

# Fovant Parish Council

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Date: 2<sup>nd</sup> February 2010

Wiltshire Council  
County hall  
Trowbridge  
Wiltshire  
BA14 8JN

For the attention of: Mr D Thomas  
Department of Transport Environment and Leisure

Dear Sir/s,

**Subject: WILTSHIRE COUNCIL SPEED LIMIT REVIEW**

We refer to the Consultation Document issued under cover of your letter GR/LMW/ dated 1 December 2009, detailing the recommendations made by Wiltshire Council Department of Transport relating to the setting of speed limits on A and B class roads in Wiltshire, including that of the A30 which passes through the village of Fovant. Our Parish Council has reviewed the document and has made the attached observations and comments for consideration.

In summary, neither the Wiltshire Council's Department of Transport recommendation to increase the present 40 mph speed limit to 50 mph for traffic passing through Fovant village, nor the supplementary recommendation to increase the 60 mph encroachment into both east and west approaches to Fovant village are supported by our Parish Council.

We have very serious safety concerns regarding:

- the replacement of the existing 40 mph speed limit by a 50 mph speed limit through the village
- the removal of the current 40 mph speed limit safety zone from residents at either end of the village (east and west approaches of the A30) and its replacement with a national de-restricted zone (60 mph limit).

Our concerns are based upon the high incident rate of accidents at the off-camber bend at the unsighted crossroads where the A30, Fovant High Street and Brook Street meet, together with the known recorded high incidence of excessive speeding of traffic (i) approaching the village from the A30 east, (ii) exiting the village westbound at West Farm and (iii) approaching the village from the west passing West Farm Cottages.

In addition our submission identifies significant shortfalls with the way in which the Report has dealt with the special circumstances appertaining to Fovant village and the apparent lack of appreciation of the adverse impact to the whole community should the recommendations be adopted.

The people of Fovant are very disappointed that all our previous correspondence with Wiltshire Council, the Highways and Transport office, the Wiltshire Traffic Police and the Wiltshire Community Police appears not to have been taken into account during the production of this Report.

- 1) We ask you to distribute our submission to all concerned parties and to carefully examine our attached submission which details every aspect of our concerns relating to this undesirable proposal.
- 2) We ask you to support our recommendation that the present 40 mph speed limit be reduced to 30 mph.
- 3) We ask you to support our recommendation to introduce a traffic light pedestrian crossing system.
- 4) We ask you to consider the installation of a pedestrian walkway from the High Street west to the Garage.
- 5) We ask you to consider the installation of a pedestrian walkway from West Farm to West Farm Cottages.

We would appreciate being kept informed of the outcome of this Consultation and if there is any likelihood of it being approved as recommended in the Report covered by your letter Ref. GR/LMW/ dated 1 December 2009, we would wish to invite the Head of the Wiltshire Council, the Cabinet Member for Transport and the person responsible for this Report, as well as other concerned stake-holders such as the police, to attend a public meeting at Fovant Village Hall to fully explain why such a recommendation was to be made.

Yours faithfully



Nigel Knowles  
Chairman of the Council

Encls:

FPC Submission FPCS/WC.SLR.1.10, with:  
Annex A – Wiltshire Council Speed Limit Review  
Annex B – Dft Traffic Advisory leaflet 1/04: Village Speed Limits  
Annex C – Dft Traffic Advisory Leaflet 2/06: Speed Assessment Framework

Appendix 1 – Fovant A30 Bend Warning Speed Indicator Data  
Appendix 2 – Fovant A30 Crossing Points Data  
Appendix 3 – Fovant A30 Development Density Data

C.c. Wiltshire Council D Tong  
Wiltshire Cllr J Green  
Wiltshire Councillor T Deane  
Fovant Road Safety Group

**WILTSHIRE COUNCIL DEPARTMENT OF TRANSPORT SPEED LIMIT REVIEW  
(FPCS/WC.SLR.1.10 dated 2<sup>nd</sup> February 2010)**

Fovant Parish Council has examined the Wiltshire Council Speed Limit Review Proposal for the A30 traversing through Fovant village and has the following comments to make:

**General Observations**

We challenge the recommendation made in the Report that the east and west outer zones of the A30 at Fovant meet the 60 mph criteria, and that the central zone (including the junctions with Brook St and High Street) meet the 50 mph criteria, without 'additional measures' being required.

We are very disappointed that despite making many representations over the past decade and with more vigour over the past several years, involving discussion with the Salisbury Transportation Team about road safety in Fovant, through Parish Council representations, through a public petition, through individuals contacting the SJTT team and through the independent Fovant Road Safety Group, this proposal has completely ignored all that has gone before. Our ongoing pursuit of road safety has resulted in some small improvements to road markings and most recently a flashing light alerting drivers to the bend has been installed. Whenever the issue of reducing the speed limit in the central section has been raised we have been told to await the speed limit review. Now we see that the review has taken not the slightest notice of all the representations made and data collected.

The Report conflicts with the long and widely held local concerns that the present 40mph limit is unsafe and is too high. These views have been expressed in the past ten years and remain unchanged by the Parish Council, by the Police, by individuals, and through the independent Fovant Road Safety Group. Many residents living adjacent to the A30 at the bend including Dr and Mrs D Davies, of Cross Keys House, residents of Brook Street and the Fovant Road Safety Group, have written to the Parish Council to express their concerns about the new proposals;

This Parish Council has identified the following specific areas of concern within the Report which indicate that proper consideration of all relevant criteria has not been carried out and we provide herewith a comment against each particular paragraph which in our view should be re-assessed by the Department of Transport for applicability to Fovant village:

**Wiltshire Council Speed Limit Review – Summary Dft 01/06 (Annex A)**

***Executive Summary & Page 4** - Effective speed management involves many components designed to work together to encourage, help and require road users to adopt appropriate and safe speeds. Speed limits play a fundamental role. They are a key source of information to road users, particularly as an indicator of the nature and risks posed by that road to both themselves and other motorised and non-motorised road users. Speed limits should, therefore, be evidence-led, self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. They should also encourage self compliance and not be seen by drivers as being a target speed at which to drive in all circumstances.*

**Comment:** This paragraph (repeated at paragraph of the Report) requires the adoption of appropriate and safe speeds taking into account all road users; we believe that the needs of all users has not been taken properly into account within the Report and consequently its Recommendations are flawed; specifically the needs of horse-riders, cyclists, rambles, young children, mothers with infants, the disabled, the infirm, the elderly, the hard of hearing, the partially sighted – and the Shaftesbury Road and Brook Street community at large living to the south of the A30 and have a need to access basic amenities; the Post Office, Surgery, Shop, Church, Chapel, Nursery School, Youth Club, Village Hall, garage and Pub based on the A30 north side.

**Page 5** - *Consistent with their duty in respect of road safety, traffic authorities will wish to focus the use of speed management measures, including more appropriate speed limits, or a combination of these methods, on those roads or routes (not just on A and B roads) with the most pressing problems of collisions and injuries, or where there is a widespread disregard for current speed limits.*

**Comment:** This paragraph mandates a duty on Wiltshire Council and its Traffic Authority to focus speed management – including appropriate speed limits - with due consideration of collisions and injuries on the route – and – where there is widespread disregard for the current speed limit.

For Fovant, the current 40 mph speed limit continues to generate a large number of accidents, 18 recorded in a 3 year period (30 recorded over 8-10 years), including one fatal, mainly at the sharp bend located at the crossroads and triangle at the junction of the High Street, Brook Street and the A30. Other accidents have occurred in the past at the A30 Junction with Brook Street (Bridge exit) and at the junction with Broadchalke Road junction with the A30.

A flashing bend warning sensor sign was erected on the western approach to the village; since that time traffic speed data has been acquired. The data output reveals evidence that greater than 20% of vehicles travelling east to west into the village exceed the 40 mph limit. Speeds of over 70mph have been recorded. A copy of the data is attached to this submission at Appendix 1. There is regular abuse of the 40 mph limit east to west bound traffic exiting the village, with dangerous high-speed overtaking between West Farm and the Broadchalke junction. For west to east bound traffic entering the village similar speed infractions are known to occur. It is clear that the current limit is being widely disregarded despite the attention of the Police Speed Safety Camera Team attendance.



*The new Flashing Bend Warning sign installed under a co-operative arrangement between Wiltshire Highways and the Fovant Parish Council.*

*The purpose of the sign is to warn drivers of their approach to the sharp left-hand bend –*

*Although there are 2 static bend warning signs further distant from the approach to the bend, it was clear that drivers were insufficiently alerted to the potential danger ahead – as they could not know of the adverse camber and the hidden junctions where vehicles could be stopped waiting to turn right –*

*all out of view of the approaching motorist!*

**Page 6** – details eight 8 Key Objectives of the guidance, six (6) have particular specific relevance to Fovant village;

- *Improved clarity which will aid greater consistency of speed limits across the country.*

**Comment:** We draw your attention to the fact that currently, every village from Salisbury to Shaftesbury along the A30 enjoys a 30 mph speed limit where the A30 passes through the village – except Fovant. The Wiltshire Council's Department of Transport has provided no explanation for this anomaly within their report.

- *The setting of more appropriate local speed limits, including reduced or increased limits where conditions dictate.*

**Comment:** We draw your attention to the phrase 'appropriate local speed limits'. It is mandated that local speed limits must have due regard to Traffic Advisory leaflet 2/06 which states: "*accident rates (existing or predicted) should generally be used to help decide whether a higher or lower speed limit is appropriate. Where roadside development is within the definition for the village speed limit of 30mph, this should be used. Alternative reduced limits should be considered where roads have other substantial levels of development. If a road is a recommended route for vulnerable road users including walkers, cyclists, horse riding or has other environmental or landscape factors, consideration should be given to using a lower limit (even if the accident rate is small).*"

We point out that there are four crossing points used by horse-riders at Fovant village; A30 Green Drive, A30 High St/Brook St cross-roads, A30 Brook St (bridge) and A30 Broadchalke C road. The same crossing points are used by cyclists, dog-walkers and ramblers as well as other residents of the village (a map outlining the various bridleways and paths crossing the A30 is attached to this submission at Appendix 2).

We draw your attention to the Electoral Register 2010 for Fovant. It identifies that:

- There are 22 junctions with the A30 within the current 40 mph zone (Appendix 2);
- There are 24 dwellings immediately adjacent to the A30 having direct access to and exit from, the A30 within the current 40 mph speed limit zone – this meets the minimum definition criteria which qualifies Fovant as a 'village' in the Department of Transport Guidance. Additionally, within the same 40 mph speed limit zone there are also a further 41 dwellings located off either side of the A30 for which entry and egress requires direct access to the A30. See Appendix 3 for data details.
- There are circa 100 adults (and 25+ infants/children under the age of 18) which live in the dwellings requiring direct access to and from the A30 and lying within the 40 mph zone.
- *Local speed limits that better reflect the needs of all road users, not just motorised vehicles.*

The A30 (current 40 mph zone) has 4 crossing points which are used by horse-riders, cyclists, dog-walkers and ramblers as well as other residents of the village (including mothers with infants, small children, the disabled, infirm, and elderly) going about their normal day-to-day business – and for which there is no provision for 'safe-crossing' of the A30 from South-North and vice-versa (a map outlining the various bridleways and paths crossing the A30 is attached to this submission at Appendix 2).

- *Improved quality of life for local communities and a better balance between road safety, accessibility and environmental objectives, especially in rural communities.*

**Comment:** We point out that the recommendation to increase the speed at which traffic flows through the village will create high-speed nose-to-tail traffic which will effectively sever residents living to the south of the A30 from the village facilities located at the A30 north part of the village – thereby creating 'exclusion' to those residents. This effect would be contrary to the Wiltshire Council's Core Strategy Plan for an improved quality of life of the people living in Wiltshire, the desire to improve road safety, and the encouragement of sustainable communities where access to local amenities is to be encouraged – particularly by non-vehicular means. The Recommendation is detrimental to the creation of a balanced community helping to service the needs of an ever-increasing aging population.



*The cross-roads where the A30, Brook Street and the High Street meet – this is located at the bend where motorists approaching from the east are unsighted and where the sight line only extends to 20 metres after negotiating the bend – at 40 mph pedestrians and horse riders are at risk; at 50 mph the risk would be immeasurably increased.*

*This crossing point is the most frequently used access to and from Brook Street by residents wishing to access the Post Office, Shop, Pub, Surgery, Village Hall and Garage.*

*The crossing point is heavily used by horse-riders to access their stabling and Fovant Down.*

- *Improved recognition and understanding by road users of the risks involved on different types of road, the speed limits that apply, and the reasons why.*

**Comment:** Over the past few years, Fovant Parish Council has been working closely with the Salisbury Joint Transportation Team and Wiltshire Highways to improve driver awareness and recognition of the particular dangers that are manifest at this location. Measures have been previously agreed for implementation; the bend warning directional arrows updated, cats-eyes were lifted, and centre-line re-marking carried out; village approach markers and rumble strips installed at the 40 mph zones and, more recently, a flashing bend warning sign installed. A trial programme for altering the A30/High St triangle was carried out (later withdrawn), and it was agreed that the approach signage should also be reviewed as some were misleading (this work was held pending publication of this County-wide Speed Limit Review).



*Where the High Street junction triangle meets the cross-road with the A30 and Brook Street – note that the triangle introduces a complex High Street 'double' exit and entry point meaning that at this crossroads there are seven points of movement where vehicles, pedestrians, horse-riders and other road users will meet.*

*Note the mass of signage on the high-sided triangle which*

*(i) can obscure sightlines as vehicles wait to enter or exit the A30 in either direction, and*

*(ii) the size of the Chilmark/Dinton way sign which can mislead drivers away from the 'Bear left' chevrons*

Despite all this work within the current 40 mph speed restriction zone, accidents and near-misses continue to occur on a regular basis. These occurrences involve all ages (both male and female) and various experience levels of all drivers, both during the day and at night. It is clear that despite all these measures there is a material fault in layout design which makes the occurrence of accidents prone at this bend and junction.

It has recently been discovered that the driver's sight line on approach to the bend/junction can give the erroneous impression that the road will 'traverse right (towards Dinton) – it is thought that this 'mirage' effect may catch some drivers out over the last 30-40 metres as they approach the bend (having passed the bend signs). It has also been realised that the road surface at the bend itself is 'off-camber' and if vehicles are travelling at speed, or are heavily loaded, or the road conditions are slippery, wet or icy, then vehicles will tend to be 'thrown' across the centre-line into the triangle itself or into on-coming vehicles.

- *Continued reductions in the number of road traffic collisions, injuries and deaths in which excessive or inappropriate speed is a contributory factor.*

**Comment:** The new information mentioned above does not appear to have been seen by the Department of Transport when producing their Report. It is clear that speed of approach at this dangerous location is a paramount necessity – both of the newly recognised faults can only be effectively addressed by lowering the speed of approach – we suggest that 30 mph would be a maximum safe speed, as it would ensure that a driver had sufficient time to recover after falling prey to a miss-directional 'mirage' and with the lower 30mph limit any off-camber 'crabbing' would be reduced or eliminated.

**Page 8** - *A study of types of accidents, their severity, causes and frequency, together with a survey of traffic speeds, should indicate whether an existing speed limit is appropriate for the type of road and mix of use by different groups of road users, or whether it needs to be changed. Concerns may also have been expressed by the local community. It may well be that a speed limit need not be changed if the accident rate can be improved or wider quality of life objectives achieved by other speed management measures. These alternative options should always be considered before proceeding with a new speed limit.*

**Comment:** The recommendations made in the Report are based on incorrectly assessed accident data; the table in the Report identifies only 5 accidents over 6 years.

In fact, the Parish Council has collated accident data which records many more accidents over the past ten years – circa 30, occurring along the entire length of the 40 mph zone on both western and eastern approaches to the village. Moreover, Dr and Mrs Davies of Cross Keys House have recorded and informed the Salisbury Transportation Team of no less than 18 collisions at the bend at the cross-roads with the High Street/Brook St. over a mere three (3) year period. This information is held within the SJTT, Wiltshire Highways and the County Police. We acknowledge that few of the accidents have resulted in severe injury or death (although these have regrettably occurred), and may have been discounted from the 'official' figures. However, it is our view that 'slight injuries' should also include residents affected by these accidents (in addition to the drivers and their passengers) as the residents whose properties are 'assaulted' by these accidents and all those who (most often at night) are awakened by the noise of impact and must render assistance at the scene, take in survivors, call the emergency services, direct traffic and make safe the road. In almost every single case, the residents are placed in a state of shock and ongoing fear – as well as having to deal with insurance claims etc afterwards.



*This Post Office HGV failed to negotiate the A30 bend at the cross-roads junction with the High St whilst travelling east to west.*

*It narrowly avoided a head-on impact into the Forge but could not avoid destroying the ancient greenstone wall of its garden (where young children often play) – such was the speed of this HGV that its momentum took the vehicle to within a metre or so of The Cottage (shown in the background) where a family with 6 young children live.*

*Because there were 'no injuries' to the driver, this incident would not necessarily be included in the DoT Report – but the damage to Conservation Area buildings and shock and fear to the local residents is very real*

*There will be roads, or stretches of road, that suffer from poor compliance with the existing speed limit. Where this happens and the speed limit is considered to be appropriate for the road, there may be a mismatch between the appearance of the road and the driver's or rider's perception of the risks of a collision. Or a lower speed limit may have been applied to reduce severance of a local community produced by fast moving traffic. If local engineering and/or education solutions have been tried and the road is either unsuitable or inappropriate for major engineering changes, some form of enforcement may be necessary.*

**Comment:** A flashing bend warning sensor sign was erected on the eastern approach to the village; since that time traffic speed data has been acquired. The data output reveals evidence that greater than 20% of vehicles travelling west to east into the village exceed the 40 mph limit. Speeds of over 70mph have been recorded. A copy of the data is attached to this submission at Appendix 1. For east bound traffic exiting the village similar speed infractions regularly occur, together with a high incidence of dangerous high-speed overtaking between West Farm and the Broadchalke junction. For west bound traffic entering the village similar speed infractions are known to take place. It is clear that the current limit is being widely disregarded despite the attention of the Police Speed Safety Camera Team, particularly at the A30 east of village carriageway. Data from the Safety Camera Team must be readily available to the Wiltshire Council Department of Transport for verification purposes and should be acquired.

*The underlying aim of speed management policies should be to achieve a 'safe' distribution of speeds that reflects the function of the road and the impacts on the local community. This should imply a mean speed appropriate to the prevailing conditions, and all vehicles moving at speeds as close to the posted speed limit as possible.*

**Comment:** The recommendation to remove the present 40 mph limit and to replace it by permitting encroachment of the national 60 mph further towards both east and west approaches to the village – whilst at the same time raising the speed limit to 50 mph for traversing the centre of the village is unsupportable as it does not provide a 'safe distribution of speeds' and adversely impacts public safety both for motorists and for all other road users by reasons as described above and elsewhere in this submission.

**Page 8/9** - The following will be important factors when considering what is an appropriate speed limit:

**Comment:** The Report and Recommendations have paid insufficient regard to the factors listed under this paragraph at Page 8/9; we provide for your attention relevant data as follows:

- Road geometry (width, sightlines, bends, junctions and accesses etc.),
- Both A30 approaches to the village are by way of a sloping incline meeting at the lowest valley point (the Fovant Brook) at the bend with the cross-roads at High St & Brook St; the bend (west-east traversing) suffers a severe off-camber left to centre, falling towards the triangle and High St.



*The picture opposite shows the A30 east to west approach to Fovant village.*

*From a motorist's view-point, the road appears to be straight, wide and gently sloping towards the village centre; there is no danger and the 40 mph is viewed as an unnecessary speed restriction.*

*In reality, this picture illustrates how different the geography is – there is a subtle rise to the brow on approach to the start of the 40 mph zone, then the road falls quite steeply towards the village centre*

*– where the off-camber sharp left-hand bend awaits with the hidden multiple exit & entry points at the obscured cross-roads*

- Traffic composition (including existing and potential levels of pedestrian and cycle usage).  
See comments under 'Environment' below

- Road function (strategic, through traffic, local access etc.),

The A30 is not a 'Strategic' route to the West (the strategic HGV routes are the A303 and A36); the A30 caters mainly for through traffic which meets many 40mph & 30mph zones along the route; and in Fovant motorists encounter a high number of local access and exit points (22 junctions & 597 adults/circa 120 Children) when passing through the speed limit zone (see Appendix 2 and 3).

- Road environment (rural, residential, shop frontages, schools etc.),

Fovant is situated within the Cranborne Chase and West Wiltshire AONB. The A30 passes directly through the middle of the Fovant Conservation Area. Fovant is a rural environment, with a Tourist attraction (Fovant Badges, the Downs and Commonwealth War Graves ) which encourages many visitors from overseas, ramblers, walkers and sight-seers; country pursuits horse-riding, cycling, shooting etc form a strong contribution with the local village pub holding many 'fun-days' adjacent to the A30 and enjoyed by the whole community.



#### **Year 2009 – Pembroke Arms Fun Day**

*This was the second charity fund-raising event put on by the Pembroke Arms for the community; well attended by many people in the village.*

*Note how close to the A30 passing traffic the event is; and the wide variety of young and old attending.*

*Fovant is a real community; the small gain to be had for a transiting motorist by allowing an increase in speed limit to 50 mph does not justify placing a whole rural community and their quality of life at risk.*

- Level of adjacent development,

The current 40 mph zone is immediately associated with adjacent residential development along the A30 road, followed by bridle-ways and various crossing points, exits and accesses; adjacent development is sparse until approximately 300 metres either side of the approach to the bend at the cross-roads with High St / Brook St. which is comprised of traditional Fovant greenstone built public houses (facing each other either side of the road), and residential dwellings located around the junction bend – moving west, the development continues past the most narrow part of the A30 where there is no footpath for pedestrians at all, towards The Cottage and Levers garage.

Moving past the garage, the A30 passes the shared entrance to the Rectory and other properties on the right and from thence the development becomes sparse passing the Brook St bridge (shared access to 23 properties), Gunvilles opposite, before then passing Nags Cottage and West Farm where the footpath ceases, then all the way to West Farm cottages, various access points along the way before exiting the village 40 mph zone where the Broadchalke junction is located. The High St is comprised of many traditional stone-built premises and is protected by its Conservation Area. The whole of Brook St is in the Conservation Area and is entirely residential.

**Page 9** - *On rural roads there is often a difference of opinion as to what constitutes a reasonable balance between risk of an accident, travel efficiency and environmental impact. Higher speed is often perceived to bring benefits in terms of shorter travel times for people and goods. However, evidence suggests that when traffic is travelling at constant speeds, even at a lower level, it may result in shorter and more reliable overall journey times. With inappropriate speed for the conditions also come costs, the greatest of which is death and injury to people, increased community severance, and environmental impacts.*

**Comment:** We believe that the unusual circumstances relating to Fovant's special location within the AONB, the fact of the A30 passing directly through the centre of its Conservation Area and historic stone buildings; the wide range of road users, high number of foot-fall visitors at buildings adjacent to the A30 (2xpubs, Post Office, Shop, garage, bridle-ways and other RoWs), clearly evidenced speeding issues, large accident record and the recently identified 'off-camber' and directional issues at this complex cross-road junction and dangerous bend have not been fully taken into account by the Report. The recommendation to raise the speed limit to 50 mph will give rise to increased risk of injury, death and damage to property at this dangerous location, adversely impact the quality of life of the village – without significantly improving the overall journey time between Salisbury and Shaftesbury.

*For consistency it is important that, within routes, separate assessments should be made for each length of road of 600 metres or more for which a different speed limit might be considered appropriate. When this is completed, the final choice of appropriate speed limit for individual sections might need to be adjusted to provide reasonable consistency over the route as a whole.*

**Comment:** We recommend that a 30 mph speed limit should replace the present 40 mph.

*Occasionally it may be appropriate to use a short length of 40 mph or 50 mph speed limit as an intermediate transition between a length of road subject to a national limit and another length on which a lower limit is in force, for example on the outskirts of villages or urban areas with adjoining intermittent development. However, the use of such transitional limits should be restricted to sections of road where immediate speed reduction causes real difficulty or is likely to be less effective.*

**Comment:** We recommend that should this approach be adopted, the existing 40 mph should remain at its current location either side of the village A30 approach and that the 30 mph zone be applied 400 metres either side of the A30 cross-roads at the bend with the High St / Brook St.

*Speed limits should not be used to attempt to solve the problem of isolated hazards, for example a single road junction or reduced forward visibility such as a bend, since speed limits are difficult to enforce over such a short length. Other measures, such as warning signs, carriageway markings, junction improvements, super-elevation of bends and new or improved street lighting, are likely to be more effective. Similarly, the provision of adequate footways can be an effective means of improving pedestrian safety as an alternative to lowering a speed limit over a short distance.*

**Comment:** Bearing in mind the unusual and complicated junction layout (involving the coming together of no less than nine vehicular transit points located around the triangle (A30 junction with High St and Brook St crossing-point) and the often occurrence of illegal exiting from Brook St by unsighted drivers onto the A30 at that junction, as well as the high number of vulnerable residents needing to cross at this point, a 30 mph maximum speed limit is fully justified at this location – ideally with traffic calming and pedestrian/horse-rider safe crossing measures (see below).

List of vehicle transit points meeting at the A30/High St triangle:

- |                  |  |
|------------------|--|
| 1) A30 eastbound | - exiting and approaching the village            |
| 2) A30 westbound | - exiting and approaching the village            |
| 3) Pembroke Arms | - south car-park entrance (Exit and entry point) |
| 4) High Street   | - east bound exit (left of triangle)             |
| 5) High Street   | - west bound exit (right of triangle)            |
| 6) High Street   | - west bound entry (left of triangle)            |
| 7) High Street   | - east bound entry (right of triangle)           |
| 8) The Forge     | - exit and entry point                           |
| 9) Brook Street  | - entry junction (some illegal exits also occur) |

## **Page 11 - Urban Speed Management**

We note that this Section of the Circular addresses the issues associated with urban as opposed to rural areas; however, reference to the Table of illustrative speed limit criteria would indicate that if the same rules were applied to Fovant Village a 30 mph would be mandated and that the proposed 50 mph speed limit would not be permissible.

## **Page 11 – 20 mph Limits and 20 mph Zones**

We note that the A30 as a main traffic route would be excluded from this provision – however, we would have an interest in pursuing this restriction for the village High Street and Brook Street Conservation Areas, extending through Tisbury and Dinton Roads.

## **Page 12 - Rural Speed Management**

*“ higher limits should be restricted to ‘upper tier’ or high quality strategic roads where there are few bends, junctions or accesses. Similarly, lower limits would be appropriate on ‘lower tier’ roads with a predominantly local, access or recreational function. They would also be appropriate where there are significant environmental considerations such as in National Parks or Areas of Outstanding National Beauty, [including Conservation Areas] or where there is a high density of bends, junctions or accesses, or the road is hilly.*

**Comment:** The Report fails to take account of all the unusual and complex issues pertaining to this specific location; a more considered examination would give appropriate attention to the high number of access points along the route (22), the high number of adjacent residential and public facilities to the A30, the high number of co-located vehicular access and egress points at the triangle junction on the sharp bend and the social and recreational needs of other road users including residents.

*In rural areas every effort should be made to achieve an appropriate balance between speeds, speed limits, road function and design, the differing needs of road users, and other characteristics.*

**Comment:** This relevant aspect is missing from the Report.

**Page 15 - Traffic Advisory Leaflet 01/04 (DfT, 2004) – Annex B** sets out current policy on achieving lower speed limits in villages, including a broad definition of what constitutes a village. For the purpose of applying a village speed limit of 30 mph, a definition of a village can be based on the following simple criteria relating to frontage development and distance:

**Definition** • 20 or more houses (on one or both sides of the road); If there are just fewer than 20 houses, traffic authorities should make extra allowance for any other key buildings, such as a church, shop or school. - And a minimum length of 600 metres.

**Comment:** We draw your attention to the following data which normally mandates a 30 mph speed zone;

- There are 24 dwellings with direct access to the A30 having direct access to and exit from, the A30 within the current 40 mph speed limit zone – this fulfils the minimum definition criteria which qualifies Fovant for a 30 mph speed limit in the Department of Transport Guidance.
- There are key buildings present; two public houses (facing each other on opposite sides of the A30 road), a Post Office, Shop and garage and 4 crossing points for equestrians/ramblers etc.
- Additionally, within the same 40 mph speed limit zone there are also a further 41 dwellings located off either side of the A30 for which entry and egress requires direct access to the A30.
- There are circa 100 adults (and circa 25+ infants/children under the age of 18) which live in the dwellings requiring direct access to and from the A30 and lying within the 40 mph zone.
- The minimum length of the speed limit area is in excess of 600 metres.

<b>Table 2: Speed limits for single carriageway roads in public areas</b>		
<b>Speed limit (mph)</b>	<b>Upper tier – roads with predominant traffic flow function</b>	<b>Lower tier – roads with important access and recreational function</b>
60	<p>Recommended for most high quality strategic A and B roads with few bends, junctions or accesses.</p> <p>When the assessment framework is being used, the accident rate should be below a threshold of 35 injury accidents per 100 million vehicle kilometres with this speed limit.</p>	<p>Recommended only for the best quality C and Unclassified roads with a mixed (i.e. partial traffic flow) function with few bends, junctions or accesses.</p> <p>In the longer term, these roads should be assessed against upper tier criteria.</p>
50	<p>Should be considered for lower quality A and B roads which may have a relatively high number of bends, junctions or accesses.</p> <p>When the assessment framework is being used, the accident rates should be above a threshold of 35 injury accidents per 100 million vehicle kilometres at higher speeds.</p> <p>Can also be considered where mean speeds are below 50 mph, so lower limit does not interfere with traffic flow.</p>	<p>Should be considered for lower quality C and Unclassified roads with a mixed function where there are a relatively high number of bends, junctions or accesses.</p> <p>When the assessment framework is being used, the accident rate should be below a threshold of 60 injury accidents per 100 million vehicle kilometres.</p>
40	<p>Should be considered where there is a high number of bends, junctions or accesses, substantial development, where there is a strong environmental or landscape reason, or where there are considerable numbers of vulnerable road users.</p>	<p>Should be considered for roads with a predominantly local, access or recreational function, or if it forms part of a recommended route for vulnerable road users.</p> <p>When the assessment framework is being used, the accident rate should be above a threshold of 60 injury accidents per 100 million vehicle kilometres.</p>
30	Should be the norm in villages.	

**Comment:** We refer to the above Table which is the reference documents for the setting of speed limits in rural villages. Taking into account all aspects of our submission, we consider that, as a minimum, the speed limit through the village along the A30 should be 30 mph. If considered appropriate, the present 40 mph limit should remain at the outer east and west A30 approaches but no closer than 400 metres to the bend at the cross-roads and triangle with High St / Brook St.

## **TRAFFIC ADVISORY LEAFLET 1/04 – Village Speed Limits for Villages on Primary Routes**

*The Government's road safety strategy 'Tomorrow's roads: safer for everyone' (Department of the Environment, Transport and the Regions, 2000) stated that a standard speed limit of 30 mph in villages should be the norm. This guidance seeks to give examples of the measures available to encourage compliance with the limit. This guidance may be suitable for those villages situated on primary routes. But where there is concern, an assessment framework currently under development will help identify the strategic significance of such roads, thereby helping to define the most appropriate speed limit.*

*Definition of a Village; the Advisory Leaflet advises that there is no clear definition and has therefore suggested that the definition of a village should be based on simple criteria relating to frontage development and distance, as shown below: -*

- 20 or more houses; and
- a minimum length of 600 metres;

*Where the character of a village falls outside this definition, local authorities are encouraged to use their discretion in deciding whether a lower speed limit is appropriate.*

*It is recommended that a village should be defined by a minimum number of 20 houses, irrespective of whether these are on one or both sides of the road. If there are just fewer than 20 houses, extra allowance should be made for any other key buildings, such as a church, shop or school [or public House or other public meeting point]. Such allowance is left to the discretion of local authorities to take account of the particular circumstances.*

**Comment:** Fovant is a village which requires the installation of a 30 mph speed limit as defined in this DfT Leaflet 1/04 – there being 24 dwellings immediately adjacent to the A30 which require direct access to and exit from, the A30 within the current 40 mph speed limit zone – and which meets the minimum definition criteria which qualifies Fovant as a 30 mph 'village' in the Department of Transport Guidance. There are also key buildings with high foot-fall present; two public houses (facing each other on opposite sides of the A30 road), a Post Office, Shop and garage and 4 crossing points for equestrians/ramblers/dog-walkers/young children etc.

**MEASURE OF DENSITY** - *As a visual message to drivers that they are in a village, a measure of density is needed to give some minimum standard as to the frequency of the houses over the extent of the speed limit. On the basis of the minimum number of houses and length of speed limit, an average density of at least 3 houses per 100 metres over the extent of the 30mph speed limit is recommended. This minimum density should generally also apply for each 100m section, but particularly for the first 100 metres of the speed limit at each end of the village, to reinforce the visual message for drivers. This recommended measure of density, over which the speed limit should apply, should be reserved to cover the main body of the village only.*

**Comment:** Fovant meets with this requirement at the start of the present 40 mph speed zones located at both the east and west A30 approaches to the village.

*In some circumstances there might be a need to consider an intermediate speed limit prior to the 30mph speed limit signs at the entrance to a village. The intermediate limit would normally be 40mph. The instances where this approach might be appropriate would include outlying houses beyond the village boundary or roads with high approach speeds. If the latter, local authorities might also need to consider other speed management measures to encourage compliance with the intermediate limit and to avoid enforcement difficulties for the police. Such measures might include centre hatchings, a vehicle activated sign and/or some form of road narrowing to change the nature and appearance of the road.*

**Comment:** We consider that all of the above and the following speed management measures could be appropriate for Fovant.

### **Chicanes**

*Chicanes have the effect of narrowing the carriageway and encouraging drivers to reduce speed. These might be considered more appropriate in villages, especially where road humps are deemed inappropriate.*

### **Gateways**

*A gateway feature, usually combined with other traffic calming features can be used to mark the entry point to a village and can act as a speed reducing measure if properly designed. A gateway usually includes vertical elements at the sides of the road and may also include horizontal elements such as build outs.*

### **Hatch Markings**

*These have the effect of visually narrowing the width of the carriageway, and have in some circumstances been used in association with coloured surfacing.*

### **Pedestrian Crossing Facilities**

*There are many forms of pedestrian crossings, including zebra and signed controlled crossings. On their own they can act as a speed reducing measure, or additionally these crossings can be raised*

### **Traffic Islands**

*These also have the effect of reducing the width of the carriageway. Although they do not usually have the same speed reducing effect as chicanes they do have the effect of changing the nature and appearance of the road. Local authorities may wish to consider combining this measure with centre hatchings.*

### **Vehicle Activated signs**

*These are appropriate to address the problems of inappropriate speed or reminding the driver of the speed limit in force. It should be noted that these signs must only be used as a final measure and in addition to and not instead of conventional static signing.*

### **SECTIONS 81-85 OF THE ROAD TRAFFIC REGULATION ACT 1984**

*Sections 81-85 give details of Speed Limit Order making, and Direction 11 of TSRGD 2002 gives details on the placing of speed limit repeater signs. Where villages are unlit, repeaters, including for a 30mph speed limit, should be placed in accordance with Traffic Advisory Leaflet 1/95.*

**Comment:** We consider that as Fovant village lies within the AONB it would not be appropriate or permissible for street lighting to be installed – accordingly, we believe that 30 mph repeater signs should be installed along the length of both sides of the A30 carriageway.

### **TRAFFIC ADVISORY LEAFLET 2/06 – Annex C**

#### **Balancing Safety and Mobility Objectives on Rural Single Carriageway Roads**

- *the setting of more appropriate local speed limits, including lower or higher speeds where conditions dictate local speed limits which better reflect the needs of all road users, not just motorised vehicles*
- *improved quality of life for local communities and a better balance between road safety, accessibility, and environmental objectives, especially in rural communities*
- *continued reductions in the number of road traffic collisions, injuries, and deaths in which excessive or inappropriate speed is a contributory factor.*

**Comment:** This paragraph (repeats the requirement stated in DfT Circular 1/06 and in the Report) It requires the adoption of appropriate and safe speeds taking into account all road users; we believe that the needs of all users has not been taken properly into account within the Report and consequently its Recommendations are flawed; specifically the needs of horse-riders, cyclists, rambles, young children, mothers with infants, the disabled, the infirm, the elderly, the hard of hearing, the partially sighted – and the Shaftesbury Road and Brook Street community at large living to the south of the A30 and have a need to access basic amenities; the Post Office, Surgery, Shop, Church, Chapel, Nursery School, Youth Club, Village Hall, garage and Pub based on the A30 north side. It requires the quality of life of local residents to be taken into account as well as an objective to reduce the incidence of road traffic accidents.

## **RELEVANCE OF ACCIDENT LEVELS, ROADSIDE DEVELOPMENT, ENVIRONMENT, LANDSCAPE AND VULNERABLE ROAD USERS**

*Where roadside development is within the definition for the village speed limit of 30mph, this should be used. Alternative reduced limits should be considered where roads have other substantial levels of development. If a road is a recommended route for vulnerable road users including walkers, cyclists, horse riding or has other environmental or landscape factors, consideration should be given to using a lower limit (even if the accident rate is small).*

**Comment:** This important element is missing from due consideration within the Report – please refer to our earlier comments regarding (i) Fovant meeting and exceeding the criteria for a mandated 30 mph speed limit, (ii) the extensive use (and crossing of) the A30 by other road users, (iii) the high accident rate and (iv) excessive speeding supported by acquired reliable data.

### **Additional Considerations**

#### **Public Safety.**

Whilst the Report Recommendations may benefit some motorists by a few seconds whilst travelling between Salisbury and Shaftesbury – this, in our view is currently unproven and even if accepted today would only be so for a short period of time as, after all the additional housing planned through to 2016 (Wiltshire Council Core Strategy Plan) is built for south west Wiltshire, the high volume of daily traffic so generated would develop into a significant level of nose-to-tail traffic – such that overall speeds would slow.

Slow traffic would tend to increase the possibility of inappropriate overtaking and lead to 'junction' gambling where vehicles wanting to access the A30 would need to pull out into the fast (and continuous) traffic flow.

Fast speeds and continuous traffic flows will place local people, horse riders, cyclists, ramblers, dog-walkers etc in a position where, without the benefit of defined 'crossing-points', they would feel obligated to 'take a chance' in order to cross over the A30 from one side to the other.

The setting of a 50 mph permitted speed limit through the off-camber bend at the A30 crossroads will create circumstances whereby most traffic (and particularly large) vehicles traversing east-west may tend to 'crab' and encroach across the carriageway into the path of oncoming vehicles taking the bend particularly in inclement and poor weather conditions.

A speed of 50 mph will increase the risk of collision and injury to residents living on and adjacent to the A30, including the residents of Brook Street and Shaftesbury Road (south side) attempting to reach the High Street facilities (Post Office, Surgery, Shop, Village Hall, Public House and Day nursery) at the bend on the A30 crossroad – and their return;

There will be an adverse impact on the safety of horse riders attempting to cross the A30 at Green Drove (RoWs 16 & 17), the High Street crossing point into Brook Street, Brook St (Bridge) and Broadchalke (RoW 8) for access to Fovant Down and other bridleways;

There will be an adverse impact on the safety of ramblers, dog-walkers and other visitors attempting to cross the A30 into or out of the village towards Fovant Down and/or the Badges and their return to village facilities, reduced access to footpaths and amenities.

We urge the Wiltshire Council to scrap this proposal and to consider very seriously reducing the speed limit to 30mph and to introduce crossing points.

### **Access to village facilities.**

There will be a severe and dangerous risk to safety, comfort and access to amenities for the handicapped, infirm, the elderly, those with small children and families and other visitors living on the south side of the A30 who attempt to cross the A30 into or out of the village High Street. Residents living south of the A30 could become disenfranchised from the village community facilities due to difficulty in safely crossing the road at the bend.

### **Noise & Vibration.**

We are disconcerted that the Report has taken no account of the inevitable adverse impact on the quality of life of residents living near to the A30 due to increase noise from higher engine labour rates, junction brake squeal, accelerated incline speed rates, overtaking, weight induced vibrations, rumble, load movement and chain stress noise.

### **Property Damage**

At 50 mph the potential for increased speed induced collisions and damage between vehicles and the properties adjacent to the A30 when vehicles fail to negotiate the bend in poor visibility or at night appears not to have been considered. The adverse impact of vibration on Conserved traditional stone buildings constructed with minimal foundations abutting either side of the A30 Junction with High Street has not been considered.

### **Visibility.**

At 50 mph, the lack of a safe crossing point at the unsighted crossroads at the bend where Fovant High Street, Brook Street and the east and west approaches meet on the A30 will reduce awareness and sight of pedestrians and horses attempting to cross the road to/from Brook Street - fails to take account of the present difficulty and danger for pedestrians crossing the A30 to and from High St and Brook St. We have a large population wishing to cross the A30 at or near this bend in order to use the local facilities of Post Office, shop, doctor's surgery, a public house on one side of the A30 – and another immediately opposite.

If a community is to be sustainable it requires Wiltshire Council to comply with national policy, including avoidance of the unnecessary use of cars by local people, and this pedestrian movement should be encouraged – and adverse traffic impact reduced.

With such limited visibility eastwards from the south side of the bend a pedestrian must rely largely on sound to detect the presence of an oncoming vehicle. But some cars are getting quieter, and the limited sound profiles of hybrid and electric vehicles has already been raised as a matter of concern by motoring and safety associations.

The related issue for pedestrians is the ability of the driver to see the pedestrian and stop in time. Reaction time and braking distance determine this. There is good evidence that although the bend warning sign has reduced the tendency for night-time accidents at the bend, the situation for pedestrians remains precarious at this location especially in the daytime (when there is no additional visual warning from the lights of oncoming vehicles).

The Proposals fail to take account of the difficulty of cars entering the A30 from the many houses on Green Drove, Brook Street and Broadchalke junctions and all the access points along the present 40 mph zone. Visibility eastwards from Green Drove is scarcely adequate for a car to exit safely under the present 40 mph conditions; at 50 mph it would be most dangerous.

The Report fails to take account of the difficulty of vehicles travelling westwards and (necessarily) stopping at the junction with High Street to turn into it. A vehicle following from the east has very limited visibility round this bend to give warning of a stationary vehicle that is effectively blocking the road, and thus even under the current 40 mph speed limit a following vehicle has minimal opportunity to brake in time to come to a halt; the potential for increased speed induced collisions leading to property and vehicle damage, and injury or death to both road users and pedestrians as stationary traffic enters or exits using the village triangle would be manifestly increased at 50 mph; 30 mph would be safe

### **Traffic Warning & Directional Signs.**

The Report states that a 50 mph speed limit can be introduced without the need for additional works and expenditure; this statement is incorrect. It has failed to take account of the need to replace the traffic warning signage currently in position along the approaches to the village; currently all signs (including 40 mph speed limit repeater signs), bend alert signage, Bend directional arrows, Directional signs to Dinton/Chilmark, Shaftesbury and Tisbury (industrial estate), are all 'spaced at 40mph (although recent meetings and correspondence with the Wiltshire County Highways Traffic Signs Department has revealed that many of the signs are incorrectly positioned, spaced improperly, or are misleading and may be a contributory factor to some of the accidents which have occurred at this black spot. The Parish Council's Flashing Bend Indicator sign will need to be replaced and the software adjusted to reflect any change of speed limit.

### **The Future.**

With development of 750 new dwellings approved by East Dorset District Council on the A30 east of Shaftesbury, plus an additional 90 dwellings at Tisbury, coupled with the Wiltshire Core Strategy for South West Wiltshire Tisbury Area requiring an allocation of a further 630 dwellings for years to 2016 in the Tisbury Area for the next plan period. From this data, it is clear that the present A30 traffic loading may reasonably be calculated to increase by up to 10,000 additional traffic movements could be anticipated to occur daily. This traffic loading will create a significant 'nose-to-tail' flow at peak morning and evening hours, with a continuous traffic stream likely at weekends.

The forecast peak traffic flows at the present 40 mph speed limit and with the present road layout (including lack of any pedestrian crossing point) will be dangerous and difficult for all but the very fit and confident residents. All other residents, young children on their own, the disabled, mothers with children, the elderly, the hard of hearing, partially sighted, lame or otherwise temporarily impaired will find it difficult and hazardous to cross at peak times – in the present 40 mph circumstances.

An increase in the speed limit to 50 mph would make it difficult if not impossible even for the very fit to cross safely – and contrary to the evidence that populations in villages are aging at a faster rate than urban areas, transport and fuel prices are more expensive for rural communities and community facilities rely on access by residents and passing trade which is travelling at a lower speed which permits signs to be read and stops to be made off the carriageway - Quite contrary to the idea of increasing speed flows through villages.

It is clear that a traffic management scheme will be required for Fovant (and all other A30 transiting villages); the basic minimum requirement being a 30 mph speed limit and at least one safe-controlled pedestrian/horse rider crossing point for safe passage.

### **PARISH COUNCIL DECISION:**

1. THE PROPOSAL TO PERMIT AN EXTENSION OF THE A30 SPEED LIMIT FROM 40 MPH TO 50 MPH THROUGH FOVANT VILLAGE IS **NOT SUPPORTED** BY OUR PARISH COUNCIL.
2. THE PROPOSAL TO PERMIT AN EXTENSION OF THE A30 SPEED LIMIT FROM 40 MPH TO 60 MPH AT BOTH EAST AND WEST A30 APPROACHES TO FOVANT VILLAGE IS **NOT SUPPORTED** BY OUR PARISH COUNCIL.

### **RECOMMENDATIONS:**

THE PARISH COUNCIL RECOMMENDS THAT THE FOLLOWING PROPOSALS BE CONSIDERED FOR ADOPTION BY THE WILTSHIRE COUNCIL BY REASON:

In order to increase safety for vehicles and to pedestrians and thereby encourage community cohesion and sustainability. There is already a strong case to take measures to reduce the limit to 30 mph from the present 40mph in this central zone of the A30 at Fovant.

1. We request that you support our recommendation for the present 40 mph speed limit to be reduced to 30 mph because Fovant meets all the relevant 30 mph zone criteria.
2. Traffic calming and safety; we request that you support our recommendation that the off-camber junction at the High Street and the triangle layout be reviewed to provide a safer crossing point for other road-users and protection for residents and properties.
3. We request that you look to introduce a traffic light with a pedestrian call facility pedestrian crossing system at the crossroads with Brook Street and the High Street for pedestrians and horse riders. With further consideration for another pedestrian/horse rider controlled crossing at the east (Green Drove) and west (Broadchalke) approaches
4. We request that you install traffic slowing measures such as a road narrowed section for 100 metres either side of the adverse-camber bend (as on the A30 in the middle of Ludwell village) – with the possibility of traffic Islands 100 metres at the east and west approach to the cross-roads junction with High St./Brook St.
5. We request that you arrange to install a pedestrian walkway (kerbed pavement) from the High Street (The Forge) west to Fovant Garage.
6. We request that you arrange for the installation of a pedestrian walkway (pavement) from West Farm to West Farm Cottages.

Report prepared and approved for issue at Fovant Parish Council meeting 2.2.2010.



**Nigel Knowles**  
**Parish Councillor**  
**(Chairman of the Council)**

# **APPENDIX 1**

## **Fovant A30**

### **Bend Warning Speed Indicator Data**

FOVANT A30 SENTIENT REPORTS – update at July 2009

**Data collected from 3 September to 30 September 2008**

Hour beginning	Total vehicles	Up to 39 mph	40-44 mph	40-54 mph	45 mph or more	55 mph or more
2300	316 (1.5%)	65% (204)	18.7% (59)	33% (103)	16.8% (53)	3% (9)
0000 -0600	922 (4.4%)	52% (483)	21.9% (202)	44% (405)	25.7% (237)	4% (34)
0700 - 2200	19,789 (94.1%)	80% (15,925)	13.0% (2567)	19% (3,779)	6.6% (1297)	0.43% (85)

**Data collected from 1 April to 30 June 2009**

Hour beginning	Total vehicles	Up to 39 mph	40-44 mph	40-54 mph	45 mph or more	55 mph or more
2300	1059 (1.5%)	65% (692)	19.0% (201)	33% (345)	15.7% (166)	2% (22)
0000 -0600	2808 (3.9%)	50% (1417)	22.6% (634)	45% (1275)	27.0% (757)	4% (116)
0700 - 2200	68169 (94.6%)	79% (54084)	13.7% (9316)	20% (13712)	7.0% (4769)	0.55% (373)

## **APPENDIX 2**

**Fovant A30**

**Crossing Points Data**



A30

Main

Green Drive

A30

Brook St

Church of St James

High St

High St

Tisbury Rd

A30

Timbow  
re

Start

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# **APPENDIX 3**

## **Fovant A30**

### **Development Density Data**



A30

A30

A30

A30

A30

Tisbury Rd

High St

High St

Brook St

Church of St James

Green Grove

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