

SUPPORT

<u>Ref.</u>	<u>Summary of Comments received in support</u>	<u>No of Times Made</u>	<u>Officer Comment</u>
S1	There has been a considerable reduction in the volume of traffic in the High Street area.	7	All comments in support of the proposal are noted.
S2	Considers the reduction in traffic to represent an improvement for vulnerable road users, both local and visitors to the village.	37	
S3	Considers the proposal should be made permanent subject to The National Trust giving clear notice to visitors that the highway is not a pedestrian area.	1	
S4	Considers the scheme to have reduced noise in / positively improved the character and ambience of the High Street.	22	
S5	Consider the scheme to be a great success. In favour of the scheme.	9	
S6	Scheme has resulted in reducing congestion within the village.	3	
S7	Scheme has resulted in improving air quality / reducing emissions.	2	
S8	Considers the scheme has reduced journeys times due to improvements in traffic flow.	2	

General Comments

<u>Ref.</u>	<u>Comment Received</u>	<u>No of Times Made</u>	<u>Officer Comment</u>
C1	<p>Considers the scheme has only served to relocate problems to West Street and suggests:</p> <ul style="list-style-type: none"> - West Street needs to be widened. - West Street footway needs improving maintaining. - Speed limits need to be enforced. - Drainage improvements are required. 	1	See comments to Objection Ref: O2
C2	<p>Identifies concerns with the junction layout between West Street and High Street, specifically who has the right of way at the junction.</p> <p>Suggest that the junction priorities should be altered, so that vehicles approaching from the High Street should accede priority.</p>	1	See comments to Objection Ref: O7
C3	<p>Considers the scheme in the High Street has forced additional traffic on to Hither Way and this is not more dangerous for pedestrians, due to the lack of footway.</p> <p>Considers that an alternative scheme to remove traffic from the High Street would be the provision of a new junction with the A350 and construction of link road to Hither Way. This would also resolve potential access problems / collision history on the A350.</p>	1	<p>See comments to Objection Ref: O2</p> <p>See comments to Objection Ref: O13</p>
C4	<p>Considers they have benefitted due to the reduction in traffic; however, they have concerns relating to school parking and also the ability to turn around after visiting the school due to vehicles approaching from the West Street direction.</p>	1	See comments to Objection Ref: O3
C5	<p>Broad support for the scheme.</p> <p>Considers the exemption within the restriction for Coaches is a nuisance and dangerous.</p> <p>Suggest that a physical barrier would offer a better solution.</p> <p>Suggests that a 'Stop' sign would be more appropriate than the 'Give Way' sign at the junction of West Street / High Street.</p>	1	<p>See comments to Objection Ref: O10</p> <p>The introduction of 'Stop' signs is strictly prohibited to those locations where motorists' visibility is limited below a particular threshold, and where no engineering measures can be undertaken to improve the situation. I can advise in this instance the visibility remains in excess of the threshold.</p>

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C6	<p>Pleased for the residents of the High Street. Has concerns regarding the mini roundabout junction, in particular speed of vehicles exiting West Street on to Hither Way.</p> <p>Raises concern regarding vehicles visiting the village shop and not being able to continue through the High Street and having to reverse on to the High Street.</p> <p>Outlines concerns regarding Coaches stopping outside the telephone box on Melksham Road, and suggest The National Trust should stop this.</p>	1	<p>See comments to Objection Ref: O2</p> <p>See comments to Objection Ref: O3</p> <p>See comments to Objection Ref: O10</p>
C7	<p>Pleased to note of the improvements within the village but has concerns with crossing the road outside The National Trust car park and the speed of vehicles on Hither Way.</p> <p>Also, suggest improvements are required to the footway on West Street which is in poor condition.</p> <p>Considers the proposal has negatively impacted on the junctions of West Street and High Street, along with the mini roundabout junction at Hither Way / West Street / Melksham Road.</p> <p>Suggests a 20 mph restriction for the whole village including Melksham Road and Hither Way.</p>	1	<p>See comments to Objection Ref: O2</p> <p>See comments to Objection Ref: O7</p> <p>Wiltshire Council has recently published its approved policy for the implementation of 20 mph restrictions. More information and the method by which requests are being collated can be found at: http://cms.wiltshire.gov.uk/ieDecisionDetails.aspx?ID=881</p>
C8	<p>Considers the proposal to be working well, but suggests the introduction of a mini roundabout outside the entrance to the Red Lion PH.</p>	1	<p>Whilst the introduction of a such a facility would assist vehicles in turning, unfortunately the introduction of a mini roundabout cannot be considered due to the following reasons:</p> <ul style="list-style-type: none"> - There is insufficient space to accommodate such a facility. - Mini roundabouts are successful, where traffic flows remain relatively equal from all directions. Given the layout and traffic composition of the side roads, this is not considered the case in this instance and therefore unlikely to affect motorists.

OBJECTIONS

<u>Ref</u>	<u>Comment Received</u>	<u>No of Times Made</u>	<u>Officer Comment</u>
O1	<p>Consider the Public Consultation involved misleading questions, since they related solely to whether or not it would improve the High Street and remove traffic from 'the village'. The scheme has sent a stream of extra traffic to the roundabout at the end of Folly Lane East. There were approximately 20 objections to 70 agreements. Those of us who live in this part of the village were simply outnumbered. We are in the village but our objections were ignored. There was no question on the Consultation about how moving the traffic from one area to another might affect different residents.</p> <p>The fact that we number less but are most affected by the proposed permanence of the change means that our say should have been more carefully considered. You are our council and Lacock is our village, so please now take our views into account and abandon the scheme.</p> <p>-----</p> <p>I appreciate that many people living in the High Street must feel that the traffic reduction by them is wonderful; however, it has simply moved the problem elsewhere, caused others and not solved anything, only ticking a box on the NT agenda. Closing the road is one thing, consideration for the impact of the closure elsewhere is another. No thought or consideration seems to have been given to this.</p> <p>-----</p> <p>Although the number of residents on the outskirts of the village that are affected by these changes is not as great as those in the village, converted to a percentage I am quite sure the objectors would outnumber those for. Do the math.</p> <p>-----</p> <p>But I feel that you need to really think, is it really necessary? Have you ever heard the phrase 'If it's not broken, don't fix it' - this couldn't be more accurate in this situation.</p>	4	<p>The scheme has been introduced following a request made by the Parish Council and The National Trust to consider ways in which through traffic could be discouraged from using the High Street.</p> <p>The initial consultation exercise completed prior to the introduction of the Experimental Traffic Order, was developed and conducted by the Parish Council to ascertain whether there was local support to undertake the proposed trial scheme.</p> <p>This consultation exercise was separate to the formal consultation period within the Experimental TRO period. Consequently, it is not possible to surmise as to the Parish Council reasoning to support the scheme, and such questions should be directed towards them.</p>

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02	<p>The Statement of Wiltshire County Council's reasons for proposing to make the Orders is explicitly "for avoiding danger to persons or other traffic using the road . . . and to prevent the likelihood of any such danger arising." The result of the experimental road closure has been to make West Street more congested and more dangerous. This road has considerable tractor traffic, turning into the farm, and cars now make an unnecessary journey round the centre of the village and along our part of the village when they could simply be allowed through. Because of the extra distance, many cars speed along West Street in what is sometimes a narrow space between cars parked in the layby or by the allotment, including coaches, and turn sharply up Hither Way. If anybody were walking or running there, or crossing the road on Hither Way near the roundabout--as I and others do several times a week--at the same time that a car came fast round that corner, there could well be a serious injury or fatality. Cars are much less likely to speed through the centre of the village, so it is far safer for them to be able to take this traditional, accessible, and direct route.</p> <p>-----</p> <p>The increase in through traffic on the section of West Street by the allotments and cemetery is dangerous. There are legitimately parked cars on this narrow section resulting in traffic hold ups and near misses when cars, buses and farm traffic are all trying to use the road at once. Even without the parking issue the road is too narrow for the increased volume of traffic. In contrast the road alongside the Abbey grounds is both one-way and wider and therefore a much safer route.</p> <p>-----</p> <p>It has moved the problem, not solved it. We now have a very fast and dangerous bit of road outside our farmyard.</p> <p>-----</p>	6	<p>It is acknowledged that the 'Prohibition of Driving' restriction has altered traffic movements within the village, and that the consequence of which is the increase in traffic volumes on those streets which act as the diversion, i.e. West Street and Hither Way.</p> <p>The reduction in traffic in the High Street and Abbey Road has reduced the potential conflict between motorist and vehicles in an area subject to higher levels of pedestrian movements than West Street / Hither Way.</p> <p>The identified alternative route is considered suitable and appropriate to accommodate the additional traffic. The junction between West Street and Hither Way is a roundabout junction constructed as part of the Hither Way scheme, and remains suitable to accommodate the type and volume of traffic using the alternative route.</p> <p>It is recognised that the pedestrian provision in West Street could be improved. The ability to undertake significant improvements such as footway widening is restricted due to the extent of the highway. Consequently, measures are restricted to those completed through routine maintenance actions, such as footway siding to restore its full effective and general surface repairs.</p> <p>It is recognised there is no defined pedestrian route adjacent to Hither Way, and that this would be an additional benefit for those pedestrians who wish to travel between The National Trust Car Park and West Street. To register a request for consideration of a footway by the Community Area Transport Group, register the concern with the Area Board or alternatively by contacting the Community Area Manager. Details for both can be found at: www.wiltshire.gov.uk/areaboards.</p> <p>Parking on the highway is tolerated where it is not considered to cause an obstruction. Where parking restrictions exist or a vehicle is causing an obstruction (parking at a junction, obstructing visibility etc....) they are subject to enforcement actions by the relevant enforcement agencies. Where parking on the highway is tolerated, it can have the</p>

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	<p>Speed. No thought seems to have been given to reducing the traffic speed and this temporary closure seems to have given most motorists the idea that they can indeed go faster and not pay as much attention now that they do not have to give way at the junction by the Porch House. No consideration seems to be given to the safety of other road users in that area either. Allowing vehicles to park on the junction itself and along towards the Cemetery only adds to the danger on this junction. Coming into the village from Hither Way is extremely dangerous if anyone is parked (particularly coaches) by the Phone box as you have no option but to be on the wrong side of the road as the traffic speeds out of the village. Also, a very considerable percentage of vehicles using the roundabout on Hither Way do not use it correctly and cut across on the wrong side of the road. This area is in constant use by heavy farm traffic, buses and coaches and the speed limit is inappropriate.</p> <p>The traffic which now avoids the village simply hurtles along Melksham Road instead; the 30 mph limit past Talbot View already ignored by most motorists anyway seems to be completely irrelevant now.</p>		<p>additional benefit of breaking traffic flows and reducing vehicle speed. Where inappropriate parking is taking place, the Parish Council is able to request the introduction of additional waiting restrictions via Wiltshire Councils' agreed policy, to discourage this.</p>
03	<p>The centre of the village now involves far more turning and back tracking than used to be the case. This in itself raises more possibilities for accidents and injuries.</p> <p>I feel it is more hazardous to have vehicles turning in the High Street.</p> <p>-----</p> <p>The Council's reasons state that the purpose of the scheme is 'for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising'. In fact, the scheme does the opposite.</p> <p>- First, while it may remove one source of danger from the High Street, it introduces another, which is the need to execute either a U-turn or a three point turn in the High Street in order to return the way one came.</p>	9	<p>The scheme has been promoted to discourage unnecessary vehicle movements within the High Street and Abbey Road. It is acknowledged that the presence of the certain facilities within the High Street (School, Post Office Red Lion Public House) dictate that a small number of vehicles will still require access to the High Street, and therefore some traffic will be generated because of this.</p> <p>For suitable vehicles, it remains possible for those accessing the High Street to exit the area via East Street and Church Street. It is acknowledged that some will choose the alternative utilise the various parking opportunities to assist with turning vehicles around. Given the low speed nature of this activity it is not considered detrimental to the safety of those in the vicinity. It remains the responsibility of the motorist to ensure that</p>

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	<p>I dismiss the option of driving down East Street as it is so very narrow.</p> <p>- Second, it must inevitably increase the traffic passing the pedestrian exit from The National Trust car park on Hither Way. This is already a very hazardous spot and any increase in traffic must be deplored.</p> <p>-----</p> <p>Cars entering the High Street to visit the school or shops now have to perform a three-point or U-turn in order to leave the street. Driving straight on past the Abbey grounds is much safer and eliminates the need for this manoeuvre.</p> <p>-----</p> <p>Safety of other road users. Closing the road has made many more vehicles turn around in the street outside the School, shops, Red Lion etc. With people wandering around not expecting vehicles this is not safe. Also, many simply drive through past the village Hall and back out through Church Street, increasing traffic in an already congested area.</p> <p>-----</p> <p>The continual reversing and turning of vehicles in the High Street, particularly outside the village shop, adds a new hazard to pedestrians, including children. Has any risk assessment been undertaken on this aspect of the closure; if so, what was the result and will it be made public?</p> <p>-----</p> <p>If we want to go to the shop under this experimental scheme we have to drive and park outside the shop and when we want to return it involves driving up to the Red Lion and reversing into West Street and driving back along the High Street. The only alternative is to drive down West Street turn left past the Angel which is an incredibly narrow road used by pedestrians.</p> <p>Both of these manoeuvres are dangerous to pedestrians and the first does nothing to reduce the traffic flow in the High Street.</p>		<p>any manoeuvre is undertaken in a safe manner.</p> <p>For those who do not wish to use the alternative route and wish to turn within the available Highway, they may do so providing they do so in an appropriate place and taking the due care and attention required. Whilst it is accepted there remains the potential for conflict with vehicles turning in the High Street, this is considered acceptable due to the sufficient space available and the low speed nature of the activity. During the six months period there have been no recorded personal injury collisions of this nature.</p> <p>Visitors to the Red Lion Public House are able to use their car park to turn around and exit correctly.</p>

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O4	<p>Concerned that a permanent change might in turn lead, through an increase in traffic in this area of the village, to a larger roundabout and faster roads. This would have a serious impact upon the quality of life in this area of the village.</p> <p>-----</p> <p>Strongly objects to the scheme due to the increased traffic using West Street, and consideration the increased volume of traffic using the roundabout will result in the construction of a larger roundabout at the detriment to local residents.</p>	4	<p>There is no intention to introduce a larger roundabout at this location as part of this scheme.</p>
O5	<p>We think there is a better solution. You don't solve a problem by moving traffic from one area of a village to another, just because The National Trust owns one area and not another, which is primarily a home-owning area, and you don't make things safer by making drivers take a roundabout route. You improve safety and control traffic in such a situation by using traffic calming measures that allow a safe but free flow of traffic on different routes--namely through the High Street as well as along West Street, Hither Way and the Melksham Road.</p> <p>-----</p> <p>I should add that I am not against the controlling of traffic using Lacock village and the roads around it as the numbers increase year on year but I believe there are better options than this Experimental scheme. In my opinion it should be abandoned as soon as possible on the grounds that it is unworkable.</p> <p>-----</p> <p>It is unnecessary. If there really is a major road safety problem in the High Street, it could be addressed in less inconvenient ways:</p> <ul style="list-style-type: none"> - The whole of the High Street could be made one way, thus reducing traffic by half, but maintaining the easy access provided by a full circuit. - A 20 mph speed limit could be imposed in conjunction with rumble strips, sleeping 	6	<p>A number of alternative suggestions were discussed with the Parish Council, prior to the introduction of the experimental 'Prohibition of Driving' restriction.</p> <p>This included the introduction of a formal one way system; however, this was discounted due to concerns raised that vehicle speeds will increase in the High Street due to the reduced risk of vehicles travelling in the opposite direction. This would be detrimental to pedestrian safety.</p> <p>Consideration was given to the potential introduction of formal traffic calming to discourage use of the High Street. To achieve this it was outlined the most suitable form would be the introduction of features which vertically deflect vehicles. This was discounted due to a number of factors: (i) the impact of vehicles traversing the features on surrounding properties / infrastructure (ii) the resultant noise of vehicles negotiating the features (iii) the visual intrusion required with the associated ancillary features.</p> <p>Whilst the introduction of a reduced speed limit may be considered to improving motorist awareness of the surrounding, it is not considered beneficial in discouraging use of the High Street. Indeed, the environment of the village is sufficient to ensure that vehicle speeds remain below that of the posted limits.</p> <p>The enforcement of restrictions remains the responsibility of the Police. Unfortunately, the level of resource available to Police to meet all</p>

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	<p>policemen and a narrowing of the carriageway.</p> <p>-----</p> <p>If this closure is to be made permanent, which I am quite sure it will with The NT behind it, consideration MUST be given to the other areas affected by this. Traffic calming measures MUST be introduced and speed limits MUST be reduced, throughout the ENTIRE village BEFORE there is a serious accident or fatality. A considerable number of visitors to the village seem to leave all common sense and practicality at home, encouraging them to wander around without thought for the traffic present is not a good idea, one only has to drive along Hither Way by the car park to see this, it is only a matter of time before someone is killed or injured there too. Directing the traffic round has only made this area worse also.</p>		<p>the concerns regarding speeding vehicles does not exist; consequently, the Police in conjunction with Wiltshire Council developed Community Speedwatch to enable local communities to assist in managing problems independently. For more information please contact your local Community Area Manager or alternatively register your concern with the Area Board. Details of which can be found at: www.wiltshire.gov.uk/areaboards.</p>
06	<p>I have lived at my current address for 50 years and would like to continue to drive through the village. Living on the Bowden hill area we become more cut off from the village and travelling on the Hither way would be more likely to travel on to Melksham.</p> <p>-----</p> <p>If the main traffic is prohibited I feel we should as local residents have a pass on our vehicles encouraging us to continue to use our village</p> <p>-----</p> <p>It is inconvenient to those of us who live on the Bowden Hill side of Lacock parish.</p> <p>-----</p> <p>Can no longer drive through the High Street and have to make 'U'- turn to return to Bowden Hill.</p> <p>-----</p> <p>The closure takes insufficient account of the needs of the members of the parish resident at Bewley Common and on Bowden Hill who now always have to drive round the outside of their own village. As daily callers in the village we now have to turn round in the</p>	6	<p>It is acknowledged that the restriction reduces the number of routes for accessing the areas of Bowden Hill and Bewley Crescent. However, it is not considered to be such that it will prevent access nor to such a degree that it alienates residents. In term of a physical diversion, the alternative route of West Street / Hither Way represents an extra 70 metres of travel to the motorist, this equates to approximately 5 seconds of travel time.</p> <p>Indeed, it should be noted that the representations in support have concluded that the flow of traffic has improved following the introduction of the restriction, and that journey times have improved as there is no congestion to negotiate due to visitors.</p>

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	<p>village High Street to return to Bowden Hill rather than being able to drive through the village.</p> <p>-----</p> <p>As a resident of Bowden Hill, Lacock I have found the road closure obstructive to my use of the village and now do not feel part of the village and excluded from it.</p> <p>-----</p> <p>I feel that the experimental traffic control is biased against local people, visitors will be using the car parks anyway so will be less affected by these controls and we are the people living here every day not just visiting occasionally.</p>		
07	<p>Safety due to the dangers of crossing oncoming traffic from the High Street on a blind bend and also the further danger caused by having to negotiate cars parked in West Street.</p> <p>-----</p> <p>For the duration of the experiment the road markings at the junction of the High Street and West Street should be changed. At the moment this junction is utterly confusing. Intuitively, traffic on West Street should have clear priority in both directions. With the increased volume of traffic now having to take this route to the Hither Way junction this is a potential accident spot.</p> <p>-----</p> <p>You have enforced this new 'through road' without the correct road markings! The previous road should now have been turned into the junction, because the state that it is in currently causes a lot of confusion with tourists and many a time near accidents! I have had several situations where the road markings have meant I have nearly been collected by another driver.</p> <p>-----</p> <p>With current road markings a new safety hazard has been created because drivers use the right turn into West Street as a right of way without pausing to check for traffic emerging from the High Street.</p>	5	<p>During the initial scheme discussion, the suggestion of altering the junction priorities of West Street and High Street was discussed. However, concern was raised that the removal of the 'Give Way' marking when exiting West Street would give rise to an increase in vehicle speeds for vehicles heading towards Cantax Hill, as it would remove the uncertainty of vehicles approaching from the High Street direction.</p> <p>During the initial stages of the scheme, concerns were raised similar to those listed along with concern that the give way markings were not providing the visual identification originally envisaged. As such, arrangements were made to refresh the exiting Give Way markings.</p> <p>If the restriction is made permanent, there remains the opportunity to discuss the suggestion of altering priorities with the Parish Council again, or to consider further measures which reiterate the priority and need for vehicles to negotiate the junction correctly.</p>

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	<p>-----</p> <p>Traffic travelling from West Street into Melksham Road completely ignores any motorist driving from the High Street into West Street and this creates an appallingly dangerous situation.</p>		
08	<p>Since the High Street has been closed I have not once used the post office, shop or NT shop which I often used to pop into quickly when driving through the village. I feel sure I cannot be the only one and would be interested in information from Whitehall about any impact on trade of this scheme. Although the post office is only open limited hours it would be a great disservice to the local community if this scheme ultimately resulted in a closure of the post office or shop.</p> <p>-----</p> <p>Many vehicles now avoid the village altogether which while having some plus points is also detrimental. The village shop along with others businesses lose passing trade which is not good for anyone.</p> <p>-----</p> <p>We rarely now visit the shops or pubs in the village centre and feel it has been turned into a village for tourists and not for surrounding residents in "Greater Lacock".</p>	4	There have been no representations from any business within Lacock outlining concern with the subsequent impact on their viability, indeed the only comments received have been in support for the change and the improved environment offered to pedestrians.
09	<p>I wish to record a formal objection to the above Order on the grounds that following its implementation it is not fit for the purpose it was designed according to the Wiltshire Council statement of reasons for proposing to make the Order. It falls far short of achieving what is required to divert through traffic out of the High Street.</p> <p>On the day the Order came into operation, 27 May 2013, I observed a complete disregard for the 3 signs erected on the unsigned route off the A350 into Lacock via Cantax Hill and the 2 restricted access signs at the Museum/Abbey entrance. No one in authority was on hand at the entrance to the restricted area to turn motorists away.</p>	2	<p>It is acknowledged there remain a small proportion of motorists who do not wish to abide with the restriction and continue to contravene the restriction.</p> <p>The Police are, and remain, the enforcement agency for moving traffic offences. They remain supportive of the proposal and are committed to ensuring it remains as effective as possible.</p> <p>If the decision is taken to pursue with the permanent introduction of the restriction, this will provide the opportunity to consider infrastructure changes which discourage future unlawful use.</p>

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	<p>On 29 May between 1615hrs and 1715hrs I observed the drivers of 110 vehicles, including 2 x 7.5 tonne lorries and 3 x 3.5 tonne vans, ignore the restricted access signs. Only 1 driver turned his car around in the pedestrian area outside the Museum and exited the High Street via its junction with West Street.</p> <p>On 30 May entering the High Street from Hither Way I was confronted by a temporary "Road Closed" sign on the grass verge approximately 10 metres passed the entrance to the Red Lion car park! This further confuses the issue as according to the government Traffic Signs Manual a "Road Closed" sign is used to indicate that the road <u>beyond</u> which it is placed is closed to traffic! Two motorists confronted with this sign turned their vehicles around in the <u>Pedestrian</u> area which has to be considered a dangerous manoeuvre when the area is crowded with pedestrians and people in wheelchairs. See attached photograph. I exited the High Street via East Street and Church Street into West Street to return to Bowden Hill via Hither Way. This route out of the High Street I suspect is experiencing an increase in traffic. At the junction to High Street placed on the pavement was another temporary "Road Closed" sign. Only visible to motorists approaching from the direction of Cantax Hill. This contradicts the sign at the bottom of Cantax Hill which indicates that Buses and Coaches are allowed access to the High Street.</p> <p>I have just returned from a trip which involved passing through the village and observed local and other drivers ignoring both of the temporary "Road Closed" signs albeit on a reduced scale and proceeding along the prohibited section of the High Street to the junction with Hither Way! Some form of policing is needed 24/7 to stop this happening!</p> <p>-----</p> <p>Coaches should not be allowed to park near the cemetery at the road junction as this completely obscures visibility for motorists driving in a northerly direction.</p>		

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	----- Many vehicles ignore the closure and continue to drive through the High Street thus undermining potential safety benefits.		
O10	<p>In my opinion the access to Buses and Coaches only into the High Street should not be allowed as they are a danger to persons, (one of the reasons for proposing the scheme) and the manoeuvre the coach drivers have to make at the Hither Way junction in order to access the Coach Park in The National Trust parking area is dangerous to other traffic, (which is also a reason for proposing the scheme), as they have to position their coaches on the wrong side of the road head on to approaching traffic from Melksham Road in order to gain access to the parking area.</p> <p>It is now near the end of the sixth month period to object to the Experimental Order, ref above. I am emailing my objection to the Coaches and Buses being allowed to use the restricted area covered by the Order.</p> <p>Over the past months it has brought about considerable danger and the ignoring of traffic regulations by many drivers of Coaches and Buses invited to use the High Street as part of the Order to circumnavigate the village in order to drop off and then return to pick up their passengers from the area outside The NT photographic museum.</p> <p>- Photo 1 shows the white coach parked on the single yellow line very close to the junction with a second coach passing to exit the village.</p> <p>- Photo 2 shows a queue forming behind the second coach on the wrong side of the highway. The pedestrians also look very vulnerable!</p> <p>- Photo 3 shows the white coach still parked but now with its hazard lights on following the departure of the other coach and vehicles.</p> <p>- Photo 4 shows the final destination of the white coach, outside the museum to pick up</p>	1	<p>Parking on the highway, whether by car or coach, is tolerated where it is not considered to cause an obstruction. Where parking restrictions exist or a vehicle is causing an obstruction (parking at a junction, obstructing visibility etc....) they are subject to enforcement actions by the relevant enforcement agencies. Where parking on the highway is tolerated, it can have the additional benefit of breaking traffic flows and reducing vehicle speed. Where inappropriate parking is taking place, the Parish Council is able to request the introduction of additional waiting restrictions via Wiltshire Council's agreed policy, to discourage this.</p> <p>Waiting restrictions without the addition of a loading restriction do permit motorists (either coach or car) to stop and load / off load goods and passengers, providing they do not cause an obstruction.</p> <p>The decision to provide an exemption for coaches was taken after concerns raised by The National Trust, as it had outlined it had a number of visitors who have mobility issues and require close access to the attraction. Given the physical restriction, it is not possible for vehicles to manoeuvre and exit via West Street and consequently it has been necessary to provide an exit route through the restriction.</p> <p>This is a legitimate manoeuvre; however, through discussion with The National Trust it may be possible for them to advise operators of the need to utilise this facility only where they have patrons with mobility difficulties, and for all other circumstances to use the dedicated parking facility accessed via Hither Way. This would further improve the environment and improve the situation for pedestrians in High Street / Abbey Road, and alleviate some of the concerns raised regarding coach manoeuvres at the junction of Abbey Road / Hither Way.</p>

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	<p>its passengers. This coach had pulled out of the coach park where it parked after dropping of its passengers, then waited on the single yellow line until I presume the agreed time to pick them up again.</p> <p>- Photo 5 is of a coach parked over the single yellow line hiding the phone box and although this was taken before the Through Road sign was erected in August it would be hidden too.</p> <p>- Photo 6 needs no explanation other than to question the mentality of a professional driver responsible for the safety of his passengers parking on double yellow lines this close to a junction!</p> <p>As promised I am sending a video of the coach featured in batch 3 of the photos sent as the first part of my objection to coaches being invited to use the High Street to drop off and pick up their passengers.</p> <p>The manoeuvre it makes was dangerous as the driver placed his coach on the wrong side of the highway in order to access The NT park. In carrying out this manoeuvre bus driver, using the LPC Chairman's figures from the July meeting minutes of 95% Hither Way had seen an increase of 1083 vehicles diverted on it. Which means that there is now 1083 more chances of a head on accident likely daily with a coach making this manoeuvre in order to exit the High Street.</p> <p>However, this contradicts the June meeting figure of 90%, which is confusing. Whichever figure is correct it still leaves a lot of drivers ignoring or not noticing what is a legal requirement to obey the Order</p> <p>For Photographs please refer to the section below.</p> <p>For a copy of the video, please contact the report author.</p>		

<u>Ref</u>	<u>Comment Received</u>	<u>No of Times Made</u>	<u>Officer Comment</u>
O11	The approach to Lacock from the signed route off the A350 using Melksham Road and Hither Way has no signage advising motorists using this route into the village of the Experimental traffic scheme in operation at the Museum/Abbey entrance. There is no sign for motorists exiting the Red Lion car park that there is no access to the right. In my view there should also be a sign displaying restricted access to the left at the junction of East Street to High Street. With the temporary "Road Closed sign being position at the West Street junction to the High Street visible only to motorists approaching from Cantax Hill, using Church Street and East Street is the only way to access the Red Lion car park from this direction! This will mean more yet more traffic using this single track route, (because of parked vehicles), to gain access to the High Street.	1	Comments concerning the signage were acted upon during the initial period following the introduction of the trial period. This included the addition of a signs on the approach to the West Street / High Street junction advising of the restriction, and an additional sign advising vehicles exiting the Red Lion Public House car park that they need to turn left to avoid the restriction.
O12	There is an increase in traffic on Hither Way. Pedestrians crossing the road from The National Trust car park including children and elderly people are at increased risk as a result. ----- Extra traffic through Reybridge (heading towards Bewley Common and Bowden Hill)	2	The redirection of traffic away from the High Street has resulted in additional traffic on other roads in the vicinity as vehicles adopt different travel patterns. The majority of motorists have chosen to use West Street and Hither Way, as this provides the most direct alternative to the restriction, but it is accepted that a small percentage may have chosen to utilise other routes in the vicinity.
O13	One possible solution would be to have a roundabout at the Beanacre end junction of the A350 and a relief road from there across to Bowden Hill. This would remove the through traffic completely away from the village and may save lives at two very dangerous junctions, i.e. Beanacre end junction of A350 into Lacock and Hither Way roundabout.	1	The introduction of a direct route from the A350 which eliminates the need to travel in Lacock would undoubtedly improve the environment in the High Street and surrounding streets. The development of such proposal needs to be shown to be both achievable and economically viable. The level of investment required to complete this type of investigate work remains outside of the available budget, and it is not considered that this position will change in either the short or medium term future.

<u>Ref</u>	<u>Comment Received</u>	<u>No of Times Made</u>	<u>Officer Comment</u>
O14	<p>I do not agree to the above road closure proposal. I believe that this is only really being done to pander to The National Trust and their insatiable appetite for tourists to be brought to the village, regardless of the consequences for anyone else.</p> <p>-----</p> <p>Considers the scheme has been introduced solely for The National Trust's purpose, and is detrimental to residents and motorists.</p>	2	<p>The scheme has been introduced following a request from the Parish Council, and is supported by The National Trust. The Parish Council has had a longstanding desire to reduce vehicle movements in the High Street.</p> <p>Concerns regarding the volume of tourists and their impact should be raised with the Parish Council and The National Trust.</p>
O15	<p>The elimination of the daily "rat run" effect could have been achieved by a simple road change at the war memorial making it a straight road past the cemetery to the mini roundabout.</p>	1	<p>The majority of motorists that accesses the High Street do so from the Cantax Hill direction.</p> <p>Changing the junction priority so that vehicles could be directed to continue along West Street, rather than continuing along the High Street, is not considered to be a substantial change to the network that would positively reduce travel time by such a degree that it would alter driver behaviour, and provide the desired benefit.</p>

Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Other photographs submitted without commentary.

