

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.

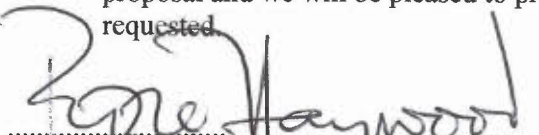
Opinion

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:

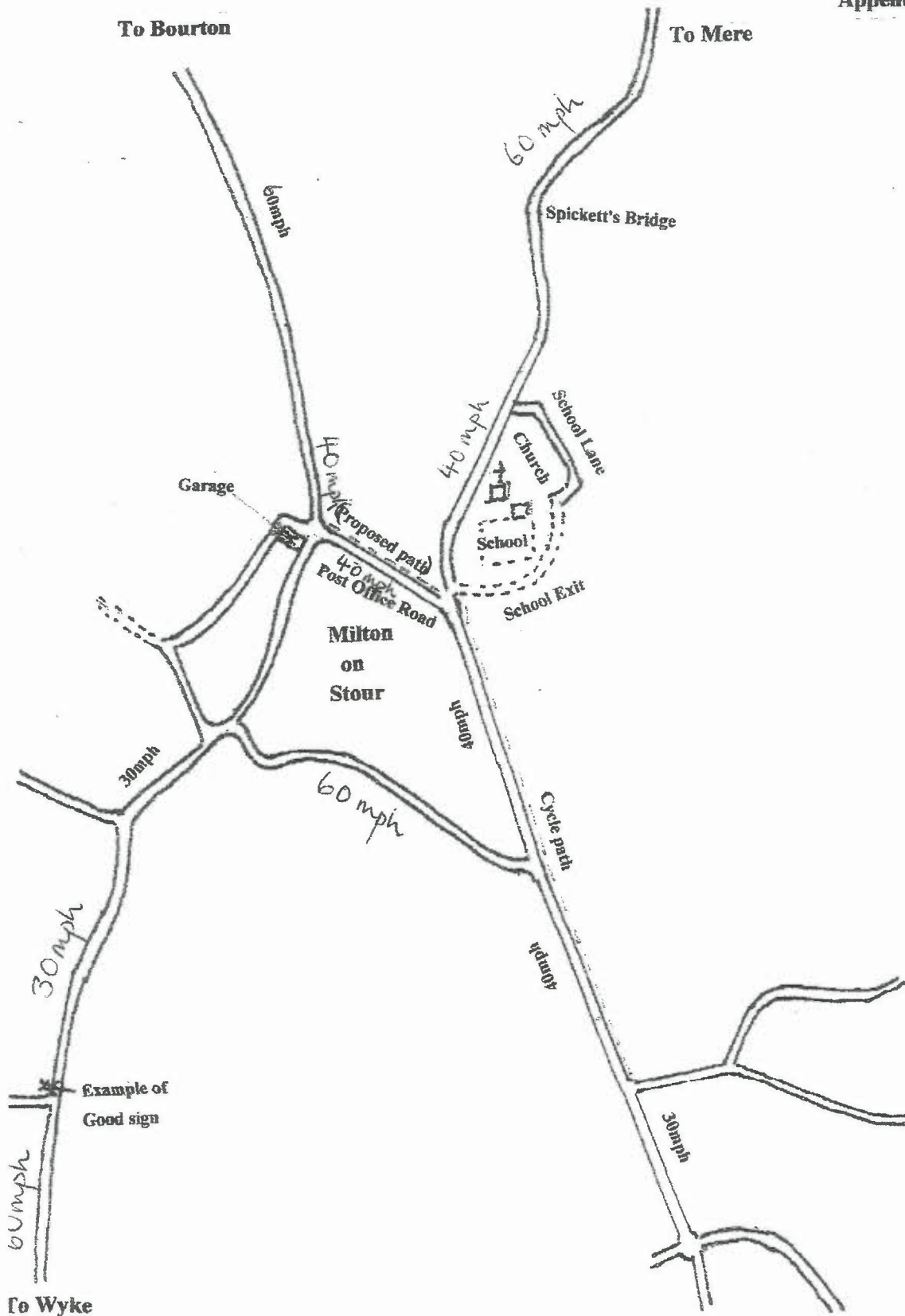
- B3081 Cann Common
- Wavering Lane West, Slaughtergate, Gillingham
- Motcombe
- A350 Compton Abbas

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

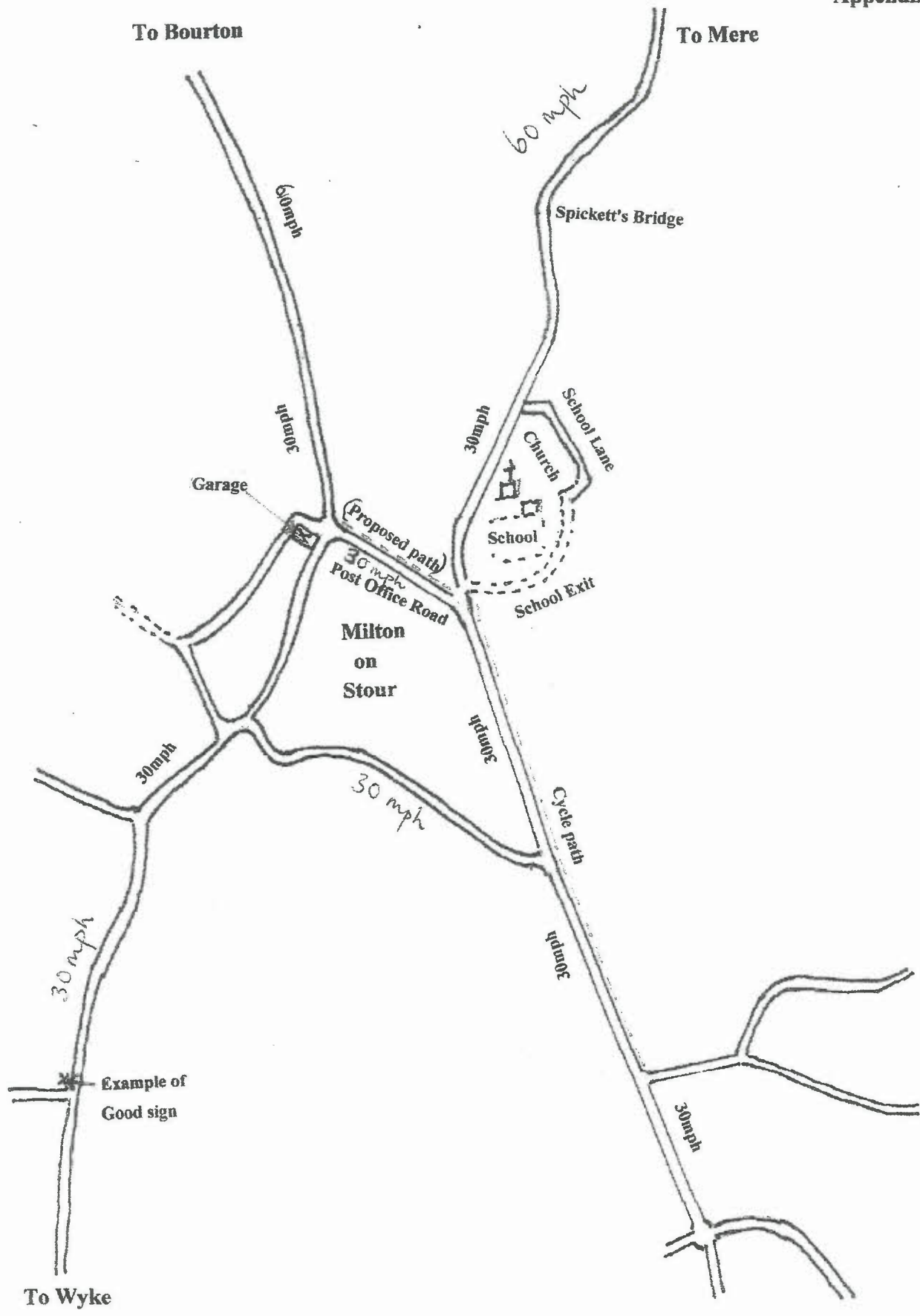
To Bourton

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.









No footway
for 1/2 mile



MILTON
ON
STOUR

Please drive
carefully
through village

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)

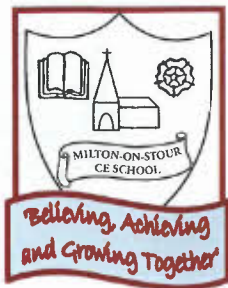
B3092 traffic calming- Milton-on-Stour

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



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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 Peacemash 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.

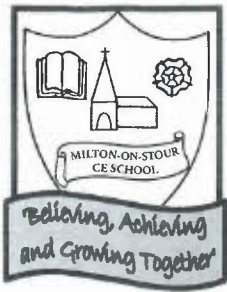
(c) This 20mph speed limit also to be imposed on the Southbound side of the B3092 at the present 40mph flashing sign on the Mere side of School Lane.

(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 Peacemash. 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 85thile 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



* SITE OF RTA



H = HOUSE
GC = GARDEN CENTRE