

PETITION: Road Safety Improvements – Tixall, Ingestre to Great Haywood

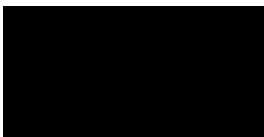
High-risk unclassified 60 mph rural road – Tixall Church Bend (SJ 97922 22846) to Canalside Farm Café, Great Haywood (SJ 99511 23044), including the blind crossing at Bottle Lodge bridleway (SJ 98401 23136).

Request for 40 mph Limit and Gateway Measures

Submitted under the Staffordshire County Council Petitions Scheme.

Date: 11 August 2025

Lead Petitioner:
Lee Thomas Smith



[REDACTED]

On behalf of:
133 unique signatories

Summary:

This petition requests that Staffordshire County Council implements a 40 mph speed limit, with gateway signing and associated safety measures, on the increasingly hazardous section of road between Tixall and Great Haywood. The request is supported by documented evidence of safety risks, and strong local support.

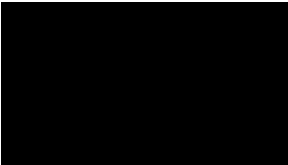
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Lee Smith



11 August 2025

Mike Bradbury, Democracy Manager
Member of Democratic Services
Staffordshire County Council
Wedgwood Building
Tipping Street
Stafford
Staffordshire
ST16 2DH

Dear Mr Bradbury,

Re: Letter: High-risk unclassified 60 mph rural road – Tixall Church Bend (SJ 97922 22846) to Canalside Farm Café, Great Haywood (SJ 99511 23044), including the blind crossing at Bottle Lodge bridleway (SJ 98401 23136).

I am submitting this as a **formal petition under the Staffordshire County Council Petitions Scheme**, on behalf of **133 signatories**; we seek immediate safety measures on the 60 mph rural road linking Tixall, Ingestre and Great Haywood. The road is fast, narrow, unlit, and features continuous sub-standard-radius bends, leading to a constant occurrence of accidents and property damage, *see Annex A, B, Appendix 1*. The lack of a footway further exacerbates the risk, as heavy flows of cars, vans, lorries, agricultural plant, buses, pose a high risk to vulnerable users, including walkers, runners, cyclists, horse riders, children going to school, as well as wildlife and livestock. Traffic has surged with new housing, rising tourism and diversion from the recently signalised Holdiford Bridges, compounded by constant roadworks in Stafford. Since the 2024 withdrawal of the Walton High School bus, pupils must now cycle or cross this route to reach their school, further increasing vulnerable-user exposure.

Bottle Lodge crossing (bridleway and public footpath) is the most acute hazard. It is entirely blind; pedestrians, cyclists and riders rely on hearing alone before stepping into traffic that appears at speed from successive bends. Recent crashes, wall strikes and livestock escapes prove the limit is not self-enforcing; without prompt action a serious casualty is imminent.

While STATS19 data may record few injury collisions, that dataset masks the real risk. Abandoned vehicles are routinely recovered from adjoining fields and gaps in fences and hedgerows are visible from the carriageway. These damage-only crashes are rarely logged by the police, yet they show vehicles are leaving the road at speed; the next incident could easily involve a pedestrian or rider. Photographs of accidents and damage are included in Appendix A.

The road's geometry and isolation attract thrill-seeking drivers. High-performance cars and motorcycles gather at nearby lay-bys and accelerate through the series of bends as if tackling a race-track akin to Nürburgring. Evening and weekend "runs" involve engine revving, formation overtakes and speeds well above the posted limit. Some remove exhaust silencers, creating extreme noise that startles livestock and residents, distracts other drivers and masks the approach of vehicles; further evidence of reckless driving that undermines safety.

Poor drainage and field run-off leave standing water and mud on the bends; the route is no longer on the winter-gritting schedule, so ice forms regularly, increasing loss-of-control risk. Combined with the factors above, the current level of danger is unacceptable.

1. Road-wide hazards (Great Haywood road from Stafford to Gt Haywood - more specifically Tixall Village Centre to Great Haywood (SJ 97922 22846 to SJ 99511 23044))

- 1.1. The rural road has a 60 mph (national) speed limit (many drivers exceeding 60mph) Other areas of Tixall have had the speed reduced to 40 & 30, however the most hazardous stretch and most frequent pedestrian and equestrian crossing remains 60mph.
- 1.2. Accidents and vehicle-damage incidents are continually reported almost monthly; fences are frequently struck and damaged vehicles or debris are left in situ, see Annex A. There's significant evidence of traffic leaving the carriageway. The road is peppered with gaps in hedges, new sections of fencing, missing bark on trees, car tracks in fields and photographic evidence of abandoned cars that the locals are compiling.
- 1.3. No footpath through the bend sections and no verge for pedestrians, runners, tourists or animals to escape fast oncoming traffic.
- 1.4. Visibility around the approach bends is far less than <30 m. (From Gt. Haywood to Tixall court and Bottle lodge crossing.)
- 1.5. Traffic volumes have risen sharply due to: increase in housing in Gt Haywood, two new holiday campsites, increased patronage of Canalside Farm Shop.
- 1.6. The traffic visiting these places often consists of newcomers who underestimate the dangers. Campers and other visitors cycle down the road with young children. *I had to stop to warn a father as he was navigating the lane with two very young children. It was an unbelievable risk, but the father was pleased I had warned him.* Also, cyclists are towing babies and toddlers in cycle trailers. They have no protection.
- 1.7. In 2024, the Walton High School bus route was withdrawn, leaving pupils to walk or cycle if their parents are unable to drive or are at work.
- 1.8. Significant growth in leisure cycling (as large pelotons across the full lane), equestrian use, walking and running – the road is now promoted as a 'quietlanes' loop for cyclists and extremely popular on Strava.
- 1.9. The road appears to be removed from the winter-salting schedule. Standing water from field runoff and poor drainage freezes, which causes loss-of-control skids. This is a significant problem in winter, as cars often skid head-on into each other, also damaging fences and freeing animals onto the road.
- 1.10. Mud deposition from farm accesses, creates year-round traction loss.
- 1.11. Organised car racing is happening at the weekends, particularly in the evenings, treating the route as a competitive race track. Cars are waiting to race each other at the lay-by in front of the Dutch Barn (Hay Barn), Tixall Court. Police have been notified but no change in driver behaviour.
- 1.12. Livestock (cows, sheep) and pheasants frequently stray onto the carriageway. Fence strikes and cattle and sheep escaping onto road exacerbate the issue causing secondary incidents.
- 1.13. Farmers are herding cows along the road as they need to move them back to the farm.
- 1.14. Busses that meet each other (every hour) need to wait and pass each other slowly due to how narrow the road it, creating queues and further danger on the bends.
- 1.15. The road is un-lit, the road markings are basic, the verge reflectors are either damaged or covered by vegetation.
- 1.16. Many road signs are covered by trees and hedges.
- 1.17. Electric cars are far more common now, meaning the near-silent electric vehicles have removed the auditory cue that pedestrians previously relied on.
- 1.18. Drivers accelerate out of the 30 mph Tixall village centre zone into this 60 mph stretch, often overtaking immediately on leaving the bends.

2. Crossing-specific hazards at Bottle Lodge Public Footpath and Bridleway crossing. (SJ 98401 23136)

- 2.1. Crossing from the Bottle Lodge side of the public footpath/bridleway, is completely blind. *See Annex A Fig 2-6.*
- 2.2. The curvature of the road removes sight-lines; traffic only becomes visible once pedestrians, horse riders, cyclists, and school pupils have entered the road and oncoming traffic. *POV images in Annex A*
- 2.3. Crossing requires good hearing, with increased danger for those with disabilities.
- 2.4. Pedestrians, horse riders, cyclists are caught unaware by near-silent electric cars and cyclists, and as they enter the carriageway, leading to frequent near-misses reported by residents. *See Appendix 1 comments.*

- 2.5. This crossing lies on the last blind bend; so queued and impatient drivers use it to overtake into the straighter section leading to Tixall village. This often means cars are now approaching faster and taking away the escape lane for those crossing. Many drivers misjudge the oncoming traffic and perform emergency braking on the crossing.
- 2.6. Mud from the adjacent field gate further reduces stopping distance.
- 2.7. Pet cats, livestock and wildlife are crossing here to gain access to the lower fields, again provoking sudden braking and swerving.
- 2.8. This crossing is used daily by residents of Tixall Court Mews, New Farm Cottage and Tixall Farm Cottage and other properties (approx **60 residents, 12 children included**); other's such as walkers and tourists are directed to this crossing via the public footpath and bridleway.
- 2.9. Dog-walkers cross up to six times per day. Children cross 4-6 times daily for school, fishing and meeting friends. Tixall court is home to many children nowadays, 12 children plus visiting family and friends.
- 2.10. Other than the road itself, this crossing is the only access to the local area (Gt Haywood, shops, post office Cannock Chase, local pubs, canals etc)
- 2.11. The bridleway crossing is used by horse riders daily, see petition comments. The riders at Tixall Court say it is almost impossible to cross quick enough to be clear of cars.
- 2.12. The crossing is also the link to Walton High School via the tow-path. (No bus service since 2024)
- 2.13. The path and crossing is promoted in local walking guides.
- 2.14. Cars have crashed into the crossing site, demolishing the Bottle Lodge wall. Fortunately no-one was stood there at the time.

3. Petition Survey Summary:

Petition Survey Summary – Tixall to Great Haywood Road Safety

See Annex B for Petition Report and Appendix 1 for Signatory List and raw data - Confidential (GDPR)

Between 20 July -11 August 2025, 133 residents and regular users signed a local petition calling for urgent safety improvements to the unclassified rural road between Tixall, Ingestre and Great Haywood. Over 40% provided written comments detailing specific incidents, risks and road conditions. The majority live within ST18 postcodes, with a strong concentration in Tixall and Ingestre.

Key themes from the responses:

- 3.1. Speeding is endemic, with the route described as a “race track” by many. High-performance cars and motorcycles are frequently observed overtaking, revving, and travelling at illegal speeds, particularly during evenings and weekends.
- 3.2. The route is hostile to vulnerable users – there are no pavements or verges, yet the road is used daily by walkers, cyclists, horse riders, and children, especially following the recent withdrawal of the school bus service.
- 3.3. Incidents are frequent and escalating – residents cite property damage, crashes into fences and hedges, BT infrastructure damage, and livestock escapes. These are underreported because many are non-injury and go unrecorded by police.
- 3.4. The Bottle Lodge crossing is a focal risk – multiple comments describe the bridleway crossing as blind, forcing users to rely entirely on hearing. Its geometry offers no visual warning to drivers or refuge for pedestrians.
- 3.5. There is strong support for change – the most common requests are for speed-limit reduction to 40 mph or lower, enforcement cameras, visible signage, and safe crossing provision.

The petition represents a cross-section of local families, farmers, horse riders and landowners. Together they highlight a single clear message: the road's current design and speed limit are unfit for today's traffic volumes and usage. A serious injury is foreseeable without intervention.

4. Requested Action:

Proposed action	Key policy / clause	Why Tixall to Gt Haywood road qualifies
Temporary 40 mph TRO	Road Traffic Regulation Act 1984 s14(1)(b); DfT Circular 01/2013 §§ 127–130	Continuous sub-standard bends, no footway, vulnerable users evidenced by 133-name petition and daily crossings.
Permanent reduction to 40 mph or less and gateway signing	DfT Circular 01/2013 Table 1 (Criteria B & C); DMRB CD 116 Table 2 (minimum radius & stopping-sight-distance for design speed)	Successive reverse curves give forward visibility less than 30m and radii under 60m, both below the thresholds for any design speed above 40 mph. The lane is unlit, lacks refuge, and carries daily pedestrian, equestrian and cyclist traffic; therefore any limit above 40 mph is not self-enforcing or safe under Circular 01/2013.
Baseline ATC speed / volume survey	DfT Circular 01/2013 para 35	Required to quantify actual speeds; community reports persistent “race-track” behaviour.
Designate mobile-camera lay-by	Road Traffic Offenders Act 1988 Schedule 2; NPCC Speed-Enforcement Guidance	Frequent speeding incidents; no current safe enforcement pull-in point for police camera van
Assess average-speed cameras (ASC)	Staffordshire Safer Roads Partnership Enforcement Strategy (2023), section 4	Persistent speeding plus strong community concern meet ASC selection criteria.
Road Safety Audit - Bottle Lodge crossing. (SJ 98401)	DMRB GG 119 (Road Safety Audit Standard)	Blind crossing with damage-crash record and daily use by children, riders and walkers.
Install blind-crossing warning signs	TSRGD 2016 diagrams 550 (horse riders) & 544 (pedestrians); Highways Act 1980 s39(3)(c)	Zero sight distance at crossing; statutory duty to warn of known hazard.
Edge-line / visual narrowing	DfT Circular 01/2013 § 94; TSM Chapter 5 (paragraph 4.7 - 4.11)	The carriageway is already physically narrow but lacks clear edge definition; adding edge-lines and centre-line increases drivers perception of constraint, encouraging lower approach speeds without heavy engineering.
High-friction surfacing on bends	DMRB CD 236; DfT Circular 01/2013 §103	Multiple loss-of-control strikes into fences/hedges indicate poor skid resistance on approach curves.
Winter gritting route review	SCC Winter Service Policy 2023 §6; UKRLG Well-Managed Highway	Route now used by schoolchildren walking/cycling after bus withdrawal; regular ponding and ice reported.
Vegetation / sight-line clearance	Highways Act 1980 s154	Hedges encroach on carriageway; stopping-sight distance below standard at bends and crossing.

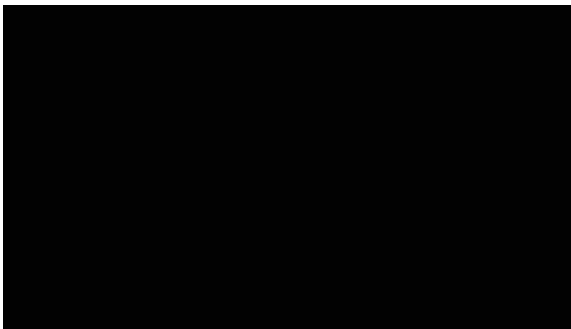
5. Formal request for prompt action and ongoing updates

In light of the evidence set out and the statutory powers referenced above, I respectfully ask Staffordshire County Council to:

- 5.1. Acknowledge receipt of this submission within ten working days, confirming the lead officer and the Council reference number assigned.
- 5.2. Provide, within twenty-eight days, a written action plan that sets out the intended timetable for:
 - a. Implementation of the temporary 40 mph Traffic Regulation Order
 - b. Installation of baseline speed and volume-monitoring equipment (ATC)
 - c. Commencement of the Road Safety Audit (RSA) for the Bottle Lodge crossing.
- 5.3. Issue concise progress updates to the Parish Council and Lead Petitioner at monthly intervals thereafter, summarising the status of each measure (survey data, TRO consultation, enforcement scheduling, maintenance works and winter-service review).
- 5.4. Notify the Parish Council and Lead Petitioner immediately of any material change to programme, scope or funding, so community stakeholders can be kept informed and can assist where appropriate.

We appreciate the competing demands on council resources and remain available to assist with site meetings, evidence collation or liaison with residents and landowners. Thank you for your attention; I look forward to your prompt reply and to working constructively towards a safer route for all users.

Yours sincerely,



Lee Thomas Smith

on behalf of 133 signatories - see Appendix 1

Annex A. Supporting Images & Illustrations

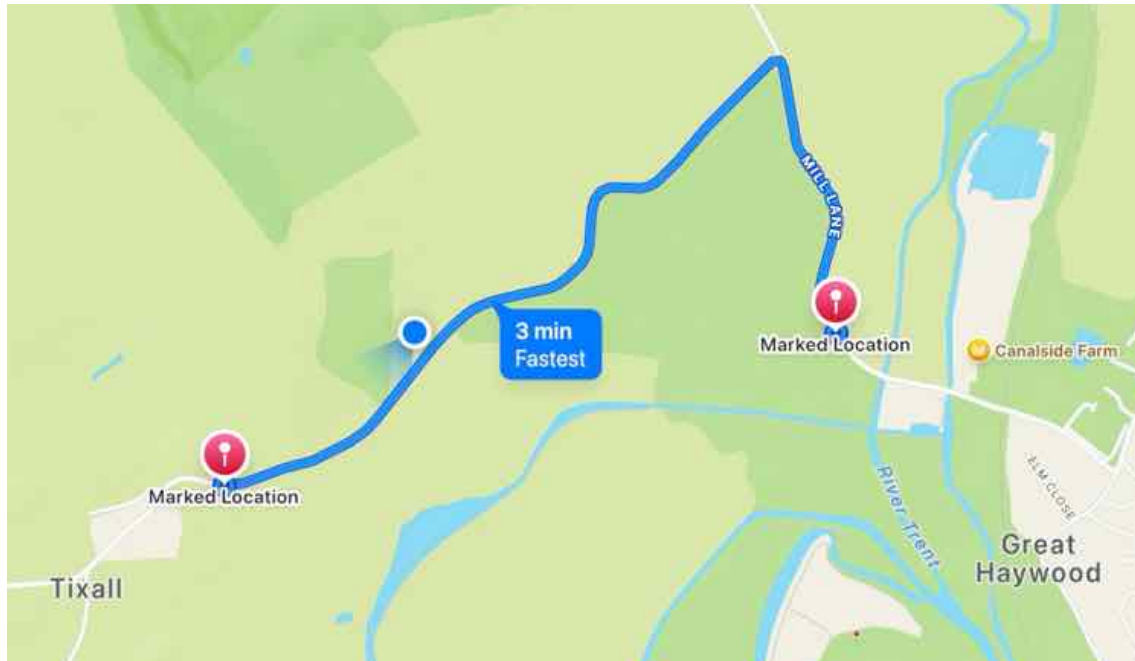


Fig. 1 Google map route of subject road - High-risk unclassified 60 mph rural road – Tixall Church Bend (SJ 97922 22846) to Canalside Farm Café, Great Haywood (SJ 99511 23044)



Fig. 2 Mother, child in push chair and dog attempting crossing at Mother, blind crossing at Bottle Lodge bridleway (SJ 98401 23136) Photo 19 JULY 2025

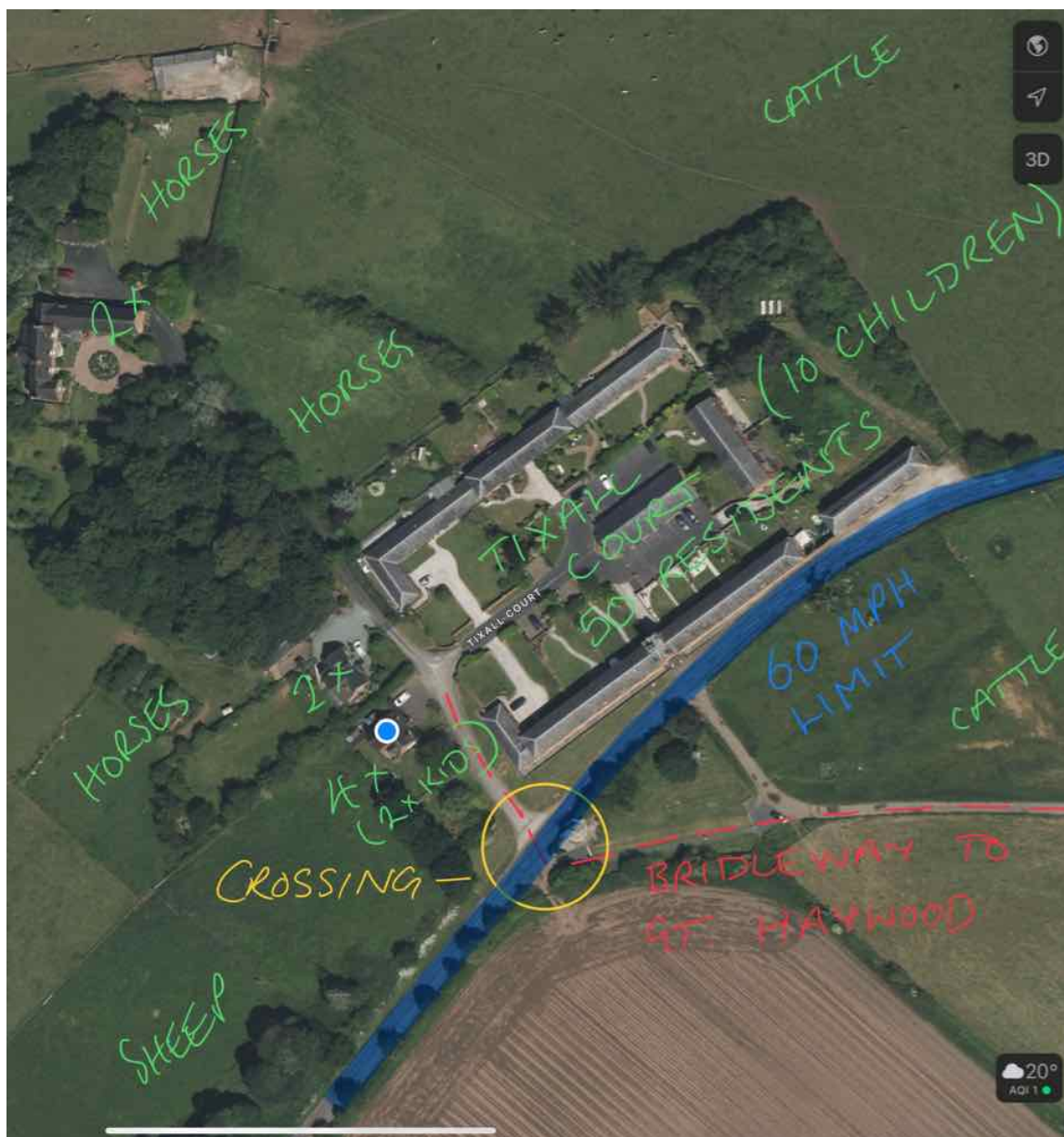


Fig. 3 Illustration of immediate population surrounding the Bottle lodge Crossing. Residents using crossing multiple times a day, including children, pupils, dog walkers, horses riders etc. (SJ 98401 23136)

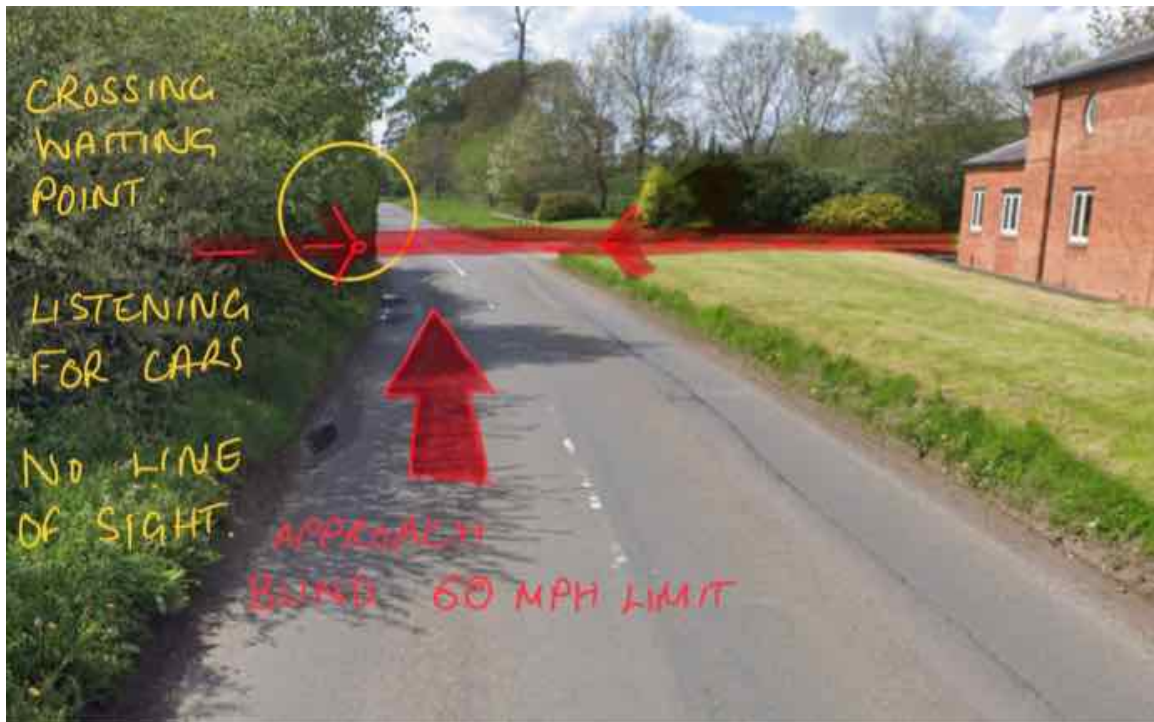


Fig. 4 Point of View of Driver approaching the blind crossing at the Bottle Lodge (SJ 98401 23136)



Fig 5. Daily - drivers overtaking at the Bottle Lodge Crossing, cars occupying both lanes appearing from the blind bend (RHS of this photo) (SJ 98401 23136) Photo taken: 22 JULY 2025



Fig. 6 a/b As pedestrians and horse riders commit to crossing, the approach from oncoming traffic is still blind due to road curvature. (B) Still no clear view of fast traffic in the centre of the road.



Fig. 7. Footpath & bridleway approach to the Bottle Lodge and blind crossing, from Gt Haywood (shops, post office, pub, cafes), Canals, two campsites, Canalside Farm Shop, 'safest' access to Walton High School. Now a popular walking/horse riding route too.



Fig. 8 Cows in the Tixall - Gt Haywood road. 28-JULY-2025 (frequent occurrence)



Fig. 9 Recent accident 13-JULY-2025 - Car leaving road on bends. Recovery in progress. Livestock escaped on to road. (SJ 98681 23285) (frequent occurrence but rarely recorded)



Fig. 10 Evidence of relevant incidents on Tixall roads, collected in recent weeks in support of the accompanying petition. Dates unavailable. Tixall roads.



Fig. 11 Car has lost control entering Tixall village, rolled through the hedge and back onto road. Car abandoned as driver left scene without reporting. 26-JUNE-2024



Fig. 12 Car has lost control and rolled as entering Tixall village. 04-APRIL-2024



Fig. 13 Horses escaped onto road and injured, vets in attendance.



Just arrived home to see the church wall. Has anyone witnessed an accident here?

Fig. 14 Damage to Tixall Church wall 17 OCT 2023



Fig. 15 Motorcyclist Scooter - Accident entering Tixall village - Rider airlifted 24 MAY 2025



Fig. 16 Wildlife on Tixall roads



Fig. 17 HGV leaving road in Tixall Village 02-SEP-2024



Fig. 18: The Tixall Village BT distribution box (adjacent the village green and obelisk) was demolished twice due to vehicle collisions. This resulted in local residents and businesses losing phone lines and internet connections for weeks. The photo was taken on 12-JAN-2022.



Figure 19: Evidence of field boundary damage (continuous along the identified road stretch) leading to livestock escaping into road.



Fig. 20 Car has lost control on the bend approach to the blind Bottle Lodge crossing. W/C 28 APRIL 2025



Fig 21. Car abandoned at Tixall Court after skidding on ice, demolishing a livestock fence line.

Petition: Support for Road Safety Improvements

Tixall Church to Great Haywood

High-risk unclassified 60 mph rural road – Tixall Church Bend (SJ 97922 22846) to Canalside Farm Café, Great Haywood (SJ 99511 23044), including the blind crossing at Bottle Lodge bridleway (SJ 98401 23136).

Survey Overview:

Collection Period: 20 July 2025 – 11 August 2025 (based on response timestamps)

Total Responses: 133

Main Objectives:

To gather local and regular user support for urgent road safety measures on the rural 60 mph stretch between Tixall Church, Ingestre, and Great Haywood.

To collect firsthand accounts and community feedback illustrating the risks, incidents, and user experiences associated with this road.

To demonstrate collective concern to relevant authorities for policy and infrastructure change.

Petition Form:

Support for Road Safety Improvements – Tixall to Great Haywood

We are submitting a formal request to Staffordshire County Council to urgently address road safety on the rural 60 mph stretch between Tixall, Ingestre and Great Haywood.

This narrow single-carriageway has poor visibility through a series of hazardous bends and almost no verge space for pedestrians, cyclists or animals to escape. Despite this, it now carries significantly more traffic due to local housing growth, increased use by walkers, cyclists and horse riders, and a general rise in visitors as the area becomes more popular for leisure and tourism. It remains high-speed, poorly maintained, and wholly unfit for its current usage.

Accidents, near misses and property damage now occur regularly. Fences are frequently struck by vehicles, with damaged cars often abandoned and livestock escaping into the road; creating further danger on blind bends. The withdrawal of the Walton High School bus route in 2024 means some pupils now cycle this route or cross the busy road to access the towpath. Walkers, dog walkers, young children and horse riders frequently cross at the hidden Bottle Lodge bridleway, where there is no line of sight and decisions rely entirely on hearing.

Drivers regularly exceed the 60 mph limit, with high-performance cars and boy racers using the stretch daily as a racetrack. Police have been called out on multiple occasions. Vehicles frequently attempt dangerous overtakes, leading to head-on near misses or loss of control and crashes. Combined with poor drainage, mud, ice, and the lack of winter salting, the risk is now unacceptably high. Someone will be seriously hurt if this continues.

If you live locally or regularly walk, cycle or drive this road, please add your name below to show your support.

You can fill it in more than once to include other household members (with their consent). Children shouldn't complete the form directly — no age or school details needed.

The submission will be shared with the Parish Council, the Police, Staffordshire County Council, and our local MP to make sure it's seen by all relevant authorities.

Thanks for reading — and please do pass it on to anyone who uses or cares about this road. Every name and comment really helps.

Thank you.

Data Quality Notes:

Address and postcode fields suggest a broad coverage of residents and road users, with a concentration in Tixall, Ingestre, and adjacent areas.

Significant number of respondents provided detailed, incident-based comments, indicating high engagement and data richness.

Key Insights:

The overwhelming majority of comments report negative experiences or concerns about road safety, including frequent speeding, poor visibility, near misses, property damage, and incidents involving children, elderly, and animals.

Speeding is the most cited issue: At least 70% of comments explicitly mention drivers exceeding the 60 mph limit, with recurring references to the road being used as a "race track," particularly by high-performance cars and motorbikes.

Vulnerable road users are frequently at risk: Over half of open comments mention pedestrians, children, cyclists, horse riders, and animals as being endangered due to lack of pavements/verges and poor sightlines, with multiple reports of livestock escaping after fencing damage.

Property and infrastructure damage is routine: Numerous incidents are reported involving vehicles crashing into fences, hedges, the Bottle Lodge and even the church wall; several mention Internet/communications outages due to BT cabinets being destroyed.

Demand for lower speed limits and better enforcement: The most common actionable suggestion is to reduce the speed limit to 40 mph (or less) and add physical traffic calming, cameras, and clearer signage, with many citing the existing Tixall village centre 30 mph zone's poor compliance.

Community is highly motivated for change: Respondents include a range of stakeholders (residents, farmers, parents, horse riders, and landowners), many of whom describe adapting their behaviour (avoiding the road, not allowing children to cross, not walking dogs, etc.) due to the perceived risk.

Respondent Demographics

Geographic Distribution:

- Roughly 75% of respondents are from Tixall, Ingestre, and immediate surrounding areas (ST18 postcodes).
- A significant minority represent adjacent villages, rural properties, and frequent road users (e.g. Great Haywood, Stafford, Salt, Penkridge)

Primary Respondent Groups:

- Local residents (majority)
- Landowners and farmers directly impacted by property/field damage

- Horse riders and stables (several references to keeping/using horses locally)
- Parents of young children and elderly residents
- Cyclists, walkers, and dog owners

Characteristics:

- High proportion of respondents are directly exposed to, or responsible for, vulnerable road users (children, elderly, livestock, horses).

Response Patterns & Preferences

Road Safety Concerns:

- Over 80 responses (65%+) include specific references to frequent speeding, reckless overtakes, or dangerous bends.
- 40+ respondents mention direct experiences with accidents, property damage, or near misses; several cite multiple incidents over the past year.
- Multiple respondents highlight the lack of safe pedestrian/cyclist/horse rider infrastructure.
- At least 10 comments report incidents with livestock escaping due to fence damage.

Preference for Change:

- The vast majority advocate for reducing the speed limit (predominantly to 40 mph, some to 30 mph)

Other common suggestions:

- Speed cameras and stricter enforcement
- Physical traffic calming (chicanes, humps)
- Improved signage (especially warning of bends, crossings, horse riders)
- Maintenance improvements (verge clearing, tree pruning for visibility)
- Enhanced lighting and winter salting for adverse conditions
- Several cite reluctance or inability to use the road for walking, cycling, or riding due to danger — indicating a suppressed potential for active travel and community mobility.

Patterns of Incident:

- Frequently cited accident spots: bends at Ingestre, the bottle lodge bridleway crossing, Tixall village hall junction.
- Weekends and evenings see increased reckless driving (“boy racers”).
- Withdrawal of the school bus route forces more children to cross or cycle the road.

Recommendations

- **Immediate action to reduce the speed limit:** Prioritise lowering the limit to 40 mph (or 30 mph in village sections) along the full Tixall–Great Haywood stretch, supported by clear and abundant signage.
- **Introduce targeted enforcement:** Install speed cameras or conduct regular police speed checks, especially at high-risk locations such as the Ingestre bends, bottle lodge crossing, and Tixall village.
- **Physical traffic calming and infrastructure upgrades:**
 - Add chicanes, warning signage, and crossing islands at key risk points.
 - Invest in verge widening, improved drainage, and, where feasible, construction of separated pedestrian/cycle paths.
 - Ongoing monitoring and rapid response: Establish a mechanism for ongoing incident reporting (online or via parish council) to ensure issues are logged and addressed quickly, maintaining momentum for further improvements.
- **Address non-speed hazards:** Include regular maintenance of overgrown trees/hedges, repair of damaged infrastructure (fences, BT boxes, lighting), and winter road salting in the action plan.

Appendix 1 – Full Signatory List (Confidential – For Official Use by County Council, Parish Council, Police, and Relevant Local Government Authorities Only)

Support for Road Safety Improvements – Tixall to Great Haywood

Signatory No.	Timestamp	First Name & Surname [REDACTED]	House Name/ Number/ 1st Line [REDACTED]	Postcode [REDACTED]	(Optional) Any additional comments?
1	Sunday, 20 July 2025				We keep our horses directly across the bridleway from the bottle lodge, and even with our best efforts and care we do not feel as safe as we should. There is no visibility and cars go 60 mph on this stretch, making it incredibly dangerous. We also go between the 2 sections of bridleway, between Bottle Lodge and the village hall, for the other bridleway.
2	Sunday, 20 July 2025				
3	Sunday, 20 July 2025				I have a young child (aged 2) and we often use the crossing at the Bottle Lodge to take our dog on a walk. It is the only route we can walk to from our house without having to drive, and I find the crossing very dangerous due to the lack of visibility around the bend when crossing from the bottle lodge back to the courtyard entrance. We often rely on sound of vehicles rather than vision when crossing which is particularly concerning if an electric vehicle were to be using the road at the time of crossing.
4	Sunday, 20 July 2025				
5	Sunday, 20 July 2025				
6	Sunday, 20 July 2025				
7	Sunday, 20 July 2025				
8	Sunday, 20 July 2025				
9	Sunday, 20 July 2025				The road between great haywood and stafford is used like a race circuit, particularly in the evenings and weekends. The bend at ingestre is a particular problem as is the bend through Tixall. Suprised no one has died as there have been so many accidents. Speed needs to be restricted to 40 in certain areas
10	Sunday, 20 July 2025				Traffic calming along this road is necessary... there have been countless accidents and near misses and it's becoming too dangerous to cycle this road. The road is used by cyclists, pedestrians, horse riders and motorists the speed and standards of driving for some is absolutely shocking. There is no regard for other road users and they are putting themselves at grave risk of danger. Please help!
11	Sunday, 20 July 2025				

Signatory No.	Timestamp	First Name & Surname [REDACTED]	House Name/ Number/ 1st Line[REDACTED]	Postcode [REDACTED]	(Optional) Any additional comments?
12	Sunday, 20 July 2025				
13	Sunday, 20 July 2025				
14	Sunday, 20 July 2025				
15	Sunday, 20 July 2025				Action needs to be taken and highways/council budget secured to improve the speed deterrent measures in Tixall before someone gets seriously hurt. There have been too many accidents and speeding is witnessed daily, the level urgency and support by the council even after Parish council meetings is not in line with the level of council tax being paid by residents, please ensure this is given full attention.
16	Sunday, 20 July 2025				[redacted] at Tixall Church, it is life threatening when our elderly congregation want to cross the road to get to church. I often have to walk elderly parishioners and organist across the road as they fear this crossing. Our church wall was badly damaged by a speeding motorist in October 2023. This person disappeared without taking any responsibility for the damage. It took the stonemasons a year and a half to repair it. Signals had to be put out by the council for them to complete their work. We had to pay the excess on our insurance for the church, without compensation. Something has to be done!
17	Sunday, 20 July 2025				I wholeheartedly agree with the above concerns and hope action is taken soon.
18	Sunday, 20 July 2025				
19	Sunday, 20 July 2025				As a local resident I strongly support the proposal to introduce a speed limit on the Tixall road in the interests safety
20	Sunday, 20 July 2025				The junction from Tixall Village (opposite the church), next to the village hall, is very challenging to pull out from, especially if turning right towards Stafford. This section of the road should be 30mph and vehicles come round a blind bend in excess of 30mph on a frequent basis.
21	Sunday, 20 July 2025				Traffic calming measures need to be considered on this road. The 30mph section is not adhered to and people speed in excess of the speed limit on all sections of the road.
22	Monday, 21 July 2025				
23	Monday, 21 July 2025				
24	Monday, 21 July 2025				

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25	Monday, 21 July 2025				This is also now made worse by the increase in electric cars on the road, making it difficult to hear some oncoming traffic. The historic bottle lodge stone wall had to be rebuilt 5-6 years ago due to a collision.
26	Monday, 21 July 2025				
27	Monday, 21 July 2025				The local community gardeners are constantly aware of speeding drivers racing through the village and with very limited paths , pedestrians are extremely at risk. The road has so many bends on it that racing vehicles and motorbikes see it as an exciting road to race on. Sadly all too often they hit fences, hedges and our BT box which completely disrupts internet connection for days/weeks for Tixall residents.
28	Monday, 21 July 2025				The farmers are constantly repairing their fences and animals are escaping into the road. Needs a 40 mph limit and better signage that's not covered by hedging and trees.
29	Monday, 21 July 2025				I've witnessed first hand cars travelling well above the speed limit. Recently, I was stood outside on the verge of one of the properties and a car was travelling so fast I was genuinely concerned it would leave the road and hit us. I travel to and from Stafford four times a day and regularly see cars that have been through the hedges, the most recent one being less than a week ago. It is only a matter of time before the service bus is hit by a speeding driver as they're limited in taking evasive action when cars are speeding and making reckless overtakes. As a keen cyclist I've found myself trying to find alternative routes to avoid this road, but it is limited. I'd be keen to cycle to work and this is the shortest route, but it doesn't feel safe enough to use especially in rush hour traffic. I am fully behind asking for an immediate review of reducing the speed for sections, if not the whole section of this road.
30	Tuesday, 22 July 2025				
31	Tuesday, 22 July 2025				Holdiford and Great Haywood Roads through Tixall are hazardous, so many Near-Misses everyday
32	Tuesday, 22 July 2025				
33	Tuesday, 22 July 2025				
34	Tuesday, 22 July 2025				
35	Tuesday, 22 July 2025				I have 2 small children so crossing this road is a real concern and danger to our family.

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36	Tuesday, 22 July 2025				We own the fields for a stretch on the Tixall Road, and we are constantly left with gaps in the hedge from cars crashing through. We are left to pick up the damage. It is also dangerous for us when accessing our fields with farm machinery. In addition, Holdiford Road is also used as a track with frequent accidents. It seems that this narrow lane has become the Stafford Eastern by pass !
37	Tuesday, 22 July 2025				The speed from Great Haywood and Tixall village is diabolical. There have been numerous incidents of overtaking and several cars always miss the bends and end up in the field. The road is also prone to more and more heavy fast traffic due to congestion at the tixall bridge lights and people avoiding the bridges.
38	Tuesday, 22 July 2025				
39	Tuesday, 22 July 2025				
40	Tuesday, 22 July 2025				I frequently cross from the bridleway at bottle lodge with my horse, and I do not feel safe there is a lot of speeding cars and blind bends.
41	Tuesday, 22 July 2025				Keep my pony in Tixall
42	Tuesday, 22 July 2025				
43	Tuesday, 22 July 2025				
44	Tuesday, 22 July 2025				
45	Tuesday, 22 July 2025				
46	Tuesday, 22 July 2025				
47	Tuesday, 22 July 2025				
48	Tuesday, 22 July 2025				
49	Tuesday, 22 July 2025				I keep my horses in the ingestre bend and have on several occasions had cars crash into the field leaving the paddocks unsafe and horses free to roam out into the traffic. When riding my horse or walking down the road the speed of the road is exceeded on many occasions with vehicles coming round blind bends at high speed and then having. To slam their brakes on or dangerously overtake being very close to causing a head on collision. This isn't a one off this happens every time I ride. Both my life and my horses life are at risk when we are out on these lanes. The issues need addressing before someone dies on them .
50	Tuesday, 22 July 2025				

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51	Tuesday, 22 July 2025				I have had many near misses whilst being out on foot or on horseback down these roads it has got to the point I am too nervous of an accident occurring that I no longer leave the field.
52	Tuesday, 22 July 2025				
53	Tuesday, 22 July 2025				
54	Wednesday, 23 July 2025				The statement above is a very good summary of the risks of inaction and the potential for increased number of incidences
55	Wednesday, 23 July 2025				
56	Wednesday, 23 July 2025				
57	Wednesday, 23 July 2025				I have 4 children and the roads in Tixall are not safe for drivers or pedestrians. Cars travel too fast, we have had numerous crashes and had our internet cabinet destroyed twice by speeding vehicles.
58	Wednesday, 23 July 2025				
59	Wednesday, 23 July 2025				I live opposite the village hall and trying to cross the road is extremely dangerous as the visibility is very poor due to the bends. There is no pavement so you have to walk along a narrow grass verge to try and find a safe place to cross. I almost got knocked over last year by a speeding van which was a frightening experience.
60	Wednesday, 23 July 2025				
61	Wednesday, 23 July 2025				I have nearly been knocked off my bike by a speeding car
62	Wednesday, 23 July 2025				
63	Wednesday, 23 July 2025				I am a child and it isn't safe to even cross the road in the village alone
64	Wednesday, 23 July 2025				My parents who live in Tixall have had emergency helicopters land in their garden to help road crash victims and my sister who also lives in Tixall has had her hedges and gates crashed into numerous times. She has 5 children and I have 4 children so it is only luck that one of them wasn't there.

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65	Wednesday, 23 July 2025				It is incredibly dangerous trying to turn on to the main road by Tixall church as vehicles frequently speed through the bends and ignore the 30mph limit. There have been several instances of near misses and we are increasingly concerned it won't be long before someone is seriously hurt. Numerous instances of collisions and damage to property have been reported over the last few years and this seems to be an increasing problem. Although there are legal and practical issues for the County Council to consider - doing nothing is not an option. At the very least we need to reduce the speed limit to 40mph on the whole stretch from Tixall to Great Haywood and consider how we enforce the 30mph through bends in Tixall village.
66	Wednesday, 23 July 2025				The road closures around Stafford has resulted in A huge increase in vehicles using the Tixall road from Tixall towards Stafford crematorium. This includes Drivers who are not used to the layout of the roads but drive in excess of the speed limit and cause near misses and RTA's. I have witnessed many of these, including loss of wing mirrors and 2 people with burst tyres from Hitting the verge who have had to stop outside my house and await recovery. The long straight from Brancote farm before you go down the hill encourages people to speed and overtake. I had a near miss when somebody overtook me and a car was coming in the opposite direction up the hill. You cannot see traffic clearly due to the hidden dips and at speed is highly dangerous. There is also a large chunk of rock/sandstone/tree root that overhangs the road on the left going down the hill meaning cars veer over quickly when they see it last minute which has caused accidents. Busses can't pass if others are coming in the other direction either as Road isn't wide enough. Further hampered by cars or motor bikes doing 60mph + over the hidden dips.
67	Wednesday, 23 July 2025				
68	Wednesday, 23 July 2025				
69	Wednesday, 23 July 2025				
70	Wednesday, 23 July 2025				
71	Wednesday, 23 July 2025				Worried to ride horses to reach bridle paths via the road too busy
72	Wednesday, 23 July 2025				Worried to ride horses to reach bridle paths via the road too busy

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73	Wednesday, 23 July 2025				Cars speeding past the end of our drive constantly. Very dangerous much worse in recent years.
74	Wednesday, 23 July 2025				I have my grandkids on a regular basis and now struggle to take them on the walks I used to. We walk on the grass verges but now worry that even that isn't safe enough. We also often have Internet outages often lasting weeks due to cars wiping out coms box. Something has to be done.
75	Wednesday, 23 July 2025				love to walk there, but it's changed so much with the traffic in recent years
76	Wednesday, 23 July 2025				I own the land from a stretch along Tixall road. As a farmer and landowner I am subjected to crop losses, repair bills and clearing up the mess from the numerous accidents occurring along the road, mainly due to speeding, and driving without due care and attention where vehicles have crashed through the hedges. For rural roads with established regular field accesses on route, the 60mph speed at which the traffic travels on this road makes it a severe hazard to exit from the fields onto the road with farm machinery. The maximum 60mph speed limit needs reducing. There are two stone seats on Tixall Road, both in need of weed control, however, it is too dangerous to do this with the speed and voracity of traffic. We have done this in the past on the one situated on our land, but not willing to do so now in fear of a personal accident. The council do not tidy these either. My family endeavour to litter pick along Tixall road, and Holdiford road, however we do not feel safe to do so. Drivers are not willing to pause while they pass by. Access to Tixall Church is very dangerous even in the 30mph zone
77	Wednesday, 23 July 2025				

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78	Wednesday, 23 July 2025				Drivers are using the road like a race way taking no care or consideration of other users of the roads who are vulnerable To serious injury if a collision was to occur. The tight blind bends and narrow road makes it unsuitable to be a 60mph road and should be reduced. There are many collisions each year of vehicles leaving the road into fields along the stretch from Greta Haywood to tixall
79	Wednesday, 23 July 2025				We need slower roads, speed cameras and all hedges and entrances to bridle paths to be kept clear. More signs and warnings about horse riders
80	Wednesday, 23 July 2025				
81	Wednesday, 23 July 2025				The road between tixall and the bends heading towards great Haywood river bridge are very dangerous for both pedestrians due to no foot paths and a big footfall using bridal path in tixall to great Haywood and cars going through fences regularly as well as excessive speeding. Time to put safety first and reduce this to a 30 or 40.
82	Wednesday, 23 July 2025				
83	Wednesday, 23 July 2025				
84	Wednesday, 23 July 2025				Awareness and consideration for horse riders is essential to prevent any serious accidents or potentially a death on the road.
85	Wednesday, 23 July 2025				It needs action before someone dies!
86	Wednesday, 23 July 2025				The road from the river bridge in great Haywood near the farm shop towards Tixall is very dangerous especially going past our house just after the 60mph starts on the bridge. There are constantly cars stuck in the hedges/ fences allowing livestock to escape causing danger to animals and road users. There is also no path on the one side of the bridal path through mill lane near Tixall so there are frequently people crossing the road to get to the path, this is especially dangers through the night as it's pitch black. There are lots of horse riders that use mill lane most days which is again very dangerous being a 60mph road. This road was suppose to be changed around 3 years ago to a 30/40 mph road and for some reason the council have kept delaying this happening. Safety comes first and it's about time this was changed.
87	Wednesday, 23 July 2025				

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88	Wednesday, 23 July 2025				
89	Thursday, 24 July 2025				Totally agree this road is not fit for cyclists or walkers and is getting worse
90	Thursday, 24 July 2025				
91	Thursday, 24 July 2025				Driving on this road is uncomfortable at best, sometimes scary as some drivers think it's a rally course.
92	Thursday, 24 July 2025				
93	Thursday, 24 July 2025				
94	Thursday, 24 July 2025				
95	Thursday, 24 July 2025				
96	Friday, 25 July 2025				
97	Saturday, 26 July 2025				60mph is absolutely inappropriate for this road. It's beyond belief that the speed limit has not been reduced to 30 yet...
98	Saturday, 26 July 2025				
99	Saturday, 26 July 2025				
100	Saturday, 26 July 2025				I ride horses and to get to the bridle path from the pastures I need to cross the road at the bend and it is dangerous and really scary
101	Saturday, 26 July 2025				
102	Saturday, 26 July 2025				
103	Saturday, 26 July 2025				I used to keep a horse in great Haywood and Ingestre and the hacking used to petrify me
104	Monday, 28 July 2025				
105	Monday, 28 July 2025				
106	Monday, 28 July 2025				
107	Monday, 28 July 2025				
108	Monday, 28 July 2025				I use this road regularly, am concerned how dangerous it has become.
109	Monday, 28 July 2025				
110	Monday, 28 July 2025				
111	Monday, 28 July 2025				
112	Monday, 28 July 2025				
113	Monday, 28 July 2025				

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114	Monday, 28 July 2025				I am a resident of Ingestre and a golfer at Ingestre Golf Club the road is so dangerous. There are cyclists, dog walkers, golfers, and horse riders and yet cars hurtle along here at ridiculous speeds. As well as the danger from cars going too fast there is the added worry of, overgrown trees , unattended for decades and which are starting to fall. A tree came down on 1st May and completely blocked the road up to the hall and church. It was election day and noone could get to the church to vote and the election officials could not get out. Buses full of school children regularly use this road and go right past the spot where the tree fell. The road is dangerous.
115	Tuesday, 29 July 2025				It's so dangerous how fast the cars go. There have been so many accidents that could be avoided.
116	Tuesday, 29 July 2025				
117	Thursday, 31 July 2025				
118	Thursday, 31 July 2025				
119	Thursday, 31 July 2025				
120	Saturday, 9 August 2025				
121	Saturday, 9 August 2025				
122	Saturday, 9 August 2025				Additions signs/markers would also be great on the very sharp ingustry turn as it is not visible that it is so sharp and a lot of people brake suddenly and nearly cause miss comisions
123	Saturday, 9 August 2025				
124	Saturday, 9 August 2025				As part of the HS2 provision, a roundabout at the Ingestre junction with Tixall Lane was proposed. This has now gone by the board with the axing of HS2. It needs to be reinstated as part of any road improvement to make that junction safer.
125	Saturday, 9 August 2025				I drive this road every day, as a Driving Instructor in the village who uses Stafford test centre, pupils are always driving this road. I have witnessed so many near misses on this road, and on one occasion I very nearly lost my life on this road by someone thinking it was wise to overtake on a bend around numerous cars and a cyclist. It is an incredibly dangerous road, and more needs to be done.
126	Saturday, 9 August 2025				Fully support
127	Sunday, 10 August 2025				For me the biggest area of concern is the Milford junction at Tixall that needs turning into a T-junction or traffic lights to deal with the many misjudgments that take place.

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128	Sunday, 10 August 2025				
129	Sunday, 10 August 2025				
130	Monday, 11 August 2025				I had a near miss with a car , driver admitted doing over 80mph over the hill on bends , his car left the road (no wheels on tarmac) heading towards me and 80 yr old mum and he landed in farmer's field , police called , no charges to my knowledge . This was the scariest and near fatal miss I have ever experienced.
131	Monday, 11 August 2025				
132	Monday, 11 August 2025				
133	Monday, 11 August 2025				Unfortunately many drivers do not drive according to the conditions these days.