

EDINGTON PARISH COUNCIL

Vice-Chair

3rd June 2026

Ms Kate Davey

Principal Engineer
Traffic Engineering Team
Wiltshire Council
County Hall, Bythesea Road
Trowbridge
BA14 8JD

kate.davey@wiltshire.gov.uk

Dear Kate,

**RE: C49/C219 Crossroads Farm Junction, Edington – Request for
Reconsideration of Junction Priority Signage**

I write on behalf of Edington Parish Council further to the email correspondence of 11th and 18th March 2026 between Mr Gareth Rogers, Wiltshire Council Traffic Engineering Manager, and myself regarding safety concerns at the C49/C219 Crossroads Farm Junction (also known as 'Crossroads Farm Junction'). Edington Parish Council has considered Mr Rogers' response carefully and writes to set out its position following that deliberation.

1. Background and Previous Correspondence

The Parish Council has raised concerns about this junction for some years, escalating formally to the Westbury Local Highways and Footpaths Improvement Group (LHFIG) and to Wiltshire Council's Traffic Engineering Team in November 2025. Our case, set out in the document 'Junction Priorities for C49 Bratton Road and C219 Trowbridge Road Crossroads' (24th November 2025), rests on a well-documented and deteriorating pattern of road traffic collisions, all caused by drivers failing to give way at the junction when approaching on the C219 Trowbridge Road from either Bratton or Steeple Ashton. Wiltshire Police attended three such road traffic collisions (RTCs) at the junction in 2025 alone. Historical data from crashmap.co.uk, local news sources and Wiltshire Police records indicate at least eight documented incidents in the past ten years, with anecdotal reports of a greater number of unreported near-miss incidents.

We have noted and appreciated Mr Rogers' confirmation (11th March 2026) that the C49/C219 Crossroads Farm junction '*remains a location of persistent safety concern*' and that the remedial measures implemented during the 2015/16 Local Safety Scheme '*have not fully resolved collision issues*'. The Parish Council is in full agreement with that assessment.

2. Response to Wiltshire Council's Proposed Solution

In his email of 11th March 2026, Mr Rogers concluded that the most appropriate course of action was for the Parish Council to approach the adjacent landowners to discuss the removal of the hedgerows along the critical visibility splays and their replacement with open boundary fencing, with Wiltshire Council and the LHFIG prepared to consider funding the legal and physical works required, subject to land dedication.

The Parish Council accepted this suggestion in good faith and duly approached the relevant landowners to discuss the proposed removal of their hedgerows and replacement with fencing. We regret to inform Wiltshire Council that the landowners have declined to agree to the removal of their hedgerows. As a consequence, the option of improving visibility splays through hedgerow removal is not currently available to us.

The Parish Council respectfully submits that this outcome was always a significant risk of the proposed approach, which was explicitly noted in my email of 15th March 2026: the hedgerow removal solution is '*highly dependent on the landowners agreeing*'. That risk has now materialised. The Parish Council therefore considers it necessary to return to the matter of junction priority signage as the principal available means of improving safety.

3. A Further Road Traffic Collision: 3 April 2026

Since Mr Rogers' response, a further serious road traffic collision has occurred at the junction, which Edington Parish Council considers materially strengthens the case for urgent remedial action. Wiltshire Police records (incident reference 54260039724) confirm that on 3rd April 2026, a vehicle travelling westbound along Bratton Road from Edington towards West Ashton was in collision with a second vehicle travelling northbound along Trowbridge Road away from Bratton. It is believed that the second vehicle failed to give way, causing a collision of sufficient force to tip the second vehicle onto its side. An adult passenger in the second vehicle sustained a broken leg.

This incident is entirely consistent with the established pattern of collisions at this junction: a driver on the C219 Trowbridge Road approach failed to give way to traffic on the priority C49 Bratton Road. It resulted in a vehicle being overturned and a personal injury requiring medical attention. The Parish Council notes that this collision occurred less than three weeks after Mr Rogers' email of 11th March 2026 confirmed that the junction remained a location of persistent safety concern.

This latest incident brings the total number of documented collisions at this junction to at least nine in the past ten years, with at least four occurring in the twelve-month period from June 2025 to April 2026. The Parish Council considers this trajectory to be deeply concerning and to represent a clear and continuing risk to public safety.

4. The Case for STOP Signs: Restatement and Reinforcement

Edington Parish Council acknowledges Mr Rogers' technical assessment that the junction does not fully meet the prescribed criteria for STOP signs as set out in the Department for Transport's Traffic Signs Manual (TSM) Chapter 3 (Regulatory Signs) 2019. We also note Mr Rogers' observation that '*under some interpretations*

of the guidance, a STOP sign could be justified if visibility remains restricted'. The Parish Council wishes to restate and reinforce its case for exceptional treatment of this junction on the following grounds.

First, TSM Chapter 3, Section 2, Paragraph 2.2.2 provides that factors beyond the strictly prescribed visibility and speed criteria may be taken into account when considering the siting of STOP signs, including the accident record at a junction. The accident record at Crossroads Farm Junction is, we respectfully submit, exceptional. All documented collisions share the same causation: failure to give way on the C219 approaches. The pattern is consistent, persistent and worsening.

Second, the principal technical objection to STOP signs – that restricted visibility caused by a hedge that can be removed does not normally justify a STOP sign – is predicated upon the hedge being removable. We have now established, following direct engagement with the landowners, that removal of the relevant hedgerows is not achievable by voluntary agreement. The Highways Act powers available to the Local Highway Authority to compel action exist, but Mr Rogers has acknowledged that this is not the preferred approach. In the absence of voluntary hedgerow removal, the condition giving rise to the technical objection cannot be resolved. The basis for declining STOP signs on visibility grounds is therefore materially weakened.

Third, the Parish Council's consistent position, supported by the LHFIG members, is that the change from GIVE WAY to STOP signs and road markings on the C219 approaches directly addresses the root cause of collisions at this junction: driver behaviour. A STOP sign creates an unambiguous and legally enforceable obligation to bring a vehicle to a complete halt before proceeding. A GIVE WAY sign permits a driver to proceed without stopping if, in their judgement, it is safe to do so. The collision record at this junction demonstrates repeatedly that drivers are misjudging that decision. A STOP sign removes that discretion. It is a low-cost, evidence-based intervention targeted directly at the proven cause of injury at this location.

Fourth, the Parish Council notes that the proposed alternative – hedgerow removal and replacement fencing – would, even if achievable, involve considerably greater cost and complexity than a change of signage and road markings. It would require the agreement of landowners (which has been refused), legal processes for land dedication, physical works to hedgerows which may have their own ecological and planning considerations, and the installation of replacement fencing. By contrast, the installation of STOP signs and associated road markings is a straightforward and well-understood highway engineering intervention.

5. Request

In light of the above, and in particular the further serious collision on 3rd April 2026 and the confirmed unavailability of the hedgerow removal option, Edington Parish Council formally requests that Wiltshire Council reconsider its position and approve the installation of STOP signs and associated road markings on both C219 Trowbridge Road approaches to the C49/C219 Crossroads Farm Junction, as a matter of urgency.

The Parish Council recognises that this would require a special case approval. We believe that such approval is amply justified by the exceptional and worsening accident record at this junction, the consistent causation of those accidents, the

failure of previous remedial measures to resolve the problem, and the demonstrated unavailability of the preferred technical alternative.

The Parish Council would welcome the opportunity to discuss this matter further if necessary and is available to meet with officers at a mutually convenient time. We would be grateful for a response to this letter at your earliest convenience.

Out of courtesy, I have copied this letter to Mr Gareth Rogers and Mr Mike Phillips and, at Mr Phillips' suggestion, to Mr Martin Smith who may wish to be aware of the request as Wiltshire Council Cabinet Member for Highways, Streetscene and Flooding.

Yours sincerely,



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Edington Parish Council Vice-Chair

On behalf of Edington Parish Council

cc: Mr Gareth Rogers, Traffic Engineering Manager, Wiltshire Council
gareth.rogers@wiltshire.gov.uk

cc: Mr Mike Phillips, Wiltshire Councillor for Ethandune
mike.phillips@wiltshire.gov.uk

cc: Mr Martin Smith, Wiltshire Council Cabinet Member for Highways, Streetscene, and Flooding
martin.smith@wiltshire.gov.uk