

# Fovant Parish Council

---

Telephone: +44 (0)1747 870528  
Facsimile: +44 (0) 1747 870528  
E-mail: ladvdown@waitrose.com

The Parish Clerk,  
2 Ladydown View  
Tisbury,  
Salisbury, Wiltshire,  
SP3 6LL, England.

Reference: FPC/WCC-HWS-09

Date: 30 March 2009

Mark Stansby  
Senior Traffic Management Engineer  
Highways Network Maintenance Group  
Wiltshire County Council  
County Hall  
Trowbridge  
Wiltshire. BA14 8JD.

Tel 01225 713367 / Fax 01225 764360  
E-mail: markstansby@wiltshire.gov.uk

*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.

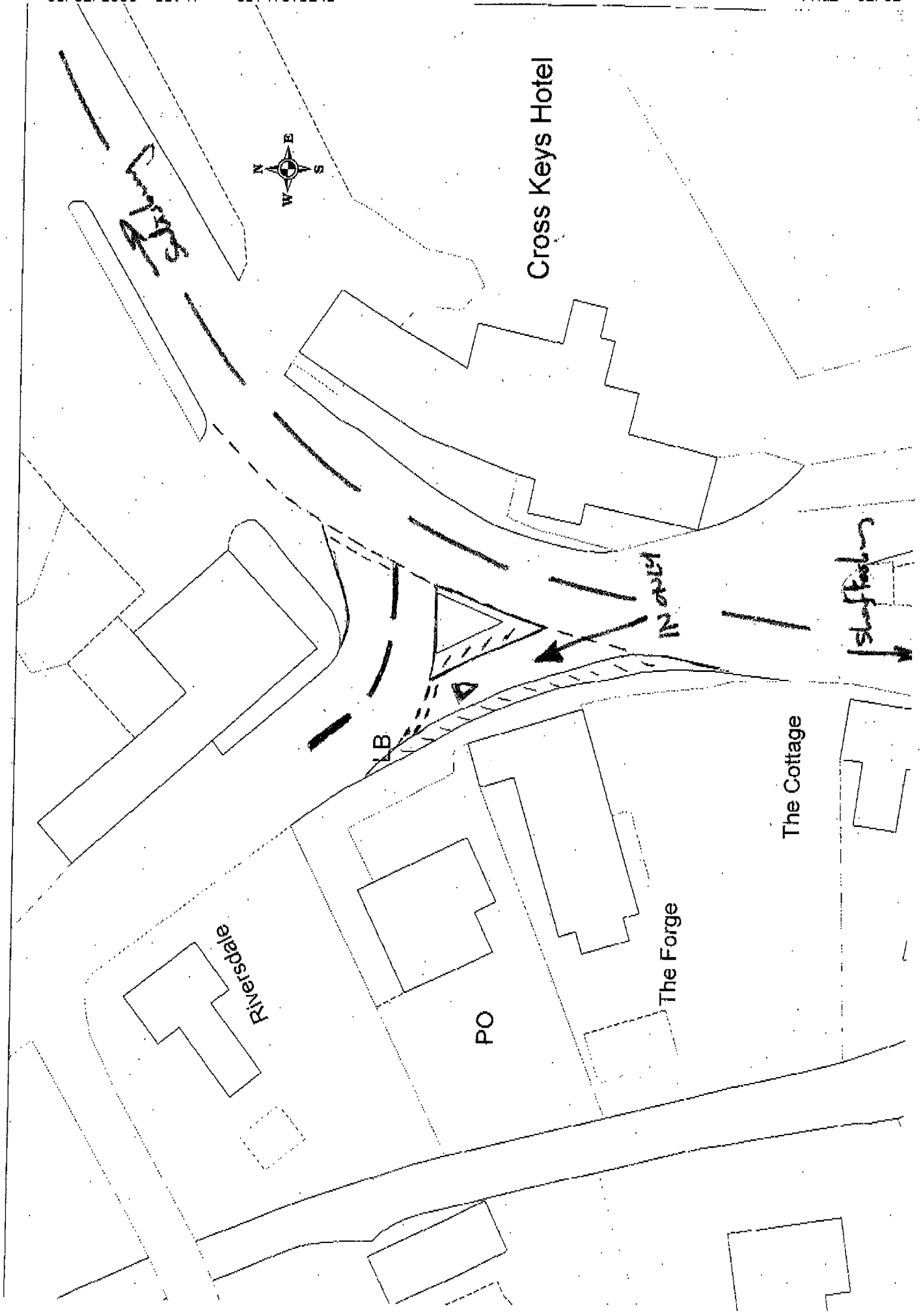
Councillors have requested that where the drawing shows a shaded area at the Forge/Post Office, for pedestrian safety, they ask that you consider insertion of a raised kerb with pavement. The reason for this request is that vehicles from Shaftesbury turning into the High Street will not see the shaded 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

---

Telephone: +44 (0)1747 870528  
Facsimile: +44 (0) 1747 870528  
E-mail: alan@vounq0.fstnet.co.uk

The Parish Clerk,  
The Red House,  
Vicarage Road,  
Tisbury,  
Salisbury, Wiltshire,  
SP3 6HZ, England.

## 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.

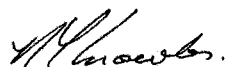
The discussions were very useful and constructive and they left leaving high hopes that a significant improvement on the general signage and road marking layout along the A30 would help to improve road safety at that point; the main points and possible solutions to improve the approach into Fovant Village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

# Fovant Parish Council

---

Telephone: +44 (0)1747 870528  
Facsimile: +44 (0) 1747 870528  
E-mail: Ladydown@waitrose.com

The Parish Clerk,  
2 Ladydown View  
Tisbury,  
Salisbury, Wiltshire,  
SP3 6LL. England.

Reference: FPC/HWY-FS.01-08

Date: 1 October 2008

Highway Network Improvements Dept.,  
Collision Investigation & Prevention,  
Wiltshire County Council.  
Trowbridge  
Wiltshire.

Tel 01225 713302  
Fax 01225 771600  
Email: martincook@wiltshire.gov.uk

**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

bend. The 'flash' will operate until such time as the vehicle speed falls below 37 mph. The 'flash' will stay on where the sensor is picking up several 'spaced' vehicles all travelling above 37 mph (in this scenario the 'flash' could extend for an extended period). The following observations were noted:

- (i) The sensor will not work if a large HGV vehicle is parked in the lay-bye; Highways agreed to consider (a) placing a sign on the lay-bye forbidding overnight parking of HGVs in the lay-bye or alternatively, (b) removing the lay-bye and turning to grass (however this option was not preferred as light vehicles might park on the grass turning the approach into a 'mud-bank'.
- (ii) The present sensor 're-action' speed (at 37 mph) to be reviewed as Councillors thought that the 're-action' speed should be at the level at which the majority of vehicles could safely negotiate the bend in 'winter conditions' (possibly reduce to 30mph) and also have sufficient time to 'read' directional signage located on the junction 'triangle' and react. Highways agreed to consider.
- (iii) It was noted the Sign sensor data can collated by Highways for traffic behaviour monitoring purposes; the information could be shared with the Parish Council and agreed changes made, for example; if after monitoring its use over a period of time it was considered beneficial, the Sign 'Flashing' could be limited to hours of darkness only.

4. **Other Signage.** The general layout of signs on the approach to the bend/junction was also discussed and the following points noted:

- (i) There was a significant amount of Signage 'clutter' on the approach to the Bend/junction which should be reduced or removed. (Highways to survey).
- (ii) The first A30 Bend Warning sign past the Badges lay-bye was probably located too far ahead of the bend (with insufficient immediate impact) – and should be removed (Highways to consider)
- (iii) The second A30 Bend Warning sign should be replaced with a new sign clearly indicating the major route direction to Shaftesbury, with the junction to High St marked. (Highways to consider)
- (iv) The new A30 Flashing Sign could be emphasised by the addition of a static sign to the pole clearly indicating the major route direction to Shaftesbury, with the junction to High St marked. (Highways to consider)
- (v) The first Blue Chilmark / Dinton Arrow Directional sign was too prominent and could be sending a contrary signal to drivers by indicating a major right turn and should be removed (Highways to implement)
- (vi) The proposed amenity signs for Post Office, Telephone and Village Shop would be 'brown' and would need to be carefully sited to avoid re-cluttering. (Highways to survey).

5. **30 mph Limit.** Highways said that they had no knowledge at this time of the results or recommendations on the ongoing 'County-wide Review of Speed Limits' proposals currently under review. Councillors made the observation that a 30 mph limit would seem most appropriate bearing in mind the close similarities in the topography, village population dispersal on both sides of the A30, the junction being a major crossing point and traffic flows through that part of the village, to that of Barford St Martin which already had a 30 mph speed limit.

Yours sincerely,



Nigel Knowles  
Chairman  
**Fovant Parish Council**

**Copy to:** Wiltshire County Councillor Tony Deane

Telephone: +44 (0)1747 870528  
Facsimile: +44 (0) 1747 870528  
E-mail: ladydown@waitrose.com

## HIGHWAYS MATTERS – STATUS REPORT

The Parish Council continues to receive the public's concern at the increase in volume and speed of traffic in Fovant as a general feature of increased use of the Fovant High Street being used as a short cut to the Dinton, Chilmark, Teffont and Tisbury industrial estates.

A feature of the increased traffic movements is the uncaring and rude behaviour of some drivers and, importantly, inappropriate speed.

The Parish Council treats all aspects of highways as an important matter. For the Council to act in an 'official' capacity, evidence of poor driving or use of the High St by HGVs is essential.

The Council continues to urge members of the public to identify, record and report any inconsiderate drivers and all HGVs to the Parish Council – to date, the Parish Council has received no detailed information whatsoever upon which to undertake any action.

Since 2001, your Council has proposed and/or supported not less than 18 various highways measures with WCC & SDC Highways departments. Of these, 6 have been implemented; 5 are allocated to current task lists and 7 rejected as not meeting required criteria.

On 13<sup>th</sup> September 2005, The Parish Council arranged for a Public Meeting to discuss the preparation by the whole community of a Village Plan for Fovant – part of the Plan would have included the community's aims and aspirations for re-claiming control of our village streets. Unfortunately there was insufficient interest from the community to even form a Village Plan Steering Group to take the proposal forward.

A list of highways improvements proposed and/or supported by Fovant PC, together with a status report is attached to this Notice.

Nigel Knowles – Chairman

February 2009

Item No.	Description of Proposal	Current Status
1.	<p>(a) To improve the visibility, prominence and number of HGV/Commercial Vehicle sign-posting to mandate the use existing W.C.C. approved HGV routes.</p> <p>(b) To post access to High St signage 'Not suitable for HGVs and/or Local traffic only'</p>	<p>(a) WCC Highways has introduced new advisory signage on the A30 approaches to the High Street junction for the direction of HGV vehicles to approved routes. This had some success.</p> <p>(b) WCC would not agree as it was felt that drivers with local knowledge of the area would continue to use the C64.</p>
2.	<p>To introduce access, width and height restrictions along the Fovant High Street, Tisbury and Dinton Roads, and to prominently sign-post same.</p>	<p>WCC Highways conducted an HGV survey but the results did not meet the specified criteria for the introduction of restrictions. Your Parish Council initiated a two-year campaign (2003-04) asking the local community to identify, record and report all HGVs traveling through Fovant – the purpose of the survey was to justify a case for re-consideration of weight, size, height and width restrictions on vehicles using the C64. Unfortunately notices and advertising in the Community Magazine only managed to elicit some 8 responses over that period which was insufficient to justify a challenge to the WCC survey result. The Parish Council continues to ask residents to report details of HGV use and has joined with Dinton and other parishes to form an HGV liaison group to monitor this.</p>
3.	<p>To reduce the current 40 m.p.h. speed restriction to 30 m.p.h. for one hundred (200 yards) either side of the High Street C64 / A30 junction. This to permit pedestrians safe crossing of the road from Brook St towards the High Street and safe exit of vehicular traffic from the village garage.</p>	<p>The Salisbury Joint Transportation Team has advised that the request for a 30 mph limit on the A30 approach to the bend will be added to the agenda of the next review meeting due to be held in March/April 2006.</p> <p>Wiltshire County Council completed their county-wide speed zone review in Dec 2008 – publication is awaited</p>
4.	<p>To reduce the current 30 m.p.h. speed restriction to 20 m.p.h. along the High Street, Fovant.</p>	<p>The criteria for 20 mph limits through rural villages has recently been reviewed; the main constraint is WCC budget and cost expenditure against perceived safety gain to defined criteria. At this time, Fovant traffic evidence is scarce and does not fulfill the criteria. Should compelling evidence become available, then introduction of a 20 mph limit in Fovant could be feasible – subject to availability of the Highways budget and public consultation. (see Item 2 above).</p>
5.	<p>To introduce protective 'barriers' for properties at 'pinch-points' along the C64 (High Street) together with appropriate 'speed limiting' measures along the village route.</p>	<p>WCC Highways conducted an HGV survey but the results did not meet the specified criteria for the introduction of restrictions. Your Parish Council initiated a two-year campaign (2003-04) asking the local community to identify, record and report all HGVs traveling through Fovant – the purpose of the survey was to justify a case for re-consideration of weight, size, height and width restrictions on vehicles using the C64. Unfortunately notices and advertising in the Community Magazine only managed to elicit some 8 responses over that period which was insufficient to justify a challenge to the WCC survey result. (see Item 2 above)</p>
6.	<p>To reduce the current 40 m.p.h. speed restriction to 20 m.p.h. along the length of Brook Street. The current speed constitutes a dangerous anomaly and should be remedied.</p>	<p>This action is dependent upon Serial 3 above.</p>

7.	To introduce red-paint surfacing & 40 mph white marking at the A30 Fovant speed limit markers.	Red paint textured surfacing and 40 mph advisories have been installed at the A30 village 40 mph limit markers.
8.	To make funding provision for adequate highway, verge and property maintenance available to ensure that road signage is clearly visible all year round, throughout the village and approaches.	This continues to be subject of a WCC annual budget allocation decision and continues as part of the Highways Parish Steward activity – 2 day visits per quarter.
9.	To undertake works on the A30 bend 'cats-eyes' to make them more visible.	This work has been completed and 'raised cats-eyes' have been placed on the approach and around the A30 bend with the High Street. Good visibility improvement.
10.	To replace the missing 'white painted 'Stop' lines at the Sutton Road/Tisbury road junction.	Work carried out under Report No. 160322. However, the junction has been re-laid and the signs obscured again. A new request has been submitted to Clarence (Oct 2005).
11.	Place a 'sighting mirror' to improve viewing to the right at the Sutton Road to Tisbury Road exit.	WCC Highways has advised that they do not recommend placement of a sighting mirror at junctions – as there are insurance liability issues involved and the land is not in their ownership.
12.	To consider introduction of an internal night light "Centre Bollard" at the triangle with the High St.	The SDC Joint Transportation Team advise this proposal would breach AONB guidance by introduction of permanent light pollution.
13.	To consider introduction of a flashing "30 mph" or "<<<<<" warning light signal at the A30 bend.	The Parish Council agreed with Wiltshire Highways to jointly fund the purchase of a stand-alone bend flashing warning sign, It was installed Oct 08 & is working well.
14.	The erection of roadside fencing along the Poplars Estate road adjacent to the Recreation field	This work has been completed by the Parish Council
15.	Additional red-textured surfacing with white "SLOW" text on the A30 approaching the bend at junction with High Street.	The works were completed by Wiltshire Highways in Oct 2005.
16.	Provision of 200mm white double width hazard centre lines on approach to and around the A30 Bend at Fovant High Street.	The works are scheduled for implementation this Financial Year 05/06. Still outstanding.
17.	Improved visibility to 'Bend Ahead' signs by introduction of yellow reflecting background and introduction of new warning text "REDUCE SPEED NOW"	The works were completed by Wiltshire Highways in Oct 2005.
18.	Improved visibility of A40 bend "<<<<<" signs by introduction of yellow reflector backing boards.	The works were completed by Wiltshire Highways in Oct 2005 and work to replace existing repeater signs is dependent upon Serial 3