

USE OF B390 AS AN EMERGENCY DIVERSION ROUTE**LIST OF OBJECTORS AND OBJECTIONS**

Objectors	Objections
Mrs. Woods Shrewton Road	1, 2, 3
Ms Crewe-Read Pear Tree House	1, 2, 5, 6
Mr. D. Stobie St. Mary's Close	1, 3, 7
Mrs. E. Walters Pitts House	1, 2, 3
A resident Clockhouse Cottages	1, 8
Mr. G. Davies Townsend	1, 8
Mrs. G. Nolan Little St. Mary's	1, 3, 8
Mr. J. Reid Paddock House	1
Mr. J. Smedley Holmrook House	1, 3, 5, 8
Mrs. M. Stobie St. Mary's Close	1, 3, 2, 8
Mrs. A. Nicolls St. Mary's House	1, 5, 6
Mr. R. Jones Warminster Road	1, 8
Ms V. Pryor Chitterne House	1

OBJECTIONS AND COMMENTS

<p>1. The village already has concerns about volume and speed of traffic and this proposal will exacerbate the problem and increase pollution/vibration.</p>	<p>The number of vehicles likely to be diverted is low, approximately one or two an hour, for a few hours on a couple of occasions a year.</p>
<p>2. Once drivers know of the route they will continue to use it.</p>	<p>The route through Chitterne is approximately 27 kilometres, whereas the direct route is only 9 kilometres. Drivers are unlikely to use the diversion route unless forced to by the emergency closure.</p>
<p>3. There are no continuous footways and crossing the road is already difficult. This will exacerbate the situation.</p>	<p>A few vehicles an hour on an infrequent basis, in addition to the current traffic of approximately 4,200 vehicles per day, is unlikely to have a significant effect.</p>
<p>4. Drivers can continue to drive extra miles to avoid the route through Chitterne.</p>	<p>At present there is no formal route and unsuitable minor roads are at times used.</p>
<p>5. Chitterne is a conservation area. Proposed legislation requires enhancement of setting of heritage assets – allowing extra traffic is contrary to this.</p>	<p>Short-term emergency diversion for high vehicles. No impact on the long-term setting and amenity of the conservation area.</p>
<p>6. Rather than relax the restriction, improve footways and enforcement of current speed weight restriction.</p>	<p>A LTP scheme to carry out improvements has not been successful in obtaining a place in the approved programme. The Police carry out enforcement of the speed limit within the guidelines of the joint safety strategy.</p>
<p>7. The Council fails in its legal duty to enforce the current restrictions. To worsen the situation would make the Council liable to legal challenge.</p>	<p>The responsibility for enforcement of these traffic offences is a matter for the Police. It is for the Chief Constable to consider his overall priorities for action on crime.</p>
<p>8. Police speed and weight limit enforcement is rare or non-existent.</p>	<p>As for Item 7 above.</p>
<p>9. Lifting the weight restriction will increase goods vehicles generally.</p>	<p>The weight restriction signs will remain in place at all times. Only the supplementary plate will be amended at times of emergency closures.</p>

GENERAL COMMENTS ON THE PROPOSAL

The distance on the A303 from Wyllye to Longbarrow is approximately 10 kilometres.

The distance via the main diversion route via the A36 Wilton is approximately 24 kilometres.

The distance for high vehicles via Chitterne is 28 kilometers. It is thus unlikely to be used by those that can use the shorter route.

It is not possible to be precise with anticipated traffic flows as it depends on many variables, including day of the week/time of day/season and duration. However, the following give an indication of the potential volumes.

The daily flow on this section of the A303 is 23,400 vpd with 9.24% HGVs, i.e. 2,164 HGVs per day. Of these, approximately 1,500 are over 18T.

National statistics indicate that only approximately 5% of HGVs are over 14 feet in height. The vast majority are 14 feet or less to comply with the European standard and to permit widespread unrestricted availability of routes.

Thus the daily flow of over 14 feet and over 18T vehicles is likely to be in the region of 75 or approximately 5 an hour 2 way during the day for a period of a few hours, possibly twice a year. The diversion would, on occasions depending on the location of the incident, only operate in one direction, so the diverted flow would be only about 50% of that figure on those occasions.

As regards the current safety situation in Chitterne, the only injury collisions in the Chitterne 30 mph section in the 3 years to 31 December 2010 occurred when:

- (i) Police Officer standing by a patrol car manning a road block was hit by a vehicle trying to avoid the closure; and
- (ii) A moped driver reported a collision over the counter after the event and was unclear as to details of the location.

Whilst any increase in traffic may not be welcome, the introduction of properly signed and managed diversion routes is seen as a benefit to the network overall, and should avoid problems on minor unsuitable roads, if no signing is introduced.

At present, when the A303 is closed between the A36 at Wyllye and the A360 at Longbarrow, the normal diversion route is the A36 trunk road to Wilton, up the Avenue to New Cut and the A360 to Longbarrow (and vice versa). However, as vehicles over 14 feet cannot negotiate the rail bridge at Wilton, the unsigned routes that these vehicles attempt to use are one, or a combination, of the following routes:

1. The A36 to Stapleford and left via the narrow and twisty road through Berwick St James to Winterbourne Stoke (sometimes to find that the actual closure is between there and Longbarrow so they have to turn round).
2. The A36 to Stoford and via the tight junction at The Swan and the narrow class 3 road to Down Barn crossroads on the high-speed A360.
3. The A36 to Wilton, only to find they cannot negotiate the low bridge over the A36, and they should not use the very narrow minor class 3 road via the bridge over the railway because of a structural weight restriction so they try and turn round with the consequent dangers. They could then try and access Wilton via the C10 back road (which is totally unsuitable) only to find a low bridge at Waterditchampton.

4. The A36 north-west to Codford and via the back road to Chitterne in contravention of the weight restriction.
5. Turn round via the slip roads at Wylve and return to the A350 at Furze Hedge and use the A350 to Shaftesbury and A30 to Wilton, or more likely try and use the myriad of minor roads between the A303 and A30 to avoid going all the way back to Furze Hedge. These minor roads are all totally unsuitable for large HGVs.

All of the above alternatives present many more hazards than the B390 (previously A344) through Chitterne which is wider and better aligned than any of the alternatives listed above.

Consequently, whilst the comments raised by the 13 residents in the parish are appreciated, it is not considered there is any alternative that is better suited than the road through Chitterne when an emergency arises.