



Cheverell Magna Parish Council

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CHEVERELL MAGNA PARISH COUNCIL

TRAFFIC ACTION NOVEMBER 2011

20 MPH LIMIT

1. The Parish Council now has the results for the latest speed test. These show a slight (less than 1 mph) increase over the May results, although they are noticeably better than before the 20 mph trial started.
2. There is a greater concern over speeds outside Holy Trinity School where, despite the recent signage improvements, the average speed is still nearly 30 mph. This is totally unacceptable, and the Parish Council will be discussing the need for vigorous and well-publicised enforcement action with the Police and Wiltshire Council.
3. The final speed check will be in the middle of January, after which a report will be made to Wiltshire Council in April / May. I hope that after that, the 20 mph limit will be confirmed. The final decision is likely to be informed by a Residents' Survey, which, it is hoped, will be delivered to all houses in January.

HGV'S

4. The Parish Council has been in close contact with the Devizes Traffic Management Group and the Devizes Area Board, and there are indications that this pressure is now having an effect. New signage has gone up in Devizes indicating that the preferred HGV route is now down the A342 through Upavon to Salisbury, rather than the A360. If followed, this will be a great help. However, the Parish Council reminded the Traffic Group that:
 5. this change needs to be widely publicised, and existing signage over a wide area needs to be reviewed and updated, with the existing signage referring to the HGV route through Great Cheverell being removed;
 6. similar action also needs to be taken with regard to northbound traffic coming from Salisbury and Westbury along the B3098;
 7. HGV's still travelling down the A360 need an alternative to avoid Great Cheverell and the Chocolate Poodle bridge;
 8. ultimately, there should be 'Unsuitable for HGV' signs at all entrances to Great Cheverell, and a 7.5 tonne weight limit through the village (excluding delivery traffic).
9. The Traffic Group has accepted all these points. Results should not be expected overnight, but they are promised, and the Parish Council will continue to press for improvements.

10. To help, residents are asked to make a note of any haulage companies seen driving through the village, so that Wiltshire Council can write to them and propose the new preferred routes, in a spirit of helpfulness rather than accusation. Please send this information to the Parish Clerk.
11. In summary, the Parish Council is reassured by the actions being taken by Wiltshire Council, and is confident that a resolution to this long-running saga is in sight. The position will remain under constant review, though.



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TRAFFIC ACTION JULY 2011

20 MPH SPEED LIMIT

1. Since Autumn 2009, we have successfully campaigned for a reduced speed limit in Great Cheverell. By the Summer 2010, Wiltshire Council had agreed to introduce a 20mph trial in 5 villages across the county, including Great Cheverell. An Experimental Traffic Regulation Order made in March 2011 will be in place for 12 – 18 months, after which we hope the 20mph limit will be made permanent.

BENEFITS OF A 20MPH LIMIT

2. Our campaign was based on the need to reduce speeding firstly because of some adverse factors, in particular the high volume of through traffic and the narrowness of the High Street with no footpath for long stretches. Our case was also based on the growing awareness nationally of the benefits of 20mph limits and zones:
 - (a) Reduced casualties, especially involving children
 - (b) Research shows that although 20mph limits are less effective than 20mph zones, they still reduce speeds and casualties. The Great Cheverell scheme is based on that adopted in Portsmouth where 'signed-only' limits produced an average speed reduction of 6.3mph where speeds had been 24mph or more before the scheme, and a 22% fall in the number of road casualties. Other research shows that just a 1mph average speed reduction can be expected to reduce casualties by 5%.
 - (c) Another benefit relates specifically to the improved safety of children. Recent research with 6 – 11 year olds found that they cannot accurately see and judge the speed of vehicles travelling above about 20mph. They are therefore more likely to misjudge and run in front of vehicles moving faster, at say 30 mph.
3. Community and health benefits
 - (a) A 20mph limit increases safety and feeling safe and thereby encourages social contact within the community. Greater safety also encourages walking and cycling, thereby benefiting health and reducing the need to drive children locally.

PROGRESS WITH THE 20MPH SCHEME

4. During the trial period, at least 4 sets of speed/volume surveys will be carried out by Wiltshire Council, comparing data collected when we had a 30mph limit with results after the introduction of 20mph.
5. The first set of results was positive, showing small but welcome reductions. Average speeds (mph) at the 6 data collection locations were as follows: 20.4; 22.6; 23.3; 20.8; 28.8; 23.3.

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6. In the light of this first set of 'after' results, the Parish Council has discussed ways of making the 20mph scheme more effective, especially by the school where the average of 28.8 was recorded. This is less than it was before (34.9mph), but is still too high.
7. The changes that have been agreed with Wiltshire Council are as follows:
 - (a) A 'gateway' effect between the 20mph posts seen on entering the village at both the north and south ends. This is aimed at increasing the visual impact of the 20mph signs.
 - (b) Extra 20mph signage in the vicinity of the school.
 - (c) Measures to emphasis the crossing point by the school e.g. coloured road surfacing and demarcation posts.
8. The 20mph scheme is being kept under review by the parish Council in close cooperation with Wiltshire Council.
9. We are grateful to all those residents who adhere to the new speed limit and thereby also help to make other drivers comply.
10. There are still too many, however, who do not appear to see or care and still drive through Great Cheverell at 30mph or more. Wiltshire Council is in discussion with the police about enforcement of 20mph schemes and we shall be guided by them as to future action.

STOP PRESS 04/10/11

11. Further signage has been agreed outside Holy Trinity School, which should be in place shortly. The new crossing point has already been marked out, although the wooden bollards (just like the ones in Bratton) will take a little longer. Following this, a further speed check will be undertaken, most likely from 18 October. So watch your speed!
12. Wiltshire Council have decided to undertake a Residents Survey, to determine feelings about the 20 mph limit before it is finally considered as permanent. This is likely to take place during November. We will give you more information as it becomes available.

HEAVY GOODS VEHICLES THROUGH THE VILLAGE

13. The Parish Council has long tried to get action to reduce the number of heavy goods vehicles (HGVs) diverted through Great Cheverell. The problem has existed for more than 25 years and the lowering of the railway bridge at Littleton Panell to avoid hits has only increased the number of HGVs using our village instead of the A360.

OUR CASE FOR CHANGE

14. The C40 road through this village is totally inappropriate for HGVs on the following grounds:

ROAD CHARACTERISTICS

15. The road is narrow, winding, in places sunken and not wide enough for 2 cars to pass. It is difficult to negotiate and inefficient for HGVs.

SAFETY

16. There is no pavement for long stretches and often nowhere for cars and pedestrians to go. It is therefore intimidating and dangerous, especially for vulnerable road users: children; pedestrians; cyclists; wheelchair users; horse-riders.

COMMUNITY CHARACTERISTICS

17. Three schools (two in Great Cheverell and Dauntsey's) are affected along the whole diversion route. Properties suffer from noise, vibration and actual damage to buildings, walls, banks and verges. The passage of HGVs is also incompatible with the conservation status of this village.

HGV COMPOSITION

18. Data collected in 2010 showed that on average 10 vehicles in the medium to heavy categories go through Great Cheverell each day. These are in the categories 5 to 9 i.e. from a three-axle vehicle to 5-axle articulated truck.

ACTION TAKEN TO DATE

19. In December 2010, the Parish Council submitted a proposal to Devizes Area Board requesting a weight restriction of 7.5 tons (apart from access) and to make this possible, suggested 3 alternatives to the current diversionary route. The full submission can be viewed on http://portal.wiltshire.gov.uk/area_board/get_areaboard_issue.php?i... Search for Issue No. 1423.
20. One of our suggestions, to divert HGVs away from the A360 to the A342 and A345, has been accepted and is being pursued by the Area Board. This route would affect fewer communities, is more efficient for HGVs, and adds less than 2 miles to north-south journeys across the plain from Devizes.
21. The Parish Council is currently awaiting an update from the Area Board on this issue and in the event of insufficient progress, will be escalating the campaign.
22. As a first step, a petition has been run (May to July 2011) and we have more than 200 signatures of support. In a community of some 250 households, this is a substantial result. Further action is planned including using the petition and local publicity to get progress on this difficult problem.

STOP PRESS 04/10/11

23. We have received a VERY positive response on this from the Devizes Area Board of Wiltshire Council, and changes to the existing diversion signage are already underway. Parish Councillors will be attending a meeting of the Wiltshire Council Traffic Working Party in early November to keep the pressure up - again, we'll keep you informed, but keep your fingers crossed ! And, if you see any problems caused by HGV's driving through the village, please email all the details you can to the Clerk.