

## TRANSPORT AND ACCESSIBILITY

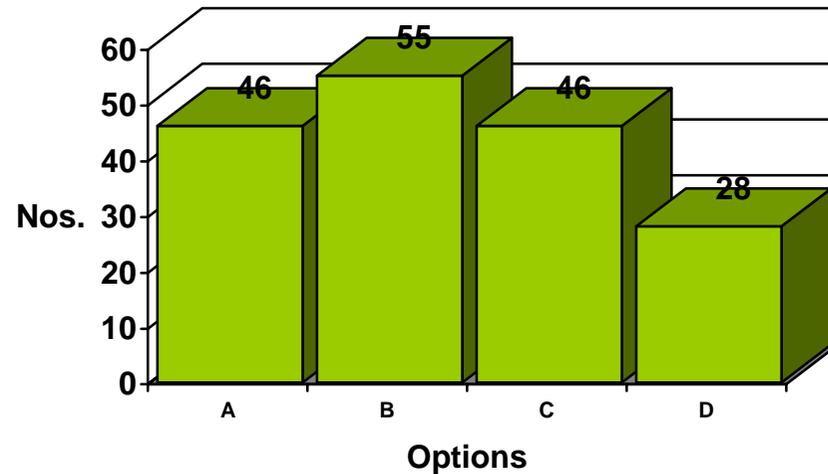
### OPTION TA1 – Public Transport

**TA1:** *In order to improve public transport, which of the following should the Core Strategy achieve (tick all that apply):*

- A. New development should be located/designed to optimise high quality public transport accessibility;**
- B. Protect and improve public transport routes/hubs and support the creation of new ones where possible;**
- C. Seek to expand Demand Responsive Transport;**
- D. An alternative option.**

#### Response Levels to Options

Which of the following should the Core Strategy achieve?



TA1: Summary of Issues	Evidence Base Consideration	Policy or Proposal
A combination of all 3 options should be sought rather than a single approach.	A 'step change' in prioritising sustainable travel should take place in Yeovil as a Strategically Significant City or Town, and sustainable travel encouraged elsewhere, including through design (Manual for Streets, RSS Proposed Changes, PPG13).	Prioritise sustainable travel will be a key factor in considering the locations of new development through provision of walking and cycling routes and public transport.
Expand allocation of free bus passes.	Not within the remit of the core strategy.	None required.

TA1: Summary of Issues	Evidence Base Consideration	Policy or Proposal
Increase bus service frequency to smaller settlements within the district, and more emphasis on public transport for commuting to work in Yeovil and category B settlements.	Sustainable travel and improved public transport facilities should be sought, especially in Yeovil (RSS Proposed Changes). Increased service frequency to smaller settlements may be difficult to achieve (there has been a general trend in recent years of service withdrawals). Transport improvements to enable Yeovil to achieve significant economic growth is an investment priority (LTP2).	Promote improvements in public transport provision as a development requirement, especially in Yeovil as a strategically significant town.
Introduce park and ride (in Yeovil).	A previous study has indicated that park and ride is unviable in Yeovil up to 2016 – the emerging Yeovil Transport Strategy Review 2 (YTSR2) will review this.	Await findings of the YTSR2.
Consider radical measures such as reopening Somerton, Langport and Chard Junction train stations, and a new halt at Sparkford.	The potential for re-opening train stations should be explored (PPG13). LTP2 only considers Chard Junction, stating that its re-opening would add to journey times and infrastructure constraints mean stops may not be able to be accommodated within timetables, as well as being located 4km south of Chard. The potential reopening of Chard Junction would require a feasibility study but is an element of the longer term strategy and should be protected against proposals that might prejudice this (LTP2).	Somerton, Langport and Sparkford would require feasibility prior to any firm proposal in the core strategy (earlier assessment has shown there is no economic case). The potential re-opening of Chard Junction is being assessed within the emerging Chard Regeneration Framework.
Encourage public transport (extra bus stops, improved facilities such as better information at bus stops, affordable), cycling, walking, car sharing - linking bus routes with the walking/cycling network.	Improved public transport facilities should be promoted, particularly at Yeovil. Government policy (PPG13, RSS) encourages other sustainable travel modes such as walking, cycling and car sharing. The core strategy will not be able to influence affordability of public transport.	Promote improvements in public transport as a development requirement, especially in Yeovil as a strategically significant town.
Seek travel plans from all new development sites.	Travel plans should be submitted if the proposal is likely to have significant transport implications (PPG13), so it would not be possible to seek travel plans for 'all' proposals. Yeovil's entire urban area has been designated as an Air Quality Management Area so travel plans should	Seek travel plans in and around Yeovil for developments that will generate significant amounts of traffic, and elsewhere as appropriate.

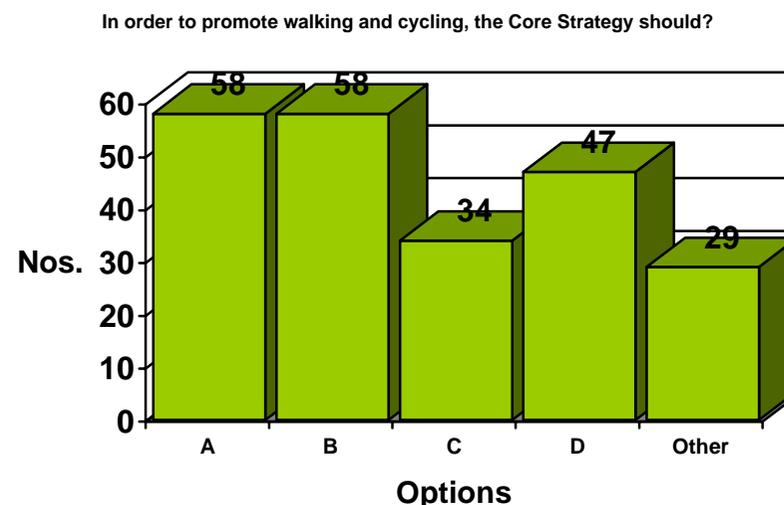
TA1: Summary of Issues	Evidence Base Consideration	Policy or Proposal
	accompany development proposals that would generate significant amounts of traffic in, or near to, this area (PPG13).	
Public transport should be available from the first day development is complete.	A laudable objective but too prescriptive for the core strategy - will need to be determined on a site-by-site basis.	Promote early provision of public transport in major new developments.
Car ownership is essential in the district and will be the major form of transport, so accommodate its use – availability of “high quality public transport” is very limited in a rural area such as South Somerset.	Car travel will continue to have a major role, particularly in a largely rural district, but it is necessary to promote sustainable travel to help tackle climate change, traffic congestion and promote healthier living e.g. encouraging more sustainable travel modes and ensuring good access to jobs, shops, leisure facilities and other key services (PPS1, PPG13, RSS Proposed Changes).	Promote sustainable travel in new development, particularly in Yeovil, whilst accepting that essential upgrades to the road network may be required to cope with traffic growth. Such upgrades will emerge from the Infrastructure Delivery Plan and appropriate financial contributions will be sought from development.
Need to provide a link between Yeovil’s two railway stations and the town centre.	Yeovil Pen Mill has good walking/cycle links with the town centre, but no bus service. Yeovil Junction has a bus service but not walking/cycle links – land ownership issues need to be resolved to allow a feasible walking/cycle link. The emerging YTSR2 is investigating improved links.	Reflect YTSR2 findings on improving links between the two railway stations and the town centre.
Under investment in transport planning by Somerset County Council should not be substituted by developer contributions.	Developer contributions should only be used to mitigate the impact of the proposed development. The Community Infrastructure Levy may replace this system in the future.	Consider in planning obligations policy.
Specific mechanisms for retention and improvement of public transport should be considered on a site-by-site basis and delivered through the Development Control system.	The core strategy should not be too prescriptive, but public transport should be encouraged and any particular ‘strategic’ public transport issues can be dealt with in the core strategy e.g. links to Yeovil’s urban extension.	Consider in planning obligations policy.
Bullet B: you do not say how you will be delivering the new public transport routes/hubs.	The delivery of new public transport routes/hubs requires further work – to be informed by the Infrastructure Delivery Plan.	Ensure public transport improvements required from new developments are deliverable.

## **OPTION TA2 – Walking and Cycling**

**TA2: In order to promote walking and cycling, the Core Strategy should (please tick all that apply):**

- A. Protect and improve existing cycling and pedestrian routes;**
- B. Provide cycle and pedestrian routes to link new development with new/existing services;**
- C. New development should be located / designed to prioritise the needs of pedestrians and cyclists over cars;**
- D. Provide facilities for secure bicycle parking within new development;**
- E. An alternative option.**

### **Response Levels to Options**



<b>TA2: Summary of Issues</b>	<b>Evidence Base Consideration</b>	<b>Policy or Proposal</b>
Combination of all four options should be sought rather than a single approach.	This is supported in Government policy (PPG13, RSS).	Promote walking and cycling in the location and design of new development, particularly at Yeovil and Chard where increased development offers greater potential to increase walking and cycling. Incorporate the principles of encouraging walking and cycling within a Development Management policy.
Provide more cycle routes and make walking/cycling a key objective e.g. pedestrians should be given priority at crossings, and consider pedestrianising town centre areas.	Walking and cycling is supported in Government policy (PPG13, RSS). Pedestrianisation of town centres is likely to be too detailed for the core strategy to address, unless it is considered 'strategic'.	Promote walking and cycling in the location and design of new development, particularly at Yeovil and Chard where increased development offers greater potential to increase walking and cycling. Incorporate the principles of encouraging walking

TA2: Summary of Issues	Evidence Base Consideration	Policy or Proposal
		and cycling within a Development Management policy.
Potential to increase cycling levels is worded negatively in para 7.13, as there are examples of very high cycling levels in hilly areas. Although there is relatively low potential to increase cycling levels in Yeovil, Wincanton and Crewkerne, there is medium potential in Chard and Ilminster.	Cycling should be encouraged, but the wording in para 7.13 reflected the LTP2 stating “demand for cycling is very sensitive to topography”. The emerging University of West of England study focuses on how to increase cycling and walking in Yeovil.	Recognise that topography could impact on cycling levels in considering the location of new development – impact of topography means there is relatively low potential to increase cycling levels in Yeovil, Wincanton and Crewkerne, but medium potential in Chard and Ilminster.
Development should contribute towards the improvement of walking and cycling links beyond development boundaries, not just within.	Transport at urban extensions should be focused sustainable links with the existing settlement (RSS). The improvement of pedestrian/cycle links beyond the development boundaries will need to be related to the development (unless/until Community Infrastructure Levy is implemented).	New development should provide walking and cycling links with existing development and appropriate contribution put forward to develop off-site - improvements relevant to the development in question. Incorporate within a Development Management policy.
It will not always be appropriate to prioritise pedestrians and cyclists over the car; this would distort the reality of life in a rural district.	Give priority to people in town centres, local neighbourhoods and other areas with a mix of land uses (PPG13), especially at Yeovil as a SSCT.	Promote walking and cycling in the location and design of new development, particularly at Yeovil and Chard where increased development offers greater potential to increase walking and cycling. Incorporate the principles of encouraging walking and cycling within a Development Management policy.
The location of the proposed Yeovil urban extension close to the town centre will enable journeys to be made by walking and cycling.	Transport at Yeovil’s urban extension should be focused on sustainable links with the rest of the town (RSS). Yeovil’s topography promotes level east to west routes rather than hillier north to south and new cycle provision should focus on this flatter corridor (Yeovil Transport Strategy, Cycling Strategy).	Locating Yeovil’s urban extension close to the town centre to should encourage sustainable travel and will be taken into account when determining the location of the urban extension(s) via the Sustainability Appraisal.
Option B would depend on proximity of existing footway/cycle network – full connection may not be possible due to cost and land ownership issues.	This may be an issue in some circumstances but the core strategy should promote these links, reflecting Government policy (PPG13).	Seek to link new development with cycle and walking routes.
Option D; add “some” between “provide” and “facilities”.	Inserting “some” into option D would be too vague – specific standards will need to reflect the Countywide parking strategy.	Reflect the county-wide parking strategy standards in Development Management policy.

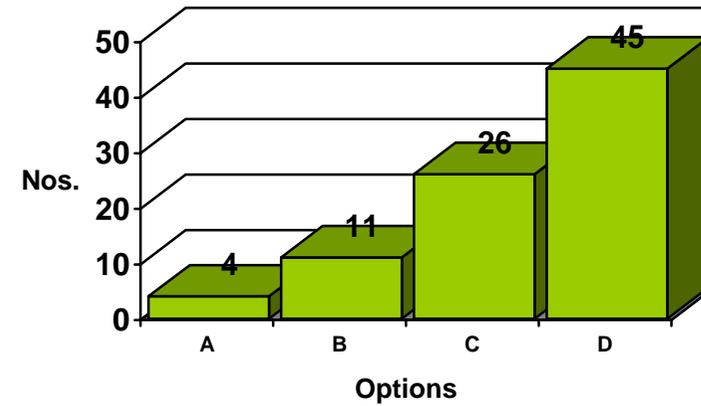
## OPTION TA3 – Traffic Congestion

**TA3a:** *In order to reduce the amount of traffic on South Somerset's roads, which of the following traffic demand management measures should be introduced:*

- A. Congestion charging;**
- B. Workplace parking levies;**
- C. Parking strategies, including charges;**
- D. Management of road space including bus priority.**

### Response Levels to Options

which of the following traffic demand management measures should be introduced?

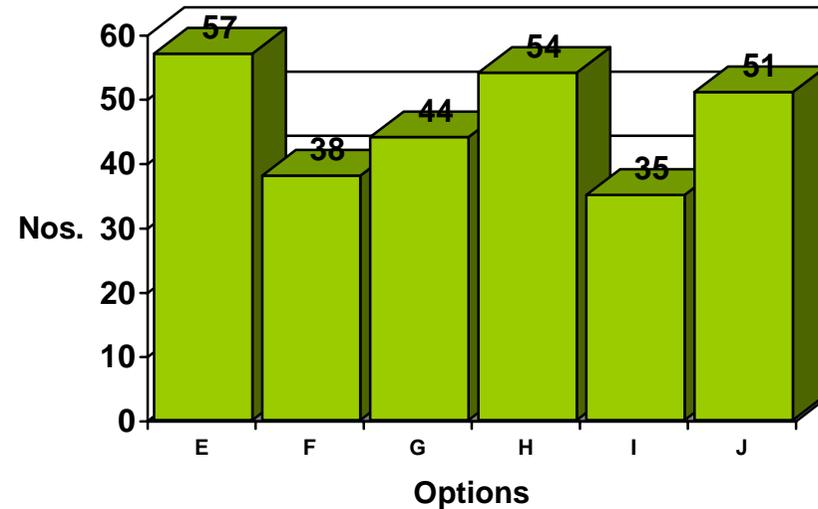


**TA3b: Which of the following ways of improving travel choice should be introduced:**

- E. Measures to improve travel choice;**
- F. Travel plans and travel awareness;**
- G. Car clubs/car sharing;**
- H. School and Education Travel Planning;**
- I. Visitor Plans;**
- J. Public Transport Information Systems.**

**Response Levels to Options**

Which of the following traffic demand management measures should be introduced?



TA3a & b - Summary of Issues	Evidence Base Consideration	Policy or Proposal
Consideration of all the measures in option TA3 is desirable, however not all will be viable in South Somerset e.g. a car club in Yeovil has recently ceased business as the market was not there at this time. Proposed measures must be considered carefully to determine their suitability and probably return on investment so cannot be implemented as blanket requirements.	Options A-D represent the more 'difficult' options, but should be considered for Yeovil (RSS Proposed Changes) – await emerging YTSR2. Due to the highly car dependent nature of Somerset, workplace charging could have negative consequences (Countywide Parking Strategy, LTP2). There will need to be supporting evidence to justify introduction of the demand management measures in specific settlements, associated with new development.	Focus incorporation of demand management and sustainable travel measures at Yeovil when proposing new development - awaiting YTSR2 findings.
The demand management measures in Option TA3 A – D should not be introduced until	Options A-D represent the more 'difficult' options, but should be considered for Yeovil (RSS	Focus incorporation of demand management and sustainable travel measures at Yeovil when

TA3a & b - Summary of Issues	Evidence Base Consideration	Policy or Proposal
satisfactory alternatives are in place e.g. public transport and walking/cycling measures (options TA1 and TA2).	Proposed Changes) – await emerging YTSR2. Due to the highly car dependent nature of Somerset, workplace charging could have negative consequences (Countywide Parking Strategy, LTP2). Agree that viable alternatives to the car should be provided in new development.	proposing new development – awaiting YTSR2 findings.
Congestion charging and Workplace parking levies anywhere in South Somerset would be totally inappropriate and involve totally disproportionate costs, causing a detrimental impact on the competitiveness of employment sites – considered better suited to large urban conurbations	Congestion charging and charging regimes are unlikely, but should be considered for Yeovil as a SSCT (RSS Proposed Changes). Due to the highly car dependent nature of Somerset, workplace charging could have negative consequences (Countywide Parking Strategy, LTP2). There would need to be robust evidence to justify – the emerging YTSR2 should provide further evidence.	Await YTSR2 findings on possibility of congestion charging and workplace parking levies.
In terms of parking strategies, the mistakes of the past (inadequate parking provision as a result of over zealous parking restrictions) should not be repeated – more flexible policies are more appropriate than simple formulaic restraints.	Flexible policies will be appropriate in order to account for the diversity of the district. Detailed parking policies and standards are primarily the responsibility of SCC as the Local Transport Planning Authority (RSS Proposed Changes and Countywide Parking Strategy).	Consider the detailed parking policies and standards set by SCC in the emerging County wide Parking Strategy – these are being reviewed shortly.
Improving the management of road space including bus priority is supported, where circumstances allow.	Should be considered at Yeovil (RSS Proposed Changes) – await emerging YTSR2.	Await YTSR2 findings on bus priority measures and links with new development.
Travel Plans, Car Clubs, walking/cycling, use of public transport, School and Education Travel Planning, and ‘Plus bus’ transport by major companies for their employees are supported, especially in Yeovil.	Sustainable travel measures should be promoted in new development, in conjunction with SCC (PPG13, RSS). Specific measures for Yeovil will be set out in the emerging YTSR2.	Promote sustainable travel measures in new development e.g. walking, cycling, public transport. Await YTRS2 findings on specific measures for Yeovil.
None of the demand management measures proposed – should provide better roads.	Past efforts to deal with traffic growth by simply building more roads have largely failed as the new roads quickly become congested themselves. A different approach is required to more effectively manage traffic growth from new development i.e. encouraging alternatives to the private car.	Promote demand management and sustainable travel measures in new development e.g. walking, cycling, public transport.

## **OPTION TA4 – Traffic Congestion**

**TA4: Which of the measures in option TA3 above should be a priority for (state relevant demand management 'letter(s)' after the settlement(s)):**

**A. Yeovil;**

**B. Chard, Crewkerne, Ilminster and Wincanton;**

**C. Bruton, Castle Cary/Ansford, Langport/Huish Episcopi, Martock, Milborne Port, Somerton, and South Petherton;**

**D. An alternative settlement option.**

<b>TA4: Summary of Issues</b>	<b>Evidence Base Consideration</b>	<b>Policy or Proposal</b>
Support the promotion and delivery of demand management measures within options A-J and recommend they are all investigated where appropriate – demand management is particularly important in South Somerset due to the existing capacity constraints affecting the Strategic Road Network.	All measures should be considered at Yeovil (RSS Proposed Changes), which the emerging YTSR2 will assess. Some measures may be appropriate elsewhere across the district where new development necessitates the need.	Await YTSR2 findings on appropriate measures for Yeovil that can be delivered through new development.
School and education travel planning in option C settlements.	Travel plans should be submitted if the proposal is likely to have significant transport implications (PPG13).	Require travel plans for new development if appropriate in line with PPG13.
All ways of improving travel choice should be a priority in Yeovil and option B settlements.	Appropriate to consider all options for Yeovil, and potentially elsewhere in the district depending on the scale of proposed development and existing travel choice, although this may be too prescriptive for the core strategy.	Await YTSR2 findings on appropriate measures for Yeovil that can be delivered through new development. Promote improving travel choice in new development elsewhere through walking and cycling links, public transport – incorporate with a Development Management policy.
Measures to improve travel choice, travel plans, and car clubs/car sharing should be a priority for option B settlements.	These measures may be appropriate associated with new development in larger settlements where evidence permits, although this may be too prescriptive for the core strategy.	Promote these measures in Policy B settlements based upon evidence that new development would generate them.
Car clubs/car sharing and measures to improve travel choice should be a priority in option C settlements.	Include these measures in new development where appropriate to promote more sustainable travel.	Promote sustainable travel in a Development Management policy.

TA4: Summary of Issues	Evidence Base Consideration	Policy or Proposal
Management of road space including bus priority is a priority for Yeovil and option B settlements.	This will be considered at Yeovil as part of the emerging YTSR2 and new development proposed for the town. Evidence will need to demonstrate its requirement from new development in Policy B settlements.	Await YTSR2 findings on management of road space in Yeovil that will be required through the delivery of new development. Promote in Policy B settlements if evidence permits.
Management of road space including bus priority should be a priority for option C settlements.	Unlikely to be feasible in Policy C settlements – there would need to be specific evidence that new development will require this measure in smaller settlements where traffic congestion is not as significant as in Yeovil.	Not appropriate.
Measures to improve travel choice should be a priority for Charlton Musgrove.	Too prescriptive to be this specific for a village, but these measures should be encouraged generally (PPG13).	Encourage measures to improve travel choice from new development in general through a Development Management policy.
Workplace parking levies should be introduced in option B settlements; Congestion charging should be introduced in option B and option C settlements.	Will require consideration at Yeovil due to its regional significance, as part of the emerging YTSR2. Due to the highly car dependent nature of Somerset, workplace charging could have negative consequences (Countywide Parking Strategy, LTP2). There is no evidence to suggest that this would be appropriate elsewhere in the district.	Not required.
All options apply equally to the towns and villages.	The level of traffic congestion as result of proposed development will vary significantly across the district, so it would not be appropriate to apply the same measures everywhere, although sustainable travel should be encouraged in general.	Promote sustainable travel in considering the location and scale of new development through a Development Management policy, with specific measures based upon evidence e.g. YTSR2.
Other ways to reduce traffic congestion exist such as improving road capacity by redesign; re-route commercial traffic away from areas of congestion; provide more parking adjacent to main roads; use of intelligent traffic signals.	It would be too prescriptive and it is not the core strategy's role to focus on specifics such as these, which are primarily the responsibility of Somerset County Council.	Not required.
The demand management measures listed are unlikely to influence travel demand in a rural district with limited public transport, except possibly in Yeovil. Car parking and traffic	Accept, but all measures should be considered for Yeovil as a SSCT (RSS) – await YTSR2. The rural nature of the district means that it will not be viable to introduce some demand management	Promote sustainable travel in considering the location and scale of new development through a Development Management policy, with specific measures based upon evidence e.g. YTSR2.

<b>TA4: Summary of Issues</b>	<b>Evidence Base Consideration</b>	<b>Policy or Proposal</b>
management should be used positively to improve travel conditions, rather than to force use of other modes.	measures. Sustainable travel in considering new development should be encouraged generally (PPG13).	
The design and construction of towns will defeat proposals.	This may be an issue for the management of road space (e.g. see emerging YTSR2), but new development should abide by the principles of promoting sustainable travel.	Promote sustainable travel in considering the location and scale of new development through encouraging walking and cycle routes, public transport.

## **Question TA1 – Traffic Congestion**

### ***QTA1: Should Park and Ride be introduced in Yeovil? Can you suggest any appropriate broad locations?***

<b>QTA1: Summary of Issues</b>	<b>Evidence Base Consideration</b>	<b>Policy or Proposal</b>
The concept of Park and Ride in Yeovil is supported, but stress the importance of considering impacts upon the Strategic Road Network – further study required.	Park and Ride was not considered feasible within the Yeovil Transport Strategy Review as part of LTP2 as it would require a very substantial subsidy as service revenue would be insufficient to cover its cost. Further work is to be carried out through the emerging Yeovil Transport Strategy Review 2.	Reflect YTSR2 findings on Park and Ride.
The costs of the additional transport leg from a proposed Park and Ride site would need to be heavily subsidised, but may be justified by reduced congestion and road wear.	This was the case in the past (see comment above), but further work is to be carried out on the viability of Park and Ride and potential locations through the emerging Yeovil Transport Strategy Review 2.	Reflect YTSR2 findings on Park and Ride.
Suggested locations: Cartgate roundabout/A3088 Alvington area; Babylon Hill; A37 Brimsmore/Thorn Lane; A37 Dorchester Road; A37 near Ilchester; A30 Crewkerne Road; Council Offices, Brympton Way on Saturdays; Yeovil Showground on weekdays; Pittards (near Yeovil PM) on Saturdays; Yeovil Town football club on week days; the two railway stations; Mudford Rec car park; Yeovil Marsh/Chilthorne Domer.	Further work is to be carried out on the viability of Park and Ride and potential locations through the emerging Yeovil Transport Strategy Review 2.	Reflect YTSR2 findings on Park and Ride.

A Light Rail Tramway could connect Cartgate with the town centre and train stations.	Highly unlikely to be feasible or economically viable.	Not required.
Develop a Park and Ride site within the urban extension to Yeovil.	Further work is to be carried out on the viability of Park and Ride and potential locations as part of the emerging Yeovil Transport Strategy Review 2.	Reflect YTSR2 findings on Park and Ride.

## **OPTION TA5 – Parking**

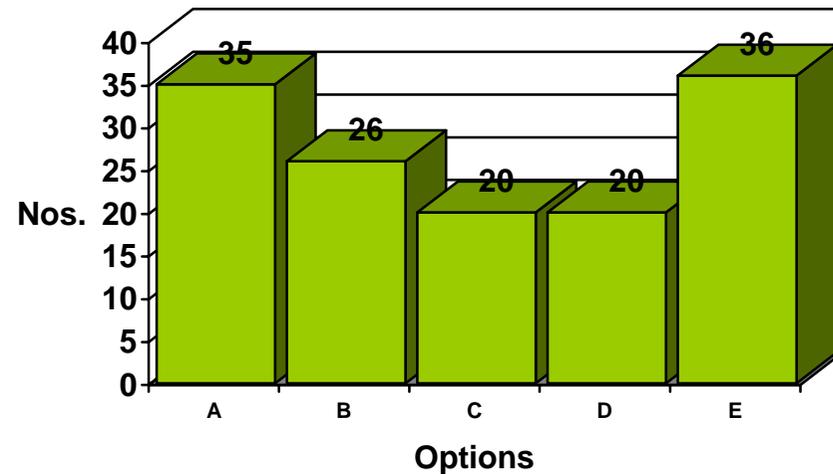
### ***TA5: RESIDENTIAL PARKING STANDARDS***

***A: Should residential parking standards be based upon (tick any that apply):***

- A. Dwelling size (number of bedrooms);***
- B. Accessibility to public transport;***
- C. Accessibility to services/community facilities;***
- D. Availability of on-street parking;***
- E. An alternative option (please state).***

### **Response Levels to Options**

Should residential parking standards be based upon?

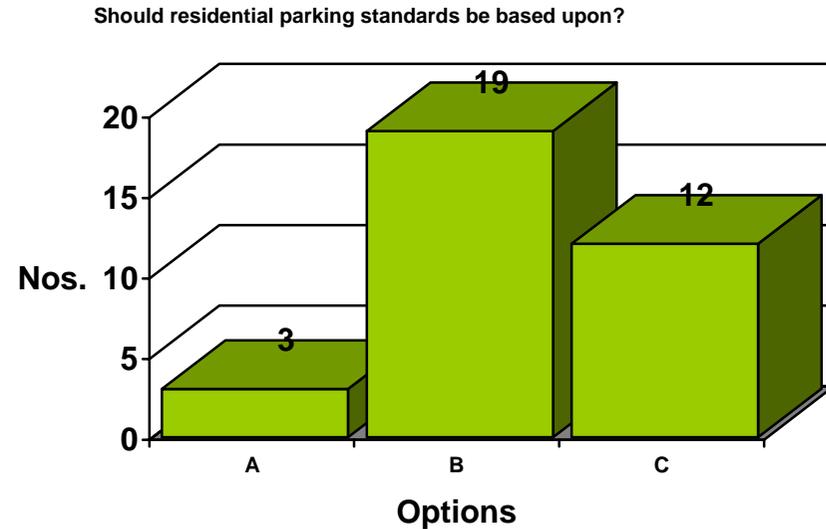


**TA5: RESIDENTIAL PARKING STANDARDS**

**b: Alternatively, do you think:**

- A. There should be a single residential parking policy that applies across South Somerset;**
- B. Each ‘tier’ of settlement should have parking standards (i.e. Yeovil; Market Towns; Small towns and villages; elsewhere);**
- C. Combination of all of the above.**

**Response Levels to Options**



<b>TA5a &amp; b - Summary of Issues</b>	<b>Evidence Base Consideration</b>	<b>Policy or Proposal</b>
Residential parking standards should be based upon a combination of options A-D rather than one single issue, so there should not be a district-wide fixed level of provision.	Standards should promote sustainable transport choices – lower levels of provision should be provided where access to sustainable modes is high, particularly SSCTs i.e. Yeovil (RSS Proposed Changes). Detailed parking policies and standards are primarily the responsibility of SCC as the Local Transport Planning Authority (RSS Proposed Changes and Countywide Parking Strategy).	Reflect the Countywide Parking Strategy standards – currently being revised.
There should not be any on-street parking, and each dwelling should have at least one parking space per bedroom.	Government guidance (Manual for Streets) recommends that, in most circumstances, at least some parking demand should be met with well designed on-street parking. The Countywide Parking Strategy sets 1 space for 1 bedroom	Reflect the Countywide Parking Strategy standards – currently being revised.

TA5a & b - Summary of Issues	Evidence Base Consideration	Policy or Proposal
	units, 2 spaces for 2-3 bedroom units, and 3 spaces for 4+ bedrooms. Detailed parking policies and standards are primarily the responsibility of SCC as the Local Transport Planning Authority (RSS Proposed Changes and Countywide Parking Strategy).	
Develop the public transport system before considering how to provide parking spaces.	Improvements to public transport should be sought as part of development proposals (PPG13); in areas with high access to sustainable modes lower levels of parking should be provided (RSS Proposed Changes).	Seek improvements to public transport as part of new development, where necessary.
Policy should be realistic as people want to own cars.	Expected levels of car ownership is one of the criteria that should be considered in developing residential parking policies (PPS3). Car ownership is relatively high in South Somerset due to the rural nature of the district. Detailed parking policies and standards are primarily the responsibility of SCC as the Local Transport Planning Authority (RSS Proposed Changes and Countywide Parking Strategy).	Reflect Countywide Parking Strategy parking standards – consider that many people require access to a car due the rural nature of the district.
There should be a minimum of two parking spaces per house to discourage parking in the too narrow housing estate roads.	This standard would be too high to promote sustainable travel choices in areas with good access to sustainable transport modes (RSS Proposed Changes), and doesn't accord with the Countywide Parking Strategy. Detailed parking policies and standards are primarily the responsibility of SCC as the Local Transport Planning Authority (RSS Proposed Changes and Countywide Parking Strategy).	Reflect the Countywide Parking Strategy standards – currently being revised.
There should be a design-led approach to car parking that is related to location, housing mix, layout, density and street design.	It is important to promote good design and use land efficiently in considering standards (PPS3). It is likely that lower levels of provision will be sought in Yeovil (RSS Proposed Changes).	Reflect Countywide Parking Strategy parking standards – ensure residential parking standards promote good design and efficient use of land.
All new development should be orientated towards public transport, walking and cycling. Parking provision should not exceed one space	Parking standards should promote sustainable transport choices – in areas with high access to sustainable modes lower levels of parking should	Reflect the Countywide Parking Strategy standards – currently being revised.

TA5a & b - Summary of Issues	Evidence Base Consideration	Policy or Proposal
per dwelling.	be provided (RSS Proposed Changes). More than one space per dwelling is likely to be required for large homes (Countywide Parking Strategy).	
The core strategy needs to do no more than indicate that the level of parking provision should be design-led (para 16, PPS3).	PPS3 goes on to state that residential parking policies should take into account expected levels of car ownership, the importance of promoting good design and the need to use land efficiently (para 51). Accessibility strategies should be developed by the County Council in close partnership with the district council, containing detailed parking policies and standards (RSS Proposed Changes).	Reflect the Countywide Parking Strategy standards, ensuring the principles of PPS3 are incorporated.
There would seem to be little correlation between car ownership and access to public transport, services and community facilities. To restrict areas/settlements to different parking strategies could lead to unsustainable communities, resulting in concentrations of residents who cannot achieve car ownership in those areas of maximum restraint.	Areas where accessibility by sustainable travel modes is high means lower levels of parking provision for new development should be provided, particularly in Yeovil as a SSCT (RSS Proposed Changes).	Reflect the Countywide Parking Strategy standards – currently being revised.

## **Question TA2 - Parking**

***QTA2: Further to option TA3 – in order to encourage the use of other transport modes, do you think that it is realistic to reduce the supply of car parking spaces, thereby allowing some car parks to be redeveloped for other uses? Is this only appropriate for Yeovil, or should a reduction in car park spaces take place in any other settlements within the District?***

QTA2 - Summary of Issues	Evidence Base Consideration	Policy or Proposal
Lower levels of off-street parking are supported in principle in town centres such as Yeovil, where access to walking, cycling and public transport should already be available.	Parking policies should help to support modal shift (PPG13). Long stay commuter parking is already at capacity in Yeovil, but charges are low in some cases and increasing these could help	Consider lower levels of off-street parking in Yeovil town centre. Reflect the Countywide Parking Strategy (which is currently being revised).

QTA2 - Summary of Issues	Evidence Base Consideration	Policy or Proposal
	control peak period congestion (Countywide Parking Strategy). Parking policy will be more flexible in other centres (outside Yeovil), considering the largely rural catchment areas, but also catering for tourism needs (Countywide Parking Strategy). The District-wide Parking Strategy seeks a rationalisation of car parks in Yeovil to enable the redevelopment of town centre sites.	
No – shoppers and visitors will be driven out of Yeovil.	The total parking stock should be managed to reflect local circumstances and the relative accessibility by sustainable modes (RSS Policy RTS3). Parking provision should be focussed on meeting the needs of shoppers, to support the viability of the town centre, but there is spare parking supply in Yeovil town centre (Countywide Parking Strategy). The Yeovil Urban Development Framework proposals should be taken forward but in a phased way to ensure there is adequate ongoing capacity (District Wide Parking Strategy).	Consider in the context of YTSR2 the rationalisation of car parking spaces in Yeovil town centre to enable proposals within the Yeovil Urban Development Framework to be developed.
Definitely not until alternatives to the private car are addressed – need to drastically improve public transport and cycle provision. Reduction of car parking is appropriate to cities but not suited to this district as a rural area where people rely on cars.	The total parking stock should be managed to reflect local circumstances and the relative accessibility by sustainable modes (RSS Policy RTS3). Yeovil is considered to be more accessible by virtue of being a strategically significant town.	Promote alternatives to the private car, focussed on Yeovil. Consider in context of YTSR2 the rationalisation of car parking spaces in Yeovil town centre to enable proposals within the Yeovil Urban Development Framework to be developed.
No – car parking spaces should be increased due to development growth in the district.	There is spare parking supply in Yeovil town centre (Countywide Parking Strategy). The Yeovil Urban Development Framework proposals should be taken forward but in a phased way to ensure there is adequate ongoing capacity (District Wide Parking Strategy).	Consider in context of YTSR2 the rationalisation of car parking spaces in Yeovil town centre to enable proposals within the Yeovil Urban Development Framework to be developed.
Maintain existing parking levels against a backdrop of housing growth, whilst redistributing to short-stay to facilitate the economic vitality of	The total parking stock should be managed to reflect local circumstances and the relative accessibility by sustainable modes (RSS Policy	Consider in context of YTSR2 the rationalisation of car parking spaces in Yeovil town centre to enable proposals within the Yeovil Urban Development

QTA2 - Summary of Issues	Evidence Base Consideration	Policy or Proposal
the town centre at the expense of available car-commuter (long stay) parking.	RTS3).	Framework to be developed, whilst promoting sustainable travel.
Park and Ride should be introduced in Yeovil together with a circulating integrated transport system to important parts of the town e.g. Hospital, bus/train stations.	Feasibility study has shown that Park and Ride is not currently viable (Countywide Parking Strategy), but this is being reviewed through the emerging Yeovil Transport Strategy Review 2.	Reflect findings of Park and Ride in the emerging Yeovil Transport Strategy Review 2.
Sustainable Drainage Systems (SUDS) should surface all parking areas.	SUDS should be promoted in order to better manage flood risk by reducing the volume and speed of surface water run off (PPS25).	Promote the use of SUDS in new car parks.

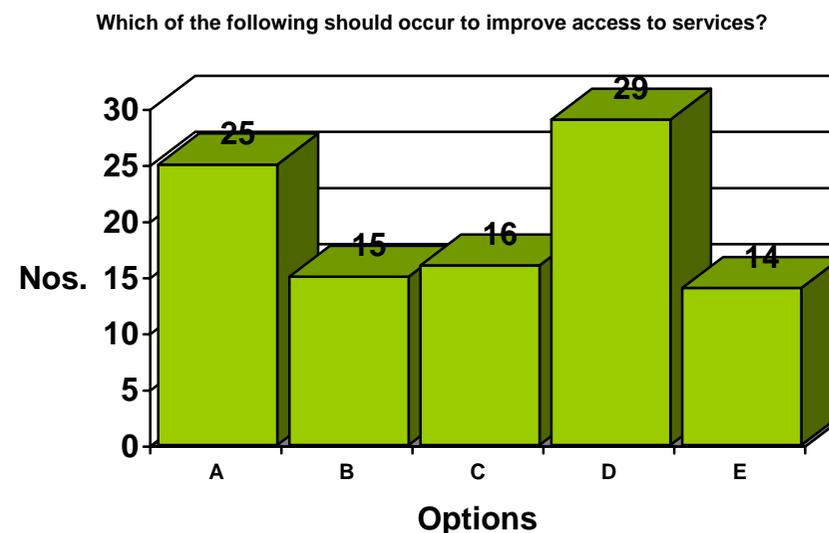
## **OPTION TA6 – Accessibility**

### **TA6: Access to Services**

***Which of the following should occur to improve access to services:***

- A. Encourage the location of essential services near to their users, and residential uses near to existing services;***
- B. Direct future development to locations accessible by public transport;***
- C. Encourage a mix of uses within new development;***
- D. All of the above;***
- E. An alternative option (please state).***

### **Response Levels to Options**



<b>TA6: Summary of Issues</b>	<b>Evidence Base Consideration</b>	<b>Policy or Proposal</b>
Option D is supported in order to improve access to services; suggest adding a further bullet point “Development of multi-use paths to facilitate sustainable travel for access to services and recreation”.	Government policy (PPS1, 3, PPG13) supports a wide ranging approach in order to improve access to services, and encourages sustainable travel. There is a need for more localised provision of services, with post 16 education and adult learning, access to services in rural Chard, Ilminster, and Crewkerne and access to employment in Yeovil’s rural hinterlands all being identified as issues requiring further assessment (Accessibility Strategy, LTP2).	Ensure access to services is provided with new development, based upon the needs to particular places, using local accessibility assessments where possible.
Directing future development to locations accessible by public transport (option B) seems restrictive and unreal.	Future development should be accessible by sustainable transport modes (PPG13). The ‘strategy’ directs most development to Yeovil, which does benefit from better public transport provision. Public transport can be ‘built in’ with new development, so the option may be worded over restrictively.	Promote sustainable transport links with new development, particularly at Yeovil.
Directing future development to locations accessible by public transport (option B) will allow for better public transport provision in areas which are currently not well served e.g. northern outskirts/fringes of Yeovil.	Future development should be accessible by sustainable transport modes (PPG13), but public transport can be ‘built in’ with new development if necessary. Sustainable travel measures should be prioritised at Yeovil in particular (RSS Proposed Changes).	Promote sustainable transport links with new development, particularly at Yeovil.
Chard should have some form of bus station to help encourage people of Chard to use public transport.	Evidence would be needed to justify e.g. location, costs of running, current lack of terminating bus services. Refer to the emerging Chard Regeneration Framework.	Await findings of the Chard Regeneration Framework and consider.
New developments need services on site wherever possible in order to reduce the need to travel and build a stronger sense of neighbourhood and community.	This approach is supported in Government policy (PPS1, 3, PPG13). The emerging Infrastructure Delivery Plan will inform what services are required to deliver the growth.	Ensure adequate services are available for new development.
Development should be in sustainable locations and the balance to be considered will vary on a case by case basis.	Most development will be directed towards Yeovil and the other large towns (RSS Proposed Changes). The precise balance of services and dwellings will vary depending on development scale and location for example.	Reflect the RSS settlement strategy in developing South Somerset’s strategy for development.

<b>TA6: Summary of Issues</b>	<b>Evidence Base Consideration</b>	<b>Policy or Proposal</b>
Re-open Post Offices.	This is outside the scope of the core strategy.	None required.
The new urban extension to Yeovil should be easily accessible to the town centre.	This should help promote sustainable travel between the urban extension and the existing town.	Consider the need to promote sustainable travel in considering the location for Yeovil's peripheral growth.
Help existing shops and services survive and provide services with large developments.	Population growth may not solely be the solution to rural service decline (RSS Proposed Changes). New services should be provided with development where appropriate.	Ensure services are provided with new developments where required.
Bullet A: how will you encourage the location of services and residents?	The settlement strategy should seek to direct to development to places with an existing concentration of services (RSS Proposed Changes). The emerging Infrastructure Delivery Plan will inform the need for future service provision.	Reflect the RSS settlement strategy in developing South Somerset's strategy for development, ensuring services are provided in major new development as appropriate.

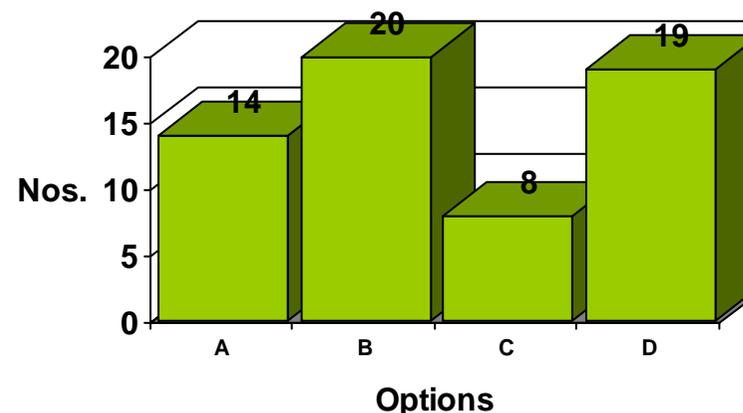
## OPTION TA7 – Accessibility

### **TA7: Timing Of Service Provision**

***Where a requirement for services related to housing development (e.g. shops, healthcare, education, employment etc.) has been identified, should these services be in place:***

- A. Immediately before housing is occupied;***
- B. At the same time as the housing becomes occupied;***
- C. After a set number of homes become occupied (please suggest a figure);***
- D. Different timings depending on the type of service (please suggest).***

Where a requirement for services related to housing development (e.g. shops, healthcare, education, employment etc.) has been identified, should these services be in place:?



**Response Levels to Options**

<b>TA7: Summary of Issues</b>	<b>Evidence Base Consideration</b>	<b>Policy or Proposal</b>
Option A is preferred, as it is easier to influence the way people travel from the start, rather than later on, after residents have developed their own travel behaviour. However, commercial viability may not allow this to take place on all new developments.	Although it is preferable to influence residents' behaviour through the provision of services early on, this may not always be viable. The viability is likely to depend on the circumstances of a particular site so it is too prescriptive for the core strategy to indicate a figure.	Broadly set out that it is preferable for services to be provided as early as possible, but accept that this may not be viable all of the time.
The provision of local services is dependent on achieving viable levels of demand, which will vary for different kinds of service – options A and B are clearly not practicable as there would be little or no demand/custom at the outset. Sites can be reserved for local shops and services, but their development and use will depend on economic	It is too prescriptive to set out specific service provision timings within the core strategy, as it will depend on the circumstances of a particular site as to the viability.	Do not prescribe the timing of service provision, but encourage services to be provided early on where viable.

TA7: Summary of Issues	Evidence Base Consideration	Policy or Proposal
decisions by business and service providers – the core strategy cannot be so prescriptive as circumstances will vary significantly across sites and through time.		
Services should be in place after 50%/25%/10 homes become occupied.	It is too prescriptive to set this out in the core strategy, as it will depend on the circumstances of a particular site. The emerging Infrastructure Delivery Plan will inform future infrastructure requirements.	Do not set a threshold as to when services should be in place – encourage their early provision.
Health services and schools should be available from first occupation, but realistically must wait until they are sustainable financially. Shops should only be provided when they are potentially viable. Education and employment provision is unlikely to be adjusted to cope with one development.	The timing of service provision will largely depend on viability, which will vary according to particular site circumstances, so it is too prescriptive to set in the core strategy. The emerging Infrastructure Delivery Plan will inform future infrastructure requirements.	Do not set a threshold as to when services should be in place – encourage their early provision.
The provision of healthcare and education facilities are not the responsibility of the Local Planning Authority, and any such policies should be restricted to land allocation and appropriate contributions.	Close working with health and education services will be required to deliver the necessary health and education infrastructure. This will be explored in the emerging Infrastructure Delivery Plan.	Use findings of Infrastructure Delivery Plan to inform delivery of health and education facilities.
The market best serves employment opportunities - employment cannot be forced beyond the point of making land available.	Ensuring access to employment is key to creating sustainable communities.	The detail of employment provision is covered in a separate chapter.
There should not be a set number of homes, but an agreed % with a base-line dependent on accessibility (and need) of transport facilities.	Accessibility of transport facilities is an important factor, but it is too prescriptive to set out an agreed % in the core strategy, as it will depend on the circumstances of a particular site.	Do not set specific thresholds as this is too prescriptive.
Shops when housing becomes occupied, and healthcare, education, employment after a set number of homes become occupied.	It is too prescriptive to set this out in the core strategy, as it will depend on the circumstances of a particular site. The emerging Infrastructure Delivery Plan will inform future infrastructure requirements.	Do not set a threshold as to when services should be in place – encourage their early provision.
Public transport first, then Community Centre including youth facilities.	It is too prescriptive to set this out in the core strategy, as it will depend on the circumstances of a particular site. The emerging Infrastructure	Do not set a threshold as to when services should be in place – encourage their early provision.

<b>TA7: Summary of Issues</b>	<b>Evidence Base Consideration</b>	<b>Policy or Proposal</b>
	Delivery Plan will inform future infrastructure requirements.	
Too many major residential developments are built with no or totally inadequate services provided, so on major developments provision of infrastructure and services should be a 'planning gain' requirement.	In order to create 'sustainable' communities, new housing development will require good access to services (PPS1). The emerging Infrastructure Delivery Plan will inform infrastructure requirements; 'planning gain' requirements may be set for 'strategic sites'.	Ensure sufficient infrastructure can be delivered as a result of the core strategy development requirements.

### **Question TA3 – Information and Communication (ICT) Access**

***QTA3: Should the Core Strategy identify broad areas in South Somerset that would/would not be appropriate for telecommunications masts?***

<b>QTA3: Summary of Issues</b>	<b>Evidence Base Consideration</b>	<b>Policy or Proposal</b>
Telecommunications plays a vital role in both the economic and social fabric of communities – PPG8 provides clear guidance as to the main issues surrounding telecommunications development. It is important that there remains in place a telecommunications strategy with a concise and flexible telecommunications Development Management policy (specific policy wording is suggested by the respondent).	National policy is to facilitate the growth of new and existing telecommunications systems while keeping environmental impact to a minimum, and protecting human health (PPG8).	No specific policy required – sufficient guidance in PPG8.
The core strategy should identify broad areas that would be appropriate for telecommunications masts, in line with PPG8 as not everywhere is suitable.	National policy is to facilitate the growth of new and existing telecommunications systems while keeping environmental impact to a minimum, and protecting human health (PPG8) – it is not considered that identifying broad areas is appropriate for the core strategy, which should focus on the key issues in the district (PPS12).	No specific policy required – sufficient guidance in PPG8.
Broad areas should not be identified as there is adequate provision already; would need to involve	The emerging Infrastructure Delivery Plan should inform future provision of telecommunications	No specific policy required – sufficient guidance in PPG8.

<b>QTA3: Summary of Issues</b>	<b>Evidence Base Consideration</b>	<b>Policy or Proposal</b>
all the current licence holders/operators as well as licensing authorities – would their co-operation be forthcoming? Any additional telecommunications masts should be installed wherever the need exists.	masts - it is not considered that identifying broad areas is appropriate for the core strategy, which should focus on the key issues in the district (PPS12).	
Has the issue of identifying broad areas for telecommunications masts been an issue in the past and how was it dealt with? Is it likely to be an issue in the future and what options are there for dealing with it?	This has not been an issue in the past and it is not considered appropriate for the core strategy, which should focus on the key issues in the district (PPS12). The potential for additional demand will require consideration in the emerging Infrastructure Delivery Plan.	Use findings of the emerging Infrastructure Delivery Plan to inform telecommunications requirements. No specific policy required – sufficient guidance in PPG8.

## **Other Issues – Transport and Accessibility**

<b>Summary of Issues</b>	<b>Evidence base consideration</b>	<b>Policy or Proposal</b>
The Regional Economic Strategy highlights the importance of efficient transport and seeks to enhance transport connectivity, therefore providing access to markets and tackling peripherality. Mechanisms should be in place to secure good public transport provision, to tackle congestion and social exclusion, and Demand Responsive Transport and Green Travel Plans should be encouraged.	Reliability and resilience of journey times should be improved on national/regional transport corridors, modal shift facilitated, and growth at SSCTs supported (RSS Proposed Changes). Local Transport Plan 2 seeks to deliver transport improvements to enable Yeovil to achieve significant economic growth, by identifying this as an investment priority.	The core strategy should aim to secure good public transport provision, tackle congestion and social exclusion, and encourage Demand Responsive Transport and Travel Plans, particularly at Yeovil.
Concerns over the statement “where new development is likely to generate significant amounts of traffic, it is necessary to ensure that the road infrastructure is adequate”. The first priority should be to ensure a high level of accessibility by a choice of means of travel.	Sustainable modes are the priority. Given the level of development growth in the emerging RSS, particularly in and around Yeovil, there may be necessary improvements to the road infrastructure – the emerging YTSR2 will contain measures specific to Yeovil.	Prioritise sustainable travel modes, whilst recognising that necessary improvements to the road network may be required and identified in the Infrastructure Delivery Plan.
The reference to significant congestion increases over the next 20 years is welcomed (issues, para 7.7), but we would wish to see additional reference to the impacts upon the A303 and M5, particularly Junction 25.	See first comment above. The A303 will be at highest capacity between Cartgate roundabout and Ilminster, Ilchester and Wincanton (Highways Agency ‘Network Stress 2026’). J25 is outside South Somerset and will require consideration elsewhere (Taunton Deane, Somerset CC,	Include additional references to the impact of the proposed development upon the A303, through discussions with the Highways Agency and work on the emerging Infrastructure Delivery Plan.

Summary of Issues	Evidence base consideration	Policy or Proposal
<p>The level of parking availability can contribute to the amount of vehicle trips likely to be attracted to the development. We would not support a significant proportion of parking within new residential developments, as low levels of parking can contribute to low levels of car use (see DfT, 'Making Residential Travel Plans Work').</p>	<p>Highways Agency). Although sustainable transport modes should be given priority, sufficient car parking should also need to be provided, in line with SCC's Countywide Parking Strategy.</p>	<p>Reflect the Countywide Parking Strategy standards – currently being revised.</p>
<p>North Perrott, Misterton and Haselbury have heavy and unsuitable traffic using roads that are dangerously unsafe for modern usage, and a solution should be considered in Crewkerne's future road development – one long term solution is a bypass of Misterton. Traffic in Crewkerne is a nightmare and the A30 should be widened from Furrington Lane to the A356.</p>	<p>Particular schemes such as this are primarily the responsibility of Somerset County Council - 'ensuring lorries use appropriate routes to improve life in rural communities' is an investment priority within LTP2. The core strategy will need to ensure that the impact upon the road network of the proposed housing and economic growth is acceptable.</p>	<p>Consider the transport impact of Crewkerne's future growth. This specific matter is the responsibility of Somerset County Council as the Highways Authority. Existing housing and employment Local Plan key site allocation has been identified as being satisfactorily accessed without these improvements.</p>
<p>It is doubtful that car pool arrangements could be enforced in villages that are a long way from amenities.</p>	<p>In rural areas it may be difficult to viably operate a car pool scheme, the recent closure of a car club in Yeovil emphasises this. Largely outside remit of core strategy.</p>	<p>None required.</p>
<p>Expand rail services.</p>	<p>The expansion of rail services (frequency) is not within the remit of the core strategy.</p>	<p>None required.</p>
<p>Sad to see no recognition of major road building e.g. A303, instead the emphasis is on petty restrictions and control.</p>	<p>Dualling of the A303 in South Somerset is no longer proposed (RSS Proposed Changes). Sustainable travel should be prioritised (PPG13, RSS).</p>	<p>None required.</p>
<p>The need for including hydrogen refuelling stations and recharging points in most if not all villages as part of the infrastructure should be recognised – long before the year 2026, simple battery cars will become the normal 'cheap' car.</p>	<p>Not likely to be viable in villages. The Government has recently announced (16/04/09) funding to create charging points in a few cities, but not realistic at the moment in South Somerset.</p>	<p>None required.</p>
<p>Car-free housing development should be encouraged e.g. the successful scheme at Tinkers Bubble. In order to operate successfully, a rural car-free development needs to offer live-work facilities so people don't have to travel to</p>	<p>Although the premise behind car-free housing development is laudable, the reality is that in a rural district such as South Somerset car ownership is higher than the national average. The proposed exception policy wording is not</p>	<p>Not required.</p>

Summary of Issues	Evidence base consideration	Policy or Proposal
work, and it needs to meet outstandingly high levels of sustainability - a policy wording for an exception policy is proposed.	consistent with Government policy (PPS7) which only permits new dwellings in the countryside that are of outstanding and truly exceptional design quality.	
The revenue raised through congestion charging, car park charges etc. should be used to improve public transport and other sustainable travel measures.	This is a financial issue that is outside the remit of the core strategy.	None required.
The effect of HGVs on the A37 and A30 and traffic congestion and in town centres should be considered.	'Ensuring lorries use appropriate routes to improve life in rural communities' is an investment priority within LTP2. New development should prioritise sustainable travel modes, and make any necessary improvements to the network.	Ensure core strategy considers potential traffic congestion as a result of growth proposed in the core strategy.
The effect of farm traffic (getting increasingly bigger and wider) on road safety.	The effect of new development should not jeopardise road safety, but farm traffic specifically is not within the remit of the core strategy.	None required.
Improve public transport links (both bus and rail) between South Somerset and other parts of Somerset and the region e.g. Devon, Taunton, Bristol etc. as existing links are poor, infrequent or do not exist.	This is primarily the responsibility of Somerset County Council; regionally important corridors that have improvement priorities are identified between Exeter and London, and Exeter and Dorchester (RSS Proposed Changes).	None required.
Walking in Yeovil can be dangerous and unpleasant, e.g. a subway or bridge is needed to enable pedestrians to safely cross the Fiveways roundabout, safe pavements and benches for elderly pedestrians, more cycle paths.	Better walking and cycling measures should be provided in Yeovil as a SSCT (RSS Proposed Changes). The emerging YTSR2 will detail specific measures for Yeovil. The Cycling Strategy (March 2006) identifies Yeovil as being a high priority for new cycle infrastructure spending.	Promote better walking and cycling measures, especially at Yeovil.
In South Somerset generally, but particularly in relation to Yeovil (an SSCT), a clear understanding needs to be developed as to the transport requirements arising from the RSS dwelling numbers.	The emerging Yeovil Transport Strategy Review 2 (YTSR2) and the forthcoming Infrastructure Delivery Plan should provide this.	Reflect YTSR2 findings for transport requirements in Yeovil; require further evidence for impact outside Yeovil.
There may be a need to fund the requirements for Yeovil by other means than the Regional Funding Allocation; therefore the Council should explore ways of delivering the necessary solutions	The emerging YTSR2 and the forthcoming Infrastructure Delivery Plan will provide evidence on funding transport requirements.	Ensure funding is available to deliver the growth proposed in the core strategy, informed by the emerging IDP.

Summary of Issues	Evidence base consideration	Policy or Proposal
through the development process and other funding opportunities, particularly for the urban extension to Yeovil.		
There is a rather negative view of what can be achieved by way of increasing the sustainability of transport in the area – while it is important that the constraints upon such progress are explored, it is important that this does not dominate the tone.	A ‘step change’ in the prioritisation of sustainable travel measures is required at Yeovil, and should be encouraged elsewhere. However it is important to be realistic given the rural nature of the district that often necessitates car use.	Prioritise sustainable travel measures, particularly at Yeovil.
Replace 'road' with 'highway' at beginning of 5th line as this paragraph applies equally to rights of way, footways and cycleways.	Noted.	Make text amendment.
Paragraph 7.6 - Might benefit from being re-arranged in an order that better reflects the priority afforded to these subjects in LTP2.	Noted.	Make text amendment.
Paragraph 7.7 - This section could also make reference to the needs of people with learning difficulties.	Noted.	Make text amendment.
Paragraphs 7.16-7.17 refer to a number of interventions as demand management measures, which whilst fundamental to the successful implementation of demand management, do not in fact manage demand themselves.	This was based on the draft RSS which set out demand management measures that should be introduced at the SSCTs. The SoS Proposed Changes refers to “demand management and sustainable travel measures”.	Refer to demand management and sustainable travel measures in order to facilitate modal shift particularly for Yeovil and Chard.
The core strategy should promote the use of non-car transport modes where possible, but recognise the reality of car-based accessibility, particularly for tourism uses e.g. touring sites for caravans.	This reflects Government guidance in “Planning for Tourism – Good Practice Guide”.	None required.
There should be a policy on reduced road speeds.	This is not within the remit of the core strategy.	None required.
Rights of Way: all footpaths and bridleways should be marked and kept clear, and obligations on landowners (e.g. not to obstruct) should be enforced.	This is not within the remit of the core strategy.	None required.
The future development of South Somerset is dependent on the improvement of the national transport infrastructure e.g. A303 and Waterloo	This is a transport corridor of regional importance, so will see improvements commensurate to its status, including to support Yeovil’s growth (RSS	Ensure growth proposed in core strategy manages demand and reduces impacts of local trips on this corridor.

Summary of Issues	Evidence base consideration	Policy or Proposal
rail link.	Proposed Changes).	
Para 7.7, issues table: it would be better if you could distinguish more between different parts of the district.	A more 'spatial' approach is required (PPS12).	A 'spatial' core strategy that reflects different parts of the district e.g. Yeovil, Policy B and C settlements, elsewhere.
Para 7.26 – what does the Core Strategy need to include in order to deliver the spatial aspect of these accessibility strategies?	Work on these Somerset County Council accessibility studies has yet to begin.	None required.
There is a need to protect allotments against development.	Not transport and accessibility related – refer to 'health and well being' chapter.	See 'health and well being' chapter.
Access to work experience for Bruton's students.	Not within the remit of the core strategy, although access to employment generally is a key issue that will be addressed.	None required.
There is a major issue with parking in Bruton, particularly in the High Street.	This is too specific to be dealt with in the core strategy.	None required.
With the Cartgate link becoming so congested, the possibility of providing an alternative link from Yeovil northwards to the A303 should be explored.	This may be considered as part of the emerging YTSR2.	None required.
Provision of specific school buses or service.	Sustainable travel will be promoted in the core strategy, but it is not within its remit to consider this particular issue.	None required.