LEAVING RAB ONTO DUCK LANE. V1 COLLIDED WITH PED WHO WAS CROSSING.
Occurred on B3162 DUCK LANE, AT JCT WITH HOLYROOD ST, CHARD

Vehicle Reference 1 Car Turning left
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 17
Vehicle direction N to SE
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 1 Age: 80 Female Pedestrian Severity: Slight
Pedestrian Direction: S

Collisions between dates 01/10/2013 and 30/09/2018 (60) months

Selection: Notes:

Selected using Manual Selection Chard

141400677 22/01/2014 Wednesday Time 0900 Vehicles 3 Casualties 2 Slight
Fine without high winds Road surface Wet/Damp Daylight: street lights present
Special Conditions None Road Type Single carriageway
ALL 3 VEHS TRAVELLING WEST ALONG FORE ST. V1 STOPPED TO ALLOW ANOTHER VEH
COMING IN OPPOSITE DIRECTION TO TURN ACROSS INTO A PARKING SPACE. V2 STOPPED
BUT V3 FAILED TO STOP IN TIME AND COLLIDED WITH V2 WHICH THEN COLLIDED WITH V1.
Occurred on A30 FORE ST, CHARD

Vehicle Reference 1 Car Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 55
Vehicle direction E to W
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 1 Age: 55 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 32
Vehicle direction E to W
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 2 Age: 32 Male Driver/rider Severity: Slight

Vehicle Reference 3 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 34
Vehicle direction E to W
FRV Not foreign registered vehicle Journey 6

141407919 17/07/2014 Thursday Time 0936 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight: street lights present
Special Conditions None Road Type Single carriageway
V1 WAS IN A QUEUE OF STATIONARY TRAFFIC. D1 SAW ANOTHER VEHICLE TO NEARSIDE
SIGNALLING TO PULL OUT INTO QUEUE. V1 REVERSED SLIGHTLY AND MADE CONTACT
WITH A PED WHO WAS CROSSING THE ROAD BEHIND IT
Occurred on A30 FORE ST, CHARD

Vehicle Reference 1 Car Reversing
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 65
Vehicle direction E to W
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 1 Age: 82 Male Pedestrian Severity: Slight
Pedestrian Direction: S

Collisions between dates 01/10/2013 and 30/09/2018 (60) months

Selection: Notes:

Selected using Manual Selection Chard

141408726 10/09/2014 Wednesday Time 1313 Vehicles 3 Casualties 2 Slight
Fine without high winds Road surface Dry Daylight: street lights present
Special Conditions None Road Type Single carriageway
V2 TRAV SOUTH EAST ALONG CROWSHUTE LINK, V3 TRAV IN OPPOSITE DIRECTION.
V1 TURNED RIGHT FROM MITCHELL GARDENS ONTO CROWSHUTE LINK
AS V2 WAS PASSING THE JCT AND COLLISION OCCURRED.
Occurred on B3162 CROWSHUTE LINK, AT JCT WITH MITCHELL GARDENS, CHARD

Vehicle Reference	1	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	61
Vehicle direction	SW to SE		
FRV	Not foreign registered vehicle	Journey	6
Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver	34
Vehicle direction	NW to SE		
FRV	Not foreign registered vehicle	Journey	6
Casualty Reference:	1	Age: 34	Male Driver/rider Severity: Slight
Vehicle Reference	3	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	77
Vehicle direction	SE to NW		
FRV	Not foreign registered vehicle	Journey	6
Casualty Reference:	2	Age: 77	Female Driver/rider Severity: Slight

Collisions between dates 01/10/2013 and 30/09/2018 (60) months

Selection: Notes:

Selected using Manual Selection Chard

141500386 21/11/2014 Friday Time 2130 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Darkness: street lights present and lit
Special Conditions None Road Type Single carriageway
V1 TRAVELLING ALONG FORE ST, PASSING JCT WITH BODEN ST. V2 APPEARED
FROM JUNCTION IN FRONT OF V1. V1 TRIED TO AVOID V2 BUT COLLISION OCCURRED
Occurred on FORE ST, CHARD

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	28
Vehicle direction	W to E		
FRV	Not foreign registered vehicle	Journey	6
Vehicle Reference	2	Pedal cycle	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	47
Vehicle direction	S to E		
FRV	Not foreign registered vehicle	Journey	6
Casualty Reference:	1	Age: 47	Female Driver/rider Severity: Slight

141408825 09/12/2014 Tuesday Time 1810 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Darkness: street lights present and lit
Special Conditions None Road Type Single carriageway
PED HAD JUST GOT OFF A BUS AND WAS STANDING IN THE ROAD WAITING TO CROSS.
V1 REVERSED AND HIT THE PED'S WALKER CAUSING THE PED TO FALL OVER.
DRIVER SPOKE TO PED WHO DECLINED ASSISTANCE AND V1 LEFT THE SCENE
Occurred on NEAR ST MARYS CHURCH, B3162 HOLYROOD ST, CHARD.

Vehicle Reference	1	Car	Reversing
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	
Vehicle direction	NW to SE		
FRV	Not foreign registered vehicle	Journey	6
Casualty Reference:	1	Age: 78	Female Pedestrian Severity: Slight
Pedestrian Direction:	0		

Collisions between dates 01/10/2013 and 30/09/2018 (60) months

Selection: Notes:

Selected using Manual Selection Chard

151500997 10/01/2015 Saturday Time 1905 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Darkness: street lights present and lit
Special Conditions None Road Type Single carriageway
V1 ENTERED HOLYROOD STREET, FROM OLD TOWN, AND TRAVELLED A SHORT DISTANCE
BEFORE DRIVER LOST CONTROL. V1 MOUNTED NEARSIDE KERB, HIT A WALL,
OVERTURNED AND CAME TO REST ON ITS ROOF IN THE CARRIAGEWAY
Occurred on B3162 HOLYROOD ST, CHARD

Vehicle Reference	1	Car		Going ahead
Not in restricted lane			Overtaken	
First point of impact	Front		Age of Driver	18
Vehicle direction	SE to NW			
FRV	Not foreign registered vehicle		Journey	6
Casualty Reference:	1	Age: 18	Male	Driver/rider
				Severity: Slight

151503514 21/04/2015 Tuesday Time 1228 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight: street lights present
Special Conditions None Road Type Roundabout
V1 WAS TRAVELLING ALONG HOLYROOD ST TOWARDS THE MINI RAB WHERE IT MEETS DUCK LANE.
V1 ENTERED THE MINI RAB AND COLLIDED WITH V2 WHICH EMERGED FROM THE LEFT OF V1.
Occurred on B3162 DUCK LANE, AT JCT WITH HOLYROOD ST, CHARD

Vehicle Reference	1	Car		Turning right
Not in restricted lane			No skidding, jack-knifing or overturning	
First point of impact	Front		Age of Driver	55
Vehicle direction	N to W			
FRV	Not foreign registered vehicle		Journey	6
Vehicle Reference	2	Motorcycle over 125cc and up to 500cc		Turning right
Not in restricted lane			No skidding, jack-knifing or overturning	
First point of impact	Front		Age of Driver	71
Vehicle direction	E to N			
FRV	Not foreign registered vehicle		Journey	6
Casualty Reference:	1	Age: 71	Male	Driver/rider
				Severity: Slight

Collisions between dates 01/10/2013 and 30/09/2018 (60) months

Selection: Notes:

Selected using Manual Selection Chard

151506828 28/09/2015 Monday Time 2000 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Darkness: street lights present and lit
Special Conditions None Road Type Unknown
PED WAS USING THE PED CROSSING BY BOOTS, PRESSED THE BUTTON AND WAITED FOR LIGHTS
TO GO GREEN. PED CROSSING TO THE OTHER SIDE AND WAS ABOUT TO REACH THE PAVEMENT
WHEN V1 COLLIDED WITH PED AND FAILED TO STOP.
Occurred on OUTSIDE BOOTS PED CROSSING, FORE ST, CHARD

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver
Vehicle direction E to W
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 1 Age: 27 Female Pedestrian Severity: Slight
Pedestrian Direction: S

151508555 13/11/2015 Friday Time 0830 Vehicles 1 Casualties 1 Slight
Raining without high winds Road surface Wet/Damp Daylight: street lights present
Special Conditions None Road Type Unknown
V1 WAS TRAVELLING ALONG HOLYROOD ST, TOWARDS THE JCT WITH A30.
PED RAN ACROSS THE ROAD INTO THE PATH OF V1.
Occurred on HOLYROOD STREET, CHARD

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 24
Vehicle direction S to N
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 1 Age: 10 Male Pedestrian Severity: Slight
9 School pupil to or from school

151600588 09/12/2015 Wednesday Time 0905 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight: street lights present
Special Conditions None Road Type Single carriageway
V1 MOUNTED PAVEMENT TO AVOID A PARKED VEH AND STRUCK PED IN LEG
WHICH CAUSED PED TO FALL ALONG WITH OTHER PEDS.
Occurred on HOLYROOD ST, OUTSIDE NEW LOOK STORES, CHARD

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver
Vehicle direction NW to SE
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 1 Age: 26 Female Pedestrian Severity: Slight
Pedestrian Direction: S

Collisions between dates 01/10/2013 and 30/09/2018 (60) months

Selection: Notes:

Selected using Manual Selection Chard

161605439 07/01/2016 Thursday Time 0650 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight: street lights present
Special Conditions None Road Type Roundabout
V2 TRAVELLING ON MILLFIELD TURNING RIGHT AROUND THE RAB.
V1 TRAVELLING ALONG THE A358 GOING TO GO STRAIGHT ACROSS AND THEY COLLIDED.
Occurred on A358, MILLFIELD RAB, CHARD.

Vehicle Reference	1	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	43
Vehicle direction	S to E		
FRV	Not foreign registered vehicle	Journey	6
Vehicle Reference	2	Pedal cycle	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	51
Vehicle direction	N to S		
FRV	Not foreign registered vehicle	Journey	6
Casualty Reference:	1	Age: 51	Male Driver/rider Severity: Slight

161601600 19/01/2016 Tuesday Time 1605 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight: street lights present
Special Conditions None Road Type Roundabout
V2 WAS TRAVELLING TOWARDS MILLFIELD INDUSTRIAL ESTATE AND MADE TO CROSS
A MINI RAB. V1 HAS APPROACHED THE RAB FROM FURNHAM ROAD.
DRIVER FAILED TO GIVE WAY AT THE RAB AND FAILED TO STOP.
Occurred on A358 SILVER ST, AT JCT WITH MILLFIELD, CHARD

Vehicle Reference	1	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	66
Vehicle direction	N to E		
FRV	Not foreign registered vehicle	Journey	6
Vehicle Reference	2	Pedal cycle	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	61
Vehicle direction	W to E		
FRV	Not foreign registered vehicle	Journey	6
Casualty Reference:	1	Age: 61	Male Driver/rider Severity: Slight

Collisions between dates 01/10/2013 and 30/09/2018 (60) months

Selection: Notes:

Selected using Manual Selection Chard

171702512 24/03/2017 Friday Time 1525 Vehicles 1 Casualties 1 Slight
Fine with high winds Road surface Dry Daylight: street lights present
Special Conditions None Road Type Single carriageway
V1 TRAVELLING SOUTH WEST THROUGH TRAFFIC LIGHT CONTROLLED CROSSROADS.
PED RAN SOUTH EAST ACROSS ROAD BETWEEN TWO VEHICLES WAITING AT TRAFFIC LIGHTS
WAITING TO TRAVEL NORTH EAST. V1 COLLIDED WITH PED.
Occurred on A30 FORE ST, AT JCT WITH A358 FURNHAM ROAD, CHARD.

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 29
Vehicle direction NE to SW
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 1 Age: 11 Male Pedestrian Severity: Slight
Pedestrian Direction: SE School pupil to or from school

171702933 04/04/2017 Tuesday Time 1335 Vehicles 3 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight: street lights present
Special Conditions None Road Type Single carriageway
V1 & V2 TRAVELLING SOUTH WEST, V3 (POLICE VEHICLE) TRAVELLING OPPOSITE DIRECTION.
V3 WAS EN ROUTE TO RTC, LIGHTS AND SIRENS ACTIVATED. V1 WAS WAITING FOR V3 TO PASS
AND WAS SHUNTED FROM BEHIND BY V2. THIS WAS RECORDED AS A VICINITY POLAC.
Occurred on A30 EAST ST, AT JCT WITH A358 FURNHAM ROAD, CHARD

Vehicle Reference 1 Car Slowing or Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 37
Vehicle direction NE to SW
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 1 Age: 37 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 21
Vehicle direction NE to SW
FRV Not foreign registered vehicle Journey 6
Vehicle Reference 3 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 21
Vehicle direction SW to NE
FRV Not foreign registered vehicle Journey 6

Collisions between dates 01/10/2013 and 30/09/2018 (60) months

Selection: Notes:

Selected using Manual Selection Chard

171800538 04/06/2017 Sunday Time 1047 Vehicles 1 Casualties 1 Slight
Unknown Road surface Dry Daylight: street lights present
Special Conditions None Road Type Single carriageway
V1 TRAVELLING SOUTH EAST (REVERSING) PED WALKING ACROSS THE ROAD,
V1 REVERSED AT SLOW SPEED AND COLLIDED WITH PED.
Occurred on BODEN ST, CHARD

Vehicle Reference 1 Car Reversing
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 31
Vehicle direction NW to SE
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 1 Age: 67 Male Pedestrian Severity: Slight
9

171707190 09/09/2017 Saturday Time 0240 Vehicles 1 Casualties 2 Slight
Fine without high winds Road surface Dry Darkness: street lights present and lit
Special Conditions None Road Type Single carriageway
V1, TRAVELLING SOUTH EAST, LOST CONTROL AND COLLIDED WITH A BUILDING.
Occurred on BODEN ST, CHARD

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 26
Vehicle direction NW to SE
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 1 Age: 26 Male Driver/rider Severity: Slight
Casualty Reference: 2 Age: 29 Male Passenger Severity: Slight

Collisions between dates 01/10/2013 and 30/09/2018 (60) months

Selection: Notes:

Selected using Manual Selection Chard

181803759 10/04/2018 Tuesday Time 1210 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Wet/Damp Daylight: street lights present
Special Conditions None Road Type Single carriageway
V1 TRAVELLING NORTH, V2 (TAXI) PARKED ON MAIN ROAD.
V1 EXITED CAR PARK TURNING LEFT AND COLLIDED WITH V2.
Occurred on BATH ST, AT JCT WITH SAINSBURY'S CAR PARK, CHARD.

Vehicle Reference 1 Car Turning left
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 78
Vehicle direction S to W
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 1 Age: 55 Male Pedestrian Severity: Slight
Pedestrian Direction: 0

Vehicle Reference 2 Taxi Parked
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 54
Vehicle direction Park to Parked
FRV Not foreign registered vehicle Journey Journey as part of work

181805170 20/07/2018 Friday Time 1200 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight: street lights present
Special Conditions None Road Type Single carriageway
V1 TRAVELLING WEST. PED WAS CROSSING AT ALLOCATED PED CROSSING.
V2 HIT PED AND FAILED TO STOP.
Occurred on A30 FORE ST, CHARD.

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver
Vehicle direction E to W
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 1 Age: 24 Female Pedestrian Severity: Slight
9

Collisions between dates 01/10/2013 and 30/09/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Chard

Collisions involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding	0	0	16	16
2-wheeled motor vehicles	0	0	1	1
Pedal cycles	0	0	3	3
Horses and other	0	0	0	0
Total	0	0	20	20

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	7	7
Passenger	0	0	1	1
Motorcycle rider	0	0	1	1
Cyclist	0	0	3	3
Pedestrian	0	0	11	11
Other	0	0	0	0
Total	0	0	23	23

Collisions between dates 01/10/2013 and 30/09/2018 (60) months
 Selection: Notes:
 Selected using Manual Selection Chard
 Young Drivers 17 to 24
 Older Drivers >= 60

DEFAULT VEHICLE GROUPS

Collisions involving:	Fatal	Serious	Slight	Total	Casualties:	Fatal	Serious	Slight	Total
Motor Vehicles Only	0	0	16	16	Vehicle Driver	0	0	7	7
2-wheeled motor vehicles	0	0	1	1	Vehicle Passenger	0	0	1	1
Pedal Cycles	0	0	3	3	Motorcycle rider	0	0	1	1
Horses and Other	0	0	0	0	Cyclist	0	0	3	3
					Pedestrians	0	0	11	11
Total Collisions	0	0	20	20	Other	0	0	0	0
					Total	0	0	23	23

BVPI CATEGORIES

* Figures include Passengers/Pillions where applicable

Casualties:	Fatal	Serious	Slight	Total
Pedestrians	0	0	11	11
Pedal cyclists	0	0	3	3
Motorcyclists	0	0	1	1
Car users	0	0	8	8
Other vehicle use	0	0	0	0
Total	0	0	23	23

YOUNG DRIVERS

Collisions involving:	Fatal	Serious	Slight	Total	Casualties:	Fatal	Serious	Slight	Total
Car drivers	0	0	4	4	Car drivers	0	0	1	1
Cycle riders	0	0	0	0	Cycle riders	0	0	0	0
Motorcycle riders	0	0	0	0	Motorcycle riders	0	0	0	0
Other motor vehs	0	0	0	0	Other motor vehs	0	0	0	0
					Passengers of YD	0	0	0	0
					Pedestrians by YD	0	0	2	2
					Total	0	0	3	3

Collisions between dates 01/10/2013 and 30/09/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Chard

Young Drivers 17 to 24

Older Drivers >= 60

CHILD CASUALTIES

Collisions involving:	Fatal	Serious	Slight	Total	Casualties:	Fatal	Serious	Slight	Total
Car drivers	0	0	2	2	Car drivers	0	0	0	0
Cycle riders	0	0	0	0	Cycle riders	0	0	0	0
Motorcycle riders	0	0	0	0	Motorcycle riders	0	0	0	0
Other motor vehs	0	0	0	0	Other motor vehs	0	0	0	0
					Passengers	0	0	0	0
					Pedestrians	0	0	2	2
					Total	0	0	2	2

OLDER DRIVERS

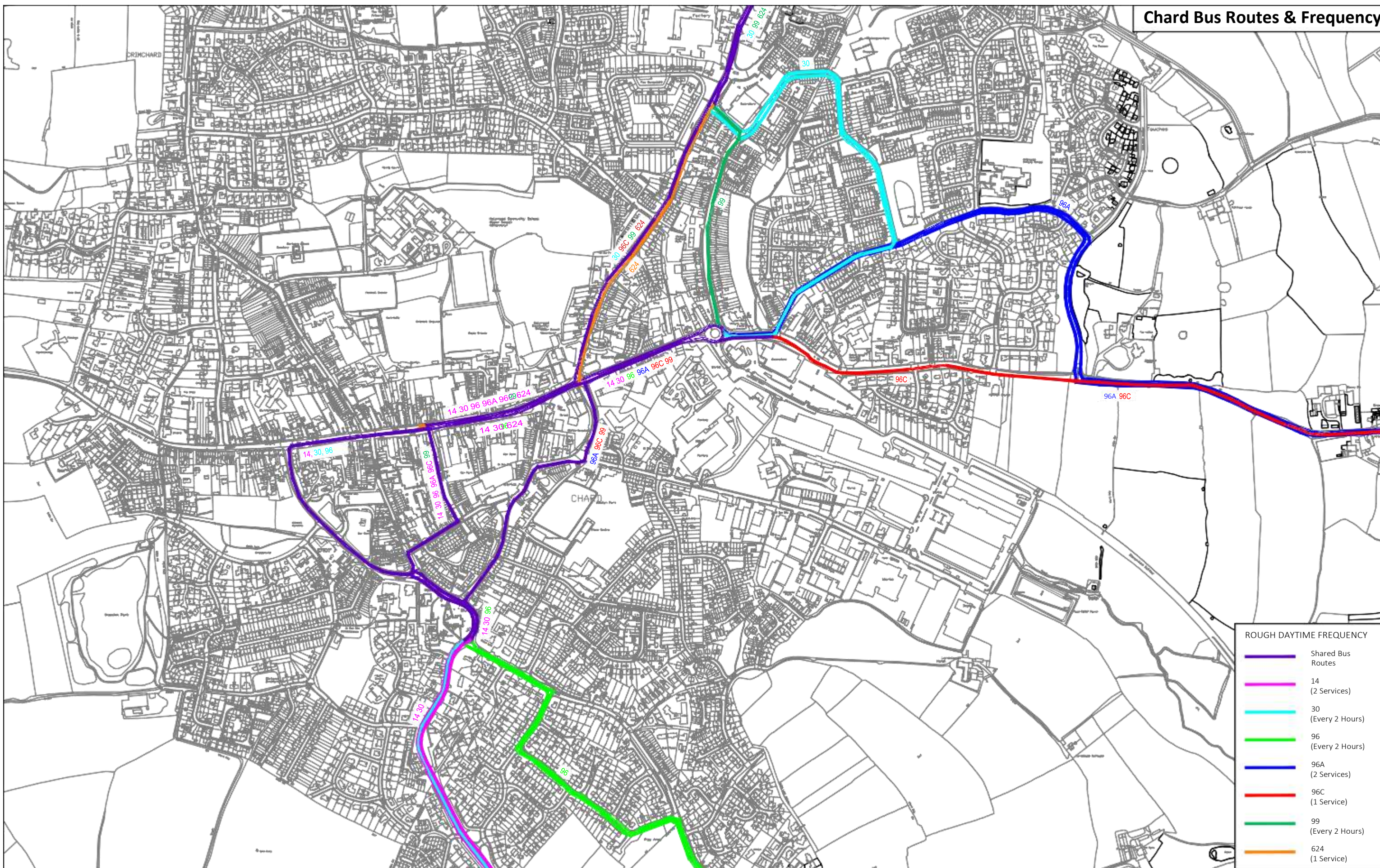
Collisions involving:	Fatal	Serious	Slight	Total	Casualties:	Fatal	Serious	Slight	Total
Car drivers	0	0	4	4	Car drivers	0	0	1	1
Cycle riders	0	0	1	1	Cycle riders	0	0	1	1
Motorcycle riders	0	0	1	1	Motorcycle riders	0	0	1	1
Other motor vehs	0	0	0	0	Other motor vehs	0	0	0	0
					Passengers of OD	0	0	0	0
					Pedestrians by OD	0	0	2	2
					Total	0	0	5	5

URBAN/RURAL

Collisions:	Fatal	Serious	Slight	Total	Casualties:	Fatal	Serious	Slight	Total
Urban (Spd lim <41)	0	0	20	20	Urban (Spd lim	0	0	23	23
Rural (Spd lim >40)	0	0	0	0	Rural (Spd lim >4	0	0	0	0
					Total	0	0	23	23

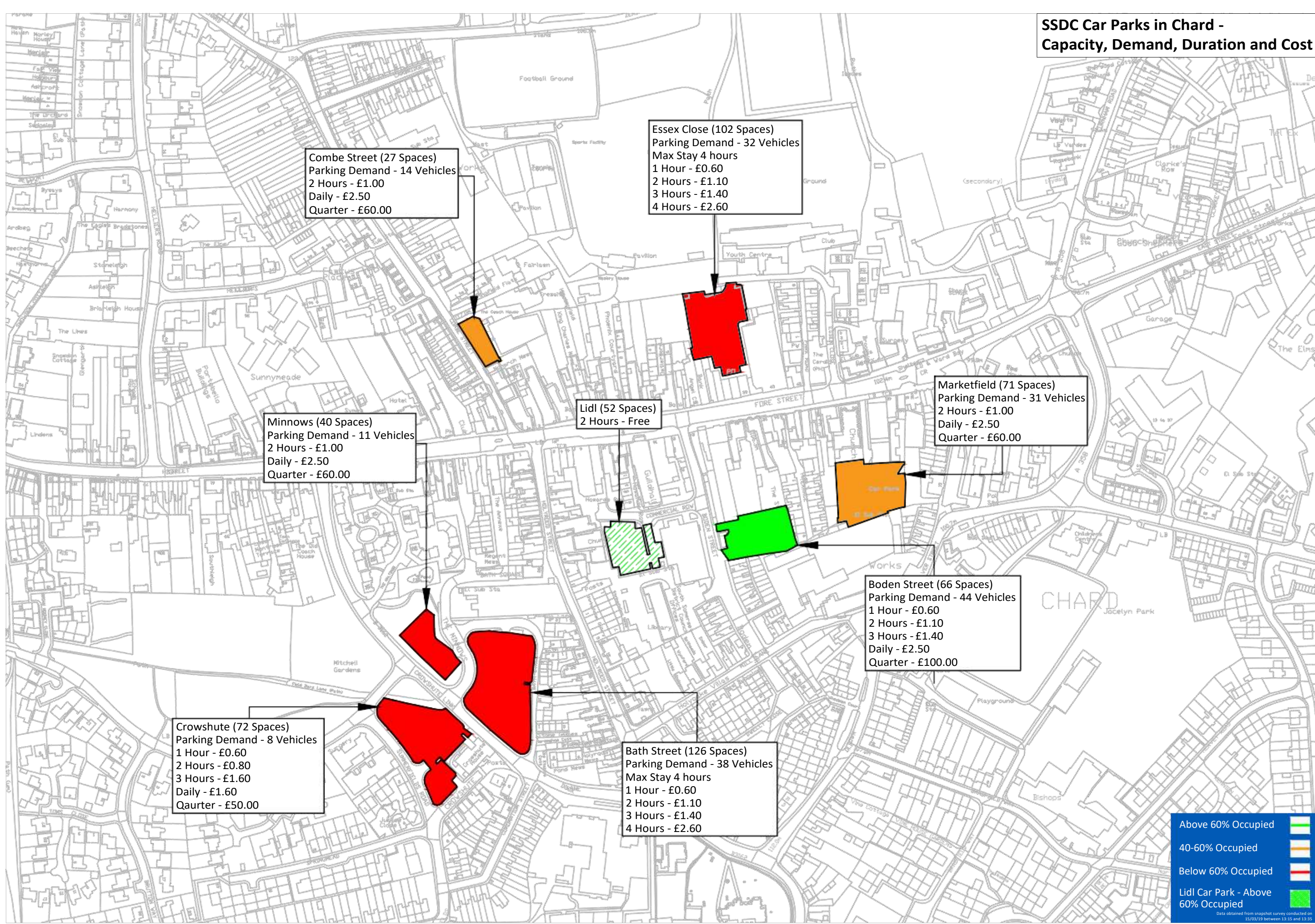
Appendix D *Chard Bus Route Plan*

Chard Bus Routes & Frequency

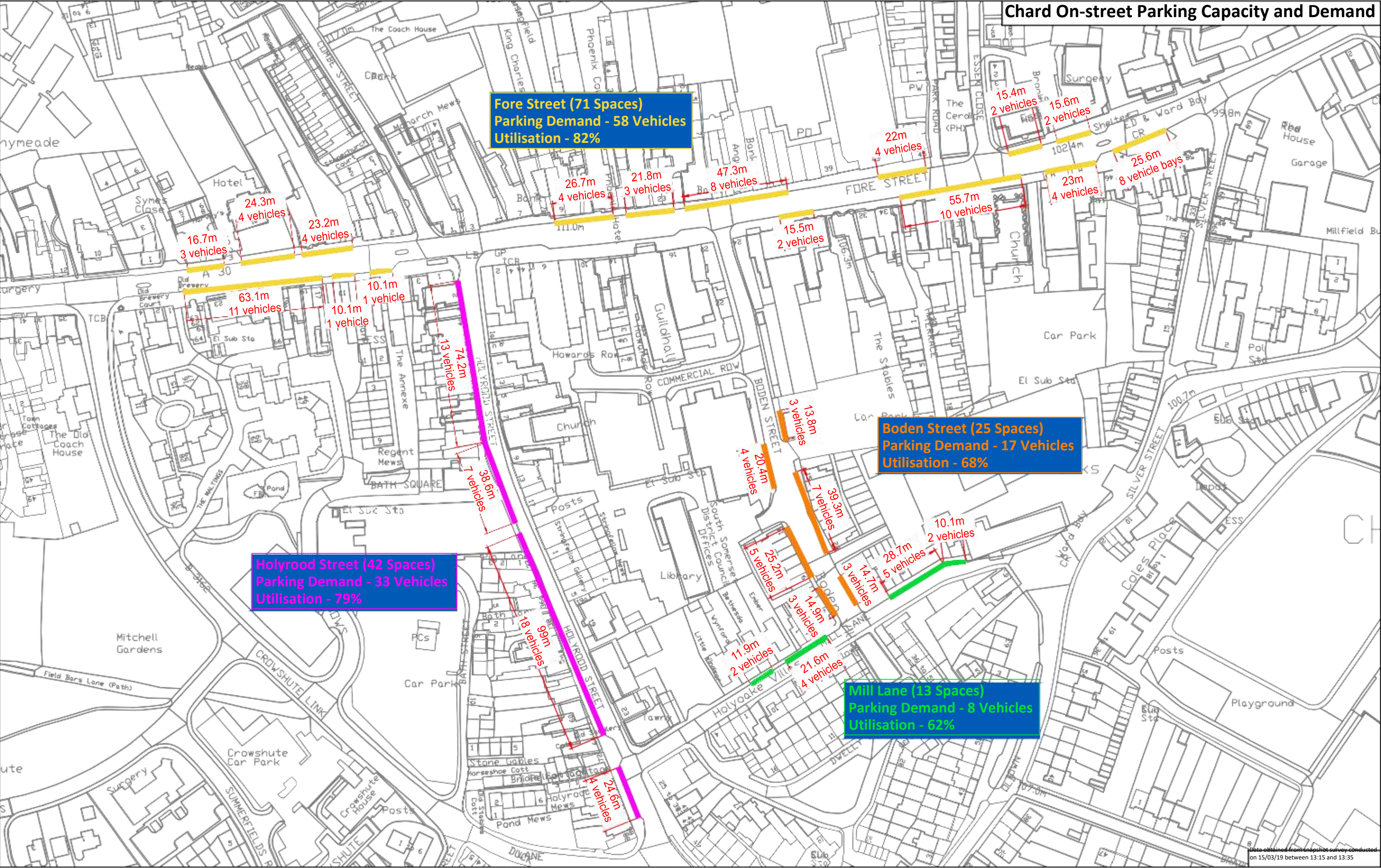


Appendix E *Car Parking Snapshot Survey Results*

**SSDC Car Parks in Chard -
Capacity, Demand, Duration and Cost**



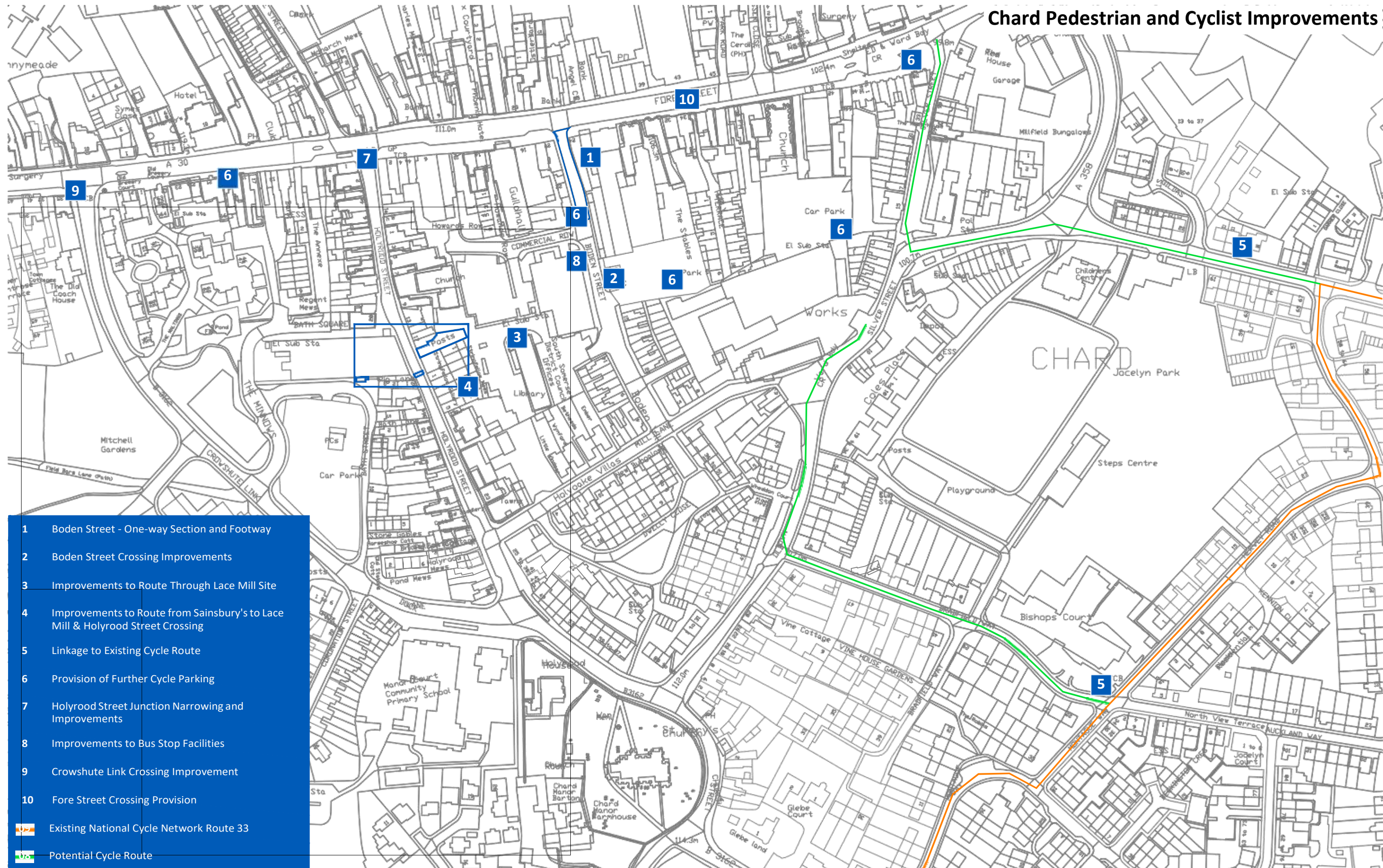
Chard On-street Parking Capacity and Demand



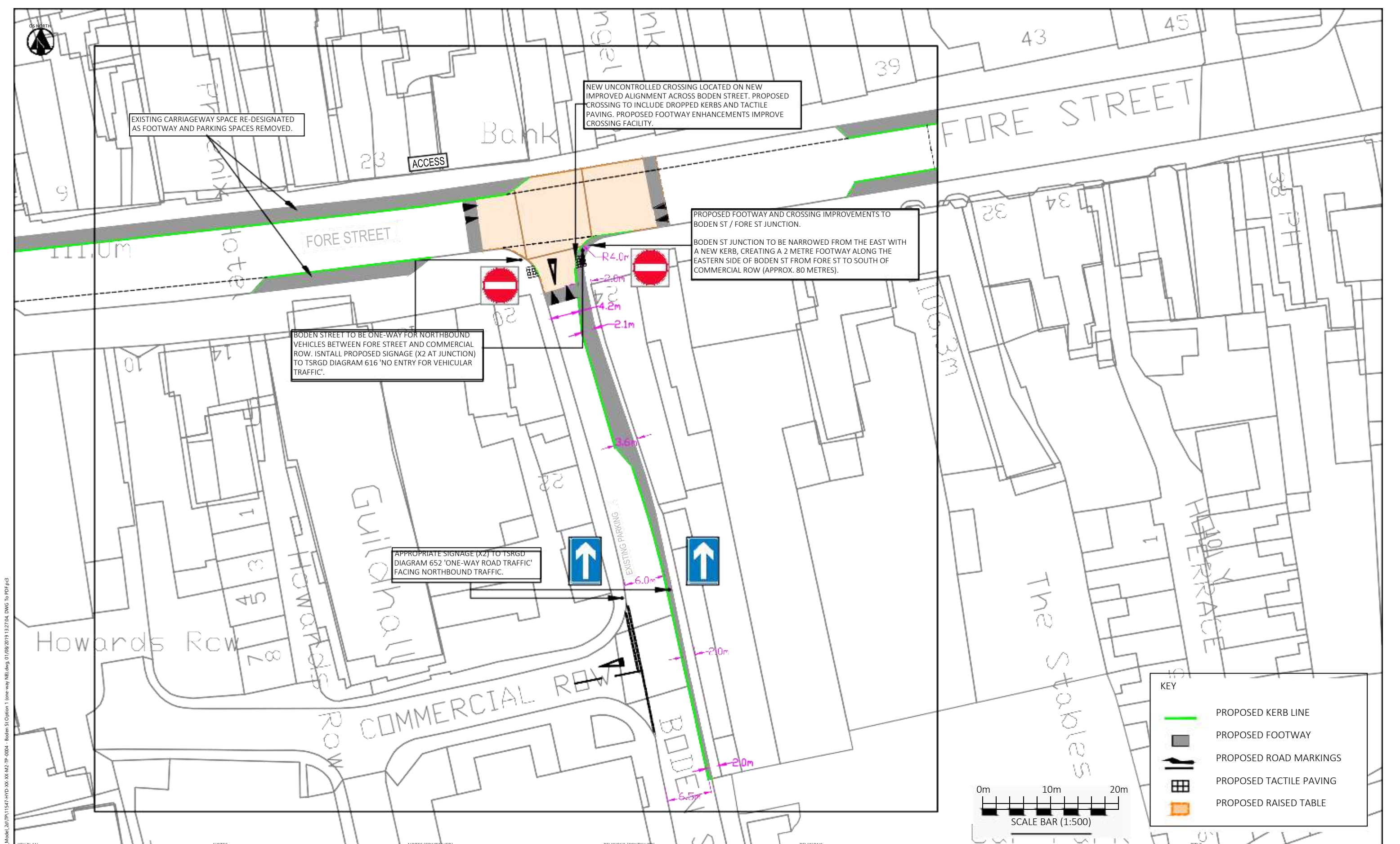
Data obtained from snapshot survey conducted on 15/03/19 between 13:15 and 13:35

Appendix F *Pedestrian and Cyclist Improvement Opportunities*

Chard Pedestrian and Cyclist Improvements



Appendix G *Chard Public Realm Improvements and Proposed One-way Traffic Arrangement (Northbound Only) - Boden Street/Fore Street Junction*



P:\11000-11999\C11547 - SSDC, Chard Public Realm\01 - WIP\M2 - Model 20\11547-HYD-XX-XX-DR-TP-0104 - Boden St Option 1 (one-way NB).dwg, 01/08/2019 13:27:04, DWG To PDF.p3

KEY

PROPOSED KERB LINE

PROPOSED FOOTWAY

PROPOSED ROAD MARKINGS

PROPOSED TACTILE PAVING

PROPOSED RAISED TABLE



Hydrock
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CHARD PUBLIC REALM IMPROVEMENTS AND PROPOSED ONE-WAY TRAFFIC ARRANGEMENT (NORTHBOUND ONLY)	
BODEN ST / FORE ST JUNCTION	
HYDROCK PROJECT NO.	SCALE @ A1
C- 11547	1:500
FOR STAGE APPROVAL	
DRAWING NO.	STATUS
11547-HYD-XX-XX-DR-TP-0104	P01

PO1	01/08/19	First Issue.	GP	EK	EK
Rev	Date	Description	By	Chd	App



KEY PLAN <p>Max Legal Length with articulated vehicle (20m) Overall Length 18.5m Overall Width 3.2m Overall Road Height 3.2m Min Bay Ground Clearance 2.5m Max Track Width 2.5m Back to back time 60s Back to back Turning Radius 9.5m</p>		NOTES		NOTES (CONTINUED)		REVISIONS (CONTINUED)		REVISIONS <table border="1"><thead><tr><th>Rev</th><th>Date</th><th>Description</th><th>By</th><th>Ckd</th><th>App</th></tr></thead><tbody><tr><td>P01</td><td>01/08/19</td><td>First Issue.</td><td>GP</td><td>EK</td><td>EK</td></tr></tbody></table>		Rev	Date	Description	By	Ckd	App	P01	01/08/19	First Issue.	GP	EK	EK	Hydrock CLIENT: SSDC PROJECT: CHARD PUBLIC REALM		Merchants' House North WAPPING ROAD BRISTOL BS1 4RW T: (0117) 9459 225 E: bristol@hydrock.com		TITLE SWEEP PATH ANALYSIS - BODEN STREET							
Rev	Date	Description	By	Ckd	App																												
P01	01/08/19	First Issue.	GP	EK	EK																												
<table border="1"><thead><tr><th colspan="2">HYDROCK PROJECT NO.</th><th colspan="2">SCALE @ A1</th></tr></thead><tbody><tr><td colspan="2">C- 11547</td><td colspan="2">1:500</td></tr><tr><td colspan="2">STATUS DESCRIPTION</td><td colspan="2">STATUS</td></tr><tr><td colspan="2">FOR STAGE APPROVAL</td><td colspan="2">S4</td></tr><tr><td colspan="2">DRAWING NO.</td><td colspan="2">REVISION</td></tr><tr><td colspan="2">11547-HYD-XX-XX-DR-TP-0203</td><td colspan="2">P01</td></tr></tbody></table>										HYDROCK PROJECT NO.		SCALE @ A1		C- 11547		1:500		STATUS DESCRIPTION		STATUS		FOR STAGE APPROVAL		S4		DRAWING NO.		REVISION		11547-HYD-XX-XX-DR-TP-0203		P01	
HYDROCK PROJECT NO.		SCALE @ A1																															
C- 11547		1:500																															
STATUS DESCRIPTION		STATUS																															
FOR STAGE APPROVAL		S4																															
DRAWING NO.		REVISION																															
11547-HYD-XX-XX-DR-TP-0203		P01																															

P:\1000-11547-SSDC Chard Public Realm\01_WPM\02_Model\2d\TP11547-HYD-XX-XX-M2-TP-0011 - Boden St Option 1 (one-way NB)dwg, 02/08/2019 09:34:37.
DWG To PDF.plt

Appendix H *Chard Public Realm Improvements and Proposed One-way Traffic Arrangement (Southbound Only) – Boden Street/Fore Street Junction*



KEY PLAN

7.5t Box Van
Overall Length 8.010m
Overall Width 2.400m
Overall Body Height 2.350m
Min Body Ground Clearance 0.060m
Track Width 2.400m
Lock to Lock Time 7.400m
Kerb to Kerb Turning Radius 7.400m

NOTES

NOTES (CONTINUED)

REVISIONS (CONTINUED)

REVISIONS

Rev	Date	Description	By	Ckd	App
P01	01/08/19	First Issue.	GP	EK	EK

Hydrock

MERCHANTS' HOUSE NORTH
WAPPING ROAD
BRISTOL
BS1 4RW
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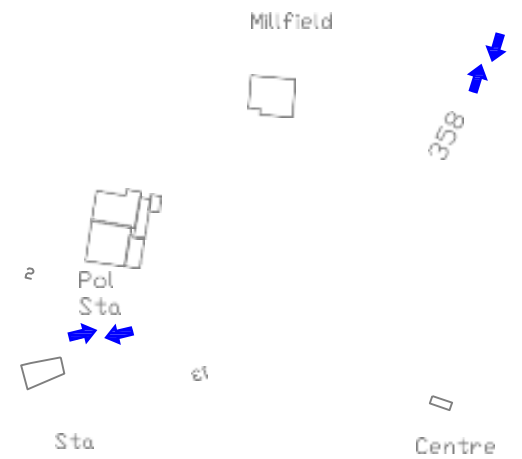
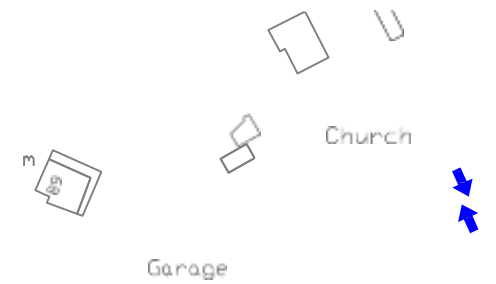
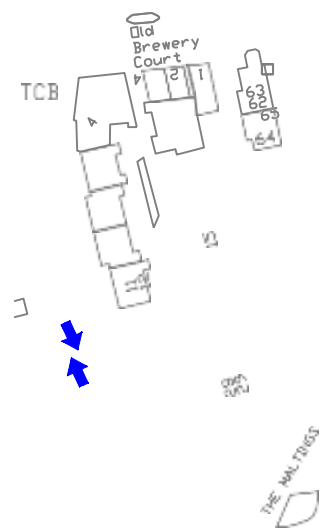
CLIENT
SSDC

PROJECT
CHARD PUBLIC
REALM

TITLE
SWEPT PATH ANALYSIS -
BODEN STREET

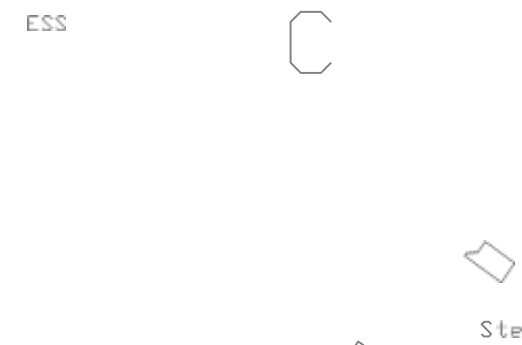
HYDROCK PROJECT NO. C- 11547	SCALE @ A3 1:500
STATUS DESCRIPTION FOR STAGE APPROVAL	STATUS S4
DRAWING NO. 11547-HYD-XX-XX-DR-TP-0204	REVISION P01

Appendix I *Boden Street Option 2 Traffic Circulation Plan*

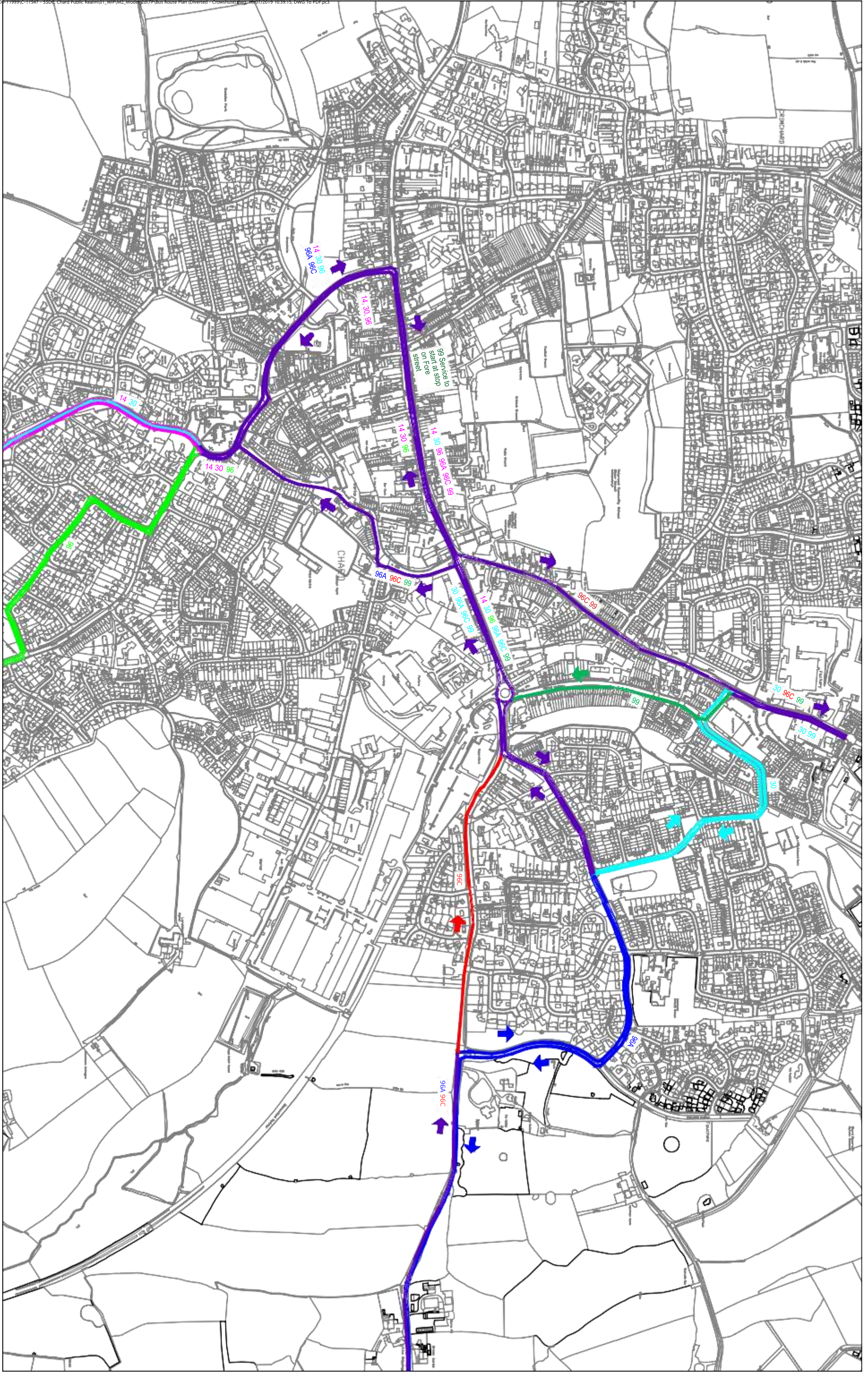


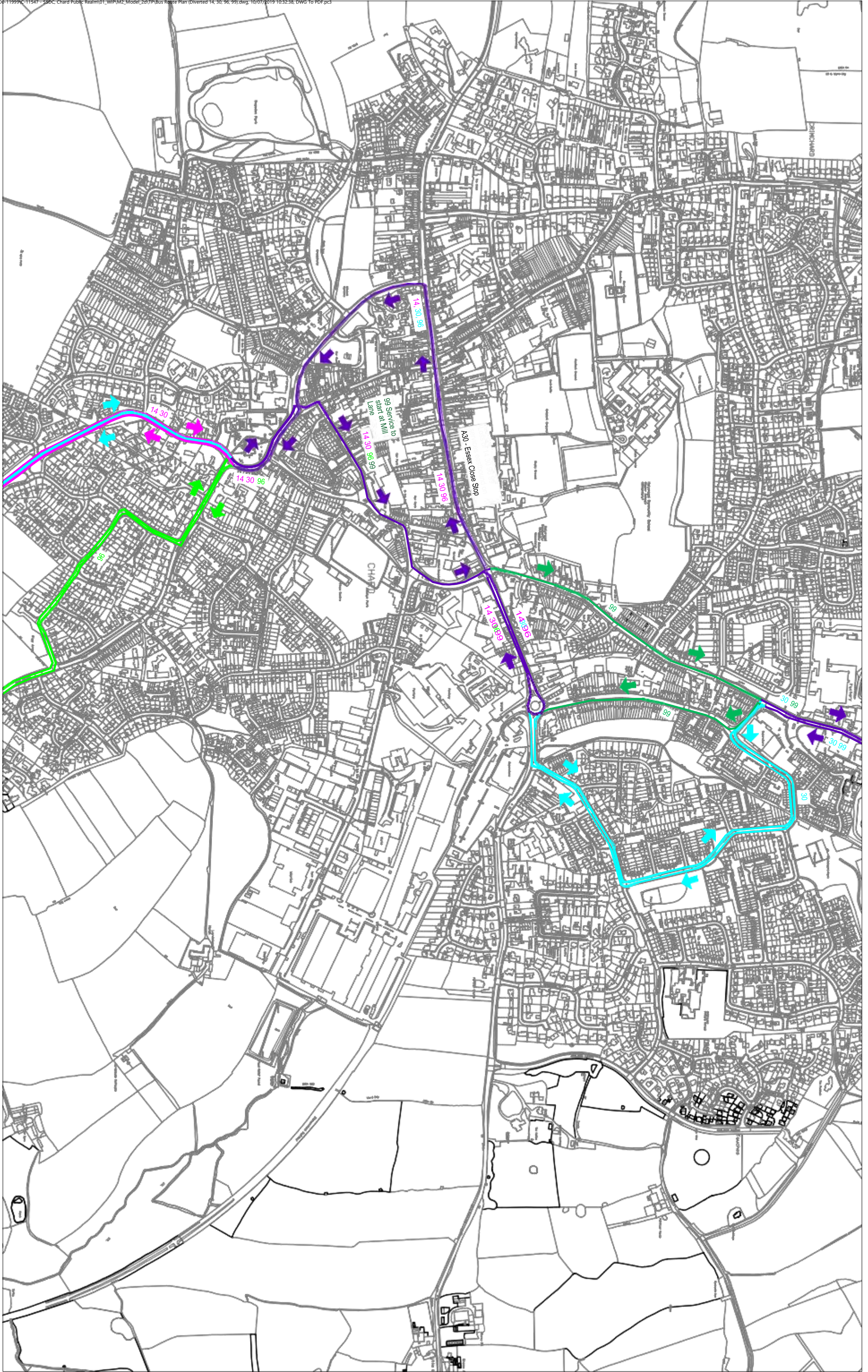
SILVER

COLES PI



Appendix J *Changes to Bus Route Circulation Resulting from Boden Street Option 2*





Appendix K *Chard Public Realm Improvements – Improvements to Holyrood Street/Fore Street Junction and Combe Street/Fore Street Junction, Incorporating a Raised Table*



REVISIONS

TITLE
SWEPT PATH ANALYSIS -
HOLYROOD STREET

C-11547

1:250

STATUS

FOR STAGE APPROVAL

S4

DRAWING NO.

REVISION

11547-HYD-XX-XX-DR-TP-0201

P01

P01 01/08/19 First Issue.

GP EK EK

GP EK EK

GP EK EK

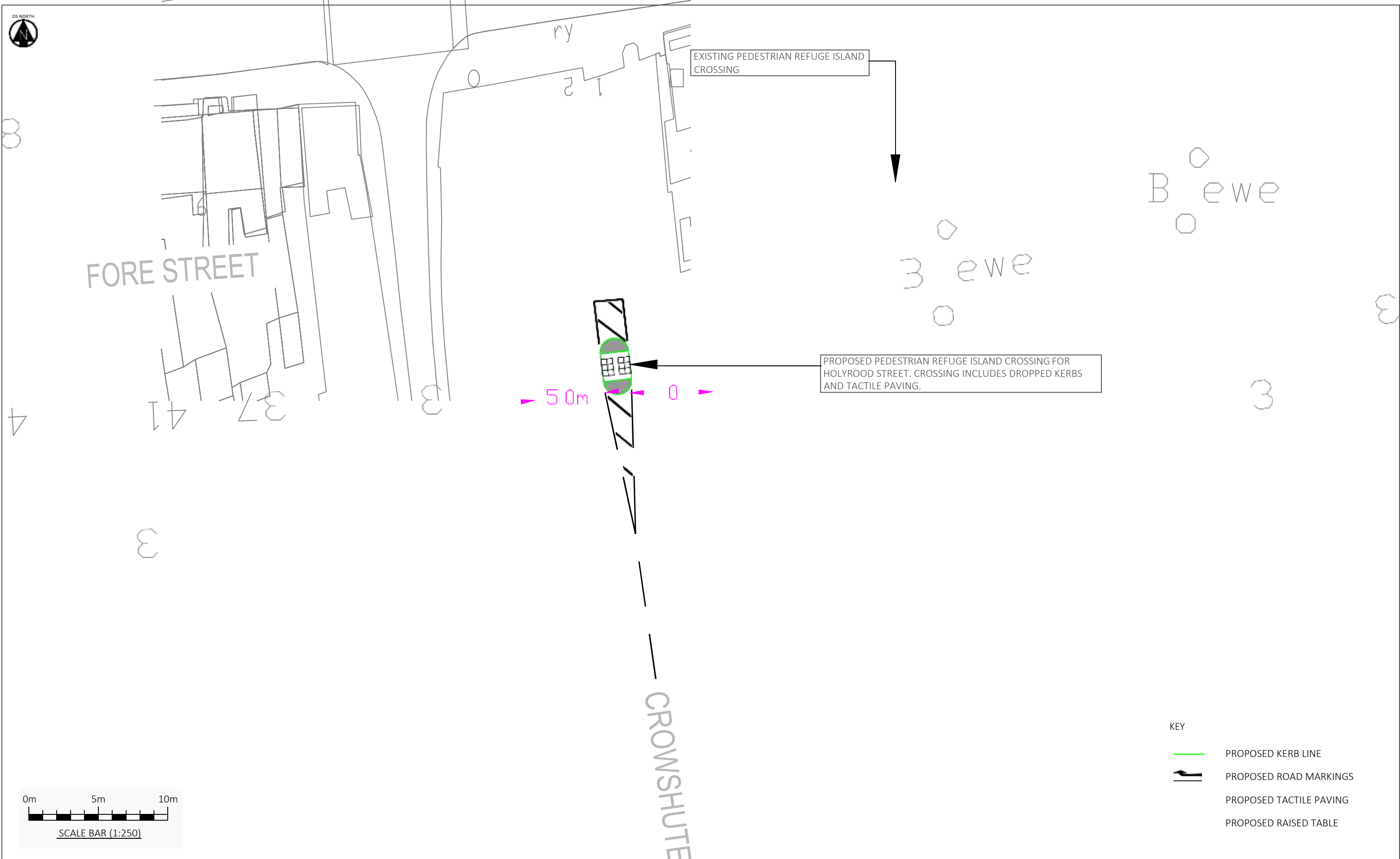
PROJECT
CHARD PUBLIC
REALM


Rev	Date
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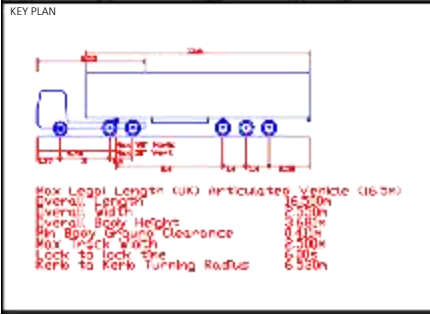
Description

By Ckd App

Appendix L *Chard Public Realm Improvements – Crowshute/Fore Street Junction Improvements to Pedestrian Crossing and a Raised Table*



KEY PLAN	NOTES	NOTES (CONTINUED)	REVISIONS (CONTINUED)	REVISIONS	<div><div>MERCHANTS' HOUSE NORTH WAPPING ROAD BRISTOL BS1 4RW t: (0117) 9459 225 e: bristol@hydrock.com</div></div>		TITLE CHARD PUBLIC REALM IMPROVEMENTS		
					CLIENT SSDC		CROWSHUTE ST / FORE ST JUNCTION IMPROVEMENTS TO PEDESTRIAN CROSSING AND A RAISED TABLE		
					HYDROCK PROJECT NO. C-11547		SCALE @A3 1:250		
					PROJECT CHARD PUBLIC REALM		STATUS DESCRIPTION FOR STAGE APPROVAL		STATUS S4
					Rev Date Description By Ckd App		DRAWING NO. 11547-HYD-XX-XX-DR-TP-0107		REVISION P01
				P01 01/08/19 First Issue.		GP EK EK			



NOTES

NOTES (CONTINUED)

REVISIONS (CONTINUED)

REVISIONS				
PO1	01/08/19	First Issue.	GP	EK
Rev	Date	Description	By	Ckd

Hydrock

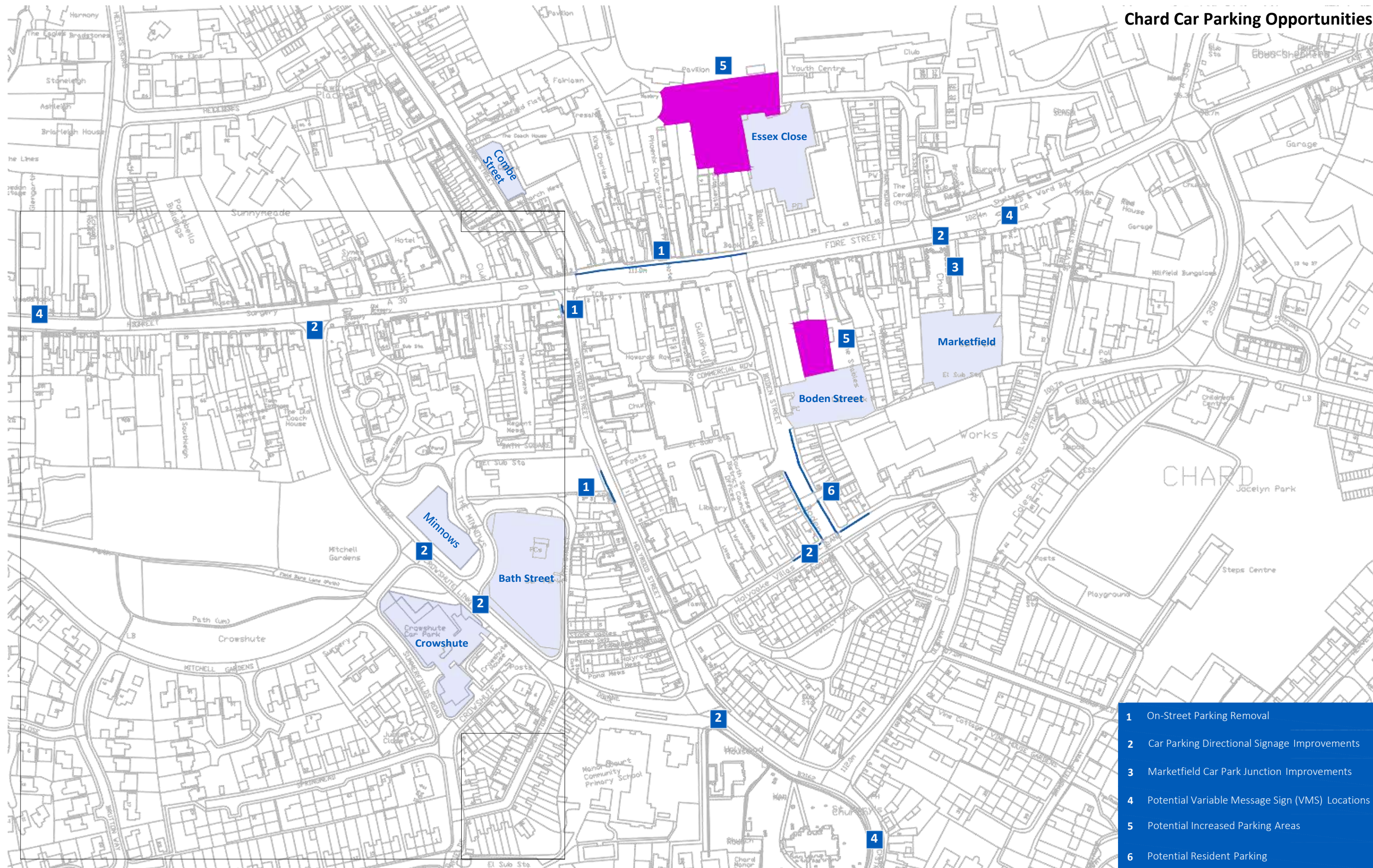
CLIENT
SSDC

PROJECT
CHARD PUBLIC REALM

TITLE	
SWEEP PATH ANALYSIS - CROWSHUTE LINK	
HYDROCK PROJECT NO. C-11547	SCALE @ A3 1:500
STATUS DESCRIPTION FOR STAGE APPROVAL	STATUS S4
DRAWING NO. 11547-HYD-XX-XX-DR-TP-0201	REVISION P01

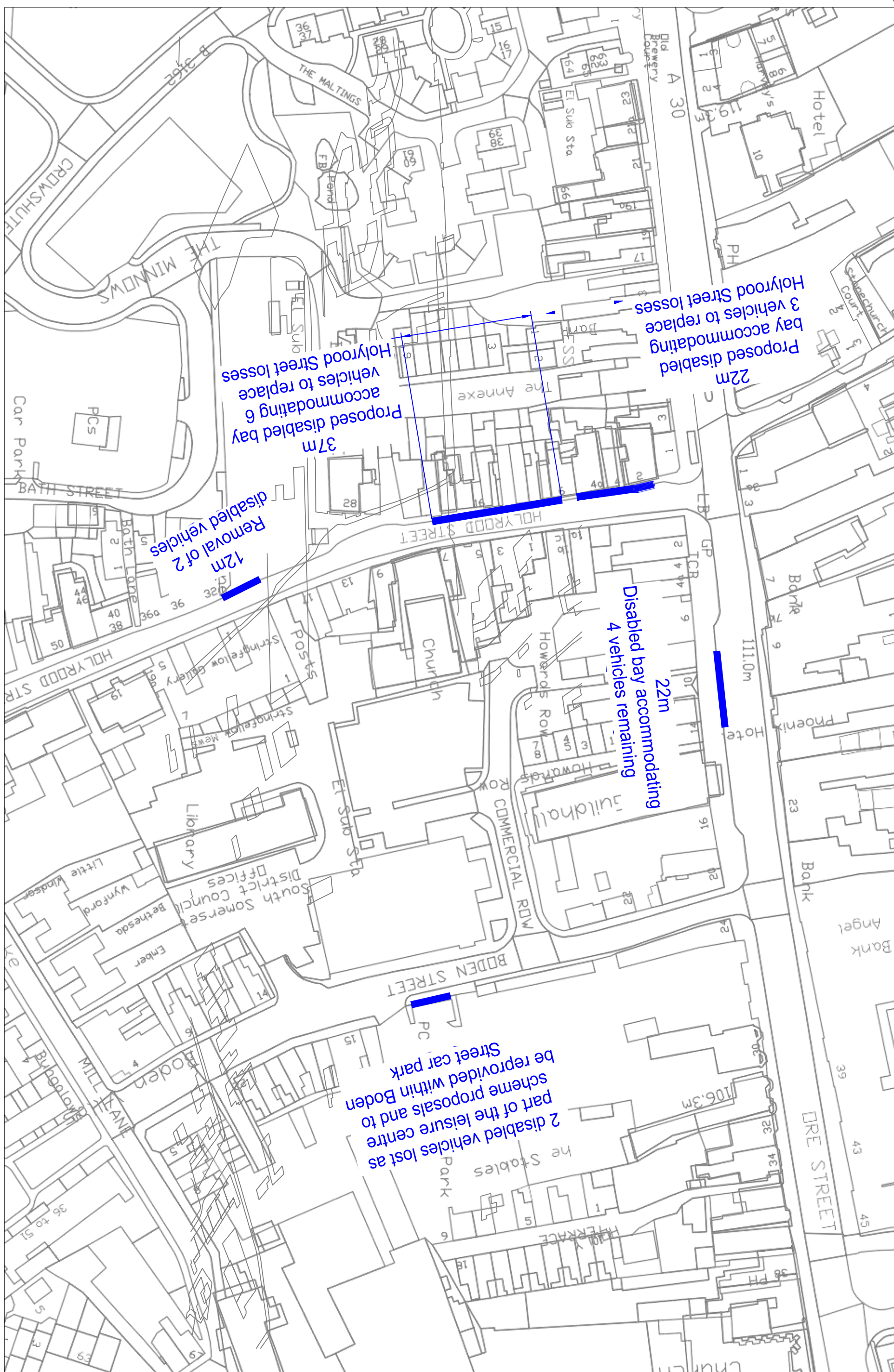
Appendix M *Chard Car Parking Opportunities*

Chard Car Parking Opportunities



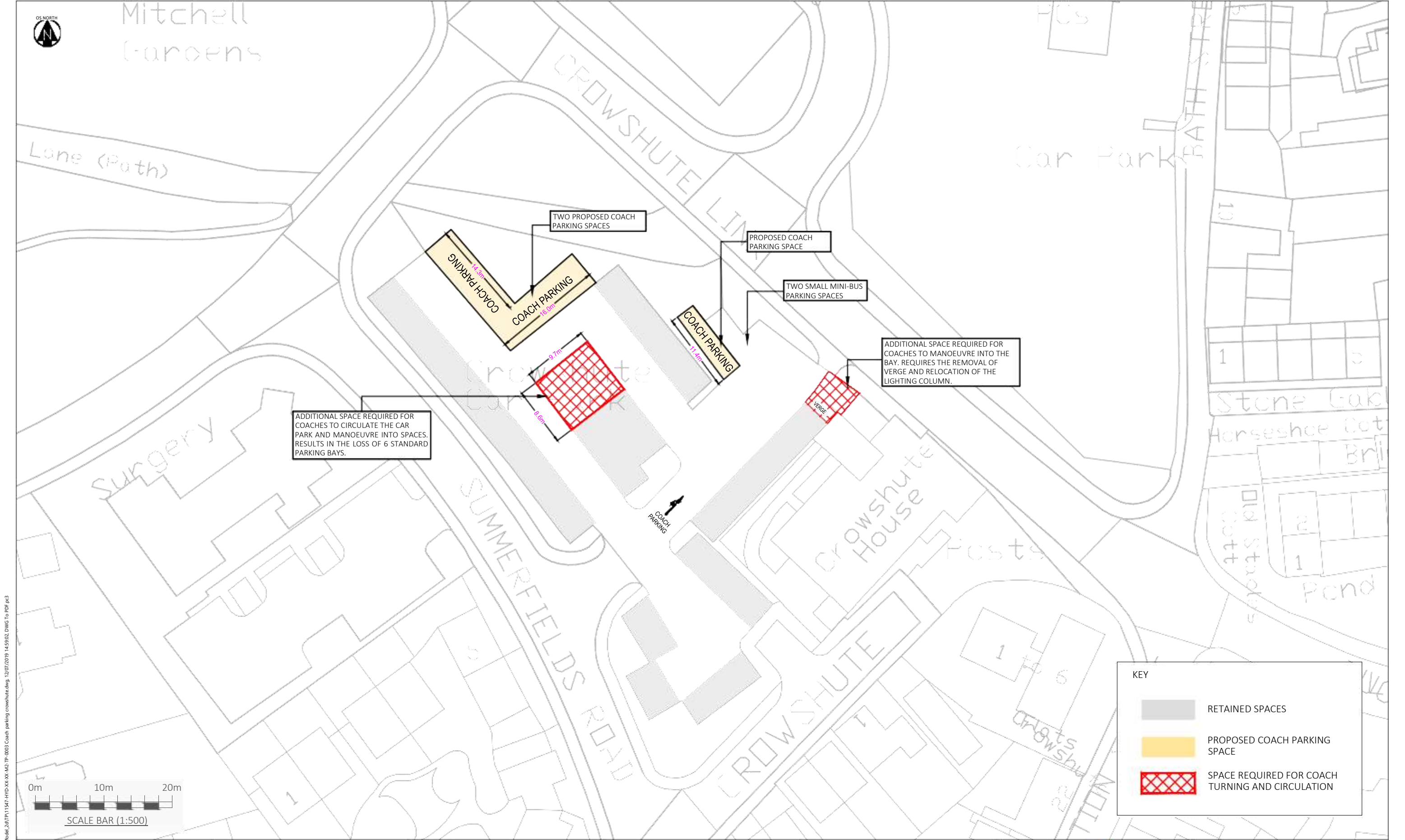
- 1 On-Street Parking Removal
- 2 Car Parking Directional Signage Improvements
- 3 Marketfield Car Park Junction Improvements
- 4 Potential Variable Message Sign (VMS) Locations
- 5 Potential Increased Parking Areas
- 6 Potential Resident Parking

Appendix N *Proposed On-street Disabled Parking Provision*



Appendix O *Chard Public Realm Improvements – Proposed Changes to Crowshute Car Park to Accommodate Coach Parking*

PA11000-11999A/C-11547 -SSDC, Chard Public Realm01_WIPM2, Model 2019111547-HYD-XX-XX-M2-TP-003 Coach parking crowshute.dwg, 12/07/2019 14:59:02, DWG To PDF, pc3



KEY PLAN	NOTES	NOTES (CONTINUED)	REVISIONS (CONTINUED)	REVISIONS	<div>Hydrock</div> <div>MERCHANTS' HOUSE NORTH WAPPING ROAD BRISTOL BS1 4RW t: 0117 9459 325 e: bristol@hydrock.com</div> <div>CLIENT SSDC</div> <div>PROJECT CHARD PUBLIC REALM</div>	<div>TITLE CHARD PUBLIC REALM IMPROVEMENTS</div> <div>PROPOSED CHANGES TO CROWSHUTE CAR PARK TO ACCOMMODATE COACH PARKING</div> <div>HYDROCK PROJECT NO. C- 11547</div> <div>SCALE @ A1 1:500</div> <div>STATUS S3</div> <div>REVIEW AND COMMENT</div> <div>DRAWING NO. 11547-HYD-XX-XX-DR-TP-0108</div> <div>REVISION P01</div>
				<div>P01 12/07/19 First Issue.</div> <div>GP EK EK</div> <div>Rev Date Description By Ckd App</div>		



KEY PLAN

'Standard' Rigid Bus
Overall Length 12.000m
Overall Width 2.550m
Overall Body Height 3.069m
Min Body Ground Clearance 0.309m
Track Width 2.350m
Lock to lock time 4.00s
Wall to Wall Turning Radius 10.771m

NOTES

NOTES (CONTINUED)

REVISIONS (CONTINUED)

REVISIONS					
PO1	12/07/19	First Issue.	GP	EK	EK
Rev	Date	Description	By	Ckd	App

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WAPPING ROAD
BRISTOL
BS1 4RW
T: (0117) 9459 225
E: bristol@hydrock.com

CLIENT
SSDC

PROJECT
CHARD PUBLIC REALM

TITLE SWEPT PATH ANALYSIS - COACH PARKING IN CROWSHUTE CAR PARK	
HYDROCK PROJECT NO. C- 11547	SCALE @ A3 NOT TO SCALE
STATUS REVIEW AND COMMENT	
DRAWING NO. 11547-HYD-XX-XX-DR-TP-0205	REVISION P01

Appendix P *Pedestrian Wayfinding Signage*



CHARD FORE STREET

↓ FORE STREET (WEST)

Chard Town Council
Holyrood Street
Sainsbury's
Chard Museum

FORE STREET (EAST) ↑

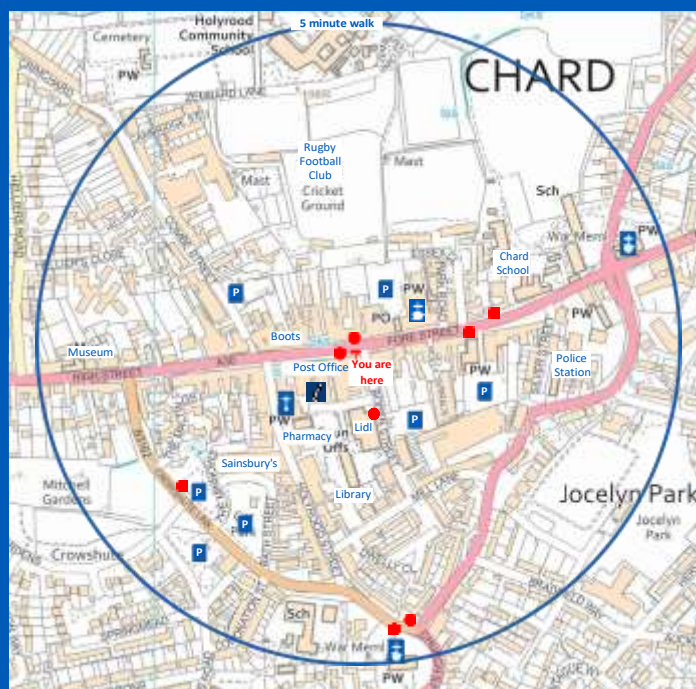
Marketfield Car Park
Silver Street
Tesco

BODEN STREET →

Boden Street Car Park
Library
Lidl

Walking from here

Tourist Information Centre	1 min
Lidl	1 min
Post Office	1 min
Boots	1 min
Lloyds Pharmacy	3 min
Library	3 min
Sainsbury's	3 min
Rugby Football Club	3 min
Chard Museum	5 min
Chard Police Station	5 min
Car Parks	
Bus Stops	
Places of	
Worship	



CHARD
FORE STREET

→ **FORE STREET (WEST)**
Chard Town Council
Holyrood Street
Sainsbury's
Chard Museum

FORE STREET (EAST) →
Marketfield Car Park
Silver Street
Tesco

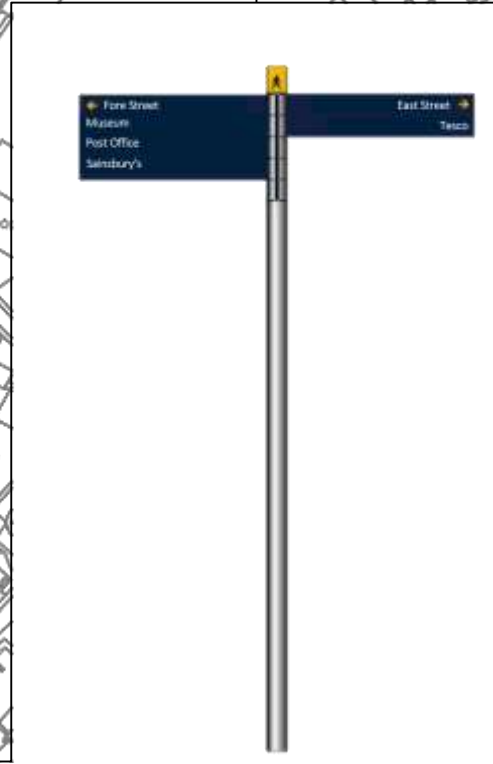
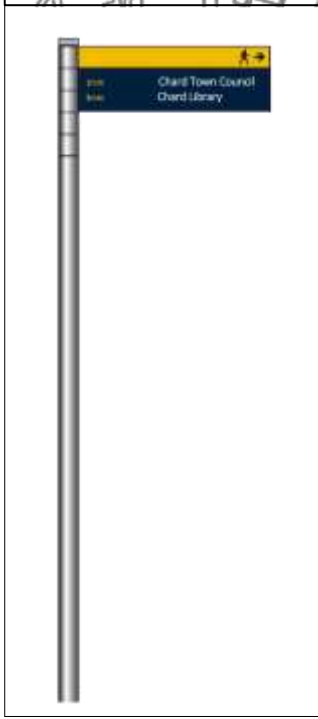
→ **BODEN STREET**
Boden Street Car Park
Library
Lidl

Walking from here

Local Information Centre	1 min
Post Office	1 min
Bus	1 min
Local Pharmacy	1 min
Library	1 min
Post Office	1 min
Local Football Club	1 min
Chard Museum	1 min
Chard Information Centre	1 min
Bus Stop	1 min
Post Office	1 min
Walking to Sainsbury's/Post Office	1 min

Chard Pedestrian Wayfinding Signage

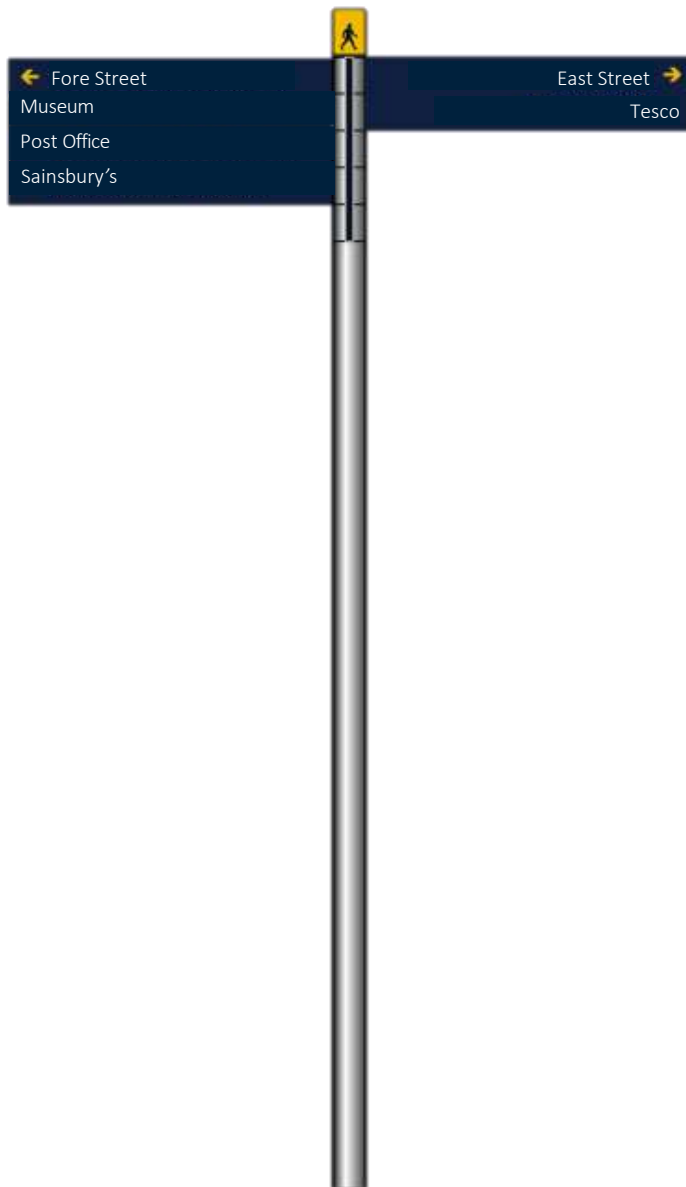
- 1 Information Signage
- 2 Directional Signage
- 3 Map Signage



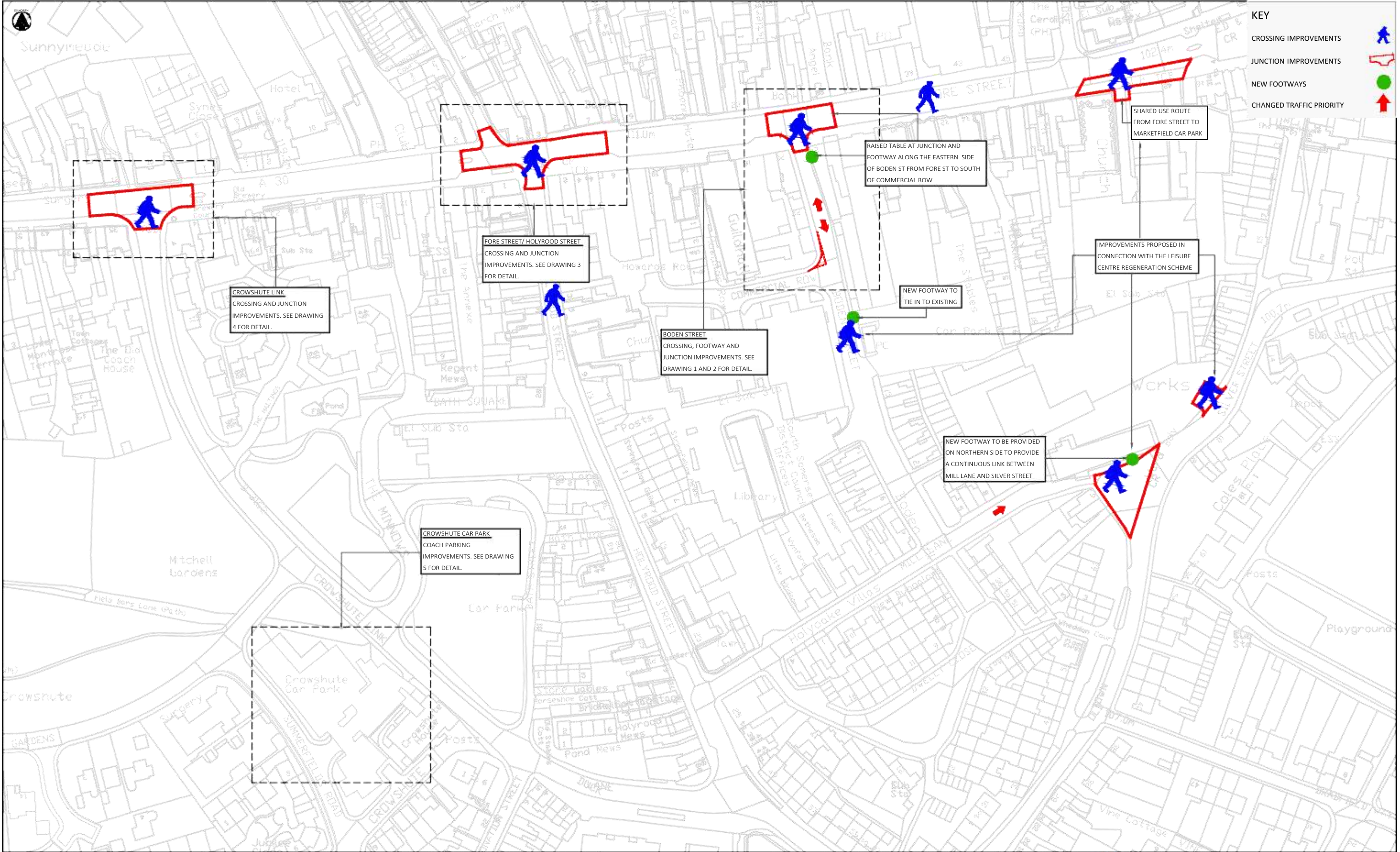
Walking from here

Local Pharmacy	1 min
Library	1 min
Bus	1 min
Post Office	1 min
Local Information Centre	1 min
Lidl	1 min
Local Bank	1 min
Chard Museum	1 min
Chard Rugby Football Club	1 min
Chard Police Station	1 min
Car Parks	1 min
Bus Stops	1 min
Places of Worship	1 min
Post Office/Information Centre	1 min





Appendix Q *Chard Regeneration Overview Plan*



KEY PLAN	NOTES	NOTES (CONTINUED)	REVISIONS (CONTINUED)	REVISIONS	<div><div><div>Hydrock</div><div>MERCHANTS' HOUSE NORTH WAPPING ROAD BRISTOL BS1 4RW t: (0117) 9459 225 e: bristol@hydrock.com</div></div><div>CLIENT SOUTH SOMERSET DISTRICT COUNCIL</div><div>PROJECT CHARD PUBLIC REALM</div></div>	TITLE CHARD REGENERATION OVERVIEW PLAN		
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						STATUS DESCRIPTION INFORMATION		STATUS S3
						DRAWING NO. (PROJECT CODE-ORIGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER) 11547-HYD-XX-XX-DR-TP-0601		REVISION P01
						P03		
P02								
P01 17/07/2019 First Issue.		AC EK EK						
Rev	Date	Description	By	Ckd	App			