

# Fovant Parish Council

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The Parish Clerk,  
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Reference: FPC/WCC-HWS-09

Date: 30 March 2009

Mark Stansby  
Senior Traffic Management Engineer  
Highways Network Maintenance Group  
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*Dear Mark,*

**Subject: A30 SHAFTESBURY ROAD – FOVANT TRIANGLE SIGNAGE**

We have pleasure in referring to your email dated 19 January 2009, which enclosed for our Parish Council's consideration details of a proposed re-layout design for the Fovant High Street triangle at the junction with the A30 Shaftesbury Road.

We are sorry for the delay in responding, however the February parish council meeting was cancelled and our next meeting was not held until 3<sup>rd</sup> March 2009.

At our last parish council meeting, the majority of councillors agreed that your proposals for the revised layout would improve safety at that junction by ensuring that exit from the High Street onto the A30 would be by sole use of the left-hand spur (and that exiting via the right-hand spur would cease).

It was noted that entry into the High Street would continue using both spurs – which is unfortunate but councillors did recognise that approaches from the Salisbury would need to turn into the High Street at the first spur as use of the second spur could present a safety hazard to following traffic negotiating a blind junction at the bend (at 40 mph) and also would be difficult for large vehicles to turn into the High Street.

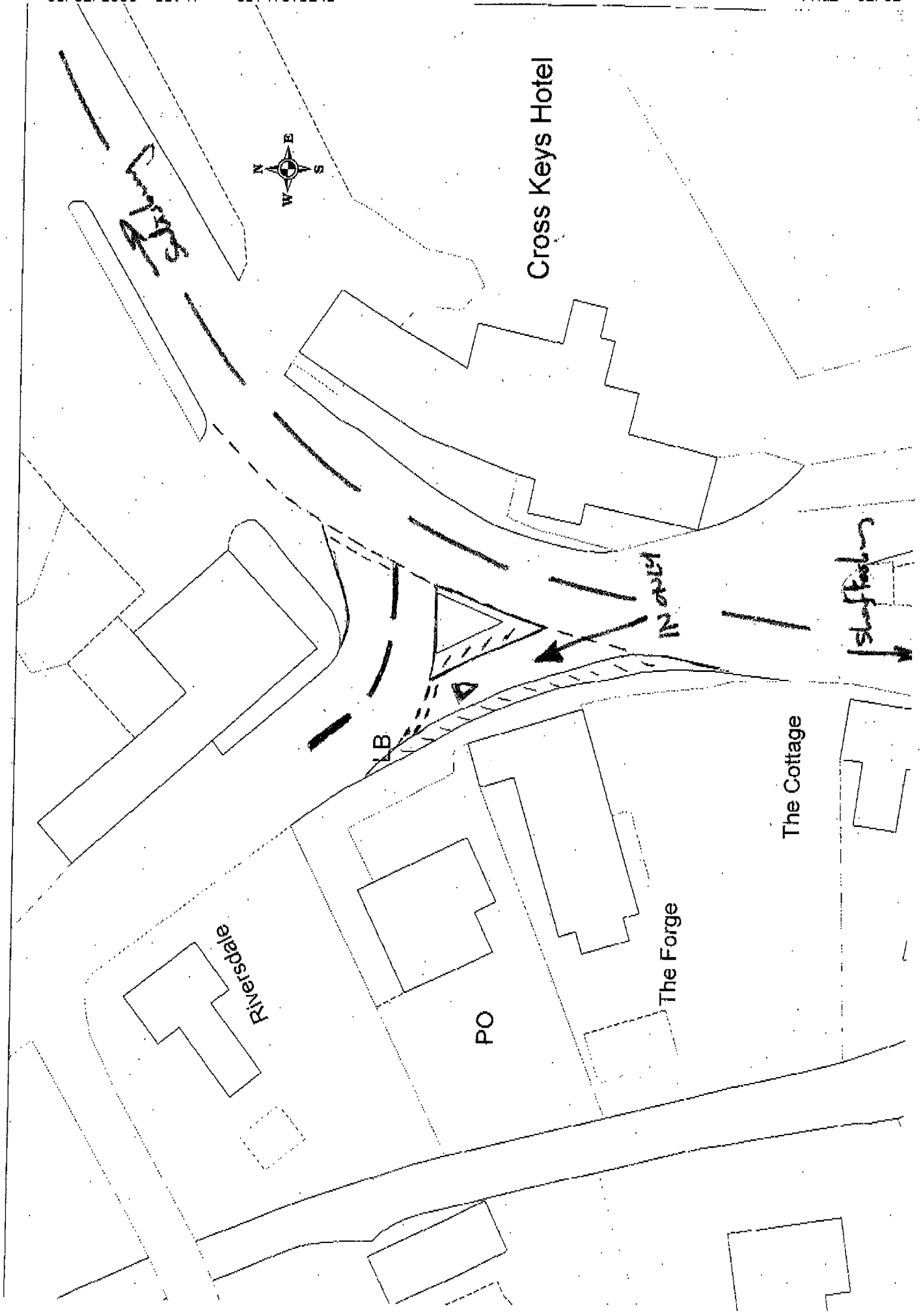
Councillors have requested that where the drawing shows a shaded area at the Forge/Post Office, for pedestrian safety, they ask that you consider insertion of a raised kerb with pavement. The reason for this request is that vehicles from Shaftesbury turning into the High Street will not see the shaded lines until they actually turn into the High Street (at 40 mph) (particularly at night as the junction is unlit) and will tend to generally 'clip' the shaded area.

We trust our comments are useful to you. If you have any questions please email the under-signed.

Yours sincerely,



Nigel Knowles  
Chairman  
**Fovant Parish Council**



# Fovant Parish Council

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The Parish Clerk,  
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## REPORT TO COUNCIL

Reference: FPC/WCC-HWS-09

Date: Jan 2009

To Parish Councillors

c.c. Elizabeth Young

**Subject: A30 SHAFTESBURY ROAD – FOVANT APPROACH & TRIANGLE SIGNAGE**

Background. Fovant Stores made an application for advertising signage along the A30 and this request was (at the initiation of WCC Highways Signage Dept) supplemented to include signage for the Fovant Post Office with incorporation of the Public Telephone sign also. A set of sketch plans had been issued for the PC to consider – however Councillors felt that some additional information and clarifications were necessary relating to size, type, colour, and location of the signs as it was felt that too much clutter on the triangle could increase the present road hazard.

With the agreement of the PC, the Clerk arranged for WCC Highways Engineers to undertake a site visit to Fovant to survey the location in order to address the issues raised. At short notice on Friday, 21 November 2008, Mark Stansby (WCC Senior Highways Engineer) and his manager Martin Cook arrived to conduct a signage survey and were met by Cllr Knowles (being excused from work). Their mission was to review existing signage arrangements as there was a significant amount of Signage 'clutter' on the approach to the Bend/junction which could be reduced or removed.

The survey lasted about 2 hours and they walked the A40 length of the A30 from east to west, including the triangle, and Brook St exit (adjacent Cross keys). During the course of their visit they met and spoke to Cllrs Knowles, Story, Harris (in passing) and the proprietor Fovant Stores.

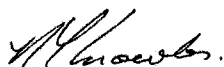
The discussions were very useful and constructive and they left leaving high hopes that a significant improvement on the general signage and road marking layout along the A30 would help to improve road safety at that point; the main points and possible solutions to improve the approach into Fovant Village at the A30 High St junction as discussed are listed below:

1. **Signage.** The general layout of signs on the approach to the bend/junction was discussed and the following points noted:
  - (i) The 40 mph repeater signs could be re-positioned for more effect
  - (ii) The 40 mph repeater signs were 'old' design standard and should be replaced with the new 'yellow backed' type.
  - (iii) The black & white speed camera warning signs could be positioned to more effect
  - (iv) The A30 lay-bye could be signed to warn 'no HGV over-night parking' (thereby reducing the possibility of obscuring the flashing bend sensor and sign).
  - (v) The new A30 Flashing Sign was considered satisfactory (provided other signage options were implemented)

- (vi) The Cross Keys board could remain in situ as the small number of users were used to it.
- (vii) The Waste Amenity site signage could remain unchanged as most users would be local and already aware of its location and it was not intended to 'sign' the amenity to non-parish users.
- (viii) The first A30 Bend Warning sign past the Badges lay-bye was located too far ahead of the bend with insufficient immediate impact and could be removed now the flashing bend sign is in.
- (ix) The second A30 Bend Warning sign should be replaced with a new bigger sign clearly indicating and texting the major route direction to Shaftesbury and Tisbury, with the junction to High St marked.
- (x) The A30 roadside blue border arrow sign to Dinton/Chilmark could be removed
- (xi) The black/white arrow sign to Dinton/Chilmark located on the triangle could be reduced in size so as to not give a misleading impression of being the 'priority' route
- (xii) Consideration could be given to having a 'not suitable for HGVs' sign on the triangle, with emphasis given to directing HGVs towards Shaftesbury (A350)
- (xiii) The black/white 'Public Telephone' sign on the triangle could be removed
- (xiv) The proposed amenity signs for Post Office, Telephone and Village Shop would be 'black and white' and would need to be carefully sited on both A30 approaches approximately 300 metres either side of the High St junction to avoid re-cluttering – and to give users time to assimilate the information.
- (xv) The triangle layout was confusing and overly 'busy' for entry and exit from the A30 into and out of the High St. It was agreed WCC Highways would look into the possibility of marking a simplified 'one way' entry and exit arrangement for this junction
- (xvi) On the western approach, the 40 mph repeater signs could be better positioned and replaced with the latest 'yellow-backed' standard
- (xvii) The signs showing 'cul-de-sac' at the entrance to Brook Street (bridge) could be turned in the right direction
- (xviii) A30 east approach black/white arrow direction sign to Chilmark/Dinton should be removed
- (xix) A30 east approach brown sign directing HGV s to Barford St Martin should remain in situ
- (xx) The 'No Entry' text on the road at the Brook Street junction with A30 (at Cross Keys) should be re-texted to read 'No Exit' or 'Stop No Exit' or other measures to reinforce the danger of attempting to exit from that blind direction onto the A30 (an illegal exit was made whilst the engineers were on site and witnessed by them as it occurred)

2. **30 mph Limit.** Highways said during their visit that they would hold off completing their signage implementation plan until after the Wiltshire County Council had published the results and recommendations on the ongoing 'County-wide Review of Speed Limits' proposals currently under review. The reason for this was that a change from 40 mph to 30 mph would have a significant effect on the size, shape, text, distances etc of all signs within the 30 mph zone. They expected this report to be released 'imminently'. The Engineers said that they highly valued the visit opportunity because it was very apparent that this was a hugely complicated site and would need some considerable thought to ensure that a revamped signage regime would be fit for purpose.

Yours sincerely,



Nigel Knowles  
**Chairman**  
**Fovant Parish Council**

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Reference: FPC/HWY-FS.01-08

Date: 1 October 2008

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**For the attention of Mr Martin Cook – Senior Highways Engineer**

Dear Martin,

**Subject: A30 SHAFTESBURY ROAD – FOVANT BEND & JUNCTION - SIGNAGE**

Thank you for taking some time out of your busy schedule to meet with me, our Parish Councillors Tony Phillips and Pauline Story and Tony Deane, our WCC Councillor yesterday morning. We were very pleased to have the detailed discussion on site which enabled us to have a better understanding of the siting and operating rationale for the 'Flashing Bend' sign which had given rise to various concerns.

The discussions were very useful and constructive and we hope that we have managed to capture the main points and possible solutions to improve the approach into Fovant Village at this bend below:

1. **Site Location.** The site for the Sign was agreed to be appropriate at its present location, viz;
  - (i) any nearer the junction and it could be 'obscured' by increased signage & development clutter
  - (ii) moving the Sign nearer the bend would reduce the 'driver re-action' time
  - (iii) any further distance from the bend would reduce the impact of the 'flash' and drivers might be speed-up again before reaching the bend
  - (iv) siting at the present position left-hand side of the highway presented better access to solar energy access (and electricity cables if ever required in the future)
  - (v) siting at the right-hand side of the carriageway would be unusual to normal practise, drivers would not normally look for signs to their right when approaching a left bend
2. **Height.** The height of the Sign sensor was also agreed to be mostly appropriate as:
  - (i) it enabled the Sign sensor to 'pick up' vehicles approximately where the first static yellow Bend Warning Sign is located, and
  - (ii) it's height was sufficient to view over the top of any medium-size vehicles parked in the lay-bye
  - (iii) it was noted that the sign would not operate or the Flash could be obscured by large HGVs parking in the lay-bye – (see also paragraph 3 below)
3. **Operation.** The Sign operates when its inbuilt 'radar' sensor receives a return signal from a travelling vehicle within its locator range; the present speed at which the sensor is set is designed to create a 'flash' warning when it senses a vehicle travelling at 37 mph or more on approach to the

