

## Traffic Survey Request Form

This form should be completed in conjunction with the 'Traffic Survey Request Process & Information' document

### Request Details *(one location ONLY – please use one form per survey location):*

Date of Request	19th August 2021
Full Name of Requester	Sandra Harry
Town/Parish Council	TISBURY Parish Council
Town/Parish Council contact name	Sandra Harry
Town/Parish email <i>(Please note – this is the email address the results will be sent to)</i>	tisburypc@gmail.com
Name of Area Board	South West Wiltshire AB
Name of Community Engagement Manager	Karen Linaker
Name of Traffic Engineer <i>(50/60mph locations ONLY)</i>	Paul Shaddock

### Main Issue *(please 'X' all that are relevant):*


Speeding	<input checked="" type="checkbox"/>	Traffic volume	<input checked="" type="checkbox"/>	Vehicle type	<input type="checkbox"/>
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### Please provide further details of these issues and the desired outcome:

The Council wishes to assess the traffic speeds and volume following a major accident on Chicksgrove Road and complaints from residents in Tisbury, but also Sutton Mandeville Parish.

### Survey Location *(please see Appendix 3):*

Road name/classification/number <i>(e.g. A342 Devizes Road)</i>	Chicksgrove Road				
City/Town/Village	TISBURY				
Posted Speed Limit	20mph	30mph	40mph	50mph	60mph

(Please refer to Appendix 3 – Site Selection criteria for 50/60mph locations)					
<b>Description of preferred survey location</b> (Please refer to Appendix 3 – Site Selection criteria for examples)	Please see the attached location map of the suggested sites: Loc1 - red post box on metal pole Loc2 - road sign on metal pole Loc3 - metal gate post - preferred site				
<b>'What3Words' location link</b> (please use <a href="http://www.what3words.com">www.what3words.com</a> and refer to Appendix 5 for guidance)	///fled.pulsing.tearfully				
<b>Survey location map/link/photos/any other information</b> (please refer to Appendix 3)  Attachments: a. location map of 3 suggested sites					
<b>Declaration</b>  Signed by <i>Sandra Harry</i>  Sandra Harry	I confirm that I have read and understood the information in the ' <i>Traffic Surveys Request Process and Information</i> ' document (please tick the box).  <div style="border: 1px solid black; width: 50px; height: 50px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">  </div>				

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***This form should be completed and sent by email or delivered to your local town or parish council (details from link provided below)***  
<https://cms.wiltshire.gov.uk/mgParishCouncilDetails.aspx>



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## Pressure of traffic on the Chicksgrove Road

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Tue, Jul 27, 2021 at 12:35 PM

To: Tisbury Parish Council &lt;tisburyipc@gmail.com&gt;

I am grateful to you, Sandra, for including the topic of traffic and speed on the Chicksgrove Road as an agenda item at the recent Parish Council meeting following the collision that closed the road for several hours in early May that was subsequently a subject for email correspondence with Wiltshire Councillors.

The purpose of this email is to summarise the issues following conversations with neighbours who live on or adjacent to Chicksgrove Road in the parishes of Tisbury, Sutton Mandeville and Teffont, together with notes based on online search for national policy guidelines.

I am mindful of the discussion at the Council meeting and the prevailing view (that I was happy to support) that we should seek advice from Paul Shaddock the county's Road Engineer as to the best way forward.

### The Chicksgrove Road

This unclassified road within the Cranborne Chase AONB, runs East within Tisbury Parish for roughly 1 kilometre with a further two kilometres or so in Sutton Mandeville and beyond that through Teffont Parish to the B3089, a total of roughly 5.3 kilometres. Much of it is little more than a country lane, undulating, with a number of sharp bends. There are high hedges and banks to either side in places. It is of variable width; too narrow along most of its length for two HGVs to pass safely, and in many places too narrow even for two saloon cars to pass. There are signs of bends on the approach to the junction at Lower Chicksgrove, at Ham Cross and at Ley Farm, and of a double bend on the east-bound approach to the Teffont Lake, and there are road narrows signs, for example for west-bound traffic at Chicksgrove Manor. But, apart from a small number of SLOW signs painted on the road and badly eroded or no longer legible, nothing else to warn or deter the reckless driver.

This is an important through route, providing the principle, indeed sole, direct access from the eastern side of Tisbury to the B3089 and onward via Dinton towards Salisbury. It is used by ambulances to & from the Salisbury hospitals, by the fire service and by a wide range of agricultural and heavy goods vehicles that in recent years have increased substantially in both size and quantity.

The volume of commercial vehicles using the road has risen markedly. In the case of light commercial vehicles the increase results particularly from the increase in online shopping, together with deliveries from Salisbury's several supermarkets. In the case of HGVs, key factors have been the use of the former RAF Chilmark storage facility for warehousing (currently being further extended by redevelopment at Ham Cross), exacerbated by signage directing HGVs to use this road rather than even narrower lanes through Sutton Mandeville and planning approval in 2016 for Lovell Stone to bring stone for processing at Chicksgrove Quarry. Deliveries to the businesses in the former RAF facility are made by vehicles as large as articulated lorries with 40 foot containers that can carry as much as 38 tonnes; Lovell Stone use very large low-loader wagons hauling trailers of similar or equal length. Agricultural vehicles have also increased hugely in size over the last decade; current models, together with a trailer, can weigh up to 31 tonnes. Weight per se is not the issue, of course, but vehicles of this size, particularly articulated units or with trailers in tow, can only navigate the road's bends and pinch-points with difficulty. As I related at the Council meeting, on a recent journey from my house barely 0.7km to the Tisbury 30 mph limit sign, I followed a Hills recycling collection wagon making its routine weekly collection trip; the driver had to stop and give way three times



for oncoming saloon cars. And Teffont residents in particular are aware of incidents with HGVs travelling in opposite directions blocking the road for considerable periods while passing each other.

As well as being an important through route, this road also provides local access for residents, both those like me who live beside it, and those on Quarry Lane (within Tisbury) and in Lower Chicks Grove or elsewhere within Sutton Mandeville and Teffont, for whom there is no other way to get to the facilities and amenities of Tisbury or further afield. And it is important recreationally, too, lying as it does within the Cranborne Chase AONB. There are numerous rights of way, including bridleways that give onto the road at different points along its length, despite the complete absence of footway provision for pedestrians. And it is frequently used by cyclists whether singly or in groups, and (though less frequently) by horse riders. Yet, given the absence of any local restriction, all these users are at risk of meeting drivers going recklessly at speeds that may be below the national 60mph limit but are unsafe for the road conditions. One resident of Quarry Lane commented:

'I was brought up driving in the Shropshire lanes and I am deeply shocked at not only the speed drivers use in the Chicks Grove Road but also their positioning on the road.... What we actually get is certain drivers driving far too fast and some feet out from their own verge. There is only one course of action left open to you to avoid a potentially dangerous accident and that is to stop and in doing so ensure you are as close to one's own verge as possible. I have on occasions been forced to stop by a car passing me at well over 50mph.'

A Lower Chicks Grove neighbour commented similarly, saying that drivers are frequently driven into the roadside verges, causing erosion to the road edge, and bank collapse leading to blocked drains.

An additional and related observation made by several people is that since the roadside verges are now typically left uncut until September, visibility is often reduced by vegetation as much as half a metre on each side. This is a significant loss of view-line for drivers of small private cars and potentially a considerable additional cause of hazard.

## Relevant Policy

Government policy is set out in the **Department of Transport (DOT) Guidance on Setting local speed limits**, last updated in 2013, which can be read in full at <https://www.gov.uk/government/publications/setting-local-speed-limits/setting-local-speed-limits>. I attach as a pdf the relevant passage, **section 7.2, regarding limits on single carriageway rural roads** which draws attention in its preamble to the following:-

"Rural roads account for 66% of all road deaths, and 82% of car occupant deaths in particular, but only around 42% of the distance travelled. Of all road deaths in Britain in 2011, 51% occurred on National Speed Limit rural single carriageway roads. The reduction in road casualties and especially deaths on rural roads is one of the key road safety challenges.<sup>[i]</sup>

Research has assessed the risk of death in collisions at various impact speeds for typical collision types on rural roads. This research suggests that the risk of a driver dying in a head on collision involving two cars travelling at 60 mph is around 90%, but that this drops rapidly with speed, so that it is around 50% at 48 mph.

Inappropriate speed, at levels below the legal limit but above those appropriate for the road at the time (for example, because of the weather conditions or because vulnerable road users are present), is a particular problem for rural roads. Exceeding the speed limit or travelling too fast for the conditions are reported as contributory factors in 16% of collisions on rural roads. Specifically, inappropriate speed is recorded as a contributory factor in 20% of crashes on minor rural roads with a 60 mph limit"

In respect of reckless driving, **paragraph 113** is relevant;



"Inappropriate speed, at levels below the legal limit but above those appropriate for the road at the time.....is a particular problem for rural roads. Exceeding the speed limit or travelling too fast for the conditions are reported as contributory factors in 16% of collisions on rural roads. Specifically, inappropriate speed is recorded as a contributory factor in 20% of crashes on minor rural roads with a 60 mph limit".

And **paragraph 127** which introduces the table of possible speed limits (60, 50, 40) for single carriageway roads:

"If walking, cycling, horse riding, community or environmental factors are particularly important on any road section, consideration should be given to using the lower limit."

But in particular, **paragraph 128** regarding speed limits on single carriageway rural roads could have been written with the Chicks Grove Road in mind:-

- the national speed limit of 60 mph is only appropriate for the best quality C unclassified roads with a mixed (i.e. partial traffic flow) function with few bends, junctions or accesses - in the longer term, these roads should be assessed against through-traffic criteria. **For lower quality C and Unclassified roads with a mixed function and high numbers of bends, junctions or accesses 50 mph may be appropriate**
- **a speed limit of 40 mph may be considered for roads with a predominantly local, access or recreational function, for example in national parks or areas of outstanding natural beauty (AONB), [ii] or across, or adjacent to, unenclosed common land; or if they form part of a recommended route for vulnerable road users. It may also be appropriate if there is a particular collision problem**

## My conclusion

Taken at their face value, and in light of the current volumes of traffic using the Chicks Grove Road both as a through route and for local access, national guidelines suggest the road should be subject to a local speed restriction along its entire length; the only question is as to the level of restriction that would be appropriate.

I shall await with interest Mr. Shaddock's suggestions as to the way forward.

## Addendum:

It may be superfluous, Sandra, but a message from a Teffont resident that has only just arrived puts the matter in a nutshell really well, and I would add her remarks (that mirror my own experience) as an addendum to my earlier message:

She writes:

- I find the drive into Tisbury along the 'Chicks Grove Road' quite stressful because of the cars which come racing around blind corners at some speed on the wrong side of the road - some people seem surprised that anyone else might be coming the other way. I am just waiting for someone to see me too late, even if I have stopped. I always joke with friends that I found it far less stressful driving in London than driving around on these narrow country roads.
- There is a relatively straight piece of road outside our houses here, but with a blind corner on either side. Even when we check both ways carefully before turning out into the road, sometimes cars come flying round the corner behind or in front towards us. The short straight piece of road also seems to spur a few drivers on to become boy racers who like to fly past at speed.
- I am a walker, and there are beautiful walks in the area, but to get to them I have to tough it out on the road first. As you say, there is nowhere for pedestrians to go and, although many people do slow down as they pass me pressed into the hedge on the side, some don't at all. I think this is pretty dangerous for walkers (and cyclists).

7.2 SINGLE CARRIAGEWAY RURAL ROADS

122) In most instances, consideration of collision history, road function, mix of road users including presence of vulnerable road users, road geometry, engineering and environment, and actual traffic speed should enable traffic authorities to determine the appropriate limit on single carriageway rural roads.

123) Roads may have primarily either a through traffic function or a local access function. Both need to be provided safely. Mobility benefits will be more important for roads with a through-traffic function, while environmental and community benefits are likely to be of greater importance for the local access roads.

124) There may be many roads below A and B classification that serve a mixed through-traffic and access function. Where that traffic function is currently being achieved without a high collision rate, these roads should be judged as through-traffic roads. If, however, for all or parts of these roads there is a substantial potential risk to vulnerable road users, these sections should be assessed as roads with a local access function.

125) Within routes, separate assessments should be made for each section of road of 600 metres or more for which a separate 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 consistency over the route as a whole.

126) The choice of speed limits should take account of whether there is substantial roadside development and whether the road forms part of a recognised route for vulnerable road users, including whether there is a footway.

127) Table 2 sets out recommended speed limits for roads with a predominant motor traffic flow function. If walking, cycling, horse riding, community or environmental factors are particularly important on any road section, consideration should be given to using the lower limit.

Table 2 Speed limits for single carriageway roads <sup>[footnote 8]</sup> with a predominant motor traffic flow function

Speed limit (mph)	Where limit should apply:
60	Recommended for most high quality strategic A and B roads with few bends, junctions or accesses.
50	Should be considered for lower quality A and B roads that may have a relatively high number of bends, junctions or accesses. Can also be considered where mean speeds are below 50 mph, so lower limit does not interfere with traffic flow.
40	Should be considered where there are many bends, junctions or accesses, substantial development, a strong environmental or landscape reason, or where there are considerable numbers of vulnerable road users.

128) For C and Unclassified roads with important access and recreational function, the following speed limits are deemed appropriate and traffic authorities should use these as guidance when reviewing the speed limits on these roads:

- the national speed limit of 60 mph is only appropriate for the best quality C unclassified roads with a mixed (i.e. partial traffic flow) function with few bends, junctions or accesses - in the longer term, these roads should be assessed against through-traffic criteria. For lower quality C

and Unclassified roads with a mixed function and high numbers of bends, junctions or accesses 50 mph may be appropriate

- a speed limit of 40 mph may be considered for roads with a predominantly local, access or recreational function, for example in national parks or areas of outstanding natural beauty (AONB), or across, or adjacent to, unenclosed common land; or if they form part of a recommended route for vulnerable road users. It may also be appropriate if there is a particular collision problem

129) It is important to note that the above does not imply that speed limits should automatically be reduced. Indeed, in some cases the assessment may suggest that the existing speed limit may be too low, and a higher speed limit should be considered, as it is likely to be achievable safely.

130) We would welcome applications for zonal rural speed limits, usually 40 mph zones, for example in national parks or AONBs or on other networks of minor rural roads where speeds are already in line with such a limit. Such zones would include entry treatment and painted repeater roundels. The Department is keen to consider the effectiveness of such zones in reducing speeds and signing requirements.