



Wells City Council

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Presented By (if different)	
Subject	Consideration of 20mph zone and loading/bay alterations
Date of report	23.10.2025
For consideration at	Full City Council
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Background

Following engagement with Accessible Wells, Somerset Council and multiple references from residents, including recent representations to Outside Spaces Committee and Full City Council, to consider the implications associated with parking within the High Street, this paper looks to provide Council with a synopsis of the proposed actions to resolve known issues within the city.

Working in partnership with Wells City Council and Somerset Council, through the previously endorsed Memorandum of Understanding, Accessible Wells have identified sixteen improvement projects. When completed, these projects will together make a massive contribution towards making Wells accessible and in many instances improve safety for all.

Proposal 1 – 20mph zone extension

In order to manage the risks in areas identified, many of which are outside of schools or areas highlighted as high footfall risk locations throughout the city, it is proposed that extensions to the current 20mph zone be applied. The details of the extension to this limit can be seen in Appendix A.

Proposal 2 – Application of parking amendments

Additionally, following engagement with Somerset Highways engineers, it is proposed that consideration is also given to adjustments as follows:

Sadler Street - Loading bay currently operates between 08:00 and 18:00. It is proposed that part of this bay is altered to a disabled/limited waiting bay.

High Street – Apply a mixture of disabled/loading and limited waiting. Hours can be extended to 8pm if required. For consistency, Somerset Council recommends having limited waiting on side of the road, then loading/disabled on the other to ensure ease of understanding to motorists. Net result would be the same in terms of overall provision. Loading bay on the left, converted to 8am-

8pm which will allow overnight use and reduce the ad-hoc mounting of the kerbs by large lorries when bays are occupied.

Cathedral Green/St Andrews Street - All existing disabled bays that are not subject to a TRO and will be added to the order. Double yellow line to protect pedestrian access point where current 'KEEP CLEAR' is written and movement of the disabled bays with relining to allow overall greater volume of disabled parking, but the lengthening of bays to a "block" opposed to marked bays.

Tucker Street - Shorten the length of the limited waiting bay and extend double yellow lines to cover the extent of the dropped kerbs as people currently park across this.

These parking arrangements are considered in line with IP3 and IP5 (Appendix B and C) which are depicted as part of the Accessible Wells Action Plan.

Recommendation

Council are asked to consider and form agreement through vote to:

1. Proceed with the application for formal technical drafting of a 20mph scheme, noting the non refundable cost of £500.
2. Agree the proposed parking amendments as listed.
3. Note the proposed earmark of £25,000 and agree its provision to the scheme until such time item 1 is received and financial commitment can be further refined.

Appendices:

Appendix A – Current and 2 x 20mph extension proposal maps

APPENDIX 4.A

EXISTING 20 MPH ZONE



20 MPH ZONE
30 MPH PERMITTED

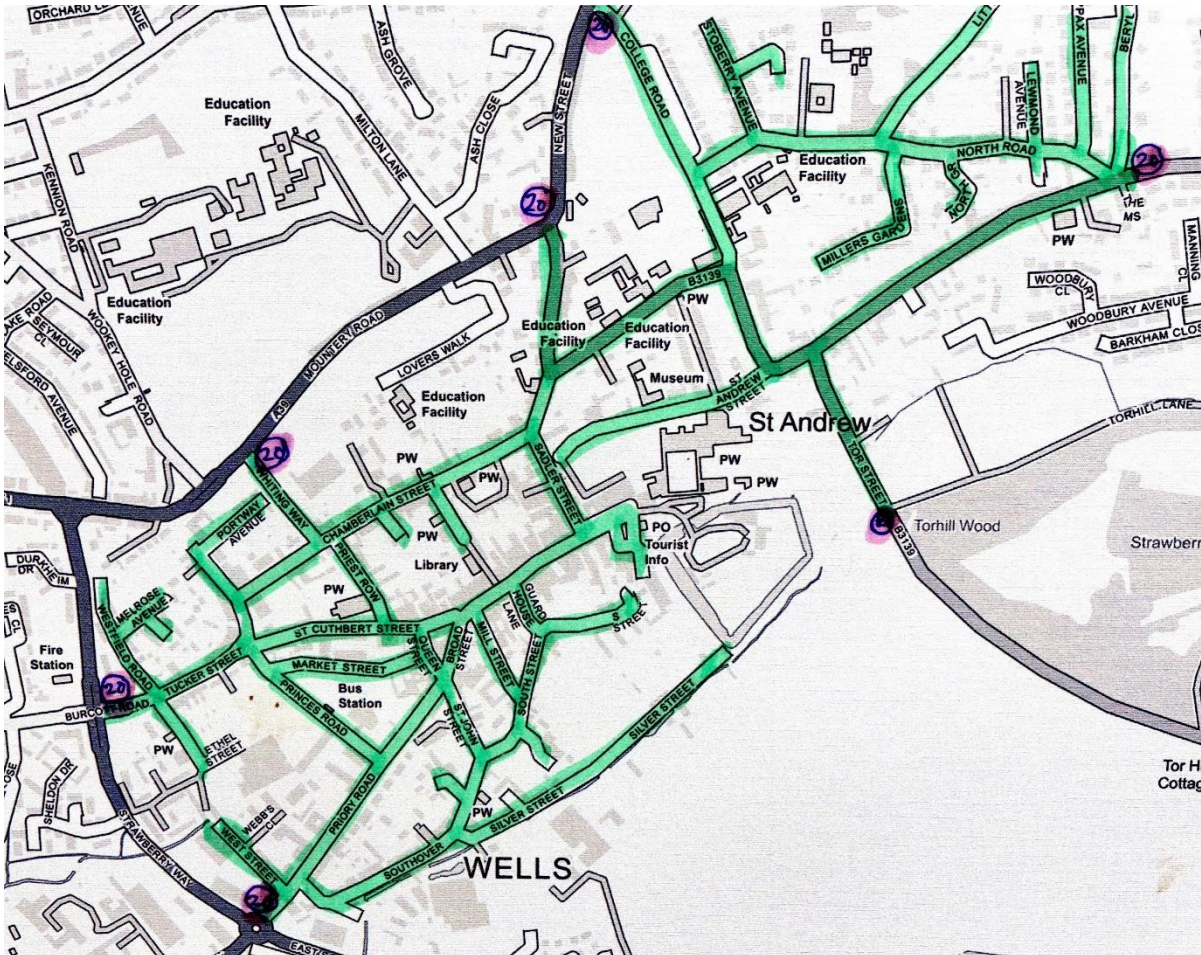
APPENDIX 4.B

PROPOSED 20 MPH ZONE



 20 MPH ZONE

Additional proposed 20mph zone to include 20mph zone out to St. Thomas Church/College Road intersection and to the north end of College Road/Ash Lane crossing.



The rationale for extending to St. Thomas church responds to comments received about need to reduce risk further and reflects:

- Parking along St. Thomas Road restricts passage
- Lack of any drop kerb to left of pavement going up St. Thomas church means scooters enter this road to get into town
- College Road is home to both Stoberry primary and Wells Cathedral schools
- College Road offers a limited/difficult pavement continuity, so scooters/wheelchairs also enter this road to get into town.

Appendix B – IP3 Accessible Wells Proposal

4.1.1 IP3 Optimise disabled parking Version August 2024 Purpose

Identify an optimal scenario for disabled parking for central Wells and work with relevant authorities to deliver it (*see related 3.5 vehicles blocking pavements project*)

Outcomes

- ☐ Disabled parking located in most suitable locations
- ☐ Sufficient disabled spaces to meet needs

Benefits

- ☐ Disabled people able to park to enjoy access to city centre
- ☐ Disabled people able to access key services with relative ease
- ☐ Blue badge holders satisfied with parking options and availability in Wells

Methods

1. Map all existing spaces and assess fitness for purpose inc. electric charging
2. Identify parties responsible for planning, provision and maintenance of disabled spaces (both public and private)
3. Identify parties responsible for enforcement
4. Research legislation and government guidance regarding disabled parking inc. blue badge parking rules
5. Research best practice developed by other councils to reduce this nuisance
6. Identify blockers to optimal disabled parking location
7. Identify blockers to disabled parking spaces being available e.g. peak demand and “rogue” parking
8. Identify suitable alternative parking locations e.g. yellow line parking
9. Research alternatives for enforcement against rogue parkers and abuse of blue badges
10. Consider need for public education and develop appropriate content
11. Prepare a report summarising the issues and make recommendations

Appendix C – IP5 Accessible Wells Proposal

4.1.1 IP5 Stop vehicles blocking pavements Version August 2024 Purpose

Develop a strategy to prevent vehicles blocking pavements in central Wells and work with relevant authorities to deliver it (*see related 3.3 disabled parking project*)

Outcomes

- ☐ Pavements not blocked by cars or commercial vehicles
- ☐ People satisfied Wells pavements are free from vehicle blocks
- ☐ People satisfied with pavement surfaces

Benefits

- ☐ Disabled people able to enjoy unimpeded access to Wells pavements
- ☐ People satisfied with pavements surfaces
- ☐ Reduction in pavement damage and associated repair costs
- ☐ Improved understanding of the issues this creates for disabled people leading to better behaviours

Methods

1. Identify reasons why cars and commercial vehicles park on pavements and what would might mitigate their reasoning/"need"
2. Research current location of loading bays and map them, with a description of extent to which they meet needs
3. Research legislation and government guidance regarding disabled parking inc. pavement parking
4. Identify parties responsible for planning, provision and maintenance of loading bays
5. Identify parties responsible for enforcement
6. Prepare a definitive summary of regulations/enforcement governing vehicles driving/parking on pavements and agree it with all relevant parties
7. Research best practice developed by other councils to reduce this nuisance
8. Identify courier businesses and companies delivering routinely to high street "multiples", for future communication/enforcement purposes
9. Develop a map recommending a more optimal distribution to reflect reasonable commercial delivery needs
10. Research options for (re)designating loading bays (inc. outside business hours use of disabled bays) for loading to meet commercial vehicle needs inc. use of Traffic Regulation Orders
11. Prepare a report summarising the issues and make recommendations

