

# Fovant Parish Council

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Reference: FPC/WC.SLR.1.10

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.

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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, ramblers, 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!*

