

## **TRAFFIC CALMING CONSULTATION**

June 2008

### **Background**

This document summarizes the findings of a village consultation held on June 22<sup>nd</sup> and 23<sup>rd</sup> at The George Inn concerning the following Lochailort traffic calming proposals:

- Option 1 (Drawing 2737.016): No-priority junction at The George.
- Option 2 (Drawing 2737.017): Priority to A366 at The George, and
- Option 3 (Drawing 2737.018): Bus access only on Bath Rd adjacent to The Oaks.

Villagers were invited to provide written comments on the suitability of each option plus any suggestions they might have for improving the schemes. The options differed only in their handling of The George intersection. However, villagers were asked to relate their comments to seven zones that could be identified on each drawing, viz:

- A. Church Street (West access to village and entrance to school/church),
- B. Bell Hill,
- C. Bath Road (North access to village)
- D. Intersection at The George (Including access from A36),
- E. High Street (From The George, extending around Chapel Row),
- F. Chicken Factory entrance and Mackley Lane, and
- G. Chatley Furlong (South access to village).

The zones were introduced to help sort the data but they also allowed villagers to indicate their first, second and third priorities for funding in the event any option could not be fully implemented. Even so, a number of general comments were also collected that did not specifically relate to any of the above zones.

Rather than list the comments by zone, it has been found useful to list them under the following headings that reflect certain aspects or features of each proposal:

- Option 1 for The George;
- Option 2 for The George;
- Option 3 for The George;
- All options, irrespective of zone;
- Having a 20mph speed limit;
- Use of chicanes;
- Use of rumble strips;
- Use of raised decks;
- Using 'pinch points' on Bell Hill;
- Restriction at Chatley Furlong;
- Safety issues;
- Noise and appearance;
- Light pollution;
- Private property issues;
- Use of 'sleeping policemen';
- Use of speed-activated signs;
- Use of traffic lights;
- Alternate traffic schemes;
- HGV traffic; and
- Horses in the village.

An attempt has also been made to colour-code the comments to indicate if their subject is considered good or favorable (green); something that might be acceptable if specific concerns can be addressed (yellow); or not acceptable or bad for the village (red).

An identification number is also provided for each comment, to simplify referencing during discussion, where the prefix 'G' signifies a General comment, while 'S' and 'M' indicate they were collected during the Sunday and Monday consultations.

Finally, note that the personal views of the consultation organizers are not included, nor were they expressed during the sessions to avoid influencing others.

Thanks to Harriet and Mike for agreeing to hold the consultation at The George and Derek, Mark, Alistair and Paul for organizing the sessions.

## **Findings**

One hundred and fifty (150) comments and/or suggestions were collected during the consultation sessions.

The number of general comments and those received for each zone were charted, which showed nearly half relate to The George intersection (Figure 1). The number of general comments also significantly exceeded those for the other zones.

In terms of priorities for funding, the George Intersection was considered the first priority by a wide margin (Figure 2). Moreover, when all first, second and third priority votes are charted, Church Street and the chicken factory entrance and Mackley Lane emerge as the next favoured for funding (Figure 3).

Figure 4 attempts to provide the reader with a quick visual indication of all the comments received concerning proposal options 1, 2 and 3 for The George intersection (Zone D). The actual comments are omitted for brevity but can be located in subsequent pages using the identification number provided. Readers are also encouraged to confirm they agree with the colour codes assigned. However, as presented, Figure 4 indicates more concern and negativity toward option 3, with option 1 being more acceptable even though some concerns will need to be addressed.

It is important to review all the comments for a full appreciation of village concerns, suggestions and/or preferences. The comments are reproduced as written but, where appropriate, clarifications have been added in parentheses.

While it may be argued that option 1 is the preferred proposal, there are clearly a number of concerns that need to be resolved before Lochailort submits detailed plans to Somerset County Council. It should also be noted that many comments are critical of all three Lochailort proposals, preferring alternative traffic control/removal measures.

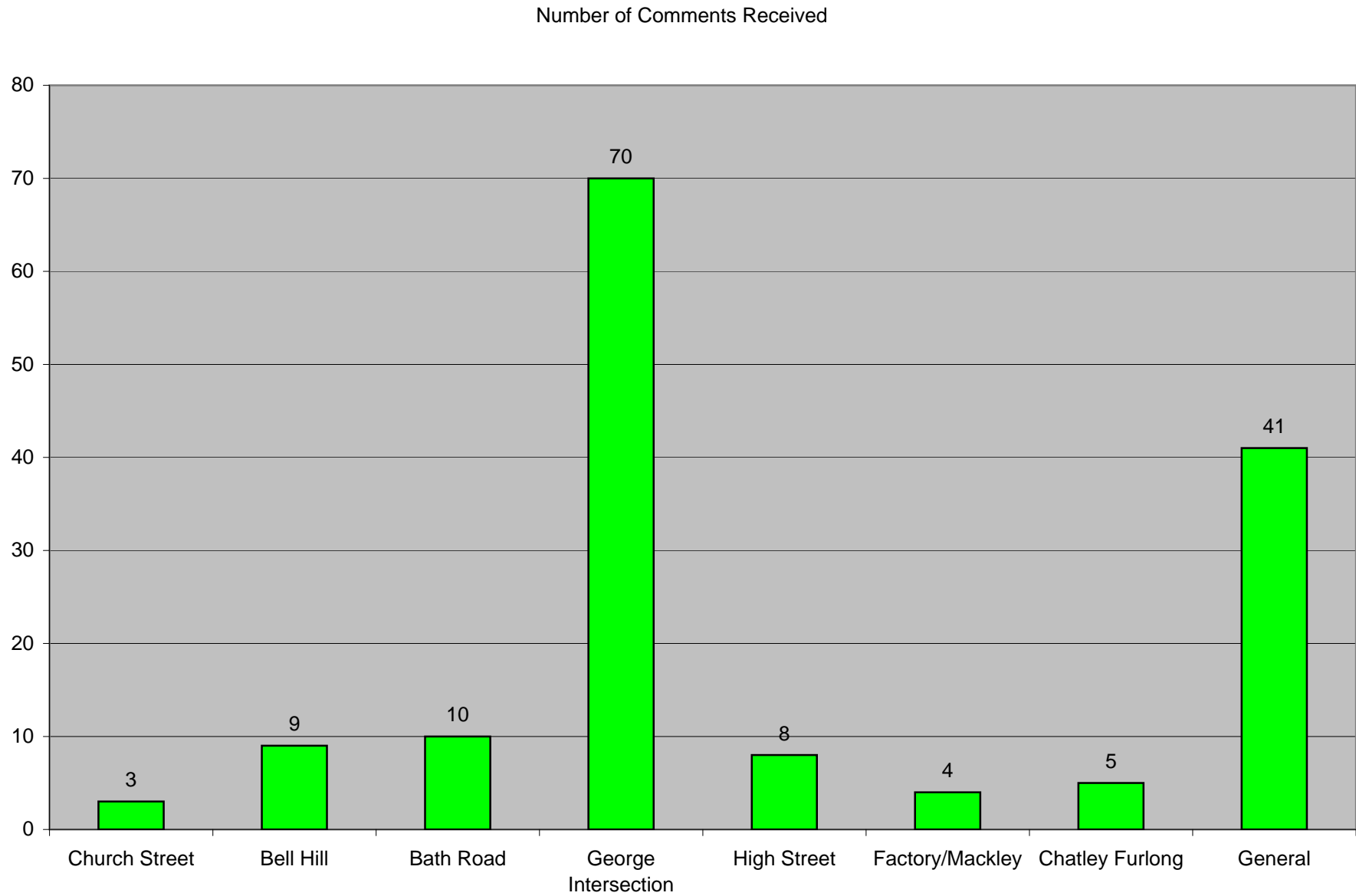


Figure 1 (Comments Received)

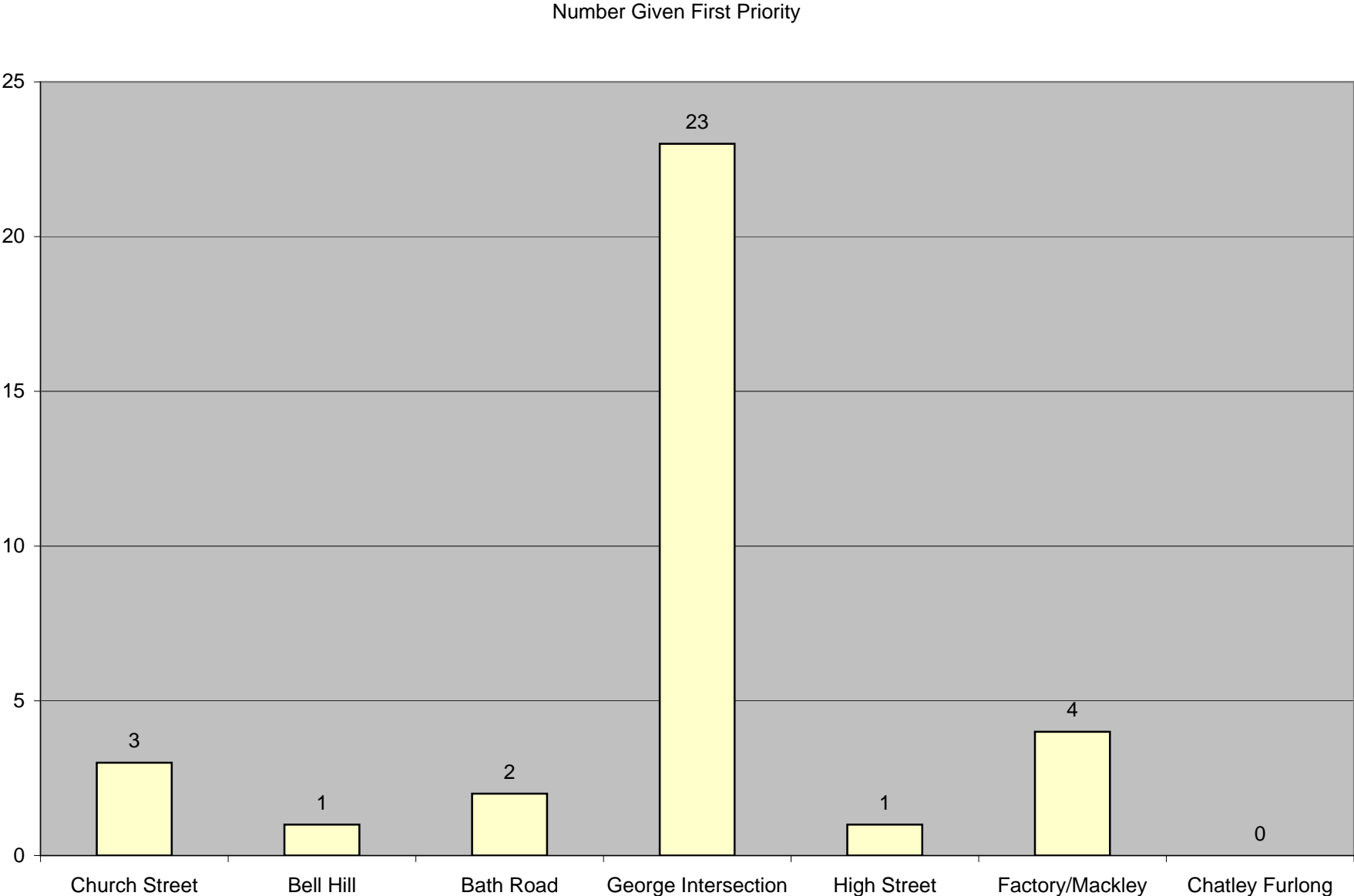


Figure 2 (First Priority Votes)

**First, Second and Third Priorities for Funding**

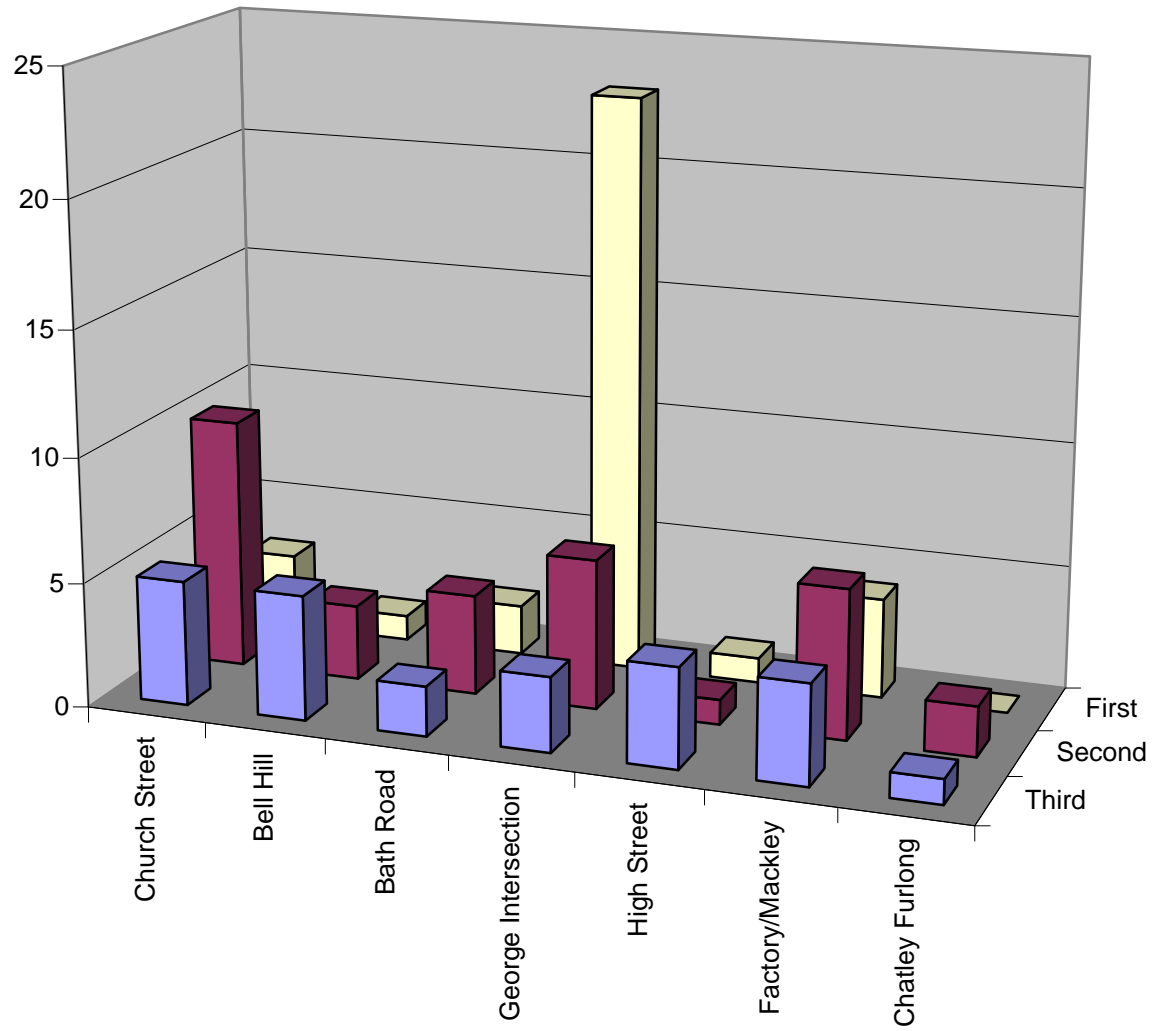


Figure 3 (All Priorities)

**Option 1 - George Intersection (No Priority)**

S17	S19	S21	S23	S38	M15	M26	S15	S36	M30	M44	M18	M41	M32
1	1	1	1	1	1	1	1,2,3	1	1	1	1,2,3	1,2,3	1,2,3
D	D	D	D	D	D	D	D	D	D	D	D	D	D

**Key**

good
possible but concerns
bad

**Option 2 - George Intersection (A366 Priority)**

S32	M13	M16	M43	M26	S15	S39	M22	M18	M41	S18	S24	M45	M32
2	2	2	2	2	1,2,3	2	2	1,2,3	1,2,3	2	2	2	1,2,3
D	D	D	D	D	D	D	D	D	D	D	D	D	D

**Option 3 - George Intersection (B3110 Via 'The Cut')**

S27	S29	S30	M14	S15	S26	S33	S37	S41	M10	M40	M42	M46	M50	M18	M41	S12	S13	S25	S35	S40	M17	M21	M25	M28	M29	M31	M39	M49	M32
3	3	3	3	1,2,3	3	3	3	3	3	3	3	3	3	1,2,3	1,2,3	3	3	3	3	3	3	3	3	3	3	3	3	3	1,2,3
D	D	D	D	D	D	D	D	D	C	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D

**Conclude:**

Clearly more concern and negativity about Option 3.

More acceptance of Option 1, though concerns need to be addressed.

Figure 4 (The George Options)

good
possible but concerns
bad

Ident	Option / Subject	Zone	Comment
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**Option 1 for The George, as used in Figure 4:**

S17	1	D	Option 1 is best (At the George)
S19	1	D	Option 1 is the best option (At the George)
S21	1	D	Prefer option 1 regarding priority at George.
S23	1	D	Option 1 is my favorite (at the George).
S38	1	D	I would like to see an experiment with this idea (Option 1 at the George). It could work!
M15	1	D	Prefer option 1
M26	1	D	If only one part of project could be funded, would support option 1/2 for changes at the A366/B3110 junction.
S15	1,2,3	D	Are paving sets compatible with HGV's performing hills starts on slope outside George?
S36	1	D	I don't understand why this "no priority" option has a layout that has a clear narrowing of the link between the two southern streets and the two northern streets.
M30	1	D	You <b>MUST</b> warn traffic from Trowbridge at the Fleur that what looks like a road straight ahead down the hill will take them straight in the path of vehicles from Bath.
M44	1	D	Option1: No priority scheme looks as if there would be a priority from High Street to Bell Hill by default. Traffic does speed up there.
M18	1,2,3	D	I cannot decide between the three options as I cannot judge which would have the most effect on volume and speed of traffic.
M41	1,2,3	D	The junction at the George/Fleur is already chaotic and anything would be an improvement.
M32	1,2,3	D	The raised area will be outside our house, under our bedroom window, and with the raised monoblocks will produce noise pollution.

**Option 2 for The George, as used in Figure 4:**

S32	2	D	Option 2 will slow traffic up moving along the B-road.
M13	2	D	Prefer option 2 where A-road has priority.
M16	2	D	Option 2 would seem to serve purposes in terms of encouraging necessary traffic, discouraging by design the more extreme vehicles currently using the village route.
M43	2	D	Option 2: Scheme to give priority to A366 is good, as traffic has to slow due to road width. Would deter north/south traffic on B3110.
M26	2	D	If only one part of project could be funded, would support option 1/2 for changes at the A366/B3110 junction.
S15	1,2,3	D	Are paving sets compatible with HGV's performing hills starts on slope outside George?
S39	2	D	With option 2, would right of way to A-road traffic encourage it to go faster? How about fumes and engine noise of traffic queuing on High Street and B3110?
M22	2	D	Option 2: Making A366 have priority would ease the High Street. I am concerned it may invite more traffic to the A366 as the turning at end of Upper Farm Close is not easy.
M18	1,2,3	D	I cannot decide between the three options as I cannot judge which would have the most effect on volume and speed of traffic.
M41	1,2,3	D	The junction at the George/Fleur is already chaotic and anything would be an improvement.
S18	2	D	Option 2 giving priority to A366 (at the George) could encourage heavier traffic on the A366.
S24	2	D	Option 2 stacks traffic in High Street, requiring double yellow lines and ban on parking, which is not acceptable (at the George).
M45	2	D	Option 2 - If A366 has priority there will be visibility problems coming into the village from Bath on the B3110.
M32	1,2,3	D	The raised area will be outside our house, under our bedroom window, and with the raised monoblocks will produce noise pollution.

good
possible but concerns
bad

Ident	Option / Subject	Zone	Comment
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**Option 3 for The George, as used in Figure 4:**

S27	3	D	Prefer option 3. Will raise frustration and slow/reduce traffic on B3110.
S29	3	D	Very dangerous junction (at the George) when driving from Farliegh to Faulkland. Prefer option 3.
S30	3	D	Option 3 further promotes pedestrianization (at the George), which is highly desirable.
M14	3	D	Option 3: Changing movement and priority in this way should help to slow the flow and detract from being an ideal rat run.
S15	1,2,3	D	Are paving sets compatible with HGV's performing hills starts on slope outside George?
S26	3	D	Option 3 making Bath-bound traffic go behind The Oaks is a good idea, but may make it dangerous for pedestrians.
S33	3	D	What is the traffic priority for option 3? Does A366 have priority?
S37	3	D	Only positive for option 3 is that it might deter drivers from using the B-road as a rat run. Will cause traffic congestion.
S41	3	D	Priorities at Plaine and at junction of cut-through (behind Oaks) and on A-road are not defined.
M10	3	C	Option 3 would slow down traffic but there are issues with parked cars, the narrowness of the road and the speed of traffic traveling off the A36.
M40	3	D	How about an Option 3A - One way traffic around the Oaks.
M42	3	D	Option 3: Scheme to close Bath Road to all but bus, cycle and pedestrians is bold and imaginative. GREAT BUT might cause mahem!
M46	3	D	Option 3 - Dangerous emerging from 'The Cut' on to the A366, coming from Bath. Would also need to widen The Cut and perhaps have a mirror at the A366 end.
M50	3	D	A one-way loop around the triangle at 'The Oaks' could work.
M18	1,2,3	D	I cannot decide between the three options as I cannot judge which would have the most effect on volume and speed of traffic.
M41	1,2,3	D	The junction at the George/Fleur is already chaotic and anything would be an improvement.
S12	3	D	Option 3 would be far too dangerous for residents of Town Barton, Upper Farm Close & Longmead Close etc. The road is narrower at various points from the Fleur de Lys to Norton House and most junctions along it are blind. Not wide enough to north of The Oa
S13	3	D	Option 3 is not practical. Road is too narrow.
S25	3	D	Option 3 is a non-starter (at the George)
S35	3	D	Proposed pedestrian zone on B3110 on option 3 is not a good idea as triangle is not wide enough.
S40	3	D	Traffic around The Oaks is an issue with Option 3.
M17	3	D	Option 3 may lead to heightened danger for cars, parked and moving, and pedestrians, on what is already, and likely to remain, a blind corner.
M21	3	D	Option 3 seems dangerous - is there a one-way option?
M25	3	D	Option 3: Bus route only for infrequent buses while two-way traffic is battling through the narrow road at the back does not make sence. Perhaps make use of the natural triangle by enforcing a one-way system throughout and allow buses only to drive on the main road from Bath.
M28	3	D	Option 3: If buses are the only vehicles allowed along Bath Road, it would be madness to use the narrow road by the coach hoouse for two-way traffic.
M29	3	D	Option 3 seems quite impractical. Using the narrow road behind The Oaks will not work.
M31	3	D	Option 3 won't work. Too poor visibilty for A-road coming up Bell Hill to turn safely by the Old Forge. Probably best to leave as it is, or Option 1.
M39	3	D	Option 3: Sending traffic behind the old Forge is BONKERS!
M49	3	D	Option 3 would need to widen 'The Cut' for two-way traffic and would cause congestion. It would also not be fair to those living at 'The Oaks'.
M32	1,2,3	D	The raised area will be outside our house, under our bedroom window, and with the raised monoblocks will produce noise pollution.

good
possible but concerns
bad

Ident	Option / Subject	Zone	Comment
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**All proposal options, irrespective of zone:**

M58	1,2,3	F	Raised deck outside the Chicken Factory is excellent and will stop drivers speeding in front of the Chapel.
M59	1,2,3	G	Definitely needs some measures to reduce speed of traffic coming into and through the village.
G33	1,2,3	-	Raised decks in all zones are a good idea that will really slow down the traffic.
G35	1,2,3	-	All three proposed options would promote drivers using the A36.
M55	1,2,3	E	People attending Chapel currently park at the chicken factory entrance, so parking will need to be available for them on the chicken factory site with a walk way back to the High Street across The Mead.
G2	1,2,3	-	What do they think at Hinton Charterhouse as people will use Branch Road instead!
G15	1,2,3	-	Have emergency services been consulted?
G16	1,2,3	-	Has English Heritage been consulted? If not, can they be ASAP?
G25	1,2,3	E	I am very concerned about stopping people parking outside their houses on the High Street (*).
G41	1,2,3	-	Control over the intersection of A366 & B3110 is crucial to controlling speed through the village.
M5	1,2,3	B	All three options will create more problems.
M51	1,2,3	E	Priority junction on High Street: Not keen on stopping cars being parked there. Parked cars force traffic to slow/stop far more than any sign. Run between stop sign and The George is too long. Will not stop the problem we have squeezing through the High St.
M52	1,2,3	E	Difficult to see how any of the schemes benefit the High Street. What does it offer to that provided by the existing parked cars.
G1	1,2,3	-	All options will create noise and regular users will disregard speed limits just like they do now! However, restricted access may deter some 'rat run' regulars.
G12	1,2,3	-	None of the options will stop the size and volume of traffic.
G18	1,2,3	-	Concerned about signage for traffic calming schemes. We are already drowning in signs.
G20	1,2,3	-	All the schemes seem to accommodate traffic rather than force it out on to the A36.
G21	1,2,3	-	This is a medieval village and cannot accommodate 21st century traffic. Do any of these (options) reflect this?
G26	1,2,3	-	I am concerned that the proposals will have a negative effect on people who live in the village Reasons given by (*).
G27	1,2,3	-	Unable to vote for any of these proposals as all are unsuitable for the village. There needs to be much further debate. Possibly needs to be a one-way system further down the Frome Road - This would eliminate one of the peak 'confrontations'.
G29	1,2,3	-	Concerns that if only part of calming is put in, no real difference will be made.
G38	1,2,3	-	All 3 options represent attempts to accommodate traffic once it gets into the village. Most sensible plan would be to keep traffic on the A36 and bypass the village.

**Have a 20mph speed limit through the village:**

S8	20 mph	C	North end of village seems to have been neglected. We are part of the village! Can 20 mph limit be extended northward on Bath Road to end of village?
S14	20mph	D	People dash up toward Bath and Trowbridge from the George, so speed limit of 20mph must be enforced.
M6	20mph	B	I agree with the 20mph zone.
M8	20mph	C	20mph zone must run from George as far as traffic calming chicane.
G5	20mph	-	Agree with 20mph speed limits - Needs enforcing.
G14	20mph	-	20mph is a very good idea. How is it going to be enforced/patrolled?

	good
	possible but concerns
	bad

Ident	Option / Subject	Zone	Comment
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**Use of chicanes:**

S7	chicanes	C	If chicane at north end of village is removed it must be immediately replaced by another speed reducing measure at the same or similar location, otherwise vehicles will dash in/out of the village along this dangerous stretch.
S9	chicanes	C	Traffic entering village must give way at first chicane (nearest Bath) in zone C.
G34	chicanes	-	Having tighter chicanes is a good idea that will stop drivers swooping around them.
M11	chicanes	C	Current chicanes are dangerous. Either remove them or replace them with new closer-together chicanes.
M9	chicanes	C	Speed cushions not chicanes on Bath Road please. Good idea to take away existing chicanes. The one nearest Hinton is too close to the bend to be safe and causes lots of accidents in consequence.

**Use of rumble strips:**

S5	rumble strips	B	Rumble strip and raised platform at the George should extend further down Bell Hill to allow drivers coming up the hill to stop on the raised section while negotiating the George intersection.
M19	rumble strips	D	Rumble strips are <u>NOT</u> for this village.
M20	rumble strips	D	Traffic calming needs to be sympathetic with the environment - Not rumble strips!
G6	rumble strips	-	Rumble strips will be noisy for near residents.
S6	rumble strips	C	As I live on Bath Road I am interested in slowing down traffic coming into Norton St Philip. Rumble strips can be noisy. Wide raised crossings can be effective as at Bath University.

**Use of raised decks:**

M35	raised decks	D	Raised areas don't necessarily slow people down (I lived in Europe for 25 years, so speak from personal experience).
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**Use of 'pinch points' on Bell Hill:**

M4	pinch points	B	Is there enough visibility for the proposed pinch points on Bell Hill?
M3	pinch points	B	Pinch point on Bell Hill will cause grid lock, road rage and problems for drivers who can't hold their vehicles on a hill.
M7	pinch points	B	Pinch points on Bell Hill will result in congestion on A-road and possible grid lock. If traffic backs up on Bell Hill down to Church Street then this is a potential accident spot.

**Restricting the road at Chatley Furlong:**

M61	Chatley restriction	G	Moving traffic restriction to other side of road at Chatley Furlong will make it very difficult if not impossible for people to use their driveways.
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good
possible but concerns
bad

Ident	Option / Subject	Zone	Comment
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**Safety issues:**

S3	safety	B	Not really a traffic problem (on Bell Hill) but proposal will help pedestrians crossing. A pedestrian crossing would probably be cheaper (than proposal).
S16	safety	D	Footpath outside Bend Cottage needs to be established no matter which option is chosen.
S20	safety	D	Footpaths & barriers outside Bend Cottage should narrow the road, as it was when scaffolding was there, will deter traffic & HGVs. It worked really well. Bring back this road narrowing please!
S45	safety	E	Footpath past Chapel Row is the most dangerous in the village and must be widened.
M53	safety	E	Raised crossing opposite the entrance to the Mead is an excellent idea and will help stop drivers speeding in front of the Chapel.
S4	safety	B	Bell Hill upper "pinch point" is too close to the George intersection. Do not have a clear view when going Bell Hill. Also, ban parking between the pinch-point and George.
S43	safety	E	Stop parking from Chapel around bend past Chapel Row, so you can see what is coming along the High Street when travelling north. Also need a passing place on High Street.
S44	safety	E	Chapel Row priority junction must be closer to High Street, otherwise north-bound drivers can not see traffic coming down the High Street when stopped at the give-way.
M2	safety	B	Give way outside (old) post office should be for traffic going down hill, not up. These vehicles (going up) should be kept moving!
M37	safety	D	Additional sidewalk (pavement) around the George is a good idea.
M57	safety	F	This area (Factory/Mackley) experiences speeding traffic and damage to cars as does the High Street.
G7	safety	-	Any improvement to pedestrian facilities is welcome.
G8	safety	D	Footway in front of George would be welcome.
G13	safety	-	20mph limit on A366 should be extended to beyond housing (approx. where current 30mph limit is). Most of the area from where houses end at proximal end of village to centre of village is full of hazards:- no footpath, poor lighting, cars in road forcing
S1	safety	A	Not keen on having no kerbs and only different colours (between road and walkways). Drivers will mount the pavement.
S31	safety	D	Take life in your hands when getting off the bus at the Fleur and trying to cross at the George to walk down Bell Hill. Very dangerous, especially for elderly people.
S42	safety	D	Need warning sign on B3110 going south regarding oncoming traffic as you round the Fleur into the High Street.
M24	safety	D	Need a safe crossing point outside The George so school pupils can cross safely to the bus stop.
M27	safety	D	Having observed the traffic at The Plaine for 8 years, traffic coming up the High Street turning left to Faulkland doesn't have to slow down because the road naturally turns left. If there was a very large pavement outside The George, drivers would have t
M47	safety	D	Need to keep bollards outside The Plaines to stop HGV's mounting the pavement.
M48	safety	D	All options should extend the pavement outside The George around Bend Cottage at the top of Bell Hill, down to opposite North Street.
M54	safety	E	People who find it difficult walking need to be dropped off outside the Chapel.
G31	safety	-	Priority of traffic (Bath Road and A366) should be left as it is. Turning out of Upper Farm Close and Longmead Close (especially right) is already difficult and hazardous. Increased traffic along this road would make the situation worse.

	good
	possible but concerns
	bad

Ident	Option / Subject	Zone	Comment
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**Noise and the appearance of traffic calming measures:**

M56	noise	F	Concerned about the noise of raised junctions.
G24	noise	-	I am very concerned about noise impact of the raised junctions/areas (*).
S34	noise & appearance	D	Materials used for raised areas? Appearance versus noise?
G28	noise & appearance	-	Regarding traffic calming measures, need indication of noise (that will be) caused by passing cars, also visual impact in a conservation village.
M34	noise	D	Traffic bumps will cause cars to make noise outside certain houses.

**Light pollution:**

G17	light pollution	-	Concerned regarding light pollution if every part of traffic scheme is illuminated.
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**Private property issues adjacent to The Fleur de Lys:**

M33	private property	D	The proposed paved area and bollards (outside Fleur) are on Private Property.
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**Use of 'sleeping policemen':**

S2	sleeping policemen	A	Sleeping policemen at entrance to village on all four roads would slow/warn drivers.
S10	sleeping policemen	C	Sleeping policemen at entrance to village on all four roads would slow/warn drivers.
S11	sleeping policemen	D	Sleeping policemen at entrance to village on all four roads would slow/warn drivers.
S47	sleeping policemen	G	Sleeping policemen at entrance to village on all four roads would slow/warn drivers.
G4	speed cushions	-	Prefer speed cushions to either chicanes or rumble strips (noisy for residents).
M60	speed cushions	G	Why not have 'speed cushions' where buses and ambulances go astride but other vehicles must slow down, rather than chicanes where vehicles may collide.

**Use of speed-activated signs:**

M1	speed-activated signs	A	Would like speed-activated/illuminated speed signs, similar to those at Hinton Charterhouse, at the entrance to the village.
M12	speed-activated signs	C	Move 30mph sign to north side of Norward Farms Lane. Sign should be flashing or speed-activated.
M62	speed-activated signs	G	Would like speed-activated/illuminated speed signs, similar to those at Hinton Charterhouse, at the entrance to the village.

- good
- possible but concerns
- bad

Ident	Option / Subject	Zone	Comment
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**Use of traffic lights:**

S22	traffic lights	D	I really thik traffic lights (at the George) is the best answer.
S28	traffic lights	D	Put traffic lights at the George to solve give-way problem in the High Street would stop people using the B3110. If they had to wait they would find another way to Bath.
S46	traffic lights	F	Two sets of traffic lights, one at Mackley (Laverton) Lane and another at the Plaine, would solve the give-way problem along the High Street and would maybe deter people from using the B3110 as a route in itself.
M36	traffic lights	D	Force people to STOP at the George intersection with a light or a stop sign. If the speed of the traffic outside The George isn't slowed, someone will die.
M38	traffic lights	D	Emphasising A366 is a good idea but speed bump is a bad idea. In my experience it doesn't work and a traffic light would do more.
G32	traffic lights	-	Long-duration traffic lights should be at the north end of 'The Cut' and at the chicken factory on the B3110, and at Bell Hill and Upper Farm Close on the A366, synchronized to control traffic flow in and out off the village.

**Alternate traffic schemes:**

M23	alternate scheme	D	Unless there is a mini roundabout (at The George), I don't think people would think of priority to the right and there is little visibility.
G1	alternate scheme	-	All options will create noise and regular users will disregard speed limits just like they do now! However, restricted access may deter some 'rat run' regulars.
G19	alternate scheme	-	Suggestion: A one-way traffic scheme on B3110 where traffic from Bath turns left onto Branch Road at Hinton Charterhouse on to A36. Traffic at Wolverton to Hinton Charterhouse may come down B3110 (to) N-S-P only.
G20	alternate scheme	-	All the schemes seem to accommodate traffic rather than force it out on to the A36.
G23	alternate scheme	-	I would say first priority is to make it difficult for 'outsiders' who drive through the village (*).
G27	alternate scheme	-	Unable to vote for any of these proposals as all are unsuitable for the village. There needs to be much further debate. Possibly needs to ba a one-way system further down the Frome Road - This would eliminate one of the peak 'confrontations'.
G30	alternate scheme	-	Need to restrict access at Wolverton.
G38	alternate scheme	-	All 3 options represent attempts to accommodate traffic once it gets into the village. Most sensible plan would be to keep traffic on the A36 and bypass the village.

**HGV traffic:**

G10	HGV	-	Enforce weight restriction.
G11	HGV	-	Close B3110 for anything but local traffic and no lorries.
G22	HGV	-	The schemes do nothing to prevent heavy vehicles from using the A366.
G36	HGV	-	Need weight restriction to prevent HGV's on the A366.
G37	HGV	-	Anything that can move large lorries out would be great.
G39	HGV	-	Ban all HGVs on the A366.
G40	HGV	-	A weight restriction on A366 WILL vastly improve the traffic.

**Horses in the village:**

G3	horses	-	Don't forget that horses use Church Street.
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**Appendix A – Notification distributed to all residences in the village**

**NORTON ST. PHILIP PARISH COUNCIL.**

**VILLAGE CONSULTATION (June 22<sup>nd</sup> and 23<sup>rd</sup>)**

**DEVELOPER'S TRAFFIC CALMING PROPOSALS**

**Lochailort, the developer of the old chicken factory site, has proposed new traffic calming measures in an effort to support of our 2005 Parish Plan for the village.**

**The Parish Council will hold a consultation day for villagers on Sunday 22<sup>nd</sup> June from 11 am to 4 pm in the Dungeon Room of the George Inn; to gather your comments on the proposals and understand your priorities should inadequate funding be available for the whole scheme. The consultation will continue on the evening of Monday 23<sup>rd</sup> from 6 pm to 8.30 pm and representatives of the Traffic Action Group will be available on both dates to answer your queries.**

**Following these consultations, an open discussion of the proposed measures will be held at the Parish Council meeting on Thursday 10<sup>th</sup> July 2008.**

**Traffic has always been considered your greatest concern and this is a one-off chance for obtaining funds to implement our objectives. The proposal is supported by the Parish Council but three options remain for the junction at the George Inn and many details have yet to be discussed for the whole scheme. So your comments will be essential to the next stage of our discussions with Lochailort.**

**If you are unable to attend either consultation but would like to see the plans, please contact Derek Archer (834264), Paul Shepherd (834833) or Mark Finch (834673).**

**Signed Mike Lutterloch**