

Road Safety Seminar

Friday 17 July



Wiltshire and Swindon

ROAD SAFETY

PARTNERSHIP

Wiltshire Council

Presenters



Cllr Martin Smith, Cabinet Member
for Highways & Transport



Ben Huggins, Chief Inspector, Roads
Policing Unit



Dave Thomas, Head of Highways
Asset Management



Philip Wilkinson OBE,
Wiltshire and Swindon Police
and Crime Commissioner



Perry Payne, Road Safety
Delivery Manager, Wiltshire and
Swindon Road Safety Partnership



Paul Denham - DVSA



Cllr Darren Bone –
Bishops Cannings Parish Council



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Agenda

- Introduction – Cllr George McCaffery
- Welcome – Cllr Martin Smith, Philip Wilkinson OBE
- Road Safety Presentation
- Refreshment Break
- DVSA and HGV Enforcement
- Case study – Bishops Cannings
- Q&A
- Closing remarks



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Opening and Introductions



Cllr Martin Smith

Wiltshire Council Cabinet Member for
Highways & Transport



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Introduction



Philip Wilkinson OBE,
Wiltshire and Swindon Police and Crime
Commissioner



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Wiltshire and Swindon Road Safety Partnership and Vision Zero



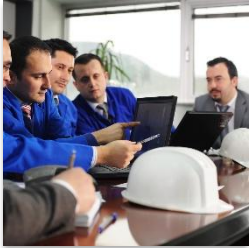
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Structure and Members of the Partnership



Multi-Agency Collaboration

The partnership brings together councils, emergency services, and government bodies to improve regional road safety.



Vision Zero Goal

The partnership aims to eliminate fatal and life-changing injuries using the Safe Systems Approach



Organisational Structure

Operations occur through strategic and delivery boards ensuring communication and actionable plans among members.



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Core Workstreams and Activities

Enforcement and Community Support

Enforcement supports police campaigns like Operation Close Pass and collaborates with Community Speed Watch to reduce dangerous driving behaviors.

Engineering and Data Analysis

Engineering focuses on collision and cluster analysis to identify high-risk road locations and conduct route risk assessments.

Education and Training Programs

Education includes Bikeability, WalkSafe, Scootability, Horse Safety, and VR workshops aimed at improving safety awareness in schools and among young drivers.

Post Collision Care

Post Collision emergency interventions from Wiltshire and Bath Air Ambulance who also give 1st aid, CPR and recovery position training to schools.



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Vision Zero

Vision Zero is a philosophy of road safety that eventually no one will be killed or seriously injured within the road transport system. Vision Zero is not a target to be achieved by a certain date and the “Safe System” methodology is how this will be achieved.

This approach represents a shift from focusing on reducing the number of casualties to a proactive and holistic effort that uses the “5 pillars” of road safety.

The goal is to build an inherently safe transport network that can account for human error, so that when a mistake is made, it does not result in a catastrophic outcome



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Safe System 5 pillars

- **Safer roads:** planning & development, highway design, maintenance, roadside infrastructure, facilities for active travel
- **Safer road users:** education/training for new users, general health, licencing, offending behaviour & rehabilitation, work-related driving, impairment (alcohol, drugs/medication/fatigue), use of driver assistance features, Highway Code
- **Safer vehicles:** vehicle design (for occupants and others), maintenance, tyre safety, e-scooters/electric 'motorcycles', use of driver assistance features, commercial & grey fleets,
- **Safer speeds:** highway design, speed limit setting, driver training and education, use of driver assistance features, offending behaviour & rehabilitation
- **Improved Post-collision response:** use of driver assistance features, emergency response, hospital-based trauma care, long term care & support, bereavement care, collision investigation, coroner reviews, data analysis, learning



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Safe Systems approach

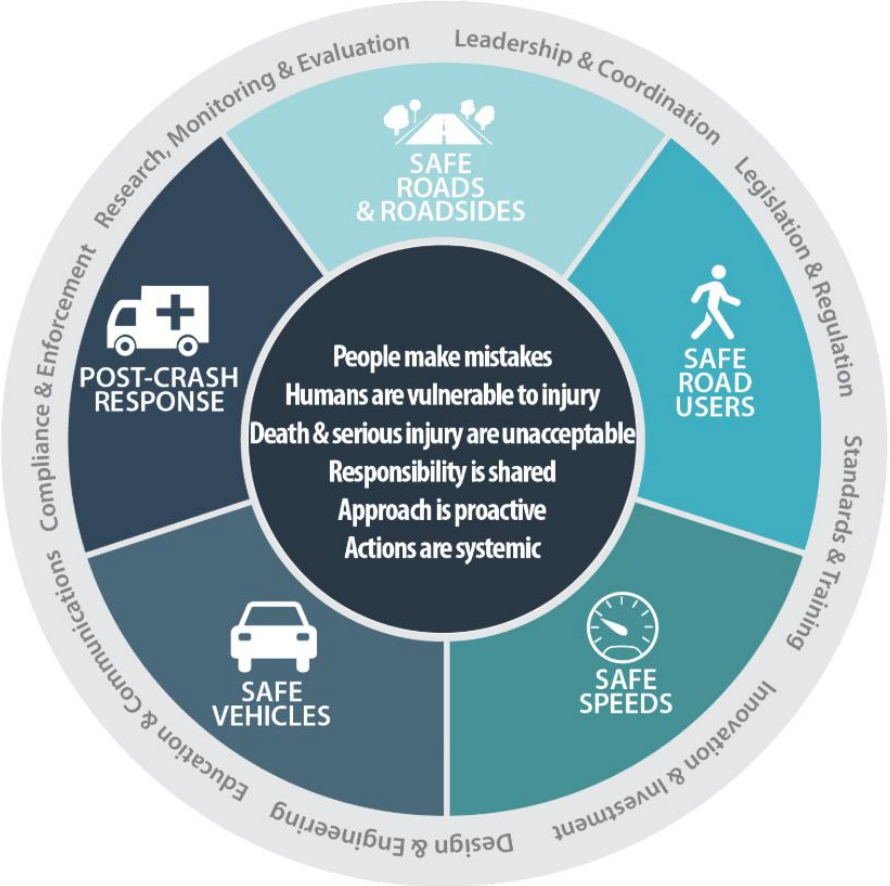


Table 1: The Safe System approach vs traditional road safety practice

Traditional	Safe System
Prevent crashes	Prevent deaths and serious injuries
Improve human behaviour	Design for human mistakes / limitations
Control speeding	Reduce system kinetic energy
Individuals are responsible	Share responsibility
React based on crash history	Proactively identify and address risks

Current challenges and what the data tells us



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Current Challenges – Collision definitions

- Collisions involving personal injury are now reported on the Stats 19 database via an Injury Based reporting System (IBRS) which categorises injuries as Slight, Less Serious, Moderately Serious, Very Serious and Fatal depending on the type of injury received
- A single collision may have multiple casualties
- The average social value (cost of prevention) of a road collision in the UK is calculated by the Department For Transport (Form RAS4001) and varies significantly by severity:
 - **Fatal collision:** approximately **£2.834,336m**
 - **Serious injury collision:** approximately **£324,895**
 - **Slight injury collision:** approximately **£32,502**
 - **Damage-only collision:** approximately **£2,686** for an average insurance claim
- These figures, particularly for injury and fatal accidents, represent the estimated value to society of preventing such incidents, which includes human costs (pain, grief), lost economic output, and medical and ambulance expenses.



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Current challenges – collision numbers

Year/Severity	Fatal	Serious	Slight	Total
2022	21	205	1154	1380
2023	22	202	1129	1353
2024	19	193	1094	1261
2025	21	323	1085	1429

- The data shows a stable trend in 2024, however one single death or serious injury is too many and we aspire to reduce that to zero.
- Wiltshire Police have made significant improvements with the collection, recording and processing of collision Stats so the Partnership will be able to track trends more quickly moving forwards.



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Current challenges – The Fatal five

The Partnership have adopted the nationally recognised “Fatal Five” as evidence led indicators for the causes of road traffic collisions and this helps to inform our interventions.

The Fatal 5 are:

- Driver distraction (such as mobile phone use)
- Driving under the influence of drink or drugs (including prescription medication)
- No seat belt
- Speeding
- Careless/inconsiderate driving



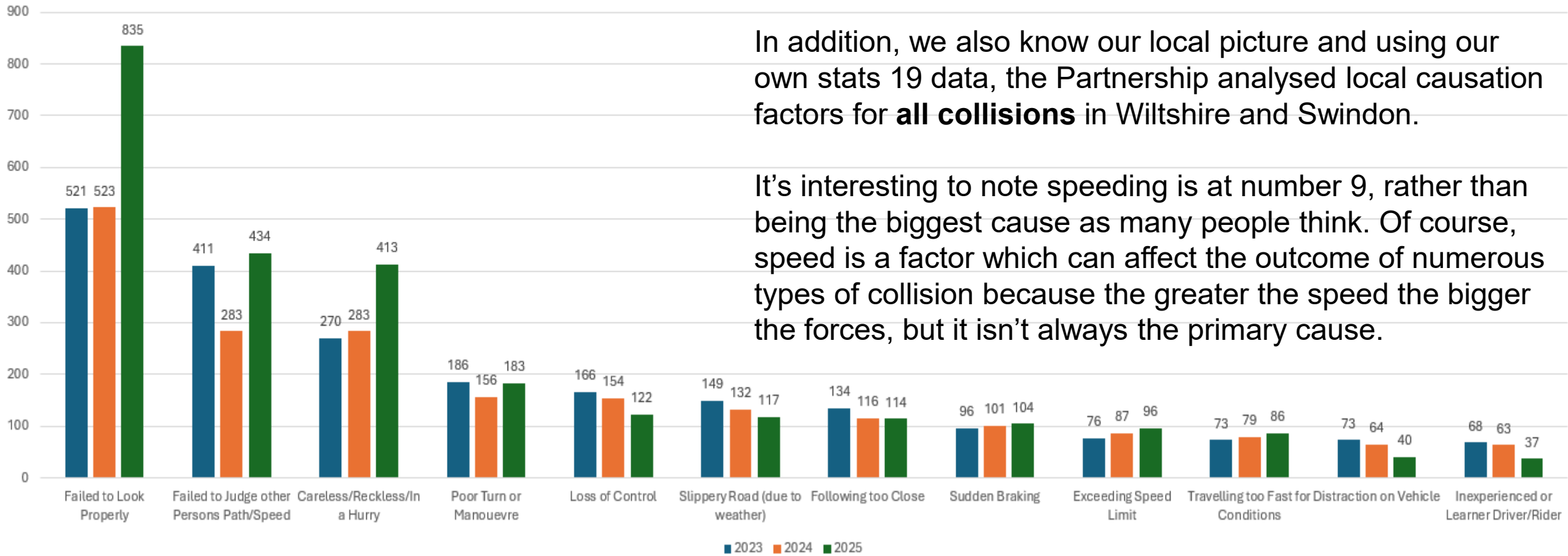
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Current challenges - Causation factors



In addition, we also know our local picture and using our own stats 19 data, the Partnership analysed local causation factors for **all collisions** in Wiltshire and Swindon.

It's interesting to note speeding is at number 9, rather than being the biggest cause as many people think. Of course, speed is a factor which can affect the outcome of numerous types of collision because the greater the speed the bigger the forces, but it isn't always the primary cause.

How is the Partnership responding?



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Data Collection and Investigation

STATS19 Data Collection

Wiltshire Police collect personal injury collision data, known as STATS19, from scenes or official reports for analysis.

Transition to Injury Based Reporting System (IBRS)

The new Collision Reporting and Sharing (**CRaSH**) system improves data sharing and reduces delays in making collision data available.

Post Collision Response & Fatal Collision Investigations

High quality on scene care via Wiltshire and Bath Air Ambulance
Fatal collisions undergo full investigations from the Police Serious Collision Investigation Team (**SCIT**) and the Forensic Collision Investigation Unit (**FCIU**) and includes both coroner's inquests and criminal prosecutions to ensure thorough legal process.

Safety Interventions

Investigation findings support targeted road safety measures by the Highway Authority, enhancing public safety.

Identification of Collision Clusters

Annual analysis identifies locations with three Personal Injury Collisions (**PICs**) within 36 months, focusing on clusters for safety reviews.



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Identified Trends Locally and Nationally

Identified trends – Areas for action

- **Pedestrian Distraction** (Use of handheld devices whilst walking)
- **Motorcyclists** (Disproportionately represented in Fatal and Serious injury Collisions)
- **Older drivers**
- **Inexperienced and young drivers.** (RTC's are the biggest killer of young people aged between 16 and 24 globally)
- **Work related driving.** Driving for work is one of the most dangerous work activities with estimates suggesting that up to one third of all road traffic collisions in Great Britain involve someone who is driving for work at the time. In 2024, 459 people were killed in collisions involving a working driver accounting for 29% of all road fatalities.



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Actions taken in response to the data

Pedestrian Distraction - Schools education and a poster competition. Task and finish group has been established to identify and deliver the best educational intervention based on proven behavioural change.

Motorcyclists -

Bikesafe - BikeSafe is the No.1 police led motorcycle safety initiative aimed directly at reducing the numbers of serious and fatal road traffic casualties on motorcycles through interactive engagement on a theoretical and practical level.

Biker Down A course to train motor cyclists on what action to take should they be on the scene of a collision involving a motorcyclist.

Annual Calne Motorbike weekend. The partnership attend with an education stand and crashed bike display.

Older Drivers - Drive Plus VR Workshop Sessions, Fitness to drive Courses/Intervention, Operation dark Night – roadside eyesight tests by Wiltshire Police

Young Drivers - Dorset and Wiltshire Fire and Rescue lead on this for the partnership and in Wiltshire and Swindon 2024 they: Delivered Safe Drive Stay Alive to 4,519 young people. (Developed a new intervention to replace Safe Drive Stay Alive called GoDrive, delivered in Wiltshire and Swindon to 2,285 students so far in 2025. Very well received). Partnership collectively attended 6 x Freshers fairs with educational interventions

Work related driving - Partnership have identified and are to engage with National Highways Driving for Better Business programme.

Child/baby Car Seat safety - Safety events carried out throughout the year.



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Wiltshire Council Road Safety Strategy



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Road Safety Strategy – Key elements

Wiltshire Council's Road Safety Strategy is embedded within its broader Local Transport Plan 4 (LTP4)



Education and Behavior Change

Initiatives include Bikeability training, Pass Plus and Drive Plus schemes, and community awareness campaigns to improve road safety behavior.



Engineering and Infrastructure

Focused improvements on road layouts, crossings, signage, and investment in walking and cycling infrastructure near schools and town centres.



Partnership

Collaborative with local police, fire services, national highways, British Horse Society, Bath and Wiltshire Air Ambulance, and Swindon Borough Council to uphold road safety laws and reduce accidents. Participation in the South West Area Road Safety Group to work with other local authorities ensuring shared learning, good practice, etc



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Current Education and Engineering Approaches



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Road Safety Education

Public Campaigns

Aligned with national and local themes including Fatal Five and Road Safety Week to raise awareness and promote safe behaviours.

Educational Programmes for Schools

Practical training and classroom sessions for children and young people providing skills and knowledge needed to become safe and responsible road users.

Targeted Safety Initiatives

Working with specific road user groups or communities, for example community speed watch to encourage better driving behaviour, older drivers or new parents to enhance road safety knowledge.

Speed Indicator Devices Deployment

Speed Indicator Devices are installed by Parish and Town Councils with support from Local Highway & Footway Improvement Groups (LHFIGs) to promote safer driving speeds.



The graphic features a central red circle with the text "Check before EVERY journey". Surrounding this are six red petals, each containing a white icon: a fuel pump, a headlight, an oil drop, a battery, a tire, and a windshield wiper. Below the flower, the text "SAFE VEHICLES" is next to icons of a car, van, and motorcycle, followed by "SAVE LIVES." and "Road Safety Week" with a heart icon.

FLOWER checks

Make sure your vehicle is safe and roadworthy

- F** = **FUEL** – enough for your journey
- L** = **LIGHTS** – headlights, brake lights, indicators
- O** = **OIL** – check oil levels when engine is cold
- W** = **WATER** – lubricants, coolants, washer fluid
- E** = **ELECTRICS** – ensure battery is present and secure
- R** = **RUBBER** – tyre pressure, uneven wear, side wall damage, tread

16–22 November 2025 #RoadSafetyWeek

Organised by  **Brake**
Sponsored by  **AUTOGLASS**  **Hastings DIRECT**  **motive**  **samsara**



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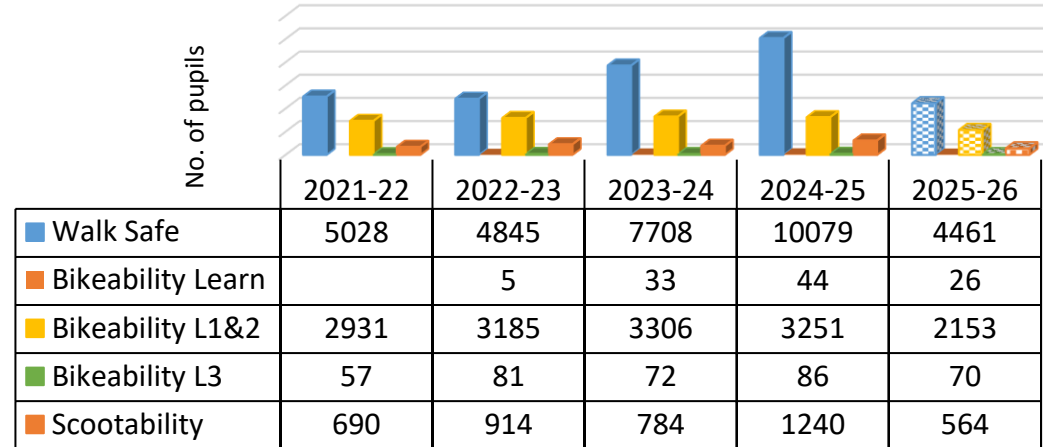
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Road Safety Education

Road safety programmes in schools



- **WalkSafe** pedestrian training delivered free-of-charge to pupils in Years 1,3 and 6 at primary schools.
- **Bikeability** training delivered to pupils in Year 6 and above. Subsidised by Active Travel England (ATE), with small charge made to schools via Traded Services. DfT/ATE grant of £268,053 for 2025-26FY, plus additional £10,787 to support inclusion.
- **Scootability** delivered to years 1-6 at primary schools and charged to schools/parents via Traded Services. Paused for 25-26 school year as not currently sustainable within staff resource. Review of delivery model planned.



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Road Safety Education

Drive Plus Virtual Reality workshops



Session focuses on key messages for mature drivers:

1. How impaired vision can affect driving, particularly as we age
2. How mobility can affect our driving with age
3. The importance of negotiating junctions safely
4. The importance of hazard perception skills in driving

Child car seat clinics

Date	Venue	Number of seats checked	% fitted correctly	Number of children checked	% fitted correctly
30/09/2025	Trowbridge	34	26%	23	39%
01/10/2025	Salisbury	28	36%	17	24%
02/10/2025	RWB	19	37%	10	30%
TOTAL		81	32%	50	32%



Most common issues found:

- incorrect use of foot prop or top tether on isofix seats;
- seatbelt routing incorrect;
- problems with seat harness (e.g. twisting, too loose);
- padding inserts incorrect for child.



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Engineering approach for collision reduction

Collision Data Recording

Wiltshire Council uses Personal Injury Collisions data following national STATS19 guidelines, categorizing them by severity.

Identification of Collision Clusters

Annual analysis identifies locations with three PICs within 36 months, focusing on clusters for safety reviews.

Low-cost Safety Interventions

Implementation of signage and road markings under Safety Schemes targets collision reduction cost-effectively.

Substantive Engineering Schemes

Major redesigns like traffic signals and road realignments are deployed at recurring collision sites to enhance safety.



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Engineering approach for collision reduction

Collision Clusters

Low cost interventions based around 3 Personal Injury Collisions in latest 36 month period – currently 86 sites identified countywide. Data for all sites subject to review by Engineers. Not all sites suitable for engineering intervention but will continue to be monitored. Sites which can benefit from engineering works then included in forward work programmes.

Substantive Engineering Schemes

Substantive scheme interventions based around 10PIC's in latest 10 year period. Works have recently been completed on the A360 Black Dog crossroads at Market Lavington, with proposals for Caen Hill Devizes being developed.

New highway infrastructure

All other new highway infrastructure, including developer led schemes, are subject to safety checks or full independent safety audit.

Highway maintenance

Annual programme of surfacing and repair works to keep the network safe. Retexturing techniques used to restore skid resistance to existing surface.



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Connected vehicles

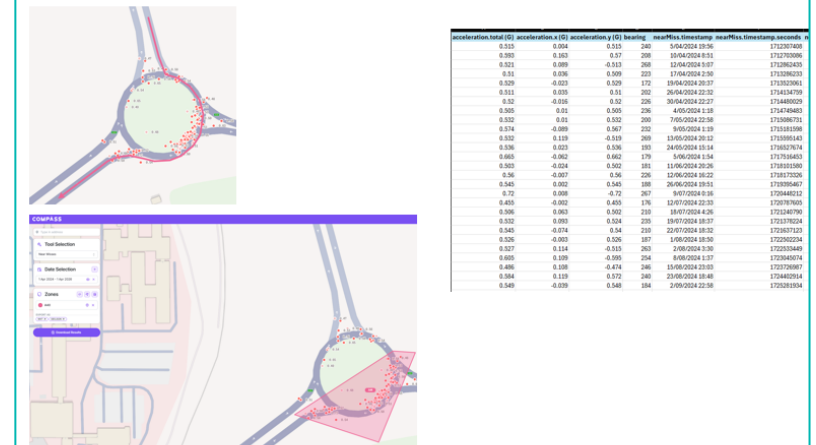
- To supplement data from Stats 19 we are starting to use Connected vehicle data through a platform called Compass IOT.
- What are Connected Vehicles?**
- To put it in simple terms, connected vehicles are any vehicle with an internet connection. It features a series of smart functions such as internet connectivity, remote operation of vehicles and security functions. Data transmission is also a key feature of connected vehicles.
- Approximately 20% of vehicles in the UK are connected vehicles.
- Data is collected and anonymised and through the Compass dashboard we get vehicle speed, acceleration and braking forces, sideways G forces. Allows analysis of near miss sites etc.
- Data available across the whole road network and can be point data or link data.

Near-Miss Cluster 3896 (Pink)

- From slide 4, 66% of near-misses are North-Bound LEFT turns



Near-Miss Cluster Identified



Speed Limit Policy 2026

- New County Wide speed limit policy has recently been adopted
- Covers all levels of speed limit from 20mph to National limits
- Policy sets out the mechanisms to follow
- 20mph limits different from other limits as will be dealt with centrally
- Other limits via the LHFIGs
- Copy of Policy available on website (Wiltshire.gov.uk/speed-limit-policy)

Wiltshire Council Speed Limit Policy

January 2026



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Enforcement and Community Support



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Police Enforcement and Council Support



Police Enforcement Role

Police lead the enforcement of road safety laws, targeting risky driving behaviors to reduce collisions.

Council Support Functions

Wiltshire Council supports police by providing infrastructure and collecting data for initiatives like Community Speed Watch.

Community Speed Watch Impact

Community Speed Watch groups monitor local traffic and promote compliance with speed limits through community involvement.

Collaborative Enforcement Approach

Road safety enforcement integrates community collaboration with educational and engineering strategies for effectiveness.



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Horses

Some changes to Highway code in 2022.

- You may cross a double-white line if necessary (provided the road is clear) to overtake someone cycling or riding a horse if they are travelling at 10 mph or less (Rule 129).
- Passing people riding horses or driving horse-drawn vehicles at speeds under 10 mph and allowing at least 2 metres (6.5 feet) of space

DEAD SLOW (British Horse Society Campaign)

- If I see a horse on the road then I will...
- Slow down to a maximum of 10mph
- Be patient – I will not sound my horn or rev my engine
- Pass the horse wide and slow, (if safe to do so) at least a car's width if possible
- Drive slowly away



Enforcement/Education
Operation Close Pass



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Ebikes and Escooters

There are two entirely different groups of Ebikes and Escooters. Legal and illegal.

Those which are legal and/or part of legal trials and schemes can make a positive, eco-friendly contribution to travel.

Those which are not can often be linked with criminal activity, gangs and antisocial behaviour. They are effectively defined in law as motorcycles and require all that's associated with this such as registration and insurance, mot etc. They are often poorly manufactured causing fires and can lead to serious injuries due to the lack of rider protection and the speeds they can reach.

The Police, Operation Jetsom is a 2 phase operation to address this. The first was an educational phase explaining the difference and the second, now in progress alongside the education, is to seize and dispose of illegal ebikes and scooters.

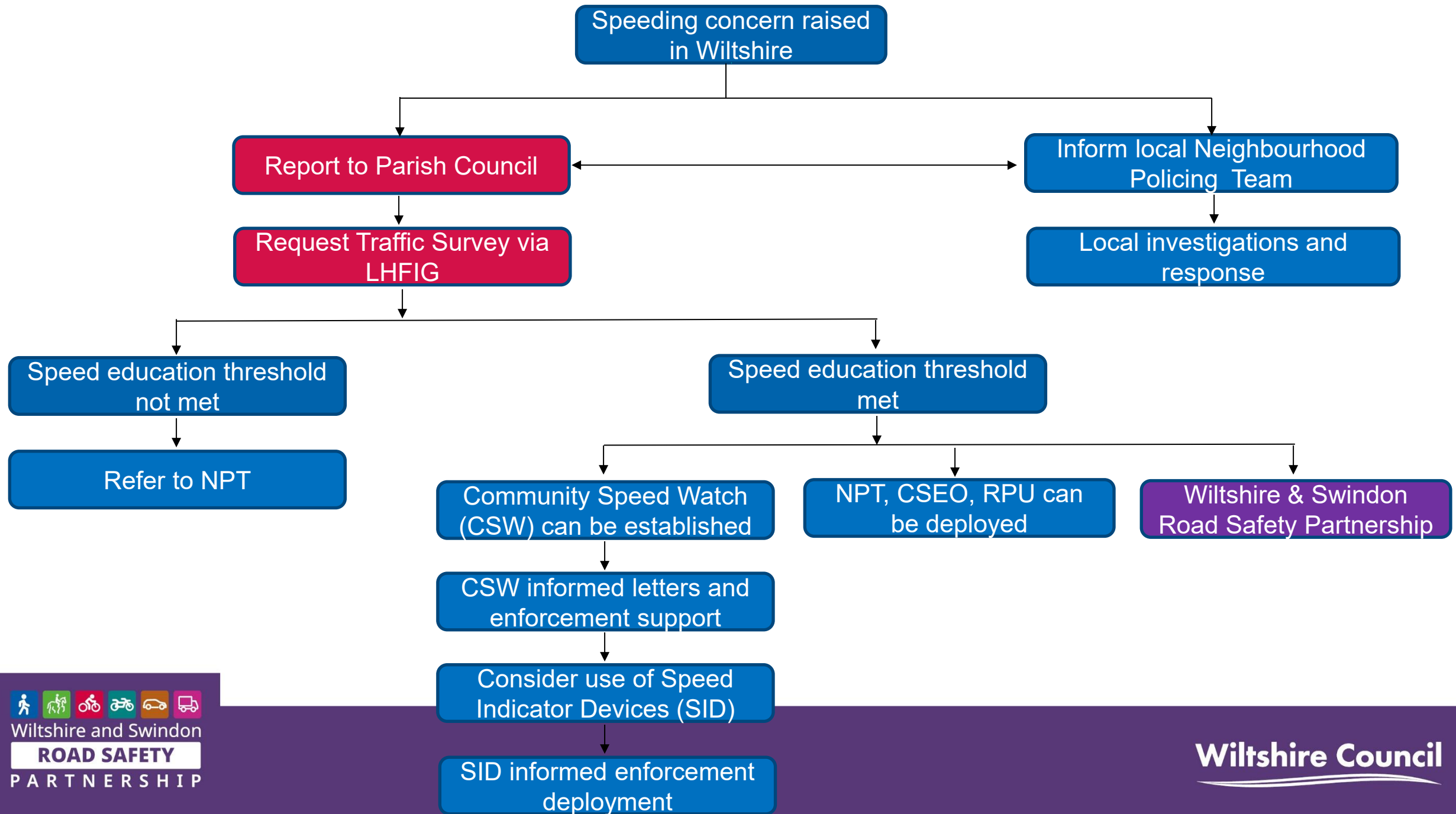


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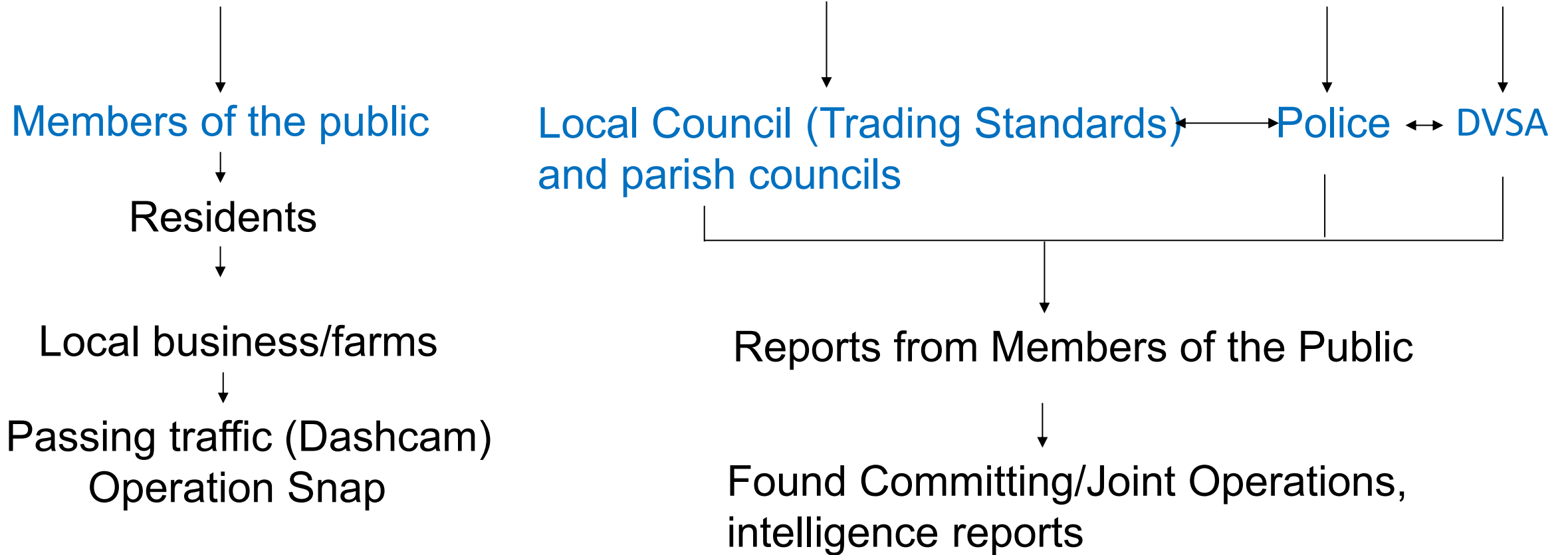
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Contravention of Weight Limits

Identifying offences – who can help?



Contravention of Weight Limits

Methodology

Report received by DVSA



Record made and warning letter sent



Further Report received by DVSA



Further action taken
(could include full inspection)



Further reports received



Report to traffic commissioner for further enforcement
(Potential to revoke Operators License)

Report received by Police



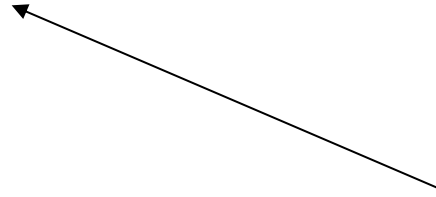
Record and report to DVSA



Further reports received



Record and report to DVSA
(including previous history)



Information sharing



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WILTSHIRE POLICE



Road Safety update – Malmesbury Area Board

30 June 2026

Keeping Wiltshire Safe



• #FATAL5 education



Careless or inconsiderate driving

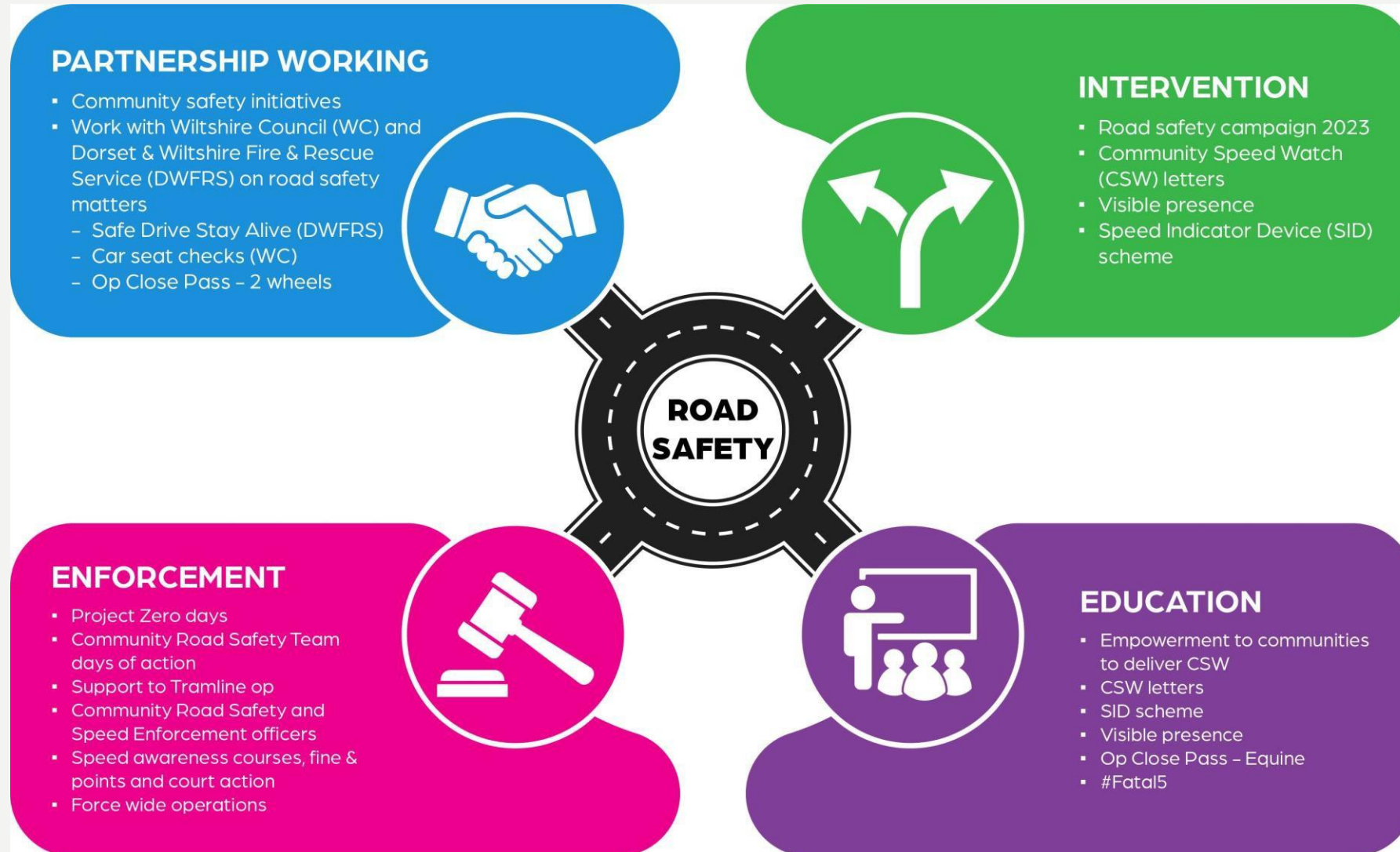
The offence of driving without due care and attention (careless driving) is committed when your driving falls below the minimum standard expected of a competent and careful driver, and includes driving without reasonable consideration for other road users.

Some examples of careless or inconsiderate driving are:

- overtaking on the inside
- driving too close to another vehicle
- driving through a red light by mistake
- turning into the path of another vehicle
- flashing lights to force other drivers to give way
- misusing lanes to gain advantage over other drivers
- the driver being avoidably distracted by tuning the radio, lighting a cigarette etc
- unnecessarily staying in an overtaking lane
- unnecessarily slow driving or braking
- dazzling other drivers with un-dipped headlights



• Community Road Safety Team; what we do



Community Speed Enforcement Officers

CSEOs



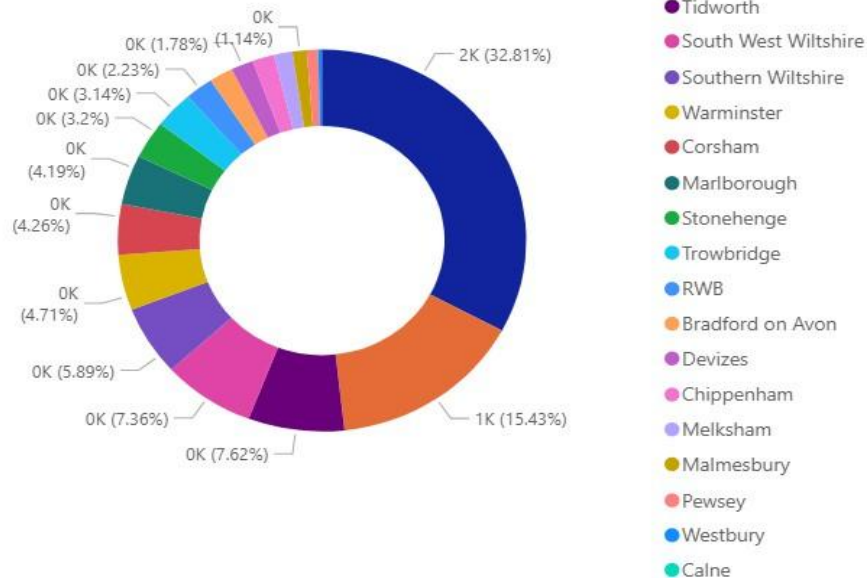
• Speed enforcement – All of Swindon & Wiltshire



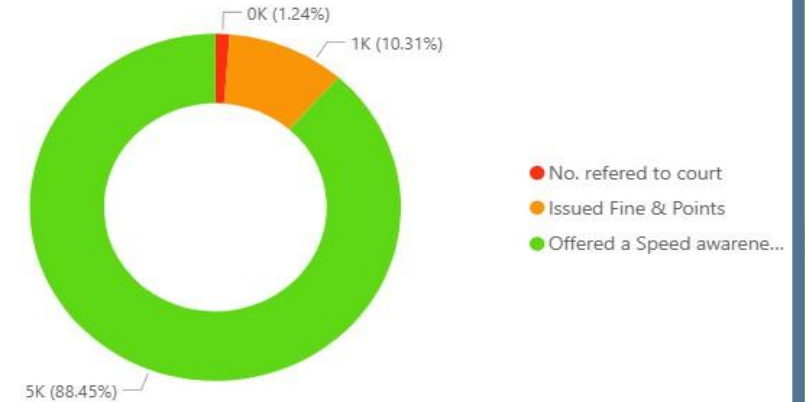
Speed Enforcement January - April 2026



Visits by Area Board

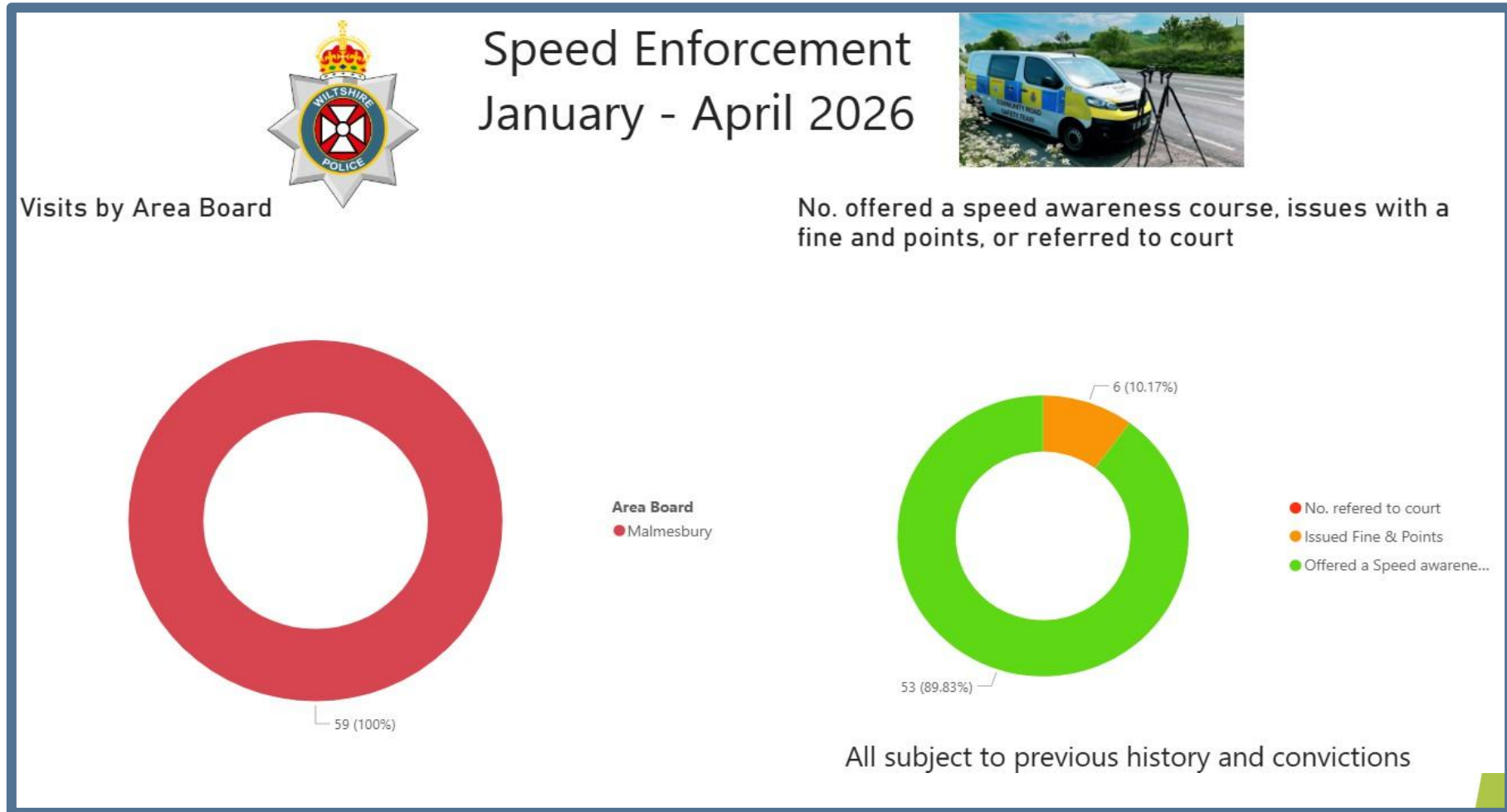


No. offered a speed awareness course, issues with a fine and points, or referred to court



All subject to previous history and convictions

• Speed enforcement – Malmesbury area



Roads Policing Unit

RPU

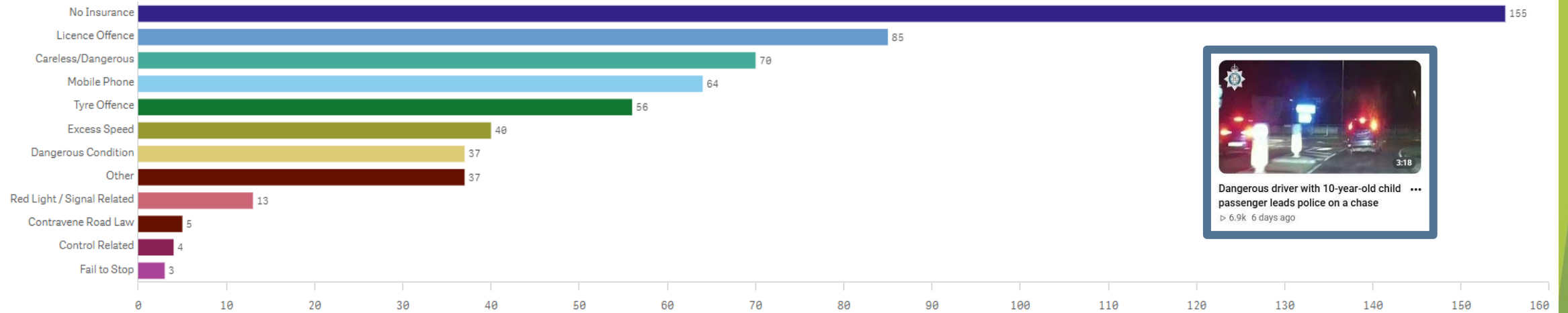


• Wider work

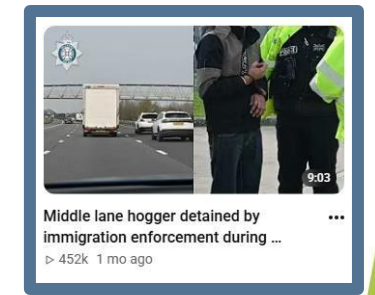
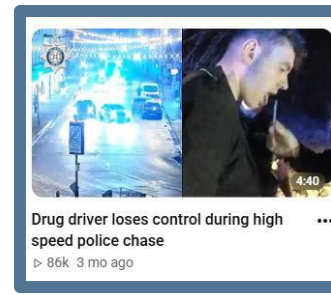
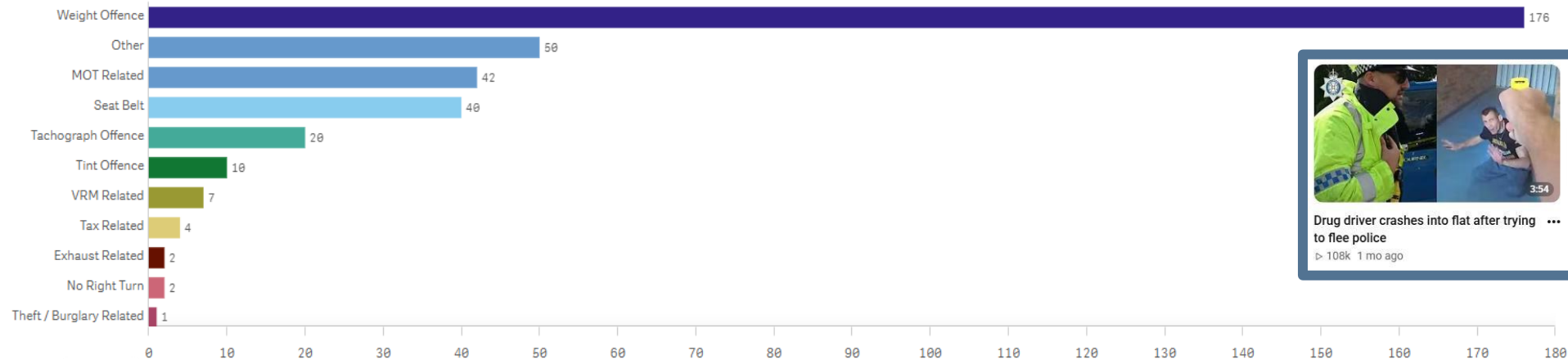
RPU in a period covering **January** to end of **April** issued over **925 tickets** to motorists, for numerous road related offences.

The most common offences they are enforcing are:

Activity - Endorsable offences



Activity - Non-Endorsable Offences



Wiltshire Police – YouTube - <https://www.youtube.com/user/WiltsPolice>

• Op Drive Insured



RPU have supported numerous nationally lead operations lead by the National Roads Policing Operations, Intelligence and Investigations (NRPOII)



We took part in [OP Drive Insured](https://www.mib.org.uk/DriveInsured) | <https://www.mib.org.uk/DriveInsured> which links in with the Motor Insurers' Bureau (mib) to target those driving on our road uninsured to help make them safer. We sized **22** vehicles for no insurance during that week alone.

Consequences of uninsured driving

1. £300 fixed penalty notice
2. Vehicle could be seized and crushed
3. Six points on licence
4. Potential unlimited fine and driving ban
5. £1,000 average premium increase for 1 IN 10
6. Impacted job prospects as convictions can show on background checks

The economic impact of uninsured driving

- Every 4 minutes an uninsured vehicle is seized - over 158,000 seized in 2025
- £1 billion is the annual cost to the UK economy caused by uninsured drivers
- £240m paid out in compensation direct to victims of uninsured driving



**In 2025, Wiltshire Police sized
1,254 vehicles
for driving without insurance / driving licence**

• Your Force | Your Area | Follow us

For information on Road Safety in Wiltshire visit: [Road Safety \(wiltshire-pcc.gov.uk\)](https://www.wiltshire-pcc.gov.uk)
<https://www.wiltshire-pcc.gov.uk/police-and-crime-plan/road-safety/>



[Malmesbury Town | Your Area | Wiltshire Police | Wiltshire Police](https://www.wiltshire.police.uk/area/your-area/wiltshire/royal-wootton-basset/malmesbury-town)
<https://www.wiltshire.police.uk/area/your-area/wiltshire/royal-wootton-basset/malmesbury-town>



[Malmesbury Police | Facebook](https://www.facebook.com/malmesburypolice)
<https://www.facebook.com/malmesburypolice>



[Wiltshire Police – YouTube](https://www.youtube.com/user/WiltsPolice) - <https://www.youtube.com/user/WiltsPolice>

DVSA & HGV enforcement

Paul Denham - DVSA



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Driver & Vehicle
Standards
Agency

Who we are and what we do.

- Executive Agency of the Dept for Transport.
- 4900 employees across Great Britain.
- Driver theory and practical tests. 5.5m
- MOT Scheme. 42.5m
- Heavy vehicle testing. 700k
- Regulate vocational drivers and operators. (70k)
- Roadside and remote Enforcement. 116k

Keeping **Britain** moving, **safely** and **sustainably**



Driver & Vehicle
Standards
Agency

Partnership Working

- Police. Roadside, accident investigation, transport crime.
- Environment Agency. Waste Crime
- Local Authorities, School transport, Trading Standards (vehicles)
- Office of the Traffic Commissioners, HGV and PSV licensing, Driver Conduct.
- Contacts: Routine enquiries@dvsa.gov.uk 03001239000
- Website: www.gov.uk/government/organisations/driver-and-vehicle-standards-agency

Keeping **Britain** moving, **safely** and **sustainably**

Case Study

Cllr Darren Bone – Bishops Cannings Parish Council



Wiltshire and Swindon

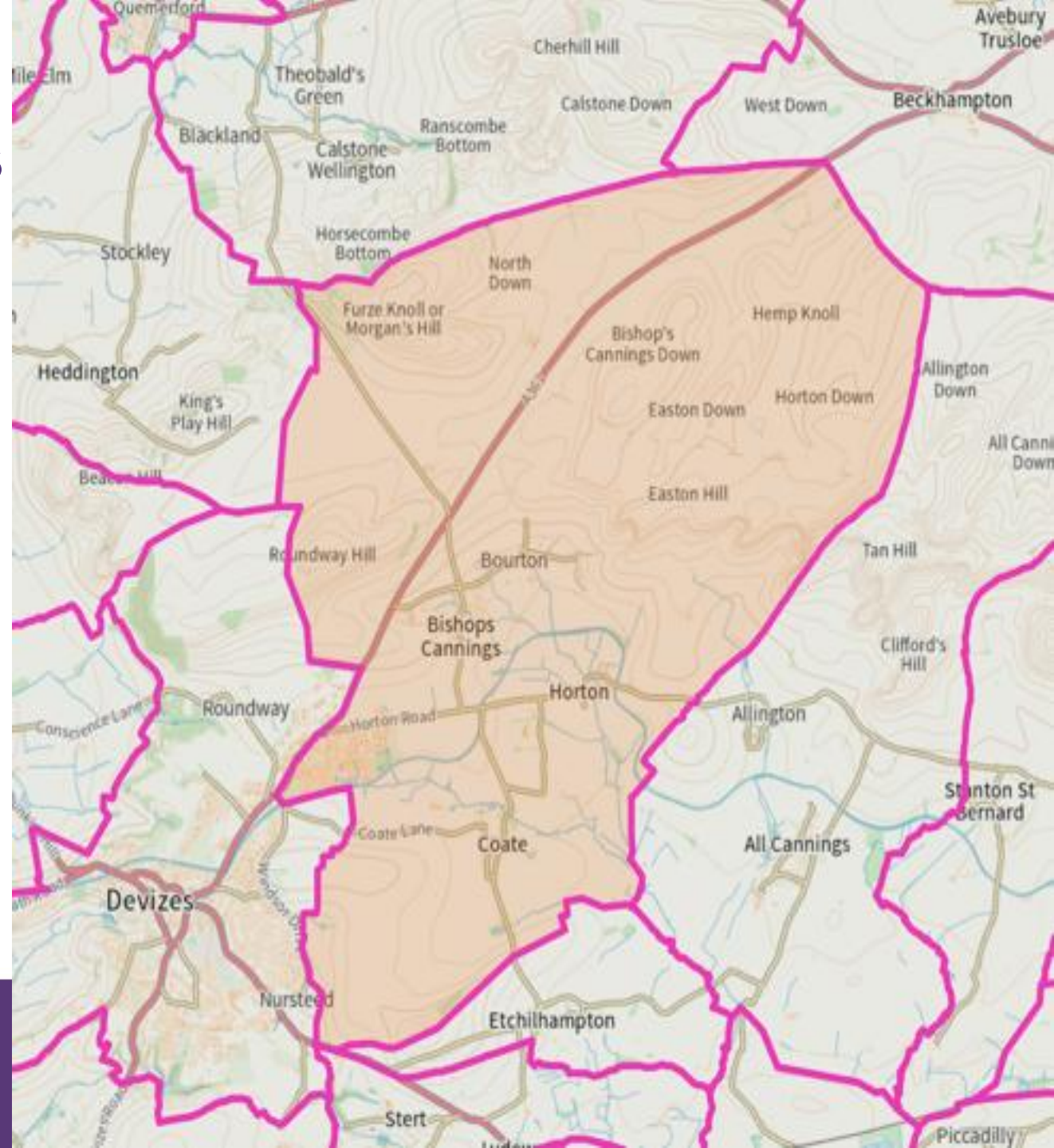
ROAD SAFETY

PARTNERSHIP

Wiltshire Council

Road Safety Enhancements and Issues

- New strategy:
 - getting started;
 - getting traction (LHFIG and Highways);
 - delivery (incl SIDs and village gates).
- HGVs and villages:
 - impact of diversions;
 - ignoring 7.5T restrictions.



Wiltshire and Swindon

ROAD SAFETY

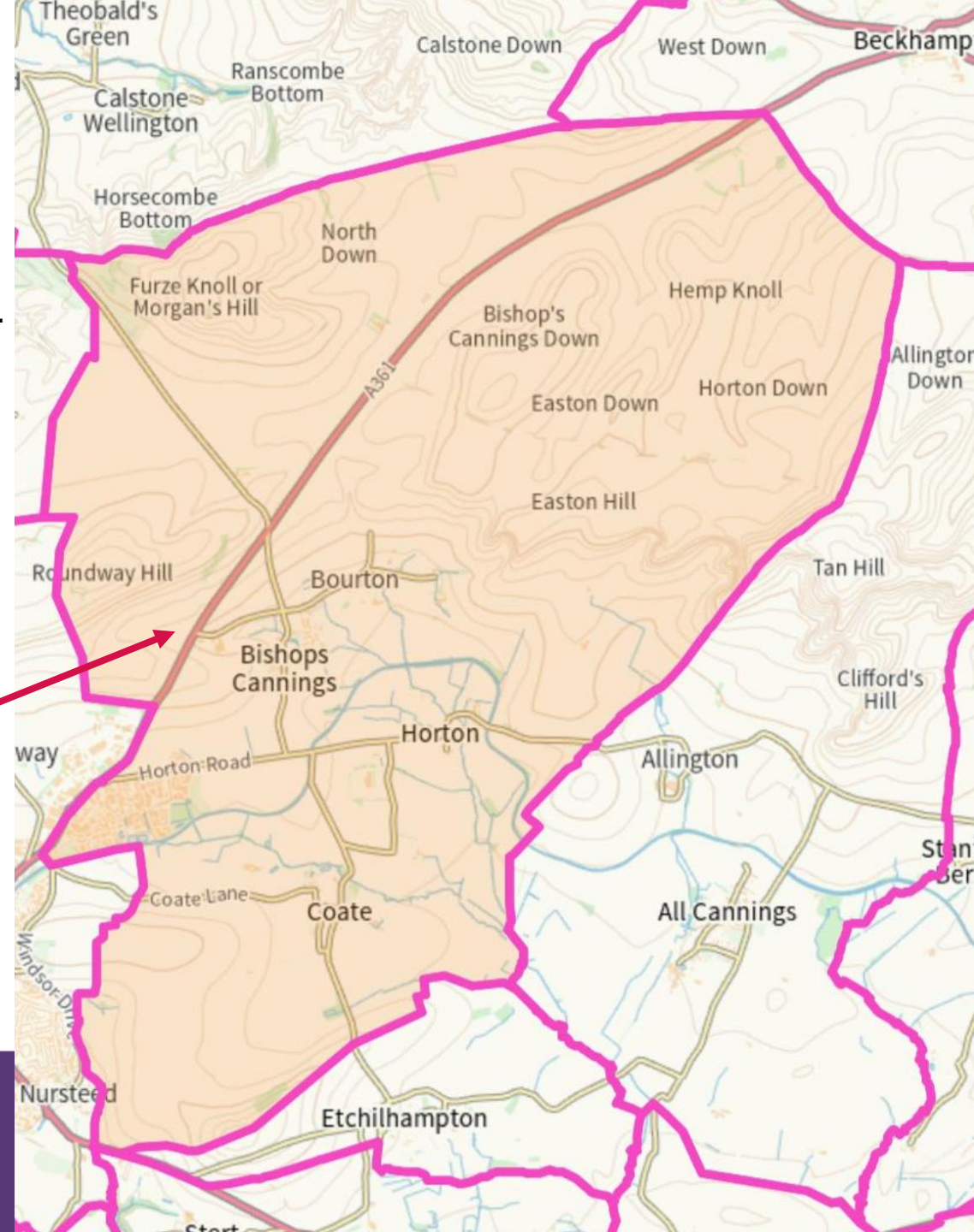
PARTNERSHIP

Strategy

- Parish Council unwilling to act for more than a decade...
- identify and prioritise the need;
- focused engagement (residents and Highways);
- build the case (comprehensive document);
- do not over-promise;
- supportive LHFIG (shared effort).

West End Speed Reduction

- country lane @ 60mph limit;
- Mum's walking children to school;
- car park entrance within 60mph zone;
- relationship with Highways key.

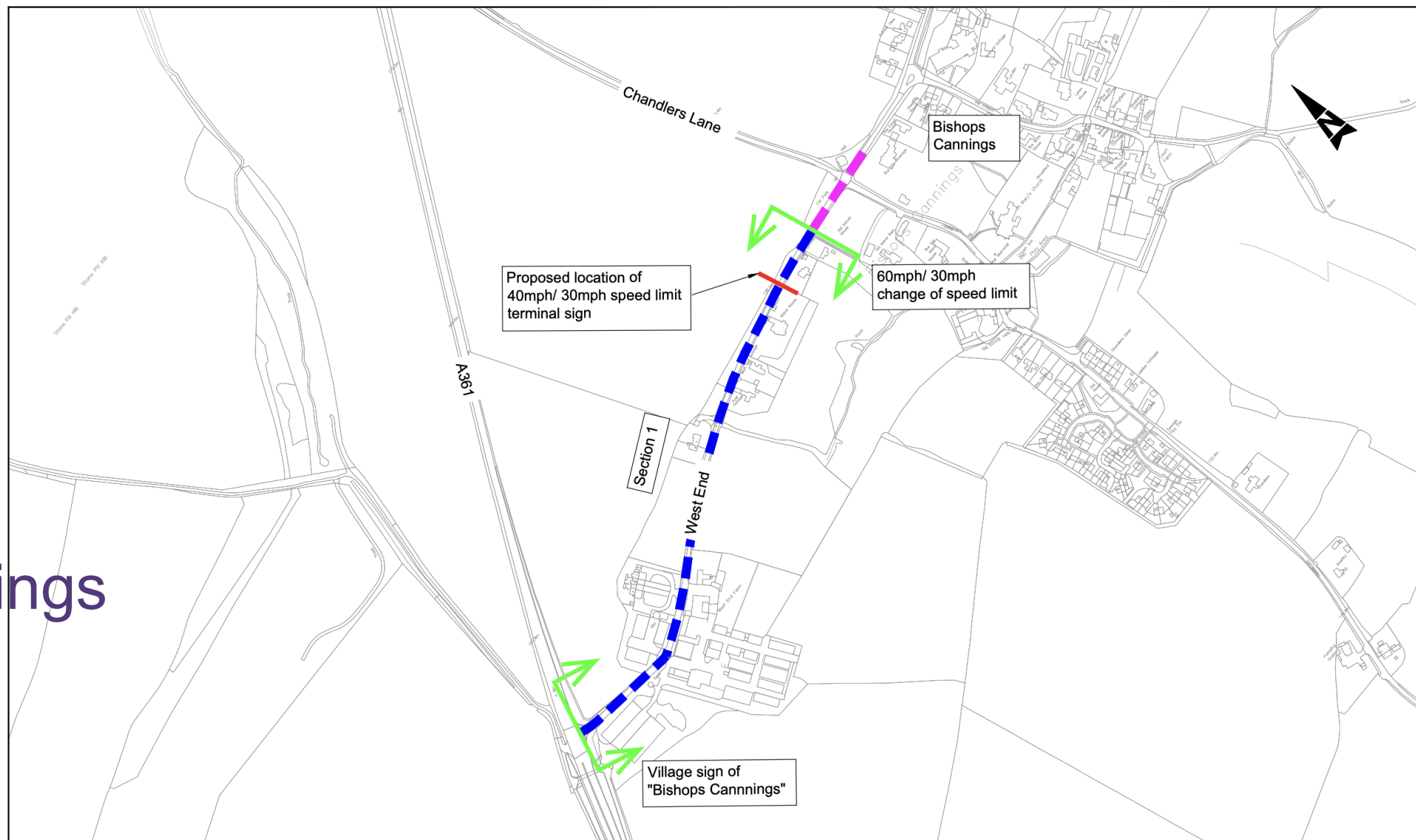


Wiltshire and Swindon

ROAD SAFETY

PARTNERSHIP

West End, Bishops Cannings



Wiltshire and Swindon

ROAD SAFETY

PARTNERSHIP

Wiltshire Council

PROPOSED DITCH

PROPOSED ENGLISH OAKS (Quercus Robur) 3-3.5m HIGH AT THE TIME OF PLANTING

PROPOSED MIXED NATIVE HEDGING: WHIPS DOUBLE ROW STAGGERED

EXISTING FENCE

PROPOSED DITCH

DITCH

PROPOSED HEADWALL

PROPOSED KERB

EXISTING HEDGE

EXISTING TP POST

VERGE OF TARMAC ROAD

EXISTING DITCH

EDGE OF CULTIVATION

PROPOSED POST AND RAIL AND SHEEP WIRE FENCE

PROPOSED BANK

PROPOSED MH

EXISTING HEADWALL

EXISTING LIGHTING POLE

CENTER LINE OF EXISTING DITCH

VERGE OF EXISTING PARKING

GRANITE SETT DROP KERB AND TARMAC ENTRANCE SPLAY 5m FROM HIGHWAY

43m VISIBILITY SPLAY

EXISTING BOLLARDS

EXISTING ROAD SIGN 30MPH

WEST END

NOTE: PARKING BAYS ARE NUMBERED FOR ILLUSTRATIVE PURPOSES ONLY,

PROPOSED POST AND RAIL AND SHEEP WIRE FENCE

REMOVE EXISTING RAMP ARRANGEMENT AND CREATE NEW HARDSTANDING AND DROPPED KERB CROSSING POINT

VILLAGE HALL

DROPPED KERB CROSSING POINT WITH TACTILE PAVING AND BOLLARDS

NEW 1.5m WIDE PAINTED ON-CAR FOOTWAY

DROPPED KERB TO FACILITATE MOVEMENT BETWEEN FOOTWAY AND CARRIAGEWAY

NEW FOOTWAY BUILD-OUT TO ACCOMMODATE PEDESTRIAN CROSSING AND NARROW JUNCTION MOUTH

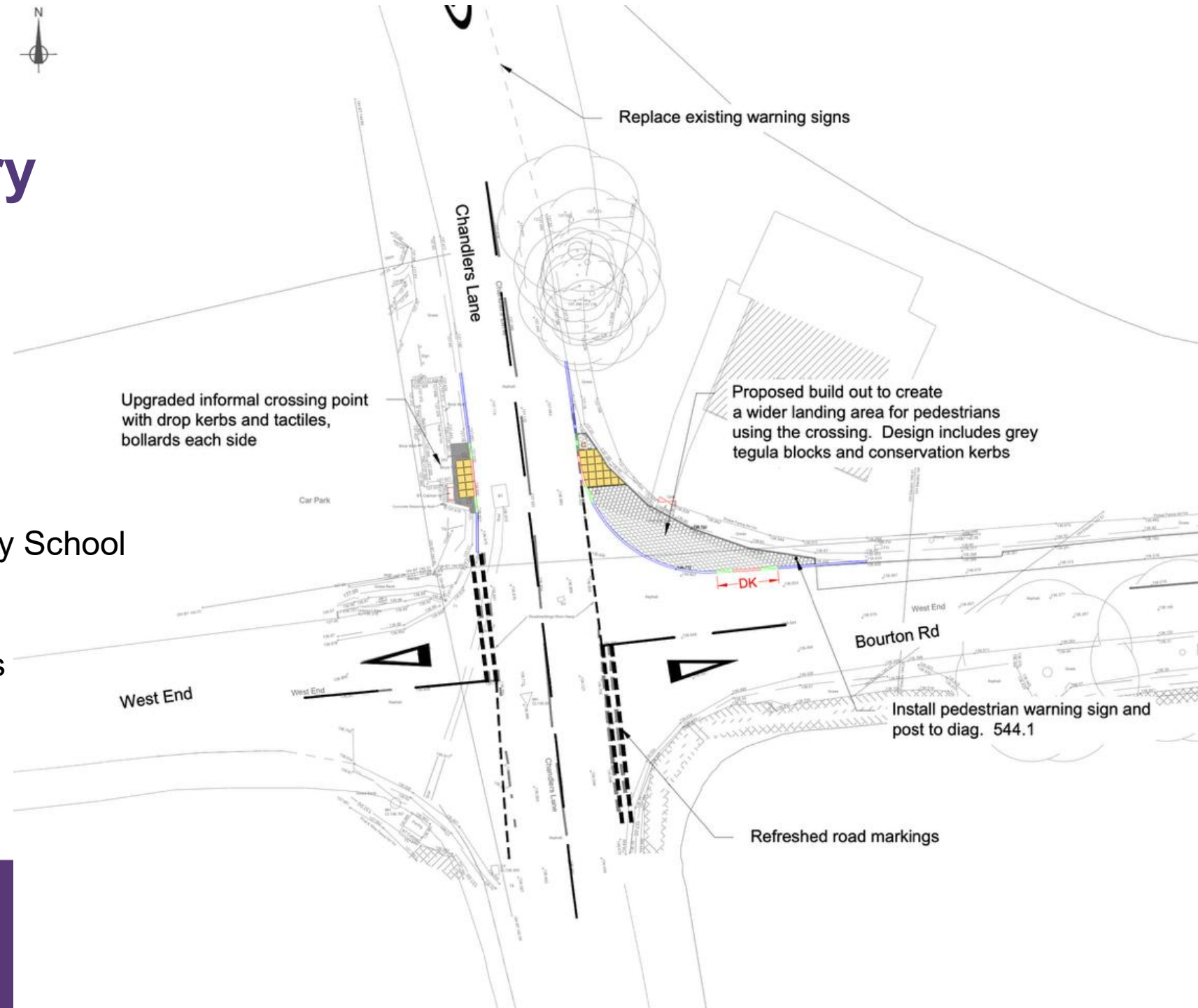
BUS 2

CHANDLER LN



Highways Delivery

- Safer crossing point
- Build out on Bourton Road
- Part of collaborative plan:
 - Parish Council
 - Bishops Cannings Primary School
 - Highways
- In tandem with car park works
- 2nd phase to follow



HGVs and Villages

- Repairs to A361 dual carriageway
- Diversions
- Liaison with Highways
[the good and not so good...]
- Self help
- Police



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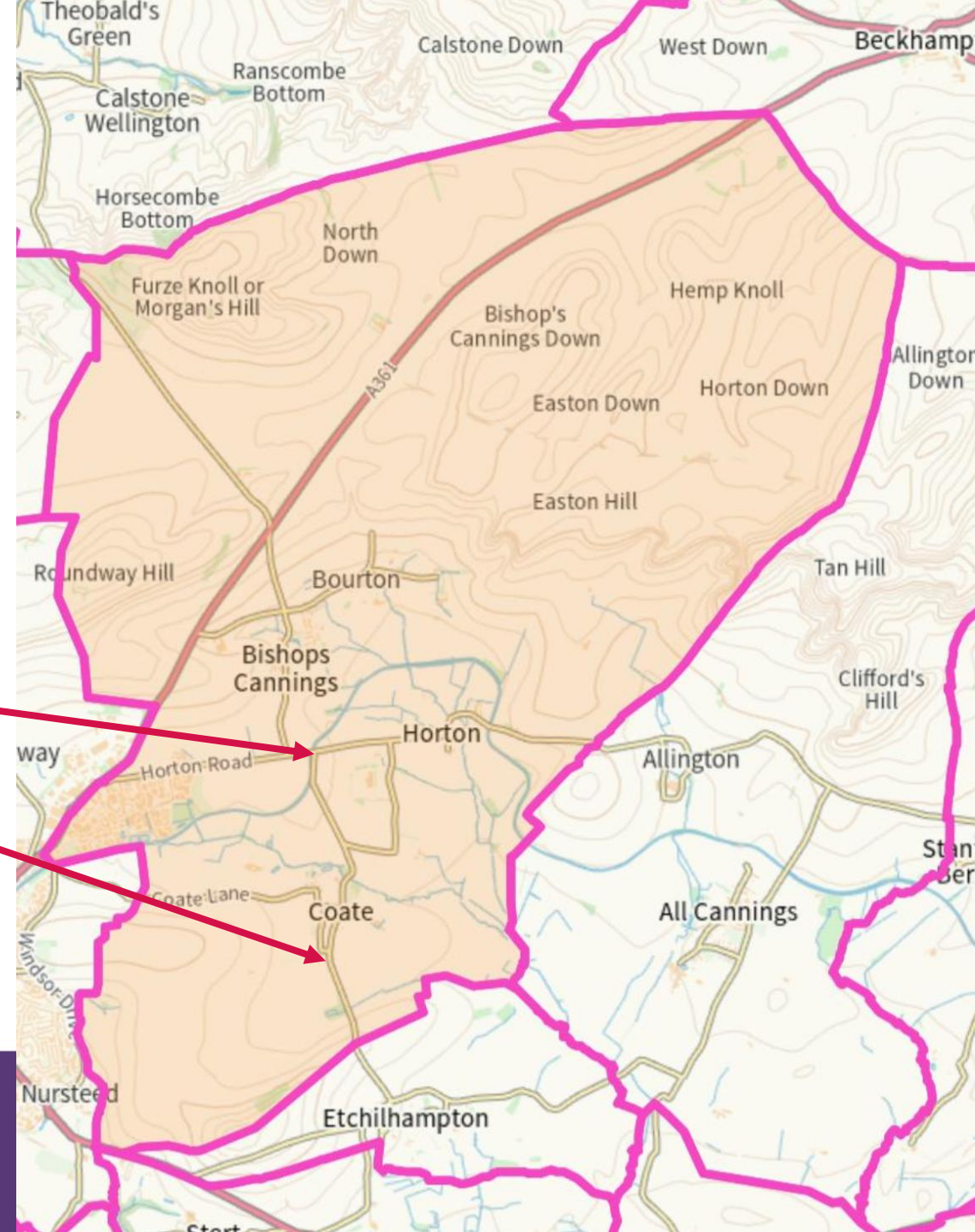
Bishops Cannings

21 Sep – 6 Oct 2025



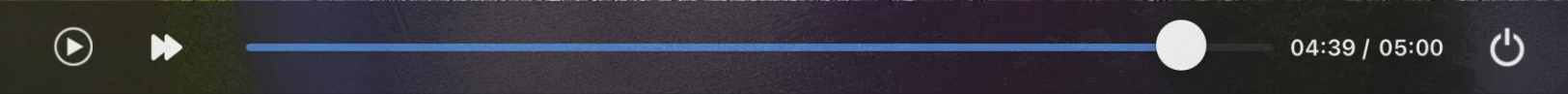
Coate and Spaniels Bridge Road ongoing...

- 7.5T Restriction 'Except for Access';
- 1.4km long;
- Single lane, blind double bends.



Spaniels Bridge Road





...even Wiltshire Council's own Bobcat...



...twice!



Q&A Panel Session

Please keep questions at a strategic level – any questions submitted relating to a specific area or issue will not be picked up by the panel but will be followed up in writing in a FAQ Document following the event.

Thank You.



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ROAD SAFETY

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Closing Remarks

Thank you for joining us today.



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