



**HGV ISSUES IN WARMINSTER OUTER VILLAGES
CHAPMANSLADE**



The regular street scene outside Chapmanslade School when an overweight HGV takes a short cut on the A3098 as photographed by a parent taking a child to school



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Chapmanslade is on the A3098 between Westbury and Frome and significantly adjacent to the A36 which has slip road access onto the A3098 which is not a recognised freight route. Notwithstanding, Chapmanslade suffers from overweight HGVs using the existing 18t limit to short cut from the A 36 to the A361. This was identified to Wilts Council by an exhaustive study conducted in 2006 and the proposed solution was to reduce the weight limit to 7.5t to deter this 'leakage' from the freight routes which had and continues to have a significant detrimental effect on the community and road infrastructure in Chapmanslade. A locally conducted lorry watch survey in 2017 reiterated the findings of the 2006 study that the route is not a regular haulage route between Frome and Westbury, and during a recent closure of the slip road from the A36 no overweight lorries were seen to transit the village thereby supporting the conclusion that the HGV issues in Chapmanslade predominantly result from HGVs taking short cuts from the A36 to the A361 and vice versa.

Somerset Council has addressed this by reducing the weight limit to 7.5t at the junction of the A3098 with Berkeley Road and onwards into Frome. Additional to the weight limit on the A3098 into Frome there is also a 7.5t weight limit on the Berkeley Road also imposed by Somerset Council. Thus, Somerset Council has protected its own communities from HGVs whilst supporting an unrecognised freight route through Chapmanslade that links up to the A361 via the Clink Road.

Wiltshire Council's own freight strategy recognises that there are conflicts between the freight distribution system in Wiltshire and the protection of its communities but seems unable to reduce the many environmental and road safety risks these vehicles pose in Chapmanslade by enacting the strong recommendations for change made by the Mouchel Parkman study of 2006 and encompassed within a TRO in 2011, namely:

- Reduce the weight limit on the A3098 to 7.5t
- Update signs on the A36 and A361 to inform lorries of the reduced weight limit in order to keep them on the strategic freight routes away from local communities.
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In the intervening 16-year hiatus since the 2006 report the impact has increased because:

- Lorries, including those within the 18t weight limit have generally increased in size thereby exacerbating the congestion at choke points and resulting in an increase in pavement mounting.
- Housing requiring direct access to the A3098 has increased by just over 50 properties.



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- The village school, at one of the worst and narrowest choke points in the village centre (see photograph) has expanded with a significantly wider catchment area and a consequent increase in car journeys and parking on the A3098 at peak times.
- Road traffic has increased in volume to an average of 520 vehicles per hour based on the last metro count (2019) and is regularly recorded by SID data and Community Speed Watch at over 600 vehicles per hour at peak times.

Reducing the weight limit on the A3098 in Chapmanslade would be a clear sign of Wiltshire Council putting the safety and welfare of its community over the short-cutting practices of overweight freight traffic and emphasise the intent for freight to use the prescribed freight routes in accordance with national and Wiltshire Council strategies.

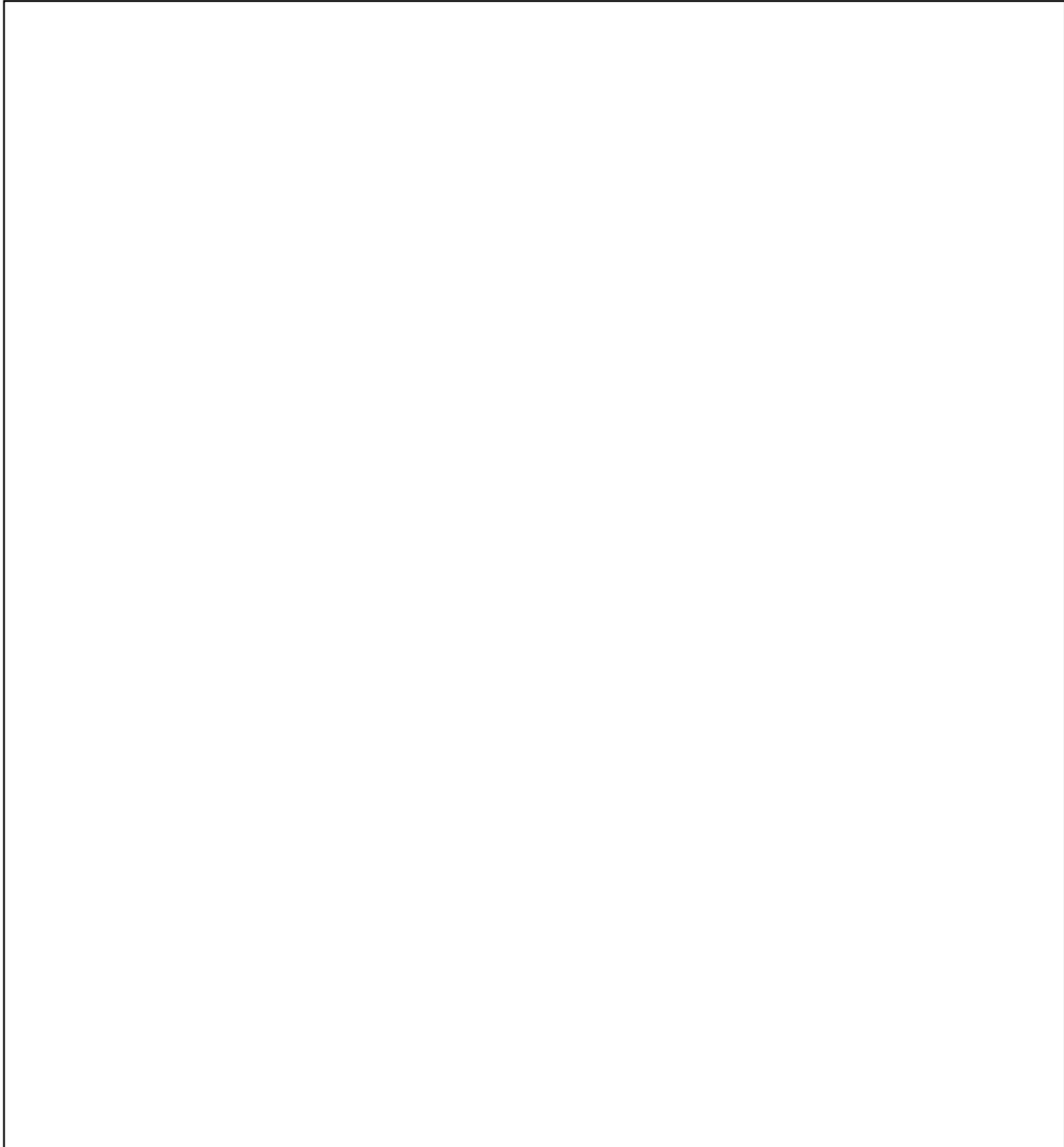
Implementing a temporary TRO in line with the 2011 TRO for a period of 18 months to allow realistic impact data to be collected by Wiltshire Council has been proposed to the Cabinet Member for Transport and the Highways Department by a coalition of 3 villages most disadvantaged by the 2011 TRO decision: Chapmanslade, Corsley and Maiden Bradley to break the 11-year deadlock.

We seek the Area Board's support for a temporary TRO as outlined above to supplement the support already received from The Rt Hon Dr Andrew Murrison MP and our Unitary Authority Councillor Bill Parks.



Partner update – Warminster Area Board

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Date: 14 October 2022