The Ilminster Neighbourhood Plan

2020 2040

Appendix C
Implementation Strategy

Contents

Chapters

1. Introduction

1.1 Ilminster Town Council will work with all relevant partners to establish an effective delivery mechanism to ensure that all local residents, businesses and other interested parties are actively involved in shaping proposals for the INP area.

2. Implementation

2.1 During the course of preparing the plan, a number of projects have been identified which will assist in implementing our policies. Work needs to now commence with some partners, to see how these projects can be taken forward.

2.2 Implementation will promote partnerships and work with interested parties to shape proposals for the INP area. It will require the LPA to discuss and consult on planning applications with Ilminster Town Council/ Neighbourhood Forum. Applicants for major development in Ilminster are encouraged to carry out pre-application consultation with the local community so that local aspirations can be taken into consideration.

2.3 The new indoor recreational facility, supported in policy ILM4, will be delivered by way of the contributions towards strategic facilities that are expected as a part of major housing developments in Ilminster. Alternatively, as a community aspiration it could be funded through the neighbourhood portion of any CIL receipts.

2.4 On page 5 is a list of projects that the Forum would like to see being brought forward, in association with other improvements to the public realm.

2.5 These projects are important as Ilminster's gateways are difficult to negotiate for cyclists and pedestrians, are poorly signposted and of poor quality. These gateways and junctions need to be enhanced to reflect Ilminster's heritage and character and be more inviting to visitors. This is through public realm improvements, such as landscaping and appropriate signage.

2.6 Ilminster has good access to the strategic road network and National Cycle Network, with numerous footpaths, bridleways and permissive paths, covering the surrounding hillsides. However, Ilminster and its surrounding villages are poorly served by public transport. The dispersed nature of the town to the west, together with the steep topography makes short journeys by car common.

2.7 Parking in the town centre is a continual issue for shoppers and visitors. Existing car parks have limited parking spaces. There are some free on-street parking spaces. Movements and congestion in the town centre is an issue, reducing the quality of the pedestrian environment, creating a conflict with pedestrians and cyclists. The signage, road markings and tarmac needed for these spaces, conflict with the need to preserve and enhance heritage assets.

Projects identified (these projects do not form part of the statuary INP)

1. Welcoming pedestrians – enhance the public realm at key gateways, in particular adjacent to The Market House, as shown in the INP, Figure 5 – Existing Access and Movement.

2. Welcoming cyclists – provide cycle-friendly streets, sensitively designed bicycle racks and signage and remove barriers on cycle paths.

3. Managing cars – reduce cars in the town centre by improving:
   - Existing car parks – their quality and accessibility
   - Paths and pavements - street signage, lighting, layout and accessibility
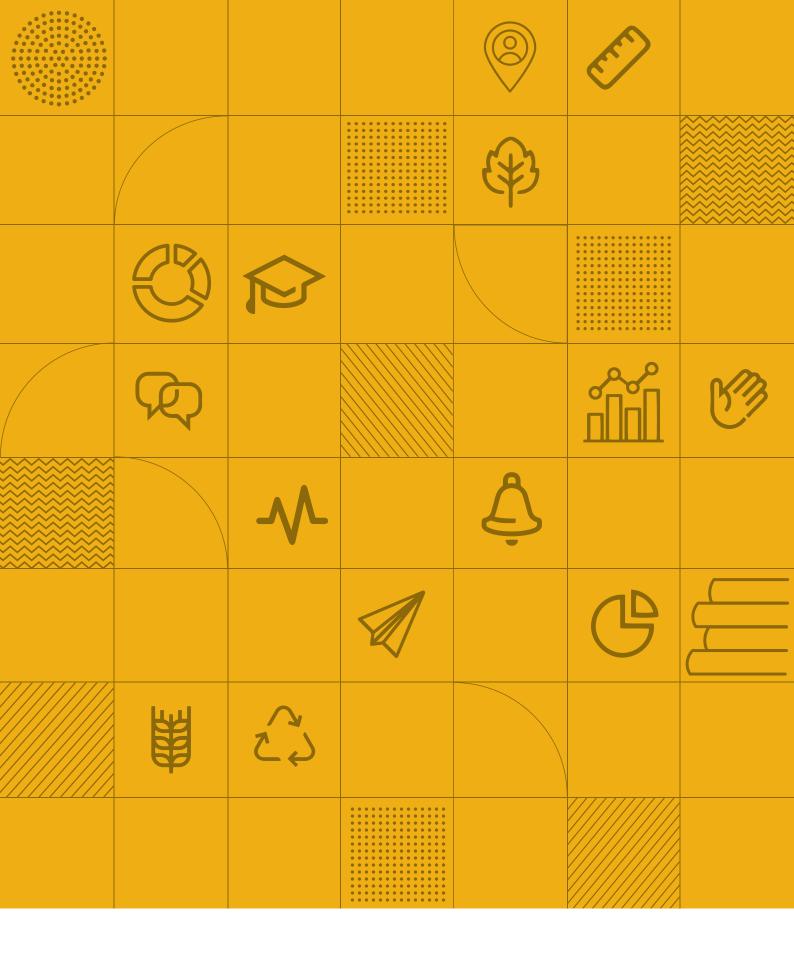
4. Improve the following Ilminster gateways and road junctions:
   - Welcoming buses – provide bus stops in convenient locations for their users across Ilminster, with well-designed lighting and street furniture
   - East Street and Butts
   - Bay Hill and Townsend
   - North Street and High Street/Butts
   - New Road, Station Road and West Street
   - Station Road and Riec-Sur-Belon Way
   - Ditton Street and East Street to Shudrick Lane
   - Additional junctions which warrant improvements for pedestrians and cyclists comprise: Hort Bridge, Tesco petrol station, Southfields roundabout, Bay Hill and Townsend, High Street, Butts, North Street, Winterhay Lane to Station Road, Ditton Street to Shudrick Lane, Canal Way to Ditton Street, Beacon and Herne Rise.

3. Monitoring

3.1 Indicators need to be measurable, readily available and meaningful and should show the desired direction of change as a result of implementing a policy. They should be chosen for the benefit that the policy will bring. The targets are a measure of success of the indicator.

3.2 The Town Council will monitor the INP when required.

Content	**Design**	**Final Artwork**	**Photography**	**Logo**
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