Public Document Pack

# Agenda

Dorset County Council

| | |
|---|---|
| Meeting: | Petition Panel |
| Time: | 10.00 am |
| Date: | Friday, 6 January 2017 |
| Venue: | Conservative Group Office S3.3, County Hall, Colliton Park, Dorchester, DT11 1XJ |

Peter Finney
Paul Kimber
Daryl Turner
Andy Canning
David Mannings


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:
22 December 2016


1. **Apologies**

To receive any apologies for absence.

2. **Petition - (Provision of Crossing on Puddletown High Street)** 3 - 24

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.

This page is intentionally left blank

**Dorset County Council**

# Petitions Panel

6 January 2017

## 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 – Provision of crossing on Puddletown High Street (at existing signalised junction)

2.1 The County Council received a petition organised by Anna McKay-Smith on 8 August 2016. This reads as follows:

> Parents have become increasingly concerned about the safety of pedestrians who use Puddletown High Street to cross the road. This has become more of an issue since the first school was moved to it's new location. We need to prevent a serious accident before it occurs. Many parents and children cross at the High Street at the traffic lights on the crossroads. As these lights are not pedestrianised, parents often find themselves rushing children across between light changes and due to the blind nature of the comer into Blandford road this is unpredictable and dangerous. As I am sure is appreciated, not all traffic obeys the traffic light commands, increasing the random nature of crossing and the potential for a serious accident. We would therefore like to propose that a pelican crossing, (a pedestrian light controlled crossing) is installed at the traffic lights on the High Street. We would appreciate your support in this matter and will put this petition to the parish council at their next meeting on Tuesday 14th June.

2.2 As this petition contains more than 50 signatures, the Panel are invited to note and discuss this.

2.3 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.

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

## 3. Context

3.1 A signal junction was first provided at the junction of High Street / Blandford Road and Kings Mead in September 1999. There were no pedestrian facilities included.

3.2 Following receipt of the petition on 8 August 2016, it was agreed to delay submission until a pedestrian / vehicle count was obtained to assess if the site met the Authority's strict criteria. * *see appendix A – Procedure for the Provision of Pedestrian Crossings and Associated Facilities.* The survey would have been delayed had the petition been formalised at that time.

*3.3* The survey showed the results on each approach to the junction, to be less than that required to meet Dorset County Council's criteria of 0.4. * *see appendix B – ADPV2 results*

- Blandford Road – 0.00
- High Street – western side – 0.02
- High Street – eastern side – 0.09
- Kings Mead – 0.00

The formula applied is ADPV2 where;

A = Accident Factor, no of pedestrian injury accidents in last 3 years that have occurred within 50m either side of the proposed crossing.

D = Difficulty Factor, derived from a formula that varies according to the type of road, the speed limit and width of the road.

P = Pedestrians

V = Vehicles

The final ADPV2 figure is derived by multiplying the Accident Factor with the Difficulty Factor and the weighted average PV2 figure for the highest 4 hours.

The highest recorded vehicle speed was on High Street westbound away from the junction at 33.8mph. All other recorded speeds were below 30mph.

There have been no injury accidents recorded in the last 3 years.

***In conclusion the site does not meet the criteria to provide pedestrian facilities at the junction.***

3.4 It is necessary, even more so in the current financial climate, to have a criteria in place and to carry out an assessment due to the costly nature of providing this facility.

Based on a recent improvement scheme at a junction in Ferndown, which provided pedestrian facilities on 4 arms of the junction, the costs are in the region of £120,000.

## 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: Helen Cardell

Tel: 01305 224483
Email: h.cardell@dorsetcc.gov.uk

**Mike Harries**
**Director for Environment and Economy**

**Cllr Peter Finney**
**Cabinet Member for Environment and Economy**

December 2016

This page is intentionally left blank

***Appendix A***

**Dorset County Council Guidance Note Selection and Priority Assessment**

**Procedure for the Provision of**

**Pedestrian Crossings and Associated Facilities**

## 1 Requests for Pedestrian Crossing Facilities

1.1 Where requests are received from members of the public which have no support from the local community, the requester will be asked to seek wider community support from their local town or parish council. To help the requesters, addresses of the town or parish clerks and also their county councillor shall be included in the reply letter asking them to seek support from their town or parish council. The town or parish council will take over the role of the requester.

1.2 When a request is received from an elected member, town or parish council, it shall be acknowledged in accordance with the corporate guidance and entered on a register of requests for pedestrian crossings.

1.3 All requests shall be collated by Dorset Highways, who shall maintain the register of requests.

1.4 An initial survey of the requested site shall be undertaken by Dorset Highways to establish if the site should be taken forward to a full survey.

1.5 In the event that it is judged that the site is unsuitable or does not fit into the assessment framework, the requester shall be so informed. Full reasons for not supporting the request shall be given. Should it be judged that an alternative scheme such as a refuge island or signing of the site or similar would be more appropriate, this is to be communicated at the same time.

1.6 If the site is suitable for consideration for the provision of pedestrian crossing facilities, the register of requests shall be updated and Dorset Highways shall then process the request to its conclusion.

## 2 The Survey

2.1 Dorset Highways will undertake a survey. The survey shall take place along the stretch of road 50 metres either side of the requested location (100 metres in total). In addition, the survey shall be carried out at the most appropriate time of year. This shall be determined by experience of the site and previous collected data.

2.2 The survey shall collect the information as set out in LTN 1/95 assessment procedure and framework document and include a fully classified count of pedestrians and vehicles.

2.3 It is essential to record the numbers of pedestrians, prams/pushchairs, elderly persons, unaccompanied children, mobility impaired, visually impaired or blind persons, crossing cyclists, equestrians and others, including wheelchairs and electric scooters.

2.4 A method of calculating the degree of difficulty shall be formulated in order to weight this in the overall assessment of site conditions and merits (see paragraph 2.11).

2.5 A full classified count of vehicles shall be provided in 15-minute steps. Cycles are to be included in this count as they can delay the progress of pedestrians in the same manner as vehicles.

2.6 Dorset Highways shall provide a report once all data has been collected in an agreed format. The base $PV^2$ value shall be shown, along with the weighted score for that site. $PV^2$ is an established method of measurement of the degree of conflict between vehicles and pedestrians.

2.7 $PV^2$ is a viable starting point in order that we can prioritise requests and rank them into an acceptable order. The purpose of weighting is to more easily incorporate the social need requirements into the assessment procedure.

2.8 People perceive the risk in crossing roads individually; the risks are determined by the number and gaps in the traffic. Some people accept gaps in traffic where others would not. The average gap regarded as acceptable varies according to the age and ability of the pedestrian. The acceptable gap is also determined by the width of the road, the number of traffic streams (one way, two way, single or multi-lane), speed composition of traffic, and visibility. Research has established that on an average 7.3-metre wide urban carriageway with two way traffic, the average acceptable gap is seven seconds for an able person, up to 12 seconds for an elderly person, and twice as much again for a mobile but disabled person. (Established from empirical data.)

Unaccompanied children (under 16) are generally able to accept relatively short gaps in traffic from a physical point of view, however, in vulnerability terms they often equate to the same category as the elderly. In order to weight the pedestrian count to reflect the degree of difficulty experienced by the different groups of people and the public's concerns about crossing the road, the following weightings shall be applied to the figures:

Under 16s count as 4 Over 65s count as 4 Equestrians 4 Disabled (includes wheelchairs) 6 Others including cyclist crossing 1.

2.9 It is necessary to understand and allow for the effects of traffic composition on pedestrians. Traditionally no account has been made on the composition of traffic in the $PV^2$ formula and all vehicles have had a value of 1. However, studies on saturation flow have determined that there is a relationship between composition and capacity, and the different types of vehicle have been weighted accordingly. It is therefore reasonable to weight traffic or vehicles in the pedestrian assessment criteria based on their likely impact on what gaps pedestrians would be willing to take. A bus or large goods vehicle will intimidate the vulnerable pedestrian because of increased fears of these types of vehicles failing to stop quickly in an emergency situation. This

leads to longer gaps in traffic being required before an acceptable gap is perceived by the vulnerable pedestrian. Therefore the weighting to be applied to the vehicles in the assessment criteria are:
Light vehicles (cars) 1.0 Medium commercial 1.5 Heavy commercial 2.3 Buses and coaches 2.0 Motorcycles 1.0* Pedal cycles 1.0*
*These vehicles impact on pedestrians in the same way as light vehicles and are therefore up-rated to reflect this. (Ref 2.)

2.10 Serious consideration should be made for weighting those sites which have potential savings in accidents when assessing the relative merits of each request. The accident record is used to further weight merits of each request. The accident record is used to further weight and balance the numerical value of each requested site. This weighting, known as the accident factor A, is derived from the formula:

$A = (1 + \underline{N})\ 10$

Where N = number of pedestrian injury accidents within 50 metres either side of the requested crossing location during the last three years.

2.11 Difficulty experienced in crossing a road is influenced by the width of the road, the speed of traffic, and the number of lanes being crossed. The difficulty factor (D) can be calculated to represent a factor to add to the equation when assessing the priority ranking. The factor is based on a standard 7.3 metre urban road with a speed limit of 30mph with two way traffic as defined in paragraph 2.8. Roads which have higher speeds are additionally weighted to reflect the greater difficulty in ascertaining acceptable gaps in traffic (see also paragraph 2.12).

Two way roads up to 30mph speed limit Actual width / 7.3 Two way roads over 30mph speed limit 1.2 x actual width / 7.3

One way single lane roads up to 30mph speed limit 0.8 x actual width / 7.3 One way single lane roads over 30mph speed limit Actual width / 7.3 (Ref 3.)

2.12 Current advice from the DfT is that serious consideration should be given to speed reduction measures before installing at grade (surface) crossings where the 85$^{th}$ percentile speed is greater than 50mph. (Ref 1.)

2.13 The new assessment formula can be expressed as follows:

$ADPV^2$, where A = accident weighting factor D = difficulty factor P = weighted sum of pedestrian movements V = weighted volume of traffic.

The new formula will be said to be met 100% when the value of $ADPV^2$, based on the average of the four busiest hours for the $PV^2$ element, equals or exceeds $1 \times 10^8$ (100 million) for a single carriageway, or $2 \times 10^8$ for a dual carriageway.

The level of justification on a road, for instance a dual carriageway, where it would be appropriate to install two separate crossings, will require the justification to be double that of a single two way carriageway. This is because pedestrians will be provided with two separate crossing points, each dealing with one direction of traffic flow.

2.14 Once all the data has been assembled and the information included on the framework added, the new formula score will be used in the assembling of the final position of that request in the ranking table.

## 3 Assessing the results

3.1 Once a year Dorset Highways shall produce a report on the priority assessment table giving recommendations on each request for crossing facilities. The report to elected members shall detail the appropriate type of crossing facility that should be implemented at each requested site including 'Do Nothing'.

3.2 Recommendations to install shall be reported on the basis that successful bids shall be included in the works programme for the next financial year.

3.3 The number of requests that are implemented will be the subject of the available budget being available.

3.4 Elected members, town and parish councils will be kept informed of the progress of their requests at each appropriate stage.

## 4 What type of facility

4.1 Dorset Highways shall assess the information collected and the scores attained by each request.

4.2 The most appropriate answer for each request shall be given. When the $ADPV^2$ score is $0.4 \times 10^8$ or less, then a controlled crossing is not recommended and alternatives such as pedestrian refuges or recommending 'Do Nothing' will be considered. Also when the $ADPV^2$ score is $0.4 \times 10^8$ or less this would indicate that the crossing would be infrequently used and could, because of this infrequent use, potentially become more dangerous and raise the accident profile of this site due to the lack of pedestrians.

4.3 Where the $85^{th}$ percentile speed exceeds 50mph, a surface crossing should not be installed. Physical and other measures to reduce speed to an acceptable level may be deemed appropriate to allow the installation of such crossings.

4.4 Wherever possible cost effective solutions will be considered first. For instance, a zebra pedestrian crossing installation is as effective in providing a safe crossing facility, and in a situation where it is not near a signalled junction, or in a linked scheme and the $85^{th}$ percentile speed is below 35mph, then this option should be considered in the first place.

## 5 References


5.1 The Assessment of Pedestrian Crossings - Local Transport Note 1/95.

5.2 The prediction of saturation flows for road junctions controlled by traffic signals. 1986 Report No. RR67 Publication date: 1985 -1993 Authors R M Kimber, M Macdonald, N B Hounsell.

5.3 Empirical data - West Sussex County Council - P Atkins.

This page is intentionally left blank

County Hall
Colliton Park
Dorset

DT1 1XJ

Dorset County Council

Economy, Planning and Transport

# PV2

**LOCATION** : **Blandford Road, Puddletown**

| ROUTE | DESCRIPTION |
|---|---|
| C34 | Blandford Road at the signalised crossroads. |

| | | | | | |
|---|---|---|---|---|---|
| SURVEY DAY | : | Thursday | PROJECT No. | : | TM 9999 J 102 |
| DATE | : | 15/09/2016 | COUNT No. | : | 16139 |
| TIMES | : | 07:00-19:00 | GRID REF | : | 375548094448 |
| INTERVAL | : | 15 Minute | | | |
| WEATHER | : | Dry, Sunny and mild | CLIENT | : | Greg Pearce |
| SPEED | : | Dir1 28.1 mph | Dir2 24.8 mph | Comb | 27 mph |

PLAN :

# ADPV$^2$

**TM** **J102** **16139**

**Location: C34** **Blandford Road at the Blandford Road, Puddletown** **Day: Thursday** **Date: 15/09/2016**

## ACCIDENT FACTOR

The accident factor (A) is derived from a formula using the number of pedestrian injury accidents (N) that have occurred within **50 metres** either side of the proposed crossing location during the last **3** years.

**Number of pedestrian injury accidents in last 3 years:** **0** (insert value, even if 0)

**A =** **1.0**

## DIFFICULTY FACTOR

The difficulty factor (D) is derived from a formula that varies according to the type of road, the speed limit and width of the road being assessed.

**Road type:** **Two way** **Speed at site:** **30mph** **Road width:** **6.6 m**

**D=** **0.90**

## FINAL EQUATION

The final ADPV$^2$ figure is derived by multiplying the Accident Factor with the Difficulty Factor and the weighted average PV$^2$ figure for the highest 4 hours.

**A = 1.0** **D = 0.90** **PV$^2$ = 0.002**

**ADPV$^2$ = 0.00**

County Hall
Colliton Park
Dorchester

DT1 1XJ

Dorset County Council

Economy, Planning and Transport

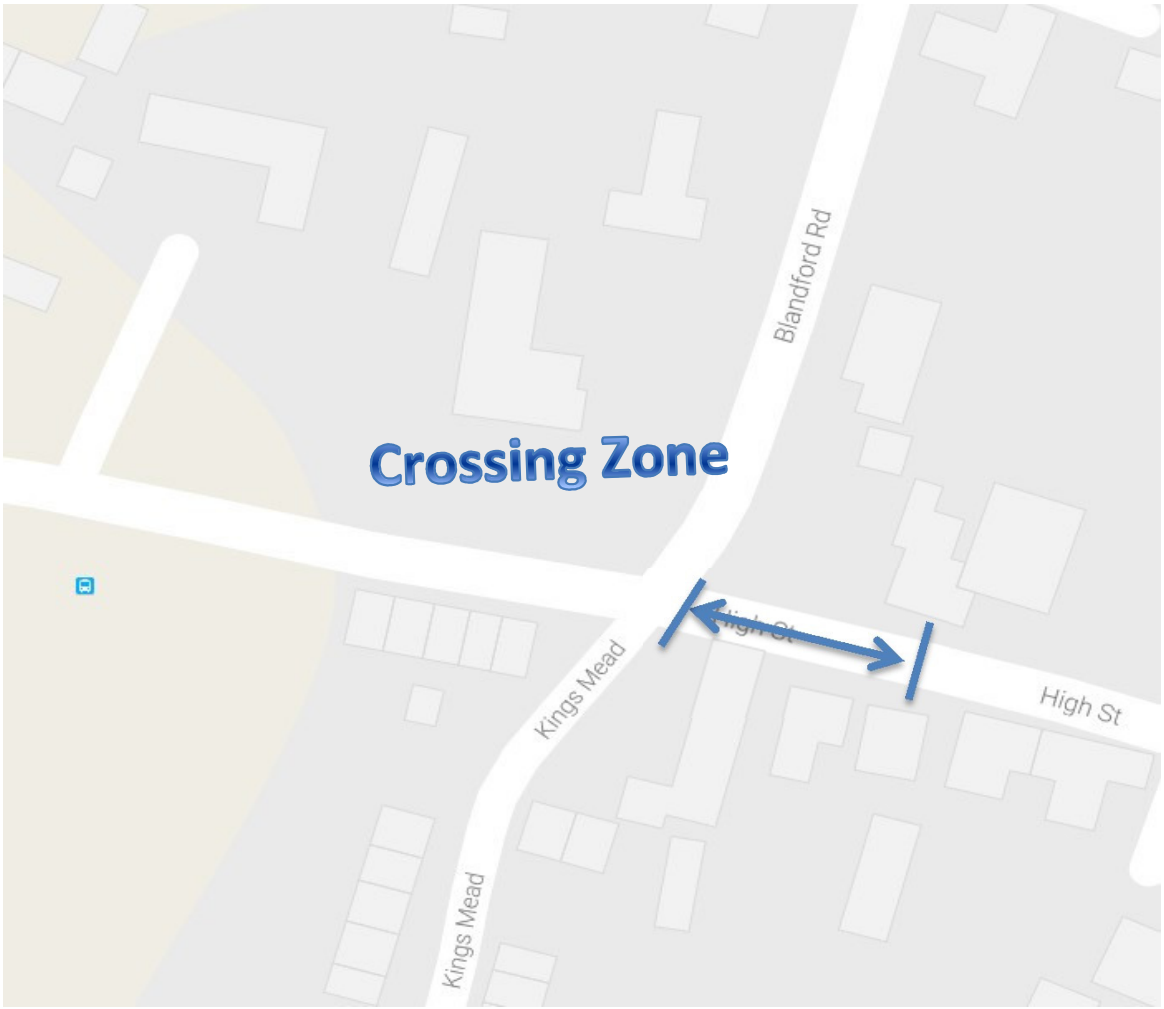
# PV2

**LOCATION** : High Street, Puddletown

| ROUTE | DESCRIPTION |
|---|---|
| C34 | East of signals |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| SURVEY DAY | : | Thursday | | | PROJECT No. | : | |
| DATE | : | 15/09/2016 | | | COUNT No. | : GRID REF | : TM 9999 J 102 |
| TIMES | : | 07:00-19:00 | | | | | 16140 |
| INTERVAL | : | 15 Minute | | | | | 375603094382 |
| WEATHER | : | Dry, Sunny and mild | | | CLIENT | : | Greg Pearce |
| SPEED | : | Dir1 | 24.5 mph | Dir2 | 25.5 mph | Comb | 24.9 mph |

PLAN :



# ADPV$^2$

**TM** **J102** **16140**

**Location:** **C34** **East of signals** **Day:** **Thursday**
**High Street, Puddletown** **Date:** **15/09/2016**

## ACCIDENT FACTOR

The accident factor (A) is derived from a formula using the number of pedestrian injury accidents (N) that have occurred within **50 metres** either side of the proposed crossing location during the last **3** years.

**Number of pedestrian injury accidents in last 3 years:** **0** (insert value, even if 0)

**A =** **1.0**

## DIFFICULTY FACTOR

The difficulty factor (D) is derived from a formula that varies according to the type of road, the speed limit and width of the road being assessed.

**Road type:** **Two way** **Speed at site:** **30mph** **Road width:** **6.8 m**

**D=** **0.93**

## FINAL EQUATION

The final ADPV$^2$ figure is derived by multiplying the Accident Factor with the Difficulty Factor and the weighted average PV$^2$ figure for the highest 4 hours.

**A =** **1.0** **D =** **0.93** **PV$^2$ =** **0.096**

**ADPV$^2$ = 0.09**

County Hall
Colliton Park
Dorchester

DT1 1XJ

Dorset County Council

Economy, Planning and Transport

# PV2

**LOCATION** : Kings Mead, Puddletown

| ROUTE | DESCRIPTION |
|---|---|
| D20683 | Kings Mead, Puddletown |

| | | | | | |
|---|---|---|---|---|---|
| SURVEY DAY | : | Thursday | PROJECT No. | : | TM 9999 J 102 |
| DATE | : | 15/09/2016 | COUNT No. | : | 16141 |
| TIMES | : | 07:00-19:00 | GRID REF | : | 375483094412 |
| INTERVAL | : | 15 Minute | | | |
| WEATHER | : | Dry, Sunny and mild | CLIENT | : | Greg Pearce |
| SPEED | : | SB 16 mph NB 15 mph | Comb | | 16 mph |

PLAN :

# ADPV²

**TM** **J102** **16141**

**Location:** **D20683** **Kings Mead, Puddletown** **Day:** **Thursday**
**Kings Mead, Puddletown** **Date:** **15/09/2016**

## ACCIDENT FACTOR

The accident factor (A) is derived from a formula using the number of pedestrian injury accidents (N) that have occurred within **50 metres** either side of the proposed crossing location during the last **3** years.

**Number of pedestrian injury accidents in last 3 years:** **0** (insert value, even if 0)

**A =** **1.0**

## DIFFICULTY FACTOR

The difficulty factor (D) is derived from a formula that varies according to the type of road, the speed limit and width of the road being assessed.

**Road type:** **Two way** **Speed at site:** **30mph** **Road width:** **6.4 m**

**D=** **0.88**

## FINAL EQUATION

The final ADPV² figure is derived by multiplying the Accident Factor with the Difficulty Factor and the weighted average PV² figure for the highest 4 hours.

**A =** **1.0** **D =** **0.88** **PV² =** **0.000**

**ADPV² =** **0.00**

County Hall
Colliton Park
Dorchester

DT1 1XJ

Dorset County Council

Economy, Planning and Transport

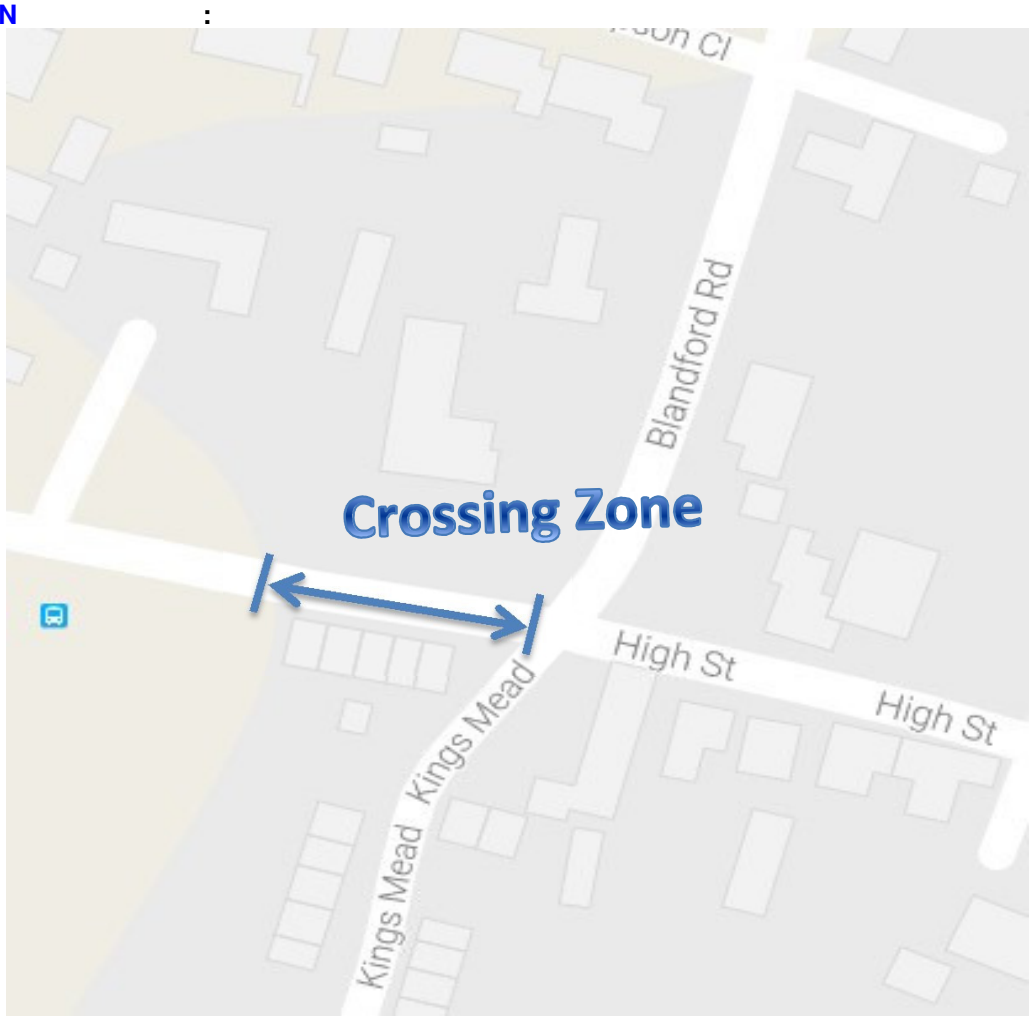
# PV2

**LOCATION** : Dorchester Road, Puddletown

| ROUTE | DESCRIPTION |
|---|---|
| C34 | Dorchester Road, Puddletown |

| | | | | | |
|---|---|---|---|---|---|
| SURVEY DAY | : | Thursday | PROJECT No. | : | TM 9999 J 102 |
| DATE | : | 15/09/2016 | COUNT No. | : | 16142 |
| TIMES | : | 07:00-19:00 | GRID REF | : | 3.75483E+11 |
| INTERVAL | : | 15 Minute | | | |
| WEATHER | : | Dry, Sunny and mild | CLIENT | : | Greg Pearce |
| SPEED | : | Dir1 29.3 mph | Dir2 33.8 mph | Comb | 32 mph |

PLAN :



# ADPV²

| | | | | |
|---|---|---|---|---|
| **TM** | **J102** | | | **16142** |
| **Location:** | **C34** | **Dorchester Road, Puddletown** | **Day:** | **Thursday** |
| | | **Dorchester Road, Puddletown** | **Date:** | **15/09/2016** |

## ACCIDENT FACTOR

The accident factor (A) is derived from a formula using the number of pedestrian injury accidents (N) that have occurred within **50 metres** either side of the proposed crossing location during the last **3** years.

**Number of pedestrian injury accidents in last 3 years:** **0** (insert value, even if 0)

**A =** **1.0**

## DIFFICULTY FACTOR

The difficulty factor (D) is derived from a formula that varies according to the type of road, the speed limit and width of the road being assessed.

**Road type:** **Two way** **Speed at site:** **30mph** **Road width:** **7.0 m**

**D=** **0.96**

## FINAL EQUATION

The final ADPV² figure is derived by multiplying the Accident Factor with the Difficulty Factor and the weighted average PV² figure for the highest 4 hours.

**A =** **1.0** **D =** **0.96** **PV² =** **0.019**

**ADPV² =** **0.02**

To go on Cothim.

# Puddletown Area Parish Council

*Parishes of Athelhampton, Burleston, Puddletown & Tolpuddle*
*Mrs Sarah Davies; Clerk to Puddletown Area Parish Council*
*25 Strodes Lane, Charlton Down, Dorchester, Dorset DT2 9UB*
*Tel: (01305) 263342 E-mail: puddletown@dorset-aptc.gov.uk*

**Helen Cardell**
Dorset Highways
Systems and ITS Team Manager - Data Team
Network Management Group
Dorset County Council
County Hall, Colliton Park
Dorchester
Dorset
DT1 1XJ



1st August 2016

Dear Helen

Further to our emails back in June, I am now writing on behalf of Puddletown Area Parish Council to formally request that consideration is given to the installation of a pedestrian light controlled crossing in Puddletown at the junction of the Blandford Road and the High Street.

Enclosed is a letter signed by over 350 parents and residents who are all concerned about the safety of the crossing especially as children have to cross the road to get to the First School. As you may be aware, the First School has moved from the centre of the village to the outskirts and children now have to cross the busy junction to get to school. A pedestrian crossing was installed near the site of the old First School but I don't know if the Traffic Order for that can be transferred to a new site?

I have enclosed a map showing the desired location. I also enclose a copy of the letter of support received from Oliver Letwin MP. The proposal also has the backing of our County Councillor, Andy Canning and our Community Highway Officer, Jack Daniels.

I look forward to hearing from you.

Yours sincerely

Sarah Davies
Clerk to Puddletown Area Parish Council

HOUSE OF COMMONS
LONDON SW1A 0AA
020 7219 3000

13th July 2016

**TO WHOM IT MAY CONCERN**

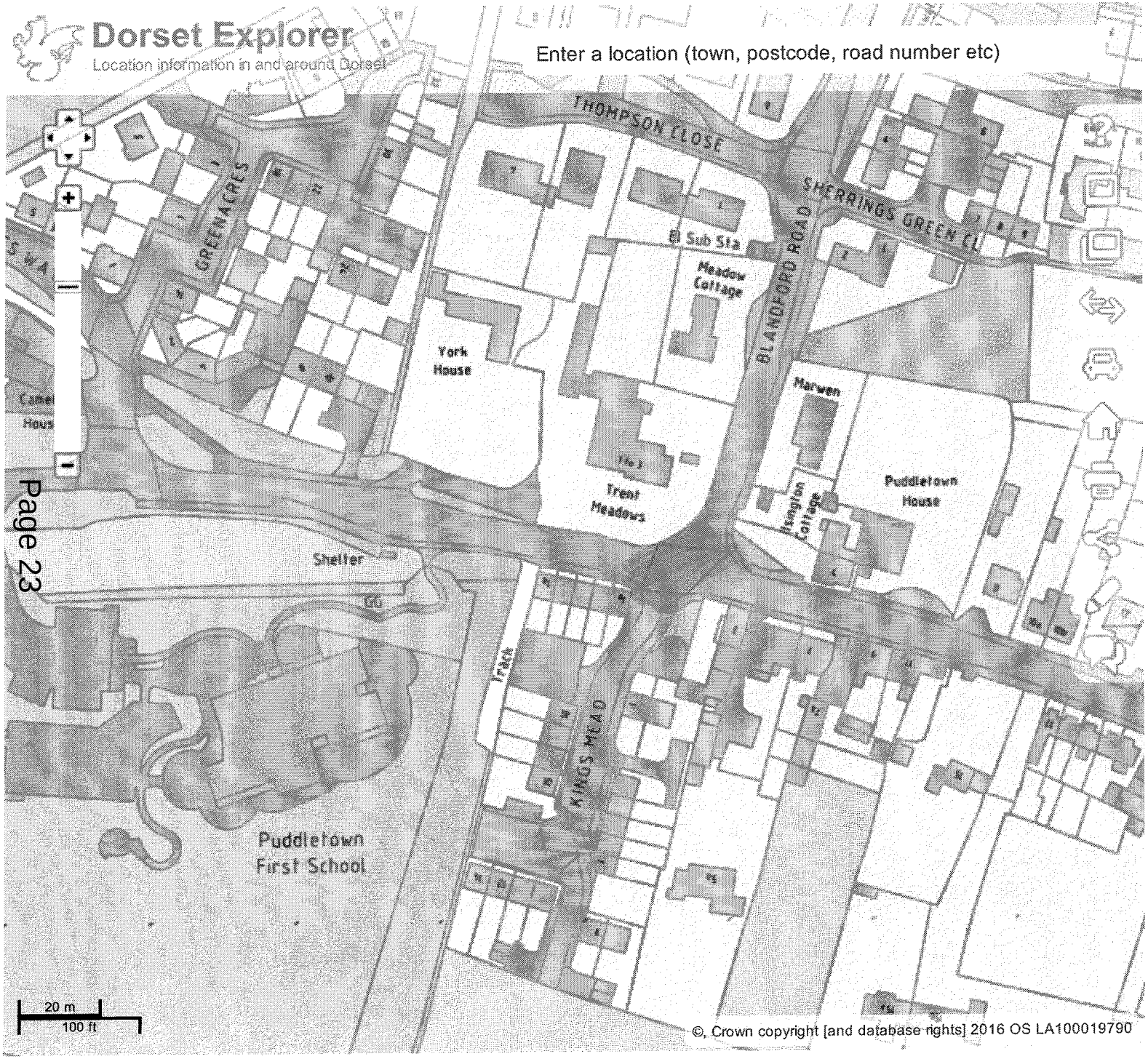
I have been approached by the Puddletown Area Parish Council who have received a petition from residents living in Puddletown concerning the safety of pedestrians crossing the High Street at the crossroads with Blandford Road. Residents feel that now the school has moved to its new location, the likelihood of an accident occurring at this set of traffic lights is now far greater.

As this crossing has no dedicated system for pedestrians, parents are often rushing their children over the road to get to the First School and the timed sequence of traffic lights leaves little time for elderly people to be able to cross in safety.

I am writing to support strongly the request being made by the Parish Council for a pelican crossing to be installed at this site.

Oliver Letwin

OLIVER LETWIN


Dorset Explorer
Location information in and around Dorset
Enter a location (town, postcode, road number etc)
THOMPSON CLOSE
SHERRINGS GREEN CL
BLANDFORD ROAD
GREENACRES
El Sub Sta
Meadow Cottage
York House
Marwen
Trent Meadows
Puddletown House
Anglian Cottage
Shelter
Track
KINGS MEAD
Puddletown First School
20 m
100 ft
©, Crown copyright [and database rights] 2016 OS LA100019790

6 The Sawmills
Styles Lane
Puddletown
Dorchester
Dorset
DT2 8SJ

06.06.2016

Dear Parish Council

I am writing to you as we need your help in dealing with a matter which needs the support of our local Parish Council.

Parents have become increasingly concerned about the safety of pedestrians who use Puddletown High Street to cross the road. This has become more of an issue since the first school was moved to its new location. We need to prevent a serious accident before it occurs. Many parents and children cross at the High Street at the traffic lights on the crossroads. As these lights are not pedestrianised, parents often find themselves rushing children across between light changes and due to the blind nature of the corner into Blandford road this is unpredictable and dangerous.

As I am sure is appreciated, not all traffic obeys the traffic light commands, increasing the random nature of crossing and the potential for a serious accident. We would therefore like to propose that a pelican crossing, (a pedestrian light controlled crossing) is installed at the traffic lights on the High Street.

However it's not just the very young that we are concerned about, it's also the older children who are able to walk around the village without parental control and also the elderly who may take longer to cross the road than someone more active.

I have also spoken to the people who drive through the village and they have said how concerned they are when driving through the village that one day they could witness or cause an awful accident. It was most apparent when collecting the signatures that people felt very strongly that something needs to be done in order to make the roads safer in Puddletown.

It has also been suggested that it would be a good idea to have more signs put in the right place warning drivers they are approaching a school, and that it would also be helpful to have road markings to help drives slowdown in time or even change the speed limit to 20!

We would appreciate your support in this matter and I enclose our petition which holds 354 signatures.

Thank you for taking the time to read this letter and hope that you will help me in this worthy cause.

Kind regards.

Anna McKay-Smith