



Meeting: Petition Panel
Time: 2.00 pm
Date: Friday, 9 December 2016
Venue: Conservative Group Office S3.3, County Hall, Colliton Park, Dorchester, DT11 1XJ

Peter Finney
Paul Kimber
David Mannings

Hilary Cox
Mike Lovell

Debbie Ward
Chief Executive

Contact: **Liz Eaton, Democratic Services Officer**
County Hall, Dorchester, DT1 1XJ
01305 225113 - e.a.eaton@dorsetcc.gov.uk

Date of Publication:
30 November 2016

1. Apologies

To receive any apologies for absence.

2. **Petition - (Winterborne Houghton Parish Council, Application for a Village Speed Limit)** 3 - 20

To consider a report in relation to the petition and to ask the Panel to make a decision based on the options available, and in accordance with the Petitions Scheme.

Outcome of the Panel Discussion

In addition to taking part in the meeting, the outcome of the discussion and decision made by the Panel will be sent to the lead petitioner within 5 working days of the date of the meeting.

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Petitions Panel

9 December 2016

1. Background to the Petition Scheme

- 1.1 The County Council's Petitions Scheme was adopted on 29 April 2010 and came into effect on 15 June 2010. The Scheme was subsequently updated by the County Council on 21 July 2016.
- 1.2 If a petition is supported by 50 or more signatories then it will be dealt with by a small customer focussed panel. If a petition is supported by 1,000 or more signatories it will be scheduled for a debate at the next meeting of the full County Council.

2. Petition – Winterborne Houghton Parish Council, Application for a Village Speed Limit

- 2.1 The County Council received a petition organised by Mr T H Cole on behalf of Winterborne Houghton Parish Council on 30 October 2016. This reads as follows:

This petition is about the excessive speed of motor vehicles driving through Winterborne Houghton putting residents and visitors at risk and asks Dorset County Council to implement a 20mph speed limit within the village boundary.

I support the petition to implement a speed limit within Winterborne Houghton thereby reducing the risk to pedestrians, horse riders and cyclists from motorists driving at excessive speed and I confirm that I live, work or study in Dorset.

Please note – since submitting the petition for signatures Winterborne Parish Council has revised their request. An 'extension' of the 30mph currently in place at Winterborne Stickland is the preferred option of the Parish Council as this is reported as being supported by the majority of those supporting the petition. The extension of the 30mph at Winterborne Stickland was suggested as an option by PCC Martyn Underhill.

- 2.2 As this petition contains more than 50 signatures, the Panel are invited to note and discuss this.
- 2.3 This petition contains a total of 125 signatures.
- 2.4 This discussion should conclude with a decision as to how to respond to the petition. This may include one or more of the following:
 - taking the action requested in the petition
 - considering the petition at a council meeting
 - holding an inquiry into the matter
 - undertaking research into the matter
 - holding a public meeting
 - holding a consultation
 - referring the petition for consideration by the council's Audit and Governance Committee
 - calling a referendum
 - writing to the petition organiser setting out the Panel's views about the request in the petition.

- 2.5 Alternatively, the Panel may determine a combination of the options above, or decide on another course of action as appropriate.

3. Context

- 3.1 The road through Winterborne Houghton, Water Lane, is a 'D' class route. The road is predominantly narrow and there are 58 properties whose access fronts the road.
- 3.2 The petition document provides a detailed description of the road and the prevailing conditions. The full petition document can be found at Appendix A.
- 3.3 The speed limit covering Winterborne Houghton is the national speed limit; 60mph. Actual traffic speeds, as shown in two surveys commissioned by Winterborne Houghton Parish Council show that traffic speeds are significantly lower than the speed limit. A copy of the traffic survey data provided by Winterborne Houghton Parish Council can be found at Appendix B.
- 3.4 As the traffic survey data is owned by the Parish Council no additional analysis has been undertaken on the two surveys commissioned by the Parish Council. Observations have been made on the survey data included within the petition report.
- 3.5 Volume of traffic is shown in the report as being for all directions. Consideration should be given to each direction of traffic. Owing to the nature and use of the road through Winterborne Houghton it is likely that a significant proportion of the traffic using the route will be residents.

For survey site A, the petition report states that an average of 424 vehicles entered and left the village between Monday and Friday and an average of 327 at the weekend. For survey site B the petition reports an average of 167 vehicles per weekday and 157 vehicles per day at the weekend. The location of the survey sites can be found on the first page of Appendix B.

Both of the traffic surveys show that the traffic flow through Winterborne Houghton is very low. The hours with the highest traffic flows have an average of lower than one vehicle per minute at site A and an average of just over one vehicle every three minutes at peak times for site B.

It is important to mention that one vehicle could make several trips into and out of Winterborne Houghton on any given day.

The traffic flow figures included in the petition report should be read as number of trips, rather than number of vehicles.

- 3.6 The speed survey data included in the petition report mainly uses the total number of vehicle movements surveyed rather than the weekday or seven day average. It is standard professional practice to use an average figure as this takes into account multiple reporting of the same vehicle.

It is likely that a significant proportion of all vehicles using Water Lane will do so most days and would typically travel at similar speeds on most journeys on Water Lane.

Also, it is standard professional practice to consider an hourly breakdown of speed surveys in order to be able to draw conclusions on when the highest speeds are recorded. It is

common for higher speeds to occur on the late/early hours. If this were the case for the surveys at Winterborne Houghton it would be highly likely that those vehicles travelling in excess of 30mph would be residents or regular users and would likely travel at similar speeds if a 30mph limit were to be installed.

The speed survey data provided by Winterborne Parish Council suggests that the 85thile speeds are within 30mph. The 85thile speed is the speed at which 85% of vehicles are travelling at or below and is used alongside the mean average speed when considering the setting of speed limits.

85thile speeds give an indication of the impact a road layout has on traffic speed. The remaining top 15% of speeds are not representative as generally these are people who do not drive to the prevailing conditions or layout.

It is important to note that evidence shows that reduced speed limits do not result in uniform conformity to the speed limit. In the case of Winterborne Houghton, should a reduced speed limit be implemented it is likely that there would not be a noticeable reduction in the highest speeds.

Department for Transport guidance on the setting of speed limits states that enforcement should not be relied upon to promote adherence to a speed limit.

Speed enforcement is typically deployed regularly on roads where the 85thile speeds are above the Association of Chief Police Officer (ACPO) guidelines for enforcement. For a 30mph limit this is 36mph and above.

- 3.7 It has been important to make the above comments in the context of this report. Traffic speeds are a very important consideration in the setting of local speed limits and Winterborne Houghton Parish should be commended for commissioning surveys to gather objective data to support their petition.

Dorset County Council adopt Department for Transport guidelines for considering reduced speed limits as policy.

The key factors that should be taken into account in any decisions on local speed limits are:

- History of collisions
- Road geometry and engineering
- Road function
- Composition of road users
- Exiting traffic speeds
- Road environment

The mean average speed and the 85thile speeds are used in assessing the appropriate speed limit. In short if existing speeds are close to 30mph then a 30mph limit would be considered, if existing speeds were notably higher than 30mph then a 30mph limit would not be considered.

- 3.8 Dorset County Council has access to road traffic collision data. This data is for collisions resulting in personal injury that were reported to the police. It is this data that is used to assess the collision history of a route.

Standard practice is to use the latest available five years of collision data. Between 1 August 2011 and 31 July 2016 there was a total of two road traffic collisions on Water Lane, both result in one slight injury.

One of these collisions was the result of a driver's vision being dazzled by low sun and hitting a parked car. The other collision was the result of drink driving. Neither of these collisions had speed related factors recorded against them.

- 3.9 In short the basic criteria for a 30mph limit in Winterborne Houghton is met. Speeds are close to 30mph and the layout is sufficiently populated by residential properties and its use is predominantly residential.
- 3.10 Whilst the criteria are satisfied it is important to attempt to understand what the impact of a 30mph speed limit would be on Water Lane.

The speed surveys provided by Winterborne Houghton Parish Council show that a minority of drivers travel above 30mph. Evidence and experience suggests that those driver who typically travel above 30mph would continue to do so if a 30mph limit were to be installed.

Enforcement cannot be relied upon to ensure adherence to a limit. The layout of Water Lane would also not likely be easily enforced as there is not likely to be a suitable location – a camera van for example should not create an obstruction on the highway and also requires a sufficient length of forward visibility.

As is the case on Water Lane, the vast majority of drivers are driving to the prevailing conditions and adjusting their speed accordingly.

A reduced speed limit of 30mph would require a series of speed limit repeater signs. Repeater signs are required to remind drivers of the speed limit. Although speed limits are not a target they are often treated as such. This can result in increases in traffic speeds across a length of road with drivers driving to the signed limit as opposed to the road layout/conditions.

An update to the Traffic Sign Regulations and General Directions (TSRGD) that came into effect on 22 April 2016 has relaxed the signing of speed limits so there is greater flexibility available now than in the past but repeater signs would still be required.

- 3.11 It is important to consider that this speed limit request is one of close to 200 other requests for a new Traffic Regulation Order across the Dorset County area. Despite Water Lane meeting the basic criteria for a 30mph speed limit it would not rank highly against other requests. It is not possible to say when the 30mph limit would be reduced if it were to be agreed to go into the Traffic Regulation Order programme.
- 3.12 Speed limits are often used as a last resort. Traffic management measures should be considered ahead of speed limits as their purpose is to raise driver awareness to the prevailing conditions and to adjust speed/behaviour accordingly.

Such measures are in place for traffic entering Winterborne Houghton from Winterborne Stickland, as shown on page three of the petition report. These measures (signs) have been in place for many years. New signs and possible new locations could be considered.

Should commercial vehicles linked to nearby businesses to Winterborne Houghton be a significant problem, as mentioned in the petition report then concerns can be raised direct with business(es) in a bid to improve associated driver behaviour.

4. Next Steps

- 4.1 The Panel is invited to note the receipt of this petition and decide how to respond to it.

Officer Contact

Name: Michael Potter

Tel: 01305 221767

Email: m.potter@dorsetcc.gov.uk

Mike Harries

Director for Environment and Economy

Cllr Peter Finney

Cabinet Member for Environment and Economy

September 2016

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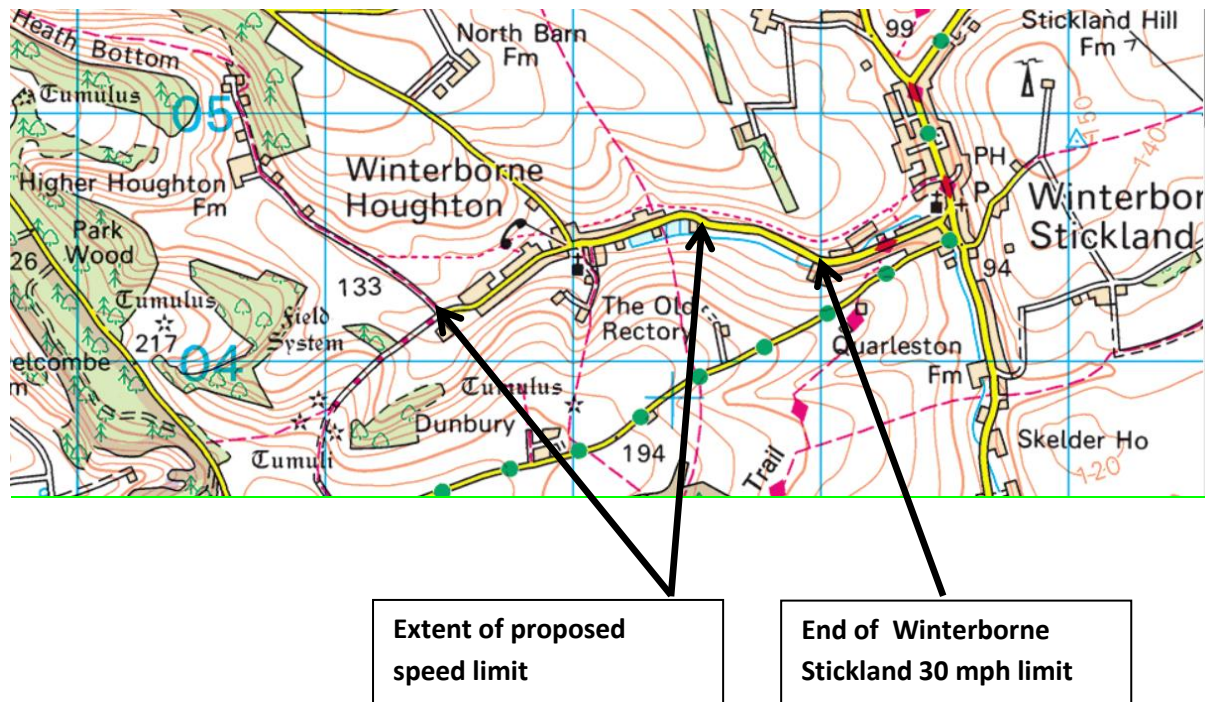
Winterborne Houghton Parish Council Application for a Village Speed Limit



Winterborne Houghton

Application for a Village Speed Limit

The purpose of this document is to request Dorset District Council to implement a speed limit of 20 or 30 mph within the residential limits of Winterborne Houghton.



The Village: Winterborne Houghton is a linear village situated at the head of the river Winterborne. The Winterborne flows along the southern edge of the main street which is narrow, single track in many places and there are no pavements. The village consists of 87 homes of which 58 front on to the village street. The population is made up of just under 200 residents and covers all age groups from about 20 school age children to elderly pensioners. The village has no speed restrictions except for the national speed limit of 60 mph

The main approach is from the neighbouring village of Winterborne Stickland (30 mph) via West Street then along Water Lane which is derestricted. Water Lane is a winding single track road running beside the stream. Care is required as visibility is poor and it is not uncommon for vehicles to end up in the Winterborne

The entrance to the village is on a sharp bend following a short straight section of Water Lane and the temptation is to speed up and there have been two serious accidents along this stretch in recent years. One required the air ambulance to be called out and the other was a collision between an oil tanker and a motor car, where the latter was written off. Both these incidents can be

attributed to excessive speed. There are regular close encounters between vehicles attempting to enter or leave the village and travelling too fast.



Water Lane - looking towards W Houghton. Traffic tends to speed up along this section after leaving W. Stickland



Entrance to the village -Two major accidents here and regular 'near misses' caused by traffic travelling too fast

The village street is approximately 1150 metres in length with housing on either side, some with gardens to the front and others which immediately front the road. As previously mentioned, there are no pavements. The average width of the road is 3 metres and access can be further restricted by parked vehicles.



Parked vehicles, deliveries plus tractors and trailers of farm vehicles do reduce traffic speed. However frustrated drivers on tight schedules often drive at unrealistic speeds to make up lost time once the road is clear

At the end of the village street the public road becomes an estate road leading to Higher Houghton which is part of the parish of Winterborne Houghton. Higher Houghton consists of seven homes, a farm with associated businesses, such as timber extraction, and a thriving equestrian centre.

Why is a speed limit necessary? At the Annual Village Meeting in May 2014 two main concerns were raised by the residents.

- Increase in traffic accessing the village
- Excessive speeding through the village

The Parish Council were requested to investigate both these points and see what action could be taken.

There has been a significant increase in traffic during the past few years. The parish council concluded that although this has reduced the quality of life within the village it is a fact of life that may have to be accepted.

However, it was agreed that vehicles speeding through the village were a cause for concern and the problem could be managed by the introduction of a speed limit. **The 'natural mean average speed' through the village is around 25 mph and it must be stressed that the majority of the drivers drive sensibly and considerately but there are a significant number that drive at totally inappropriate and unsafe speeds**

A study has shown that speeding vehicles fall into the following main categories:

1. Due to change in life styles many more families have more than one car and these are used for commuting besides social purposes. Commuters tend to work to very tight time scales
2. Increase in internet shopping has resulted in many delivery vans visiting the village each day as compared to when Royal Mail had the monopoly. Also the major supermarkets make regular grocery deliveries. These drivers work to tight schedules and have to make up lost time and road safety doesn't always come first.
3. The continued success of the equestrian centre at Higher Houghton has caused significantly more traffic movements each day. Not only do staff and clients visit daily there are a significant number of people with horses in 'do it yourself' livery who visit twice a day.

In summary the excessive speeding is mainly the result of people visiting and passing through the village with tight work schedules and trying to fit livery duties into a busy day

Village Consultation: The parish council decided to ask every household in the parish for their views and whether they would they wish to see a 20 mph speed limit introduced. The overwhelming majority, 90%, supported a speed limit. Whilst almost everyone would support the proposed first choice of a 20 mph limit, a few households questioned, whilst they would not support 20mph, would support a 30 mph limit. The view of almost everyone was that any speed limit (20 or 30) was a vast improvement on the current situation. The majority of residents would also support the formation of a local 'Speed Watch Group' and several have volunteered to take part.

All those surveyed, including some who visited Winterborne Houghton frequently, were invited to sign a petition asking DDC to introduce a 20 mph speed limit. The petition will be presented to DDC in 2016

Following the overwhelming support by residents for a speed limit the Parish Council considered the following points which form part of National and Local Guidelines to be used in considering and setting speed limits.

Points for consideration: The Department for Transport's guidelines on setting local speed limits states:

Fear of traffic can affect people's quality of life in villages and it is self-evident that villages should have comparable speed limits to similar roads in urban areas. It is therefore government policy that, where appropriate, a 30 mph speed limit should be the norm in villages.

WINTERBORNE HOUGHTON IS 60MPH!

Both Dorset County Council and National Guidelines state:

Ensuring that the needs of vulnerable road users, people on foot, those with prams or wheel chairs, on bicycles or on horseback are fully taken into account.

WINTERBORNE HOUGHTON IN ADDITION HAS CHILDREN PLAYING AND PEOPLE WORKING IN THE STREET

The following photographs illustrate some of the vulnerable road users



'Men at Work!'



'Local Horse Riders'



'Local Cyclists'



'Some with 4 wheels - some with 4 paws'

In conclusion the Winterborne Houghton Parish Council, on behalf of the village residents, request Dorset District Council to implement a 20 or 30mph speed limit throughout the residential area. What is beyond all shadow of a doubt is that Winterborne Houghton is in desperate need of a speed limit. Although not directly part of the consultation, consideration should also be given, as possibly a better alternative, to extending the 30 mph limit from the end of West Street in Winterborne Stickland to terminate at the end of Winterborne Houghton. This may well be the simplest and cheapest option and would be very acceptable to the residents.

Volume of traffic travelling in both directions across Point A (Fish Farm End)

During the trial an average of 424 vehicles entered and left the village Monday-Friday and 327 at weekends with Saturday being busier than Sunday. The traffic flow appeared to be constant during the period 0800 – 1800. The chart and graph figures 2 and 3 show this

	Thu	Fri	Sat	Sun	Mon	Tue	Wed
	2016-04-14	2016-04-15	2016-04-16	2016-04-17	2016-04-18	2016-04-19	2016-04-20
00:00:00	0	0	3	3	1	0	0
01:00:00	0	0	1	1	0	1	0
02:00:00	0	0	0	0	0	0	0
03:00:00	0	0	1	2	0	0	0
04:00:00	2	0	1	1	0	2	0
05:00:00	2	0	1	0	0	1	0
06:00:00	5	10	0	0	5	11	5
07:00:00	29	32	7	3	37	36	36
08:00:00	32	28	20	16	33	26	34
09:00:00	37	42	26	27	33	33	37
10:00:00	29	36	42	30	34	29	36
11:00:00	27	25	41	32	25	35	22
12:00:00	36	43	34	25	22	19	19
13:00:00	28	25	31	21	30	20	22
14:00:00	30	36	16	24	30	33	27
15:00:00	31	36	31	28	36	31	38
16:00:00	32	30	20	21	36	41	36
17:00:00	33	28	19	23	28	30	32
18:00:00	36	31	15	17	21	31	30
19:00:00	21	13	13	14	13	11	23
20:00:00	11	6	10	10	15	10	11
21:00:00	13	8	5	5	4	5	11
22:00:00	4	3	8	1	3	2	5
23:00:00	2	5	4	1	2	2	1
	440	437	349	305	408	409	425

Figure 2 Traffic Volumes per day

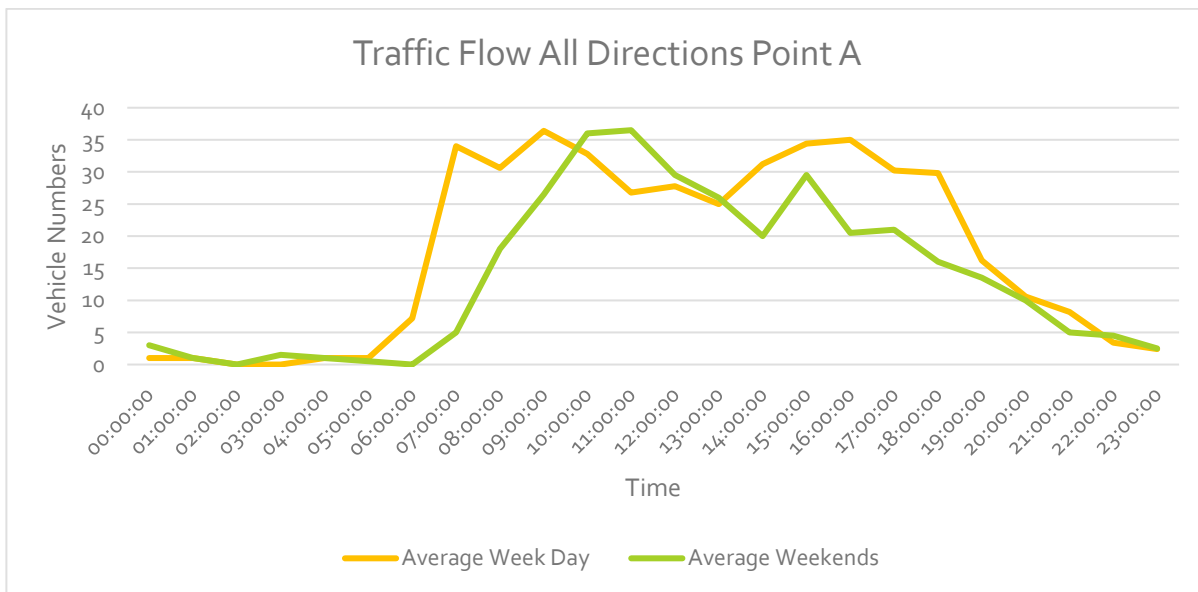


Figure 3 Average traffic volumes

Volume of Traffic travelling in both directions across Point B (Higher Houghton End)

During the trial period an average of 167 vehicles pass over point B heading towards or from Higher Houghton. During the working week (Monday to Friday) and 157 during the weekend with slightly more on Saturday. This is 44% of the total volume of traffic entering the village from the 'Fish Farm' end. Even allowing for Higher Houghton residents vehicles this clearly shows the extremely high volume of traffic being generated by delivery vehicles and the expanding commercial activities located at Higher Houghton. The highest volume is between 0800 and 1100 and again in the afternoon

	Thu 2016-04-	Fri 2016-04-	Sat 2016-04-16	Sun 2016-04-17	Mon 2016-04-	Tue 2016-04-	Wed 2016-04-
00:00:0	0	0	0	0	1	0	0
01:00:0	0	0	1	1	0	0	0
02:00:0	0	0	0	0	0	0	0
03:00:0	0	0	1	2	0	0	0
04:00:0	2	0	1	1	0	3	0
05:00:0	0	0	1	0	0	1	0
06:00:0	3	7	0	0	5	5	3
07:00:0	11	10	3	4	10	9	11
08:00:0	18	8	9	10	7	12	16
09:00:0	15	23	15	12	9	16	9
10:00:0	15	18	13	16	15	15	21
11:00:0	11	11	16	20	13	16	7
12:00:0	17	15	10	18	6	3	7
13:00:0	15	9	19	9	12	7	8
14:00:0	16	22	8	5	13	12	5
15:00:0	15	21	15	7	19	8	14
16:00:0	9	11	13	9	16	16	16
17:00:0	13	13	18	8	13	12	13
18:00:0	11	14	4	12	11	14	13
19:00:0	3	5	6	4	6	5	13
20:00:0	3	5	2	7	4	3	1
21:00:0	5	2	0	5	3	2	1
22:00:0	0	2	3	0	1	1	0
23:00:0	1	2	4	1	2	1	0
Total	183	198	162	151	166	161	158

Fig 4 Traffic volumes both ways passing Point B

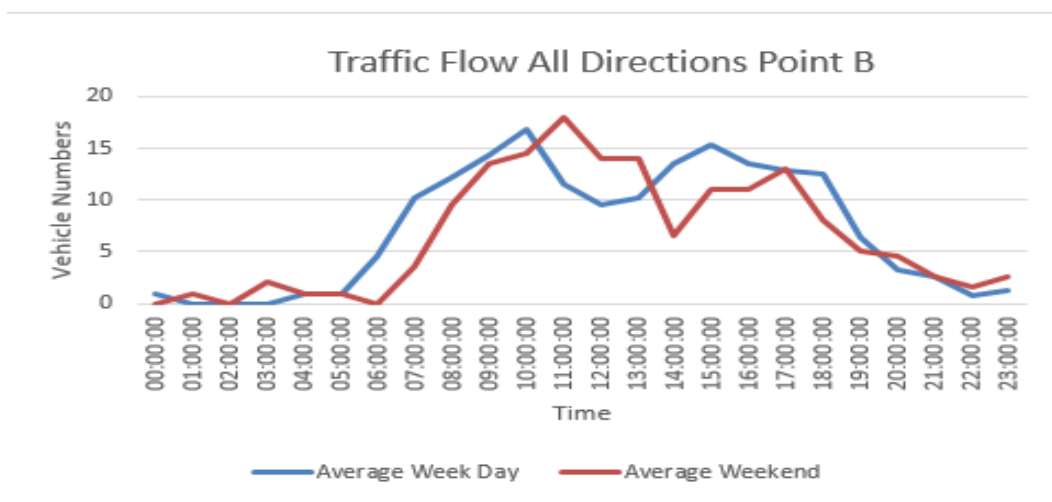


Fig 5 Average Traffic Volumes

Speed of traffic travelling across point A (Fish Farm End)

Eastbound from Fish Farm - travelling towards W Stickland											
	<1.9mph	1.9-9.9mph	9.9-14.9mph	14.9-19.9mph	19.9-24.9mph	24.9-29.8mph	29.8-34.8mph	34.8-39.8mph	39.8-44.7mph	44.7-49.7mph	49.7-55.3mph
Thursday	2	2	12	38	76	73	16	4	0		0
Friday	0	1	9	29	89	69	14	2	2	0	0
Saturday	3	3	6	28	61	51	13	8	0	0	0
Sunday	3	0	5	22	57	52	12	3	2	0	0
Monday	3	0	4	24	68	74	26	5	3	0	0
Tuesday	6	1	6	27	64	76	21	5	1	0	0
Wednesday	2	3	7	15	86	64	22	9	1	0	0
Total	19	10	49	183	501	459	124	36	9	0	0
	1%	1%	4%	13%	36%	33%	9%	3%	1%	0%	0%

Westbound from Fish Farm -travelling into W Houghton											
	<1.9mph	1.9-9.9mph	9.9-14.9mph	14.9-19.9mph	19.9-24.9mph	24.9-29.8mph	29.8-34.8mph	34.8-39.8mph	39.8-44.7mph	44.7-49.7mph	49.7-55.3mph
Thursday	2	1	11	27	84	61	20	8	2	1	0
Friday	1	0	10	25	87	74	19	4	2	0	0
Saturday	1	0	6	19	54	62	23	9	1	1	0
Sunday	2	4	5	16	55	48	18	0	1	0	0
Monday	1	0	4	23	67	78	24	2	2	0	0
Tuesday	2	1	6	20	61	89	18	1	4	0	0
Wednesday	0	0	5	22	57	105	17	7	3	0	0
Total	9	6	47	152	465	517	139	31	15	2	0
	1%	0%	3%	11%	34%	37%	10%	2%	1%	0%	0%

Fig 6 & 7 Traffic Speeds in each direction

As can be seen from the two tables above, the traffic speed leaving and entering the village is approximately equal, with the majority of the traffic travelling between 20 and 30 mph (70%) There is however 13% of the traffic travelling in excess of 30 mph which is around 50 vehicles per day

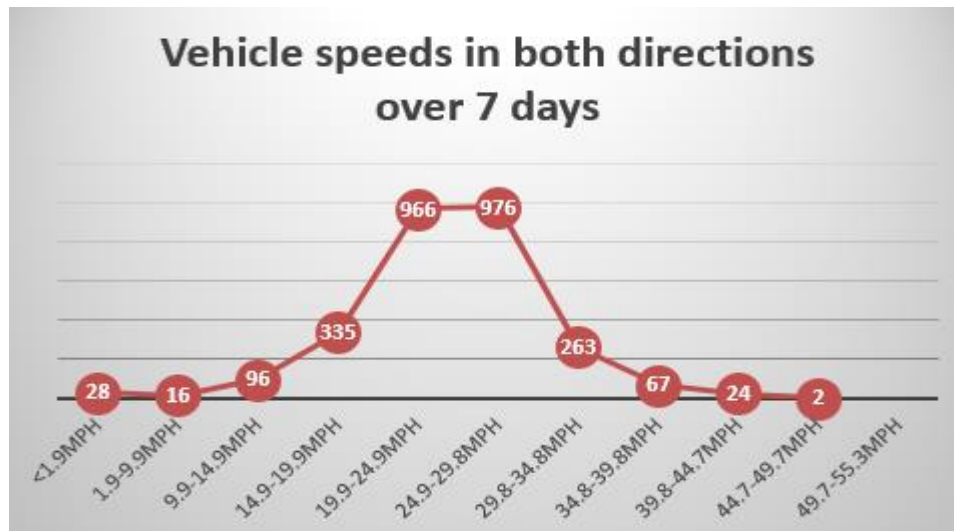


Fig 8

The graph in Fig 8 shows the speeds of all vehicles entering and leaving the village during the 7-day monitoring period. As can be seen 356 vehicles were travelling in excess of 30 mph

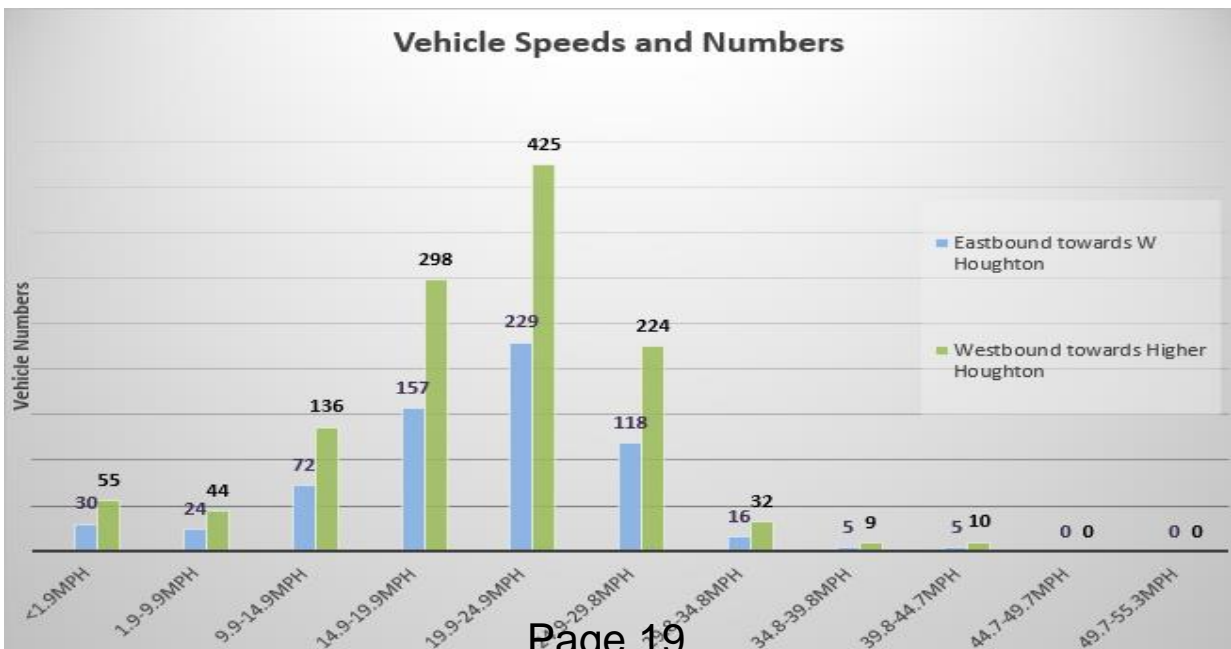
Speed of traffic travelling across point B (Higher Houghton End)

Leaving Village at Point B and travelling Westbound towards Higher Houghton												
	<1.9mph	1.9-9.9mph	9.9-14.9mph	14.9-19.9mph	19.9-24.9mph	24.9-29.8mph	29.8-34.8mph	34.8-39.8mph	39.8-44.7mph	44.7-49.7mph	49.7-55.3mph	
Thursday	4	4	12	15	24	26	7	0	2	0	0	
Friday	6	4	19	18	29	21	8	0	1	0	0	
Saturday	5	0	7	16	28	19	5	0	1	0	0	
Sunday	4	2	7	15	18	26	4	1	0	0	0	
Monday	3	1	7	13	23	28	7	3	0	0	0	
Tuesday	6	2	11	10	23	24	6	0	0	0	0	
Wednesday	2	1	8	8	28	29	2	0	0	0	0	
Total	30	14	71	95	173	173	39	4	4	0	0	
%	5%	2%	12%	16%	29%	29%	6%	1%	1%			

Entering Village at Point B and travelling Eastbound from the Higher Houghton direction												
	<1.9mph	1.9-9.9mph	9.9-14.9mph	14.9-19.9mph	19.9-24.9mph	24.9-29.8mph	29.8-34.8mph	34.8-39.8mph	39.8-44.7mph	44.7-49.7mph	49.7-55.3mph	
Thursday	3	4	11	21	26	20	2	0	2	0	0	
Friday	1	4	7	26	30	19	3	1	1	0	0	
Saturday	7	2	10	20	23	14	3	2	0	0	0	
Sunday	4	1	11	16	27	11	3	0	1	0	0	
Monday	1	2	11	18	33	12	4	0	0	0	0	
Tuesday	4	3	6	24	22	18	1	0	1	0	0	
Wednesday	5	4	8	16	34	12	0	1	0	0	0	
Total	25	20	64	141	195	106	16	4	5	0	0	
%	4%	3%	11%	24%	34%	18%	3%	1%	1%			

Figs 9 & 10 – Traffic speeds Eastbound and Westbound from Point B

The two charts **figs 9 & 10** show that 8% of vehicles leaving W Houghton towards H Houghton are still travelling in excess of 30 mph. This totals around 47 vehicles during the survey period. Considering the residential area is more than 1km long and single track with no pavements it is surprising these vehicles have not naturally slowed down. The speed of vehicles heading Eastbound is significantly lower as they will not have had the opportunity to speed up after exiting the farm track from H Houghton with its sharp left hand bend



Summary

The survey showed that the average traffic count per day was over 420 vehicles entering and leaving Winterborne Houghton each day

The mean speed through the village is around 25mph. This is not easy to quantify as a significant number of vehicles are couriers and other delivery vans making frequent stops

13% of vehicles, around 50 a day enter the village at speeds in excess of 30 mph. A significant number have been recorded at over 40 mph.

This survey clearly shows that 44% of vehicles (194 on average) pass over **Point B** daily. As there are only 13 properties to the west of **Point B** this does show the impact that the commercial activities at Higher Houghton have on traffic volumes. The survey was undertaken during a 'quiet period'. During the hunting and shooting seasons and 'one off' events such as Pony Club Camp this vehicle count will increase significantly. Nonresidents naturally have less concern for the environment they are passing through than residents, most of whom care passionately about the village.

Conclusions

Initially the Parish Council had a mandate from the residents to seek a 20 mph speed limit through the village. However, after much investigation and debate and advice from the Police and Crime Commissioner it is felt that a 30 mph limit would be more appropriate and the village meets all the criteria laid down in the Department for Transport guidelines 'Speed Limit Policy' document.

It is suggested that the most sensible and simple solution would be to extend the existing 30 mph limit at West Street in Winterborne Stickland along Water Lane and terminate at the end of Winterborne Houghton.

Winterborne Houghton requires a speed limit below the national limit as a high priority.