



Meeting: Petition Panel
Time: 10.00 am
Date: Thursday, 19 January 2017
Venue: Conservative Group Office (S3.3), County Hall, Colliton Park, Dorchester, DT11 1XJ

Peter Finney
Andrew Cattaway
David Mannings

David Walsh
Barrie Cooper

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:
11 January 2017

1. **Apologies**

To receive any apologies for absence.

2. **Petition - (Application for 30 MPH Speed Limit - Milton on Stour with additional signage)**

3 - 38

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

19 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 – Request for reduced speeds limits and a review of warning signs

- 2.1 The County Council received a petition organised by Ms P Haywood on 30 November 2016. This reads as follows:

Following the recent accident on February 17th [2016] and numerous previous accidents, we feel strongly that the safety of village residents, church goers and families attending Milton School is severely compromised by the excessive speed of traffic passing through the village on the B3092.

We urge the council to implement the following safety measures as a matter of priority:

- 1) *A reduction of the speed limit on the B3092 through the village to 30mph*
- 2) *Create a safe walkway along Post Office Road and a continuation of the cycle path to the church, to enable roadside walking.*
- 3) *To review and upgrade signage warning of junctions and various hazards*

Please note – A footway on Post Office Road is under investigation and therefore will not be included within this report.

Also, it is understood that Milton on Stour CE VA Primary School are preparing a separate petition so the points raised within the letter at Appendix 12 of the petition report (Appendix A) taken to Gillingham Town Council will not be covered in this report.

- 2.2 As this petition contains more than 50 signatures, the Panel are invited to note and discuss.
- 2.3 This petition contains 341 signatures.
- 2.4 A copy of the petition report submitted to Gillingham Town Council can be found at Appendix A.

Gillingham Town Council agreed to support this petition. Appendix B is an email from Clare Ratcliffe, Deputy Clerk for Gillingham Town Council which includes a summary of the discussion of this petition at Gillingham Town Council's Full Council meeting on 28 November 2016.
- 2.5 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.

2.6 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 map can be found at Appendix C which shows the extent of existing speed limits and warning signs on the roads within Milton on Stour.

The petition includes a detailed review of the concerns and the layout of the road(s) at Milton on Stour, a copy of the petition submission to Gillingham Town Council is at Appendix A.

3.2 Traffic survey data is available for Post Office Road and the B3092. The location of these survey are shown on the map at Appendix C. The details and implications of these surveys will be discussed later.

3.3 The County Council adopts Department for Transport guidelines for setting speed limits as policy. There are various criteria that need to be satisfied in order for a speed limit to be reduced. In short, speed limits should be set at a level that is 'self-enforcing'.

3.4 The speed of traffic is an important consideration when reviewing speed limits. Speeds should be close to the requested/proposed lower limit in order for it to be 'self-enforcing'. Setting a speed limit significantly lower than the typical vehicle speeds would likely result in greater conflict and not be adhered to consistently.

3.5 **The petition requests that the speed limit on the B3092** is reduced from 40mph to 30mph. A speed survey conducted on the B3092 in March 2016 showed that speeds were close to the existing 40mph limit.

The 85th percentile speed was 44.7mph and the mean average was 39.5.

The above speeds suggest that the existing 40mph is appropriate.

3.6 Reducing a speed limit in isolation does not significantly reduce traffic speeds. Drivers typically drive to the prevailing conditions and if a speed limit is set artificially low it can lead to greater levels of conflict and therefore increased likelihood of collisions; levels of tailgating and overtaking would be expected to increase if the speed limit on the B3092 were to be reduced to 30mph.

3.7 The speed survey revealed that there were a minority of drivers choosing to drive notably higher than the 40mph on the B3092. Improved forewarning of the 40mph would be a cost effective way of raising the profile of the 40mph limit and would help to encourage improved adherence to the existing limit.

Petition – Request for reduced speed limits and a review of warning sign – Milton on Stour

- 3.8 A request could be made to Dorset Road Safe for enforcement of the existing 40mph limit on the B3092. This would be dependent upon there being a suitable location for the camera van.
- 3.9 The collision history included within the petition has been reviewed alongside collision data available to the County Council.

Collision data available to the County Council is provided and validated by Dorset Police. It includes collisions that occurred on public highway reported to the police that resulted in personal injury to any person(s) involved.

It is accepted that this data is not the complete picture of collisions that have occurred however, it is the most robust and reliable data available to the County Council.

Records are available from 1 January 1998 to 31 August 2016. The area analysed for this report including the location of collisions can be found at Appendix D.

A total of 19 collisions have been reported on the B3092 at Milton on Stour. The most recent occurring in October 2015.

The collisions show a mix of circumstances. The majority are single vehicle loss of control outside of school run times or away from the School/Church site and some due to a poor manoeuvre to/from and side road junctions. The details of the collisions cannot be included within this report for data protection reasons. A summary will be provided at the petition panel meeting.

An overview of the collisions can be found at Appendix E.

Two Vehicle Activated Signs (VAS) were installed in May 2008. These signs flash a '40' roundel when vehicles speeds are in excess of 40mph. Since these signs were installed, the number of injury collisions on the B3092 has decreased.

Additional forewarning of the 40mph for southbound traffic could also be achieved through additional road markings and roundels painted on the road surface. The cost of these measures is relatively low and relatively quick to turn around.

Please note that during winter months lining work tends to reduce as the roads need to be dry and free from salt/grit.

It has been observed that there are no village 'name plates' at the point at which the 40mph limit begins on the B3092 north of the School/Church at Milton on Stour. Whilst the 40mph is not the boundary of Milton on Stour a name plate may help to reinforce the reason/purpose for the 40mph limit.

- 3.10 The VAS cited on the B3092 north of Post Office Road was taken out of action due to the theft of the solar panels used to power the sign. These panels were repaired in the middle of December 2016 and the VAS is operational again. It is not known how long the VAS was out of action for.

Being more up to date the newly installed solar panels will provide a better charge to the VAS batteries.

- 3.11 The VAS located on the B3092 south of Post Office Road has been queried as being intermittent. This is due to the way it is powered. This VAS has solar panels and a wind turbine, however, only the solar panels are being used. The wind turbine has been fixed as the noise generated was creating an issue for residents in the adjacent property.

3.12 Consideration could be given to replacing the solar panels on the VAS sign south of Post Office Road. Modern solar panels are more efficient than the current ones installed so could improve the reported intermittent operation of the VAS. The cost of this would be in the region of £1,500.

3.13 The petition report mentions concerns regarding crossing the B3092 from Milton on Stour to access the both the school and church.

A formal survey could be conducted to see if the basic criteria for a formal crossing is met. However, observations suggest that it would not meet the criteria.

3.14 **Post Office Road** can be treated differently than the B3092 as its use is different.

Post Office Road in isolation does not meet the criteria for a 30mph limit. However, if it is considered as part of the wider area i.e. an extension of the existing 30mph in Milton on Stour then a 30mph could be supported.

3.15 Unfortunately, whilst a 30mph limit on Post Office Road could be supported it is important to recognise that it would not rank highly against the existing requests for a new/amended Traffic Regulation Order.

There are over 200 individual requests for a new/amended TRO across the County Council area.

There is only budget to complete 20 requests during 2017/18.

If a 30mph limit for Post Office Road were to be included within the speed limit programme it is not possible to commit to when it would be implemented.

3.16 Two speed surveys were conducted on Post Office Road in November 2009.

Site A revealed an 85thile speed of 33.6mph and a mean average speed of 28.6mph.

Site B revealed an 85thile speed of 33.6mph and a mean average speed of 28.3mph.

Locations of these surveys can be found on the map at Appendix C.

It is accepted that there will have been a minority of vehicles travelling faster than the speeds mentioned above however, those drivers would not likely adjust their speed if the speed limit was reduced. This is based on Department for Transport guidance that the County Council adopts as policy.

These surveys suggest that the majority of drivers are driving according the prevailing conditions so a reduced speed limit of 30mph, whilst being appropriate would not likely result in a notable change in the way drivers use the road.

It is accepted that the speed surveys on Post Office Road may not be representative of traffic speeds now. A new survey could be considered.

Speed management measures such as signing and lining could be considered in key areas in a bid to address concerns regarding speed on Post Office Road.

Improved forewarning of the start of the 40mph on Post Office Road could be considered.

This could be achieved through signing and lining. A village name plate similar to the one that is in place at the beginning of the 30mph at the southern end of the village (see Appendix C) would be a reasonable consideration.

- 3.17 **Kendalls Lane** could be treated in a similar way to Post Office Road. Despite this road not meeting the criteria for a 30mph in isolation it could be considered as part of the wider area.

Unfortunately, the same situation applies to Kendalls Lane as for Post Office Road. It would not rank highly against the existing requests. It is not possible to commit to when it would be implemented.

No speed survey data is available for Kendalls Lane. Observations suggest that the layout of Kendalls Lane would encourage speeds much lower than the national speed limit of 60mph. A reduced limit, whilst appropriate would not likely result in a notable change in the way drivers use the road.

- 3.18 Signage that is obscured throughout Milton on Stour should be cleared of vegetation. Arrangements can be made for this work to take place via the Community Highways Team.

- 3.19 A general review of signing on all roads in Milton on Stour could be considered.

Additional signing could be considered to raise awareness of side road junctions such as School Lane and the exit from Milton on Stour CE VA School.

It is important to note that as there are already a notable number of warning signs already in place some may have to be removed if new signs are to be installed. Too many signs lessen their impact as drivers can become 'sign blind'.

It is important that the most prevalent potential hazards are the ones that are signed in order to achieve the greatest impact.

4. Next Steps

- 4.1 The Panel is invited to note the receipt of this petition and decide how to respond to it, possible options are available in paragraph 2.5.
- 4.2 A request could be made for Dorset Road Safe to conduct enforcement at specific times. Visits would have to be programmed alongside other enforcement in the area. This would be dependent upon there being a suitable location.
- 4.3 Review all existing signing and refresh/upgrade where appropriate.
- 4.4 Improve forewarning of existing 40mph limits.
- 4.5 Consider upgrading the solar panel on the '40' VAS on the B3092 to the south of Milton on Stour.
- 4.6 Consider undertaking new speed surveys on Post Office Road in order to assess existing traffic speed.
- 4.7 Cost implications will have to be considered. Whilst the cost of possible options is relatively low, all the measures suggested in this report combined would result in a not insignificant cost.

Petition – Request for reduced speed limits and a review of warning sign – Milton on Stour

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

January 2017

MILTON ON STOUR ROAD SAFETY

for submission to Gillingham Town Council

Application for a 30mph Speed Limit through Milton on Stour with additional Road Signage

Introduction

- 1 This application is made on behalf of the residents of Milton on Stour (MoS) and for the general safety of the public in the village.
- 2 The application arises from the number of accidents in the village and the increase in traffic volume and speed through the village on the road between Gillingham and Mere and also along Post Office Road/Martins Lane between MoS and Bourton. Pedestrian safety is of especial importance.
- 3 The application is for a 30mph limit to be introduced throughout the whole village settlement area and for substantial safety signage on the approach roads to the village.

Suitability

- 4 At present the road from Mere to Gillingham has a 50mph limit, which reverts to the national speed limit of 60mph at the Wiltshire/Dorset boundary just yards north of the first sign indicating to motorists that they are entering MoS. This reduces to 40mph after a series of bends by Spickett's Bridge. This speed limit continues through the village on a winding road past a youth facility (in plan), a church for which there are plans to use it as a community facility/village hall (Appendix 10), a school and several houses until there is a 30mph speed limit imposed at the edge of Gillingham town.

The road from Bourton along Martins Lane has a 40mph limit as it approaches the more densely populated area of MoS but arrives at a blind corner at The Forge Garage without any notice and continues along Post Office Road which has residential density comparable to parts of town. (see Appendix 7).

- 5 The applicants hereby request that all 40mph limits be reduced to 30mph, including Kendall's Lane which is currently derestricted.
- 6 The applicants consider that the introduction of these limits would have minimal effect on the journey times of the traffic to Gillingham from either Mere or Bourton and vice versa (less than a minute).
- 7 The draft Gillingham Neighbourhood Plan clause 9.14 (Appendix 3) covers "alternative pedestrian and cycle links" which clearly show Post Office Road as being a route for pedestrians and cyclists and, without paths and cycle tracks on this road, it must be considered hazardous.

Local Activity in the Area

- 8 The Forge Garage is the central point of the village from which Post Office Road leads to the school, the church and the cycle track/path on the east side of the road to Gillingham (Appendix 1). To get from one to the other pedestrians/cyclists have to cross over both the Gillingham to Mere Road and Martins Lane/Post Office Road, with traffic doing (and often

exceeding) 40mph and the latter with a blind corner as well. The cycle track/path itself is a much-exploited asset, appreciated by all who use it.

- 9 Post Office Road has no footpath; members of the Village Committee are currently reviewing the possibility of a footpath being installed along this road.
- 10 Given the minimal public transport and the need for some households to have more than one car, there is a lack of parking space in some parts of the village and Post Office Road has become a place for on-street parking for the residents who live alongside, which makes the remaining single lane traffic even more dangerous at 40mph (see Appendix 4).
- 11 School numbers have risen from 115 in 2009 to 145 now. 6 school children and their parents have to undertake this treacherous route and crossing two to four times per day.

Development over time

- 12 The village has developed from almost entirely farming many years ago to a fully residential and modern farming community today. In addition to parked cars, there are tractors with trailers that are now 8ft wide and take up more than half the road. Apart from the “on street parking”, which is not officially recognised, there are no other traffic calming features.

The village shop has now closed (1st Oct 2016) which means that villagers are making more journeys to Gillingham to do their shopping.

- 13 Since speed limits were introduced in the village around 18 years ago, Gillingham has greatly expanded, with new housing estates and industrial areas. The Gillingham Development Plan explains that the town is only 4 miles from the A303 and, with the further growth envisaged, all of the north-bound traffic will pass through MoS.

Accidents and Danger Spots

- 14 A list of recent accidents in the village is shown in Appendix 5. Excess speed is indicated as the cause of many of them. Appendix 11 shows results of a SID in the village. Given the volume and speeds of traffic, it is only a matter of time before further accidents happen unless these proposals are addressed.
- 15 At Spickett’s Bridge (Appendix 6), north of MoS, there is a blind corner that is seriously dangerous when taken at anything over 30mph. Warning signage is currently grossly insufficient and needs upgrading.
- 16 Going south from Spickett’s Bridge, after 220yds, there is a small turning left into a lane to the school (School Lane); this becomes one-way during school arrival and departure times. This is an informal arrangement which works extremely well most of the time although there has been at least one accident resulting from incorrect assumptions. Traffic leaves the school by the school’s exit road south of the playing field. School Lane residents are permitted to use this exit road at these times. Although the school exit is marked “No Entry”, in practice it is used occasionally by both cars and lorries. At other times of day, it is extremely difficult for vehicles to turn out of School Lane either left towards Gillingham or right towards Mere; this is due to a lack of visibility and the speed of traffic.
- 17 Coming from Bourton, there is also a blind corner by The Forge Garage. In advance of the corner there is a 40mph sign then, after just 30yds before the corner, it still remains totally blind (see Appendix 7). Anyone knowing the terrain would almost certainly take this corner at 25 mph or less.

18 Walking along Post Office Road to the school, church or cycle track/path, pedestrians and cyclists have to cross the Gillingham to Mere road with no fixed or indicated crossing points. Crossing this road is highly dangerous due to the blind bend and speed of traffic and especially hazardous for young children crossing to their school and the elderly crossing to the church. There is limited signage for approaching traffic so drivers would not be expecting to see pedestrians.

Signage

19 The applicants consider the signage from Bourton, Mere and Gillingham to be wholly inadequate. From Bourton there is a blind corner (Appendix 7); from Mere the 40mph sign is frequently overgrown and illegible (Appendix 8). There is a speed camera sign but no camera, a cow sign and a 40mph sign, all of which are totally obscured by hedging for much of the year. There is also a SID (speed indication device) which does not function. Thus, there is no visible indication that vehicles should be reducing their speed below 60mph.

20 From the Gillingham end, there is a 40mph sign and then an unreliable solar and wind powered SID advising drivers if they are exceeding the speed limit as they approach the school. This is clear, if it is working, but does not indicate possible pedestrians crossing nor does it give vehicles sufficient braking time.

SID
FAS

21 However, on entering the village from Wyke there is a perfect example of the sort of sign that should be shown on each of the other three roads to the built up area of the village as described above (see Appendix 9); this should be copied.

22. SLOW signs and/or 30 in roundels painted on the road would certainly help, especially when the hedges and verges are overgrown –as is usually the case.

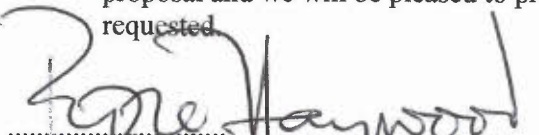
Opinion

23 This application follows a petition of the residents which resulted in 341 signatories being in favour of a 30 mph limit within the village; none of those questioned declined to sign.

Summary

24 As detailed above, the applicants on behalf of MoS believe that significant safety benefits would result from: a) reducing all 40mph speed limits to 30mph, and b) the installation of clear and improved road signage.

25 The residents of MoS hope that Gillingham Town Council will look favourably on this proposal and we will be pleased to provide further information or to assist in any way requested.


.....
For the Village Committee
On behalf of the residents of Milton on Stour

(PIPPA HAYWOOD)

[NB There is some historical confusion re road numbers on maps and on the internet. In the 2009 Village Plan which has been adopted by the council, it states: “The main road is the B3092/B3095 from Gillingham which splits into the B3092 to Bourton and the B3095 to Mere”. Google Maps and road signage in Mere do not agree. Hence we have tried not to use these road names to avoid any misunderstanding.]

Examples of local roads with 30mph limit where layout or conditions are comparable to the subject of this application:

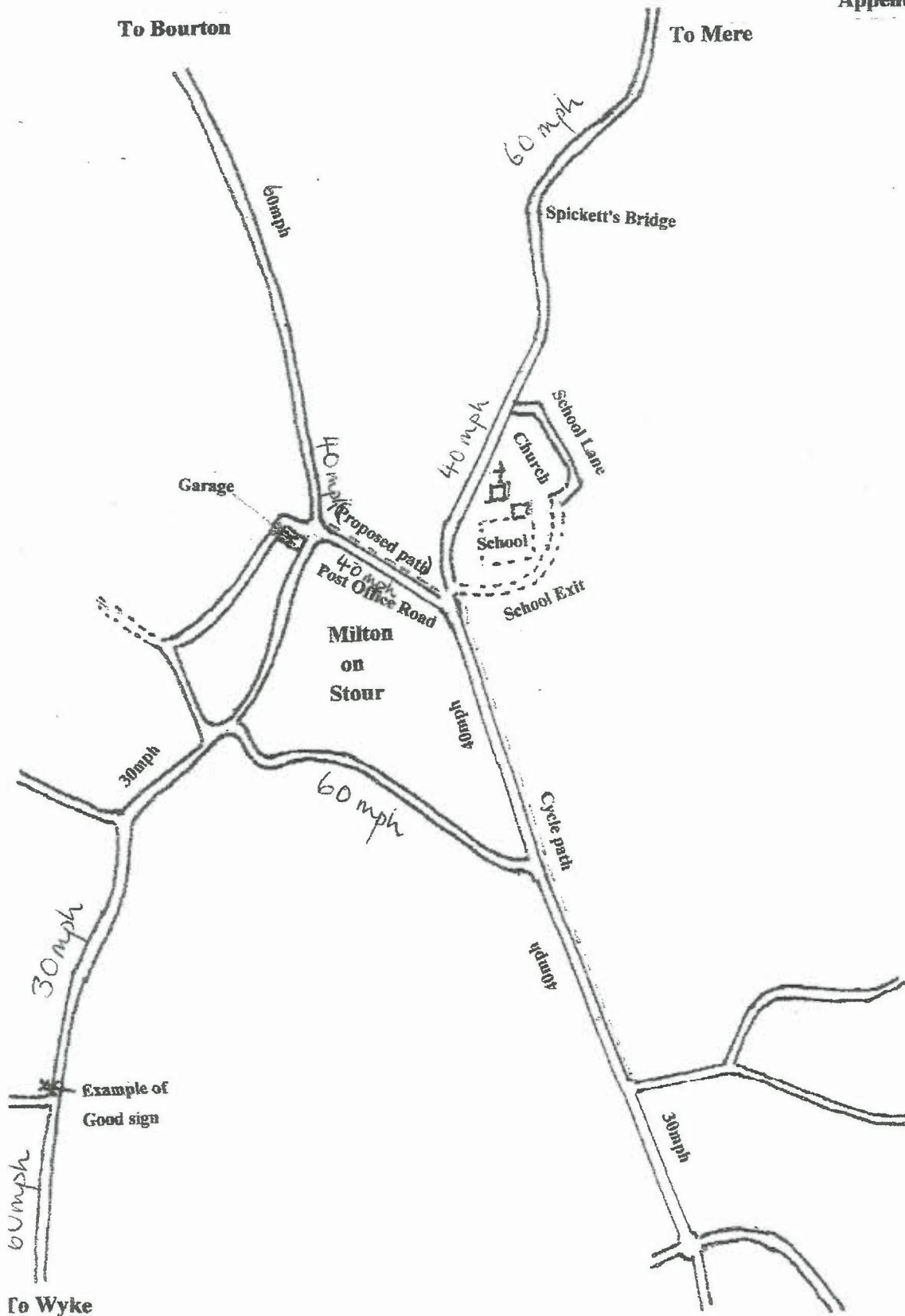
- B3081 Cann Common
- Wavering Lane West, Slaughtergate, Gillingham
- Motcombe
- A350 Compton Abbas

Appendices

1. Existing speed limits
2. Requested speed limits
3. Extract from Draft Gillingham Neighbourhood Plan
4. On-street parking on Post Office Road
5. List of Road Traffic Accidents in MoS
6. Spickett's Bridge
7. Blind corner at The Forge Garage
8. Unclear 40mph sign coming from Mere
9. Example of good signage from the Wyke road
10. Statement from Churchwarden
11. Data from traffic speed survey from SID for week of 18 March 2016. (This data will be available from Cllr Belinda Ridout)
12. Supporting statement from Milton on Stour Primary School: this is in fact a copy of a letter from the School to Rob Camp supporting many of our points but also asking for a 20mph speed limit at school drop off and collection times. We are not requesting this 20mph limit in our application. We are also not at this time requesting a footpath along Post Office Road; discussions are ongoing.
13. Sketch map showing some locations most prone to RTAs. Each * shows where one or more accidents has happened.
14. Sketch map showing housing density plus School, Church, Hotel and proposed Scout Hut within in the area of the application

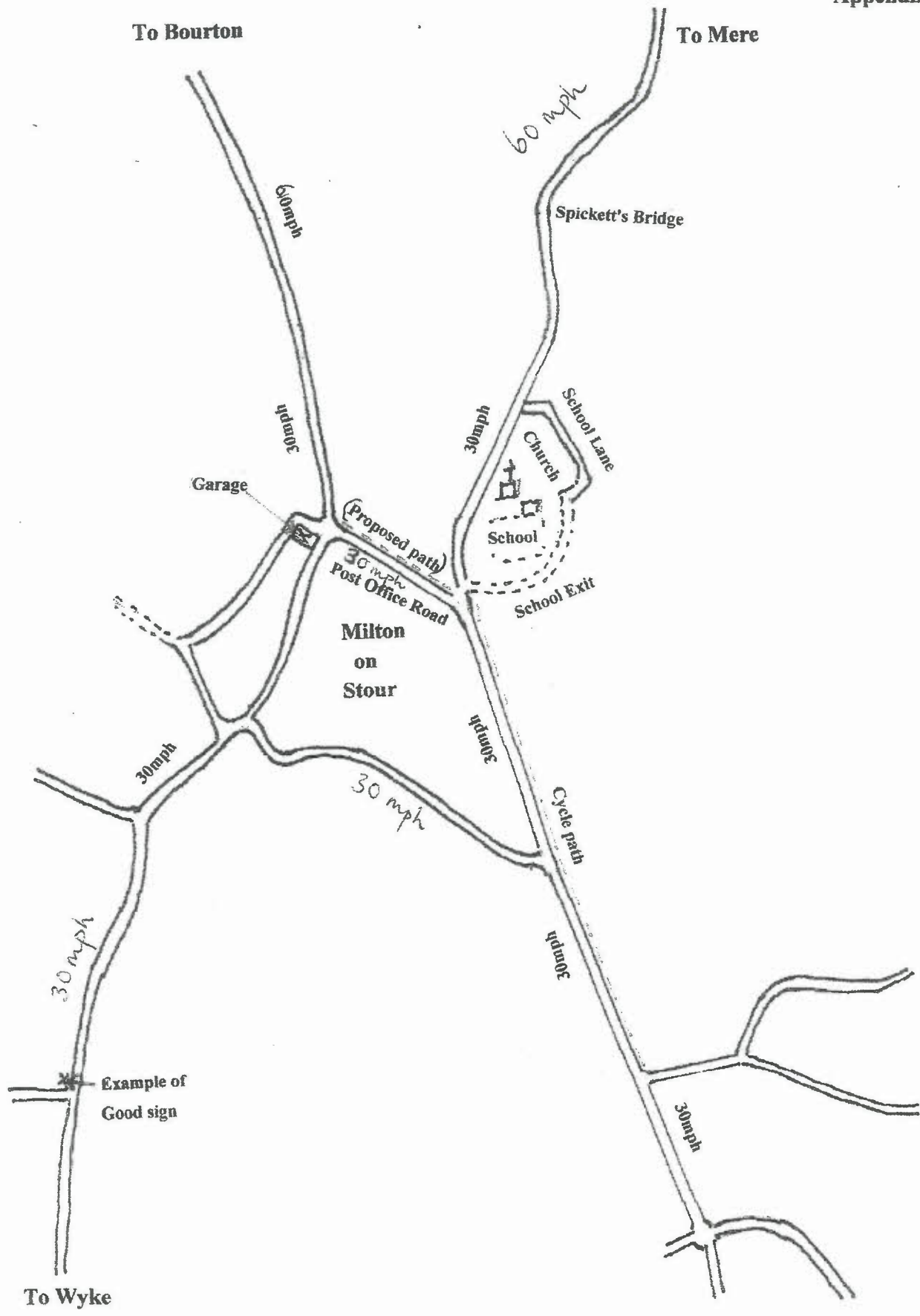
To Bourton

To Mere



To Bourton

To Mere



will work with the local landowners and the County Council to bring these new or improved routes forward, potentially using some of the infrastructure funds for this purpose.

9.14. A few of the rural links (as asterisked in the key*) lie partly outside the Neighbourhood Plan area, and proposals for such routes cannot therefore be specified in this plan. However they are shown as aspirations in terms of the completeness of the network, and it is hoped that these may be developed through joint working with those parishes. This includes part of the eastern perimeter link (in the area of King’s Court Palace), and wider routes linking with Motcombe and Madjeston.

Figure 9.3 Key footpath / cycle network

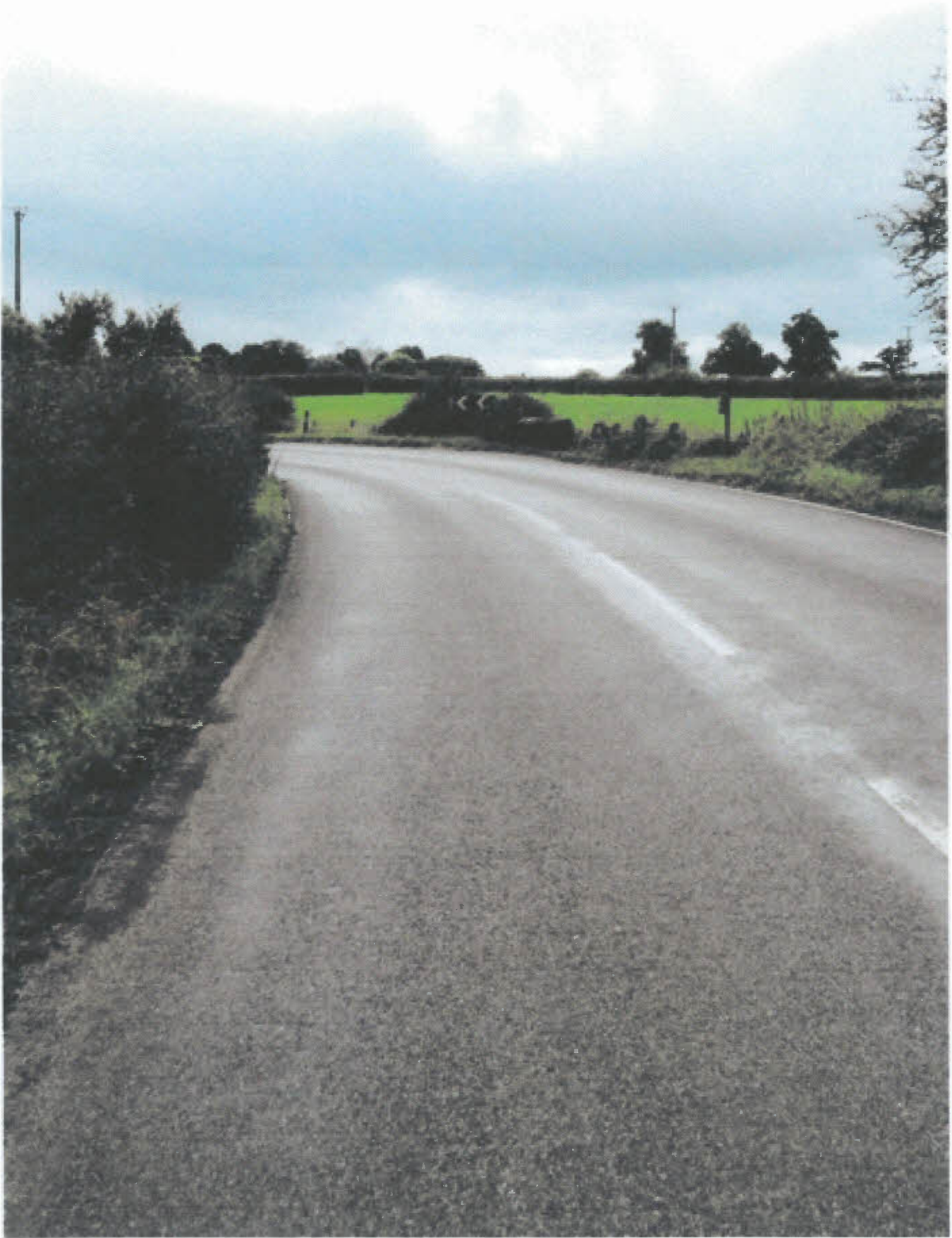




Appendix 5
Milton on Stour Road Traffic Accidents and Incidents

17/01/2005	Mapperton Hill	2 vehicles serious	Crash Map (CM)
18/01/2005	Near church	2 vehicles	CM
13/12/2005	Near school	1 vehicle	CM
14/12/2005	Mapperton Hill	2 vehicles	CM
29/03/2006	Spickett's Bridge	2 vehicles	CM
28/08/2006	Mapperton Hill	1 vehicle	CM
30/06/2008	Near school	2 vehicles	CM
29/12/2008	Mapperton Hill near Rope Farm	1 vehicle fatal	CM
15/04/2009	Junction Kendalls Lane/Main Road	2 vehicles	CM
10/02/2010	South of War Memorial opposite Milton Leigh House	1 vehicle	C Eastlake
12/02/2010	North of Kendalls Lane	1 vehicle	CM
05/05/2011	By church	2 vehicles	police
03/07/2011	By Milton Lodge	1 vehicle	police
31/10/2011	Near school and church	1 vehicle	police and CM
11/11/2011	Spickett's Cottage	1 vehicle	CM
19/11/2011	Mapperton Hill	1 vehicle serious	CM
10/03/2012	Spickett's Farm	1 vehicle	police
06/12/2012	By school	2 vehicles	police
24/01/2013	War Memorial hit by vehicle	1 vehicle	police
19/02/2013	Outside hotel	car and motor bike	police
21/02/2013	In village	1 vehicle	police
02/07/2013	Spickett's Bridge	2 vehicles	CM
01/05/2014	School Lane at junction with main road	2 vehicles head on	police and PH
01/01/2015	Mapperton Hill	1 vehicle serious	CM
15/05/2015	Opposite School	2 vehicles	police
25/10/2015	Graveyard	1 vehicle	police
17/02/2016	West side of road opposite school, car demolished telegraph pole	1 vehicle	PH EH UG BT et al
27/08/2016	East side of road opposite school	1 vehicle left scene	UG

This is by no means an exhaustive list of RTAs and incidents.









Appendix 10
Statement from Churchwardens

To whom it may concern,

We are writing in support of the traffic-calming in Milton on Stour.

St. Simon & St. Jude's Church in Milton on Stour is in the process of "re-ordering". In lay terms this means making the floor safe, re-doing the heating and re-wiring the electricity, and installing a W.C. It also entails removing the rear pews and putting in chairs, so that the Church can be used for Concerts, Clubs and by the Church School (next to the Church), as well as for Church Services.

If everything goes according to plan, the Church will be ready by the Summer of 2017. Needless to say, there will be many more cars using the road.

There are 145 children on roll at Milton School at the moment and already the traffic problem is bad.

Over the last 20 years there have been many accidents on that stretch of road. The worst one completely demolished the lych-gate at the Church.

Traffic-calming and a 30 m.p.h. speed limit should be put in place as soon as possible, before there is a fatal accident.

Yours sincerely,



Wendy Braithwaite

Su Hunt

Appendix 11

Data obtained from SID installed in Milton on Stour for a week in March 2016.
Full details obtainable from Cllr Belinda Ridout Traffic Management.

The following is an extract from the notes of the Traffic Management Working Party meeting Thursday, 14th April, 2016 - 6.00pm in the Jubilee Room, Town Hall Gillingham (as published on GTC website)

B3092 traffic calming- Milton-on-Stour

Speed survey - BR gave a summary of the survey results, conducted in March between the exit and entrance to Milton on Stour Primary School on the B3092:

Between Monday 14th and Sunday 20th March 2016:

Southbound to Gillingham: 7 day average volume: 2099: 39.2% over 40mph Northbound to A303: 7 day average volume: 2287: 39.8% over 40mph

Noted that from Monday 14th March to Friday 18th March, between 8am - 9am and 3pm-5pm, of the 2986 vehicles: 1147 travelling 40mph or above, 63 of which were above 50mph.



MILTON-ON-STOUR CE VA PRIMARY SCHOOL



Milton-on-Stour Gillingham Dorset SP8 5QD

Telephone: (01747) 822588 Fax: (01747) 826648

E-mail: office@milton.dorset.sch.uk

Headteacher: Matthew Barge BEd (Hons) NPQH



Rob Camp
Senior Supervisor Technician (Safety) Transport Planning
Environment & Economy
County Hall
Dorchester
DT1 1XJ
24.10.16

Dear Mr Camp

B3092 SPEED RESTRICTION IMPROVEMENTS MILTON-ON-STOUR PRIMARY SCHOOL, GILLINGHAM, DORSET, SP8 5QD ROAD SAFETY CAMPAIGN

To ensure the road safety of Milton Primary School's children, staff and visitors the Governors and School Management Team of Milton Primary School are formally requesting the following urgently needed road improvements:

1. A 30mph speed limit on the B3092 as it passes the school exit and entrance.

This request requires the replacement of the existing 40 mph speed limit currently effective on the B3092 past the school. The change from 40mph to 30mph would commence at the present 40mph northbound restriction sign just past the Bubl Shop premises at Peacemarch on the Gillingham side of the school and continue to the present de-restriction sign northbound on the B3092 towards Mere past the school entrance road via School Lane.

2. Temporary speed limits of 20mph imposed at these times as follows:

Weekday mornings when children, staff and parents enter school premises:	08.00 to 09.15
Weekday afternoons when children, staff and parents leave the school:	15.15 to 16.00

(a) This 20mph speed limit to be imposed from the current Northbound 40mph flashing sign on the Gillingham side of the school.

(b) To be de-restricted after the right-hand bend following the last building on the left-hand side of the B3092 past School Lane travelling Northbound towards Mere.

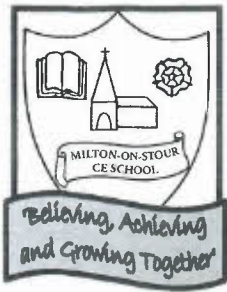
(c) This 20mph speed limit also to be imposed on the Southbound side of the B3092 at the present 40mph flashing sign on the Mere side of School Lane.

(d) The Southbound 20mph de-restriction sign to be located opposite the Northbound 40mph flashing sign on the Gillingham side of the school.

This 20mph speed limit to be operational only during school term times.

- 3. A safe pedestrian crossing** from the Milton Village side of the B3092 to the protected cycle/footpath on the school side of the B3092 for the use of schoolchildren and their parents/carers, totalling 6 children and their families, about 14/15 people, from Milton Village walking and returning twice daily down an extremely hazardous road at busy times for fast moving traffic. This crossing is also required for the safe use of other Milton Village residents needing to use the protected cycleway/footpath who may wish to walk or cycle to Gillingham Town or to the GP Practice at Peacemarch. Access to this crossing from Milton Village needs to be provided, a protected pavement running alongside Post Office Road. Currently the Post Office road is without pavements, presenting a constant hazard for all pedestrians.

Milton-on-Stour Primary School Governors and Staff are aware of and fully support the separate submission of the Milton Village Committee to Dorset County Council Traffic Management regarding the provision of pavements, pedestrian crossing on the B3092 and a reduction in the B3092 speed restriction of 40mph to 30mph, also including other road safety issues that they have had to cope with and repeatedly raised for a considerable length of time.



Milton Primary School has continued to work with and for its students and their parents.

- Working together with Gillingham Town Council on matters of road safety.
- Newsletter reminders to parents reference proper parking and the use of cars when bringing children to school.
- The area at the school road exit to the B3092 now has yellow hatch markings providing a clear 'No Parking' zone jointly funded by the school and Gillingham Town Council.
- Walking buses have been tried but these have not proved popular with parents who take their children to school prior to going on to work
- Working with Gillingham Town Council to successfully achieve the provision of a centre reservation to facilitate the safe crossing of the B3092 for pedestrians and school children on the school side of the Peacemarth roundabout.
- Working with the County Traffic Management Dept., to successfully obtain a 7 day Automatic Traffic Count in March of this year to provide evidence of the need for a lower speed limit on the B3092.
- Arranging with the County Council a cycle safety event for school pupils.

The school takes its practical responsibilities regarding the safety of pupils, staff, parents/carers and visitors very seriously and constantly works to improve the safety of all involved with its operation, particularly in the area of Road Safety.

Milton Primary School Governing Body and Management Team are very seriously concerned regarding the road safety of the children who attend the school, their parents, staff who work at the school and school visitors. The B3092, presently controlled by a 40mph speed limit as it passes the school exit, the Post Office Road and the School Lane which is the school entrance road, is an extremely busy road as proven by the recent 7 day Automatic Traffic Count, Project DC5117, carried out from Monday 14th March 2016 to Sunday 20th March 2016.

The Count shows that the average workday volume of traffic per day between 08.00 and 10.00 is 795 vehicles. Between 15.00 and 17.00 the average volume of traffic is 802 vehicles.

The total count of traffic for the full seven days between 08.00 – 10.00 was 4697vehicles and between 15.00-17.00 was 5015 vehicles.

The average daily volume of all traffic over the 7 days was 4,386 vehicles at an 85%ile speed of 39.2mph for Southbound vehicles and 39.8mph for Northbound vehicles.

Over the five working days Monday – Friday during the recorded hours of 0800 and 0900 together with the hours of 1500 and 1600, 2,894 vehicles registered speeds above 40mph of which 76 vehicles registered speeds above 50mph. The above figures highlight the fact that not only is the B3092 a very busy main road where it passes Milton Primary School's entry and exit it is also an extremely dangerous one.

We would stress that these 2,894 vehicles travelling above the 40mph speed limit, including 76 travelling in excess of 50mph, were also travelling past a Primary School entry and exit at the times when 145 children, their parents/minders and school staff together with school visitors were also entering and leaving the school from the same road.

The Government through the Department of Transport has instituted a funded trial into the use of 20mph flashing warning signs at the approach to school premises. We understand that the Department aims to install these signs at the approach to all school premises eventually.

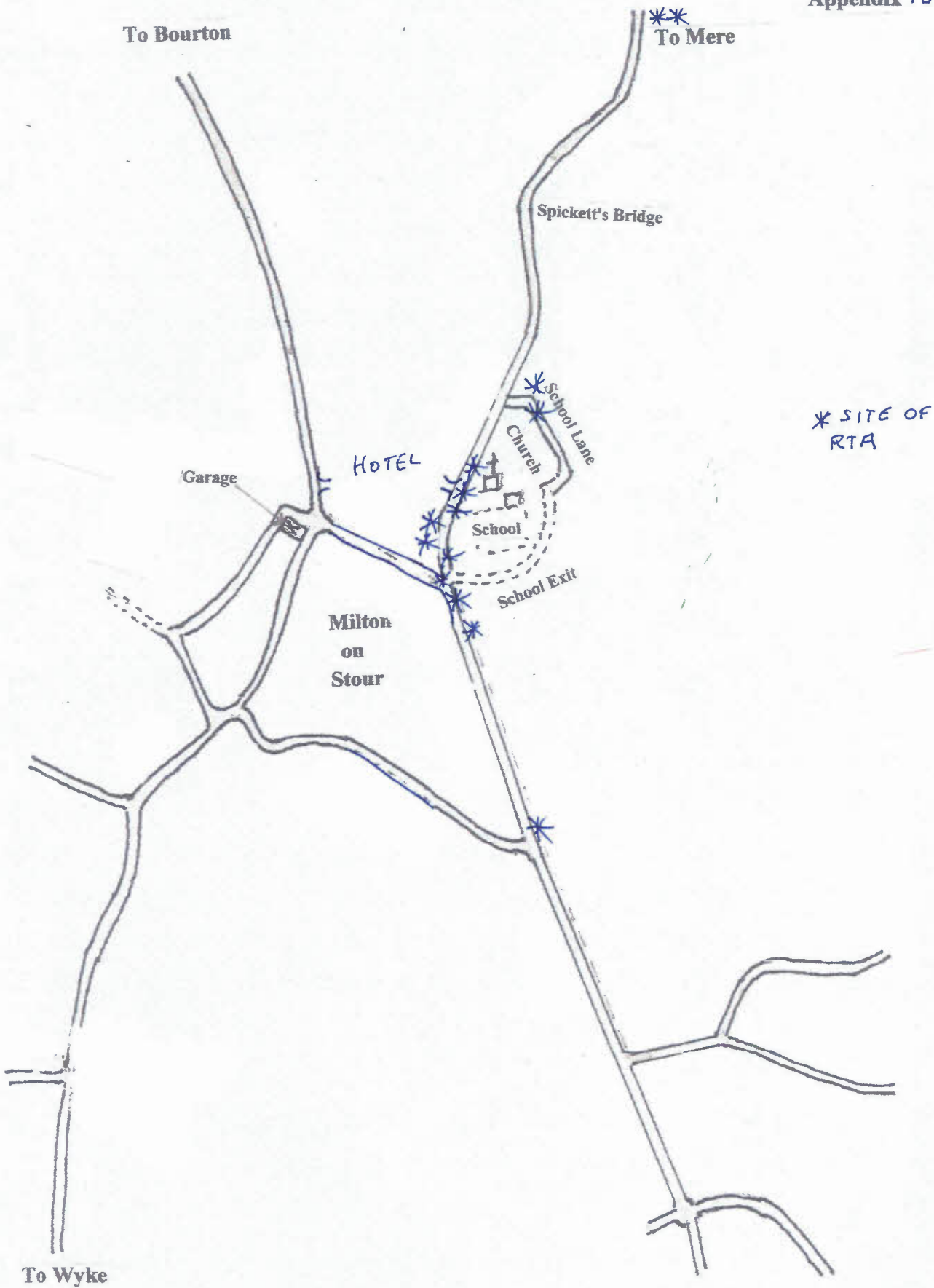
The Governors and Management Team of Milton-on-Stour CE VA Primary School, acutely aware of the road safety dangers outside the school entrance, will continue to work together with Milton-on-Stour Village Committee, Gillingham Town Council and Dorset County Council to achieve the urgent road improvements on the B3092 necessary to ensure that none of our pupils, their families or our neighbours in Milton-on-Stour suffer injury or loss of life as a result of a failure to achieve the road improvements that will help to ensure neither of these events ever happen. We await your early reply with interest.

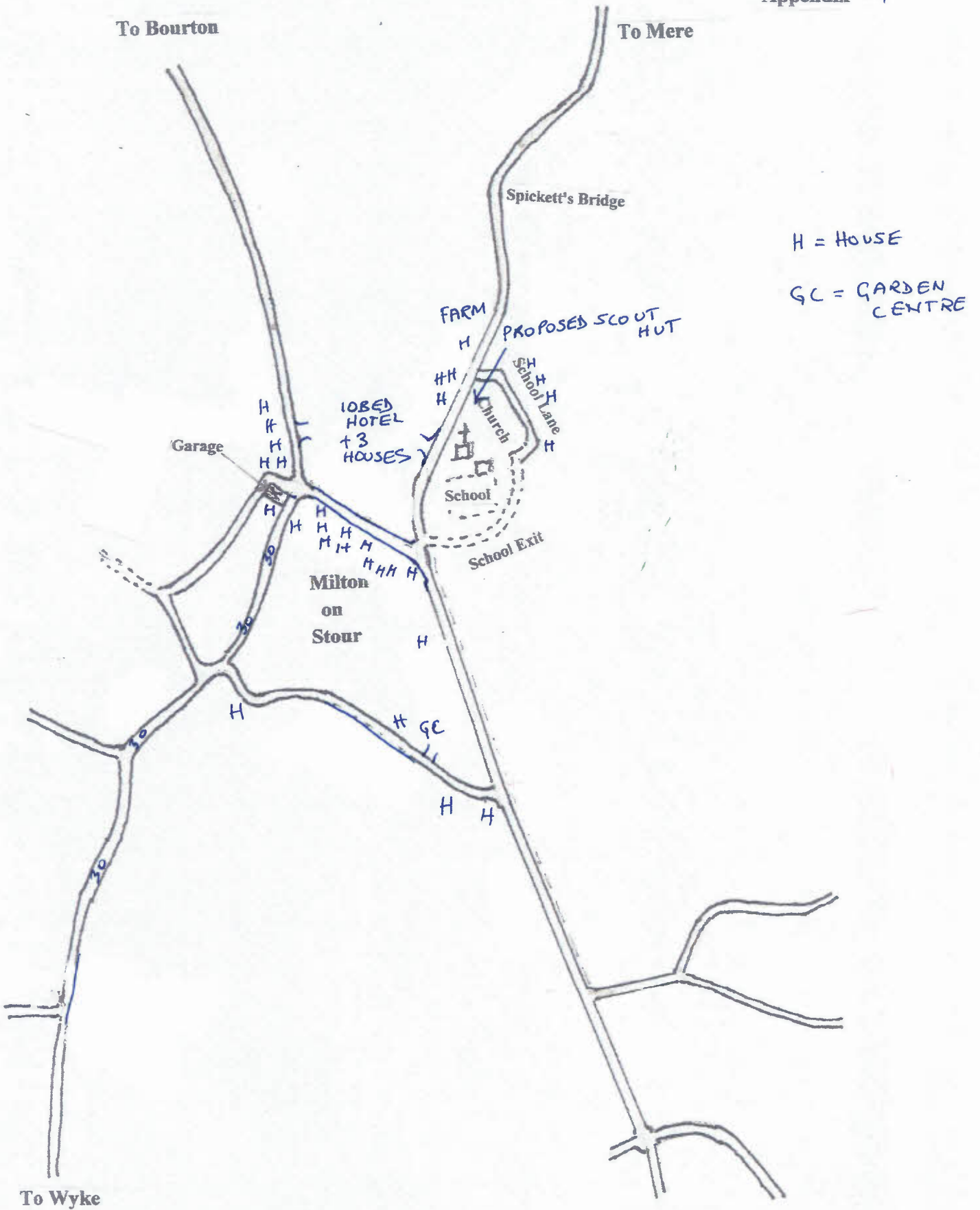
Yours sincerely

M. Barge
Matthew Barge Headteacher

M. Stroud
Melvin Stroud Chair of Governors

cc. Liz Heath





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Michael Potter

From: Clare A Ratcliffe
Sent: 30 November 2016 16:17
To: Roger Bell
Cc: Belinda Ridout; Michael Potter
Subject: Application for a 30 mph speed limit though MoS with additional road signage
Attachments: Copy of 2994_Mar16 speed survey milton on stour 2016.xlsx; MoS Petition.pdf; Submission to GTC from MoS.pdf

Dear Roger

Application for a 30 mph Speed Limit through Milton-on-Stour with additional road signage

Gillingham Town Council considered the above-mentioned application at their Full Council meeting on Monday, 28th November 2016. An extract from the minutes appears below:

206. To receive and consider a submission/petition from residents at Milton-on-Stour for a 30 mph speed restriction through the village.

Cllr Von Clemens asked if a representative from the Milton-on-Stour residents would like to address the meeting. Mrs Pippa Hayward made a presentation on behalf of the residents of Milton-on-Stour regarding the request to the Town Council to consider and support a 30 mph speed restriction through the village. Members had been sent a copy of petition prior to the meeting.

The presentation highlighted an accident on 17th February 2016 on the B3092 near the primary school that took out a telephone pole and resulted in loss of telephone and internet connection for the whole village for a day. The accident could have very easily caused a fatality. There have been seventeen accidents over the last five years. The speed limit must be reduced.

The volume of traffic has increased. Pedestrians from the village have described navigating the B3092 to reach the church, school or footpath/cycleway as scary and dangerous. There are fifteen children who need to cross the road to go to school. There are many others who need to cross for other recreational reasons. The Scouts are unable to use the field beside the church because the road is considered to be too dangerous.

The application for a 30 mph speed limit is supported by the school community, the village community and PCSO Vicky Levy.

Cllr Von Clemens asked Cllr Mrs Hunt, as ward member of Milton-on-Stour, if she had anything to add.

Cllr Mrs Hunt was fully supportive of the petition. Many years ago there was a fatality on the B3092. The speed restriction should be reduced. Martins Lane is a race-track and so is Mapperton Hill. Cllr Mrs Hunt recommended that the petition was supported and sent to the county council.

Cllr Mrs Ridout commented as Lead Member of the Traffic Management Working Party, as follows:

The working party has worked closely with Milton-on-Stour Road Safety Committee and the report is backed by substantial evidence. The working party continues to work with Milton-on-Stour Primary School on a number of safety issues, including a speed limit past the school. These two campaigns have been working in close liaison with the Town Council. A lot of work has gone into this petition, which gives a very full account of the traffic safety issues and the solutions proposed. Following a recent working party meeting, I was asked to look into the cost of a Traffic Regulation Order (TRO) and how many would be needed for a reduction in the speed limit across Milton-on-Stour and, if this were approved, how would it affect the TROs already listed for Gillingham. Is there enough money for all of these?

Cllr Mrs Ridout précised an email from Mr Michael Potter, DCC Collision Reduction Manager, as follows:

The cost of a TRO varies. The cost of advertising is relatively static; each TRO requires two adverts totalling £1,000. Whilst this may seem insignificant, advertising costs soon swallow up a fair chunk of the available budget, with the remainder used for the associated signing and lining. For example; there is one speed limit change programmed for 2017/18 that is likely to cost in excess of £10,000.

If there is evidence of need and the criteria for a TRO application is met, then this would be the over-riding factor(s) for each application; however, whilst the basic criteria may be satisfied, the limited budget for the setting of speed limits and other TRO related work (i.e., parking restrictions) and the availability of resources significantly restricts the number of TROs that can be processed. Therefore, the available budget and resource has to be focused where the need is greatest.

In the past, DCC Highways had a budget of over £100,000 to process TROs; the budget for 2016/17 is less than £50,000 and could potentially be reduced further for 2017/18. Nearly 200 TROs have been requested for 2017/18 but only 20 have been identified for approval, subject to public consultation and legal processes.

The existing 40 mph limit on Post Office Road at Milton-on-Stour could be looked at again; however, it is unlikely to rank high against other TRO applications across the county.

I am confident that DCC Highways would be able to come up with a series of measures that would aim to reduce or better manage vehicle speeds in Milton-on-Stour.

Cllr Monksummers commented that he had been a resident in the Milton-on-Stour ward for 25 years until the boundary was changed recently and was also a major campaigner to get the footway/cycleway installed from Peacemarsh to Milton-on-Stour. The petition is an excellent piece of work. Traffic will increase once the planned house building starts to the south of Gillingham. Agricultural vehicles have got bigger, heavier and faster. The SpeedWatch group set up soon folded due to insufficient volunteers. The roads are rat runs and many of the speed restriction signs have become lost in hedges and therefore prohibit speed enforcement. Cllr Monksummers totally supported the initiative.

Cllr Ms Baker asked whether a pedestrian crossing could be installed by the school, similar to the one recently installed at Peacemarsh.

Cllr Mrs Ridout replied that a pedestrian crossing at this position would not meet the criteria.

Cllr Mrs Hunt proposed that **“the Town Council fully supports the petition by the residents of Milton-on-Stour for a 30 mph speed restriction on the B3092 and the roads through the village”**. Cllr Monksummers seconded and the vote was unanimous. **RESOLVED.**

Cllr Von Clemens thanked the representatives of the Milton-on-Stour for attending the meeting.

Please could you pass this information to the relevant officers together with the other documents attached to this email. Thank you.

Clare

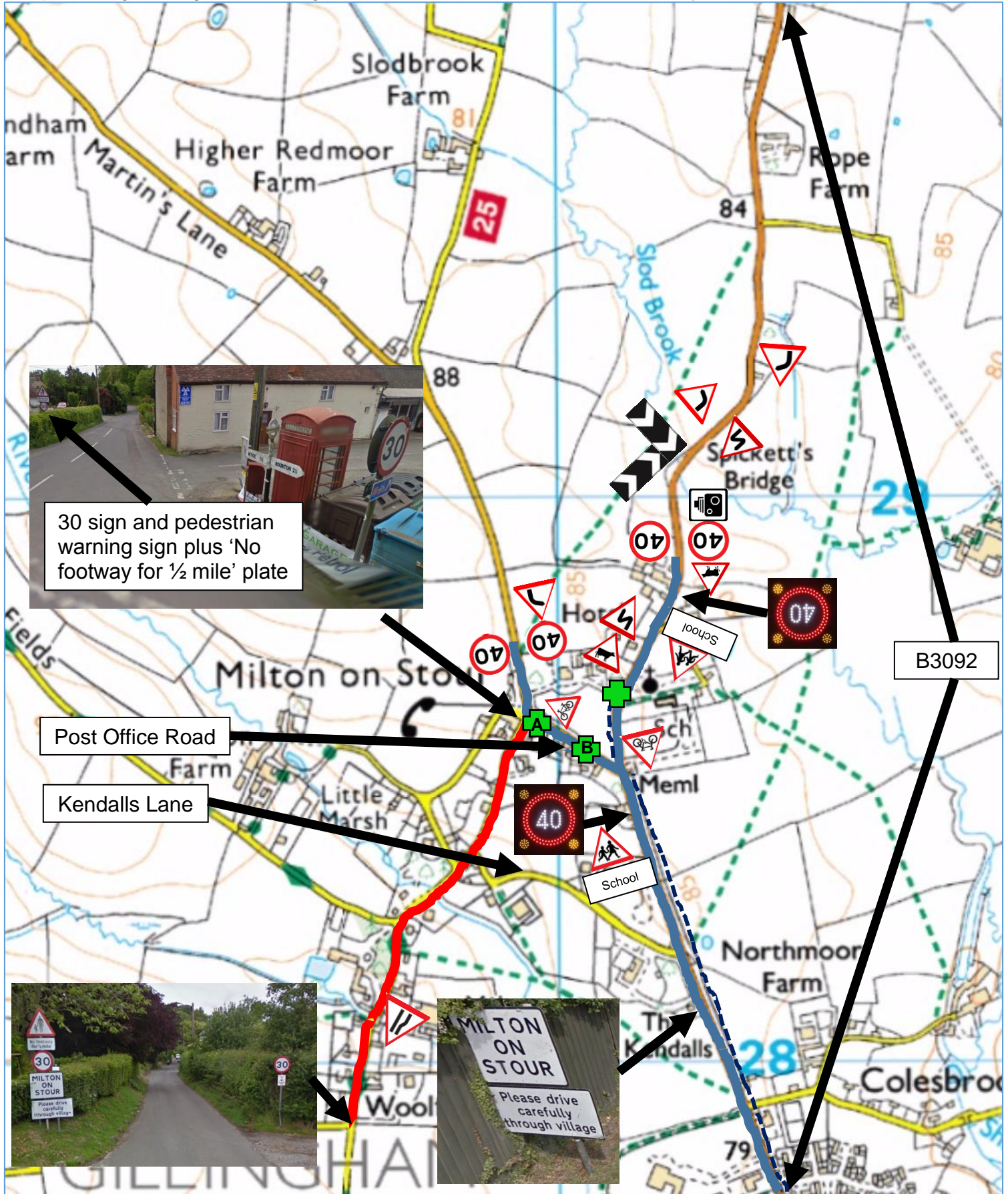
Mrs Clare Ratcliffe
Office Manager/Deputy Clerk
Gillingham Town Council, The Town Hall, School Road, Gillingham, Dorset SP8 4QR
Direct Dial: 01305 221214
Email: c.a.ratcliffe@gillinghamdorset-tc.gov.uk
Web: www.gillinghamdorset-tc.gov.uk







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Appendix C

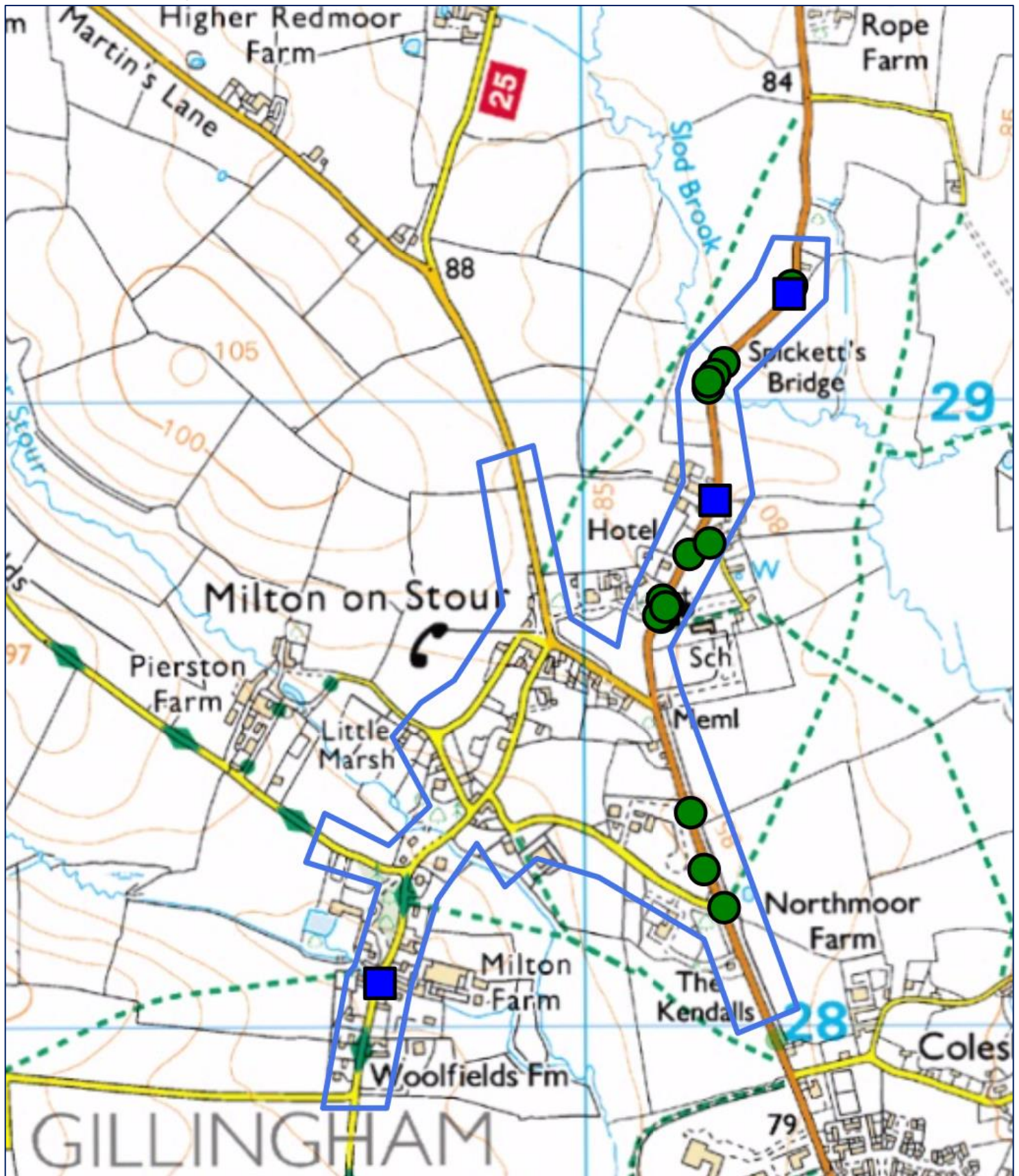
Map showing existing traffic management features and location of traffic surveys in Milton on Stour.



-  Existing 30mph limit
-  Existing 40mph limit
-  Speed survey location
-  Footway or cycleway

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Appendix D
Collision location map

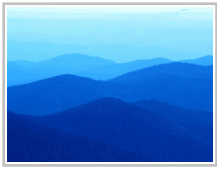


- ▲ Fatal
- Serious
- Slight

Please note – Collision further north on the B3092 were not included for the purposes of this report as they are not related to the requests or points raised in the petition.

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01/01/1998 - 31/08/2016



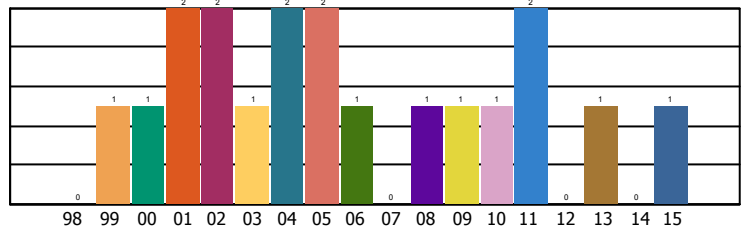
Collisions

Fatal	0
Serious	4
Slight	15

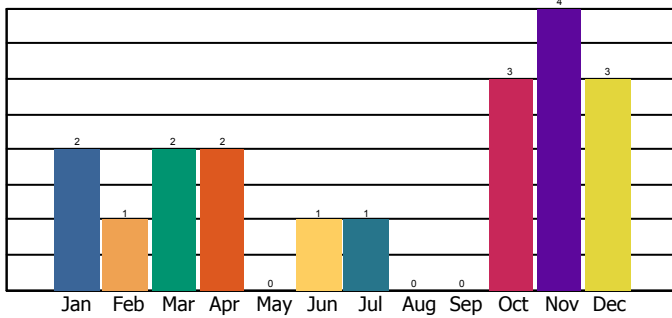
Casualties

Fatal	0
Serious	4
Slight	25

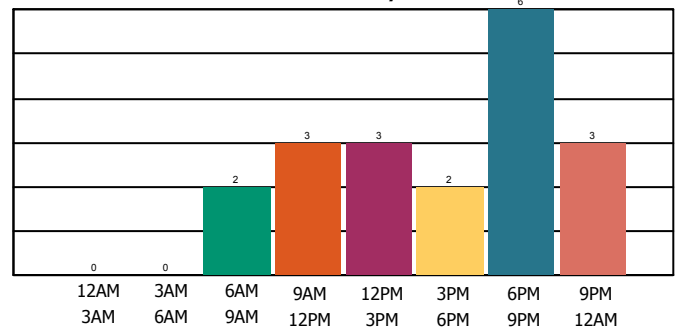
Collisions by Year



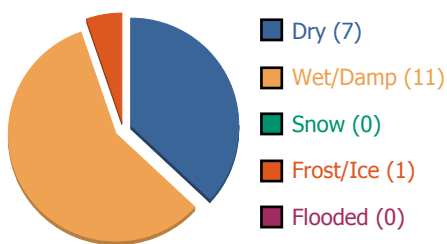
Collisions by Month



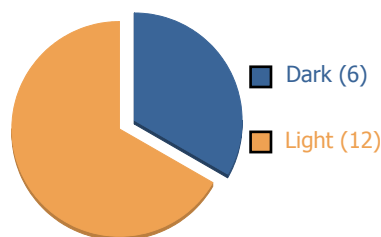
Collisions by Time



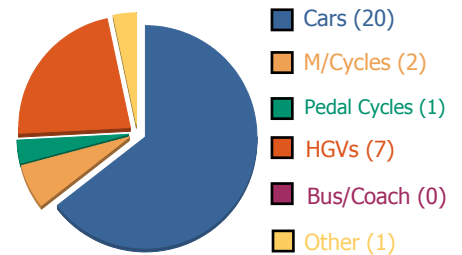
Surface Condition



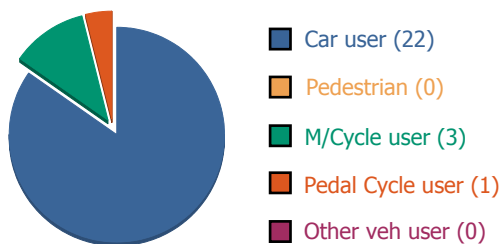
Visibility



Vehs Involved



Casualty Breakdown



Contributory Factors by Group*

Road Environment	6	Behaviour/Inexperience	1
Vehicle Defects	0	Vision Affected	0
Injudicious Action	3	Pedestrian Only	0
Driver/Rider Error	5	Special/Other	0
Impairment/Distracted	2		

* Individual contributory factors available in the Collision Detail Report

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