Public Document Pack

Agenda

Dorset County Council

Meeting:	Petition Panel
Time:	10.00 am
Date:	Thursday, 4 October 2018
Venue:	S3.11, County Hall, Colliton Park, Dorchester, DT1 1XJ

Daryl Turner
Andrew Parry

Janet Dover

Debbie Ward
Chief Executive

Date of Publication:
26 September 2018

Contact: **Liz Eaton, Democratic Services Officer**
County Hall, Dorchester, DT1 1XJ
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1. **Apologies**

To receive any apologies for absence.

2. **Petition - (Reducing the speed limit on Stapehill Road to 30 mph)** 3 - 54

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

Dorset County Council

Date of Meeting	4 October 2018
Officer	Michael Potter – Collision Reduction Team Manager
Subject of Report	**Procedure for Petitions – Petition entitled 'Petition to reduce the speed limit of Stapehill Road to 30mph'**
Executive Summary	A petition has been received (in accordance with the County Council's published petitions scheme) in relation to Stapehill Road, Ferndown. The petition states: *We the undersigned request that Dorset County Council take immediate action to exercise a duty of care and safety for all users of Stapehill Road by reducing the current speed limit along its whole length for 40mph to 30mph or less and to provide the necessary means to enforce the new speed limit.*
Impact Assessment: *Please refer to the protocol for writing reports.*	Equalities Impact Assessment: Not applicable.
	Use of Evidence: Stats 19 Road Traffic Collision Data Traffic survey data collected by Dorset County Council
	Budget: Not applicable? The cost of introducing a speed limit Traffic Regulation Order would likely to be between £7000 and £10,000 – costs are for context only and do not represent actual costs, they include officer time and costs of the signing and lining as well as costs associated with the legal process.
	Risk Assessment: Having considered the risks associated with this decision using the County Council's approved risk management methodology, the level of risk has been identified as:

	Current Risk: LOW Residual Risk LOW
	Other Implications: Not applicable
Recommendation	The Panel is invited to note the receipt of this petition and decide how to respond to it.
Reason for Recommendation	In order to comply with the County Council's published scheme for responding to petitions and so as to enable local people to connect with local elected decision makers.
Appendices	Appendix A – Copy of Petition lead by Mr Frankl and Mr Baxter Appendix B – Plan of Stapehill Road – rights of way Appendix C – Plan of Stapehill Road – traffic management measures Appendix D – Speed limit policy document Appendix E – Overview of speed and traffic survey data Appendix F – Road Traffic Collision report Appendix G – Online collision/near miss reports
Background Papers	Dorset County Council Petitions Scheme
Officer Contact	Name: Michael Potter Tel: 01305 221767 Email: m.potter@dorsetcc.gov.uk

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 and 15 February 2018.

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 4,250 or more signatories it will be scheduled for a debate at the next meeting of the full County Council.

2. Petition – Petition to reduce the speed limit of Stapehill Road to 30mph

2.1 The County Council received a petition organised by Mr Frankl and Mr Baxter on 25 July 2018. The petition contained 976 signatures from Dorset residents; 155 collected were from non-Dorset residents but not included in the overall count as per policy. The petition reads as follows:

Stapehill Road is a narrow lane with no pavements. The lane is a major traffic route between Ham Lane and Wimborne Road West used by an average of 5799 vehicles a day and as a direct result, is dangerously unsafe for pedestrians, cyclists, horse riders, mobility scooters and residents and their visitors entering and leaving their drives.

We the undersigned request that Dorset County Council take immediate action to exercise a duty of care and safety for all users of Stapehill Road by reducing the current speed limit along its whole length from 40mph to 30mph or less and to provide the necessary means to enforce the new speed limit and to provide safe passage for pedestrians.

A copy of the full petition including more details of the reasoning behind the petition is available at Appendix A.

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

2.3 Ferndown Town Council met on 17 September to discuss the petition and agreed to support the petition.

2.4 This discussion should conclude with a decision as to how to respond to the petition. This may include one or more of the following:

- taking the action requested in the petition
- considering the petition at a council meeting
- holding an inquiry into the matter
- undertaking research into the matter
- holding a public meeting

- holding a consultation
- referring the petition for consideration by the council's audit and governance committee
- calling a referendum
- writing to the petition organiser setting out our views about the request in the petition.

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

3. Context

3.1 The D41350 Stapehill Road currently has a 40mph limit that was made effective on 28 May 2004, prior to this the national speed limit (60mph) applied.

3.2 Stapehill Road has had a 7.5t weight restriction (except for access) covering its full length, this was effective from February 1984.

3.3 There is a short section of footway at the northern end of Stapehill Road but otherwise there is no footway provision throughout its length.

3.4 There are several rights of way that cross Stapehill Road. A map showing the rights of way is at Appendix B

3.5 A map can be found at Appendix C showing the extent of Stapehill Road with existing speed/traffic management measures highlighted.

3.6 The County Council adopts DfT 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" and where there is evidenced need for reduced risk or if a discernible difference in driver behaviour could/would be achieved.

3.7 DfT guidance states:

It is important that traffic authorities and police forces work closely together in determining, or considering, any changes to speed limits.

The full range of speed management measures should always be considered before a new speed limit is introduced.

The underlying aim should be to achieve a 'safe' distribution of speeds. The key factors that should be taken into account in any decisions on local speed limits are:

- *History of collisions;*
- *Road geometry and engineering;*
- *Road function;*

- *Composition of road users (including existing and potential levels of vulnerable road users);*
- *Existing traffic speeds; and*
- *Road environment*

While these factors need to be considered for all road types, they may be weighted differently in urban or rural areas. The impact on community and environmental outcomes should also be considered.

3.8 Due to the vista of Stapehill Road being rural officer recommendation is that it is appropriate to consider DfT guidance for setting rural speed limits. Table 1 provides a brief overview of the general principles that guide rural speed limit management.

Table 1 – Speed limits for single carriageway roads with a predominant motor traffic flow function

Speed limit (mph)	Where speed limit should be considered:
60	Recommended for most high quality strategic A and B roads with few bends, junctions or accesses.
50	Should be considered for lower quality A and B roads that may have a relatively high number of bends, junctions or accesses. Can also be considered where mean speeds are below 50mph, so lower limit does not interfere with traffic flow.
40	Should be considered where there are bends, junctions or accesses, substantial development, a strong environmental or landscape reason, or where there are considerable numbers of vulnerable road users

3.9 Where appropriate 30mph is considered the norm in villages.

3.10 The information provided by Mr Frankl and Mr Baxter states that the number of properties on Stapehill Road meets the criteria for a village as prescribed in DfT guidance; 20 residencies within a 600m length of road. However, with the majority of properties being set back from the road and/or concealed by mature vegetation it does not give the impression of a village.

3.11 The speed of traffic is an important consideration when reviewing speed limits. Speeds should be close to the requested/proposed lower limit for it to be "self-enforcing".

3.12 DfT guidance states that the mean average speeds should be used as the basis for determining local speed limits. However, the 85th percentile speed should also be taken into consideration if there is a

larger than normal difference between mean and 85th percentile speeds. The aim should be to match the speed limit to the conditions of the road and its environment.

3.13 A copy of the County Council's speed limit policy document can be found at Appendix D for more information about the general principles surrounding speed limit management.

3.14 In August 2017 Michael Potter, Collision Reduction Team Manager met with Mr Baxter and Mr Frankl to discuss concerns similar to those highlighted in the petition received in July 2018. In response to this meeting lining work was carried out on Stapehill Road, new centre lines, widening existing centre lines and new SLOW road markings were installed. Signing work was also ordered for Ham Lane and Wimborne Road West to heighten awareness of the existing weight restriction. These works have all been completed.

3.15 Two surveys were carried out in September 2017 in response to the meeting between Mr Frankl and Mr Baxter on 4 August 2017 in order to get evidence of traffic speed and flow. Table 2 shows the speed survey figures obtained. Please note – survey site A only gathered data for three complete days (Friday 15 to Sunday 17 September) – complaints were received about the noise disturbance created by the survey equipment. A more detailed review of the speed survey data including a map showing the location of the survey sites can be found at Appendix E.

Table 2 – Speed survey results, Stapehill Road – September 2017

	Speed survey results - Stapehill Road Ferndown - Septmber 2017					
	Northbound		Southbound		Combined	
	85th %ile	Mean avg.	85th %ile	Mean avg.	85th %ile	Mean avg.
Site A 15 to 17 September	43.6mph	37.4mph	41.2mph	35.5mph	42.4mph	36.3mph
Site B 15 to 24 September	42.9mph	35.1mph	39.8mph	33.5mph	41mph	34.2mph

3.16 Table 3 shows traffic flow information gathered during the two surveys. The surveys showed a marked difference between traffic flows on weekdays and weekend. Please note – survey site A only gathered data for three complete days (Friday 15 to Sunday 17 September) – complaints were received about the noise disturbance created by the survey equipment. A more detailed review of the speed survey data including a map showing the location of the survey sites can be found at Appendix E.

Table 3 – Traffic flow survey results, Stapehill Road – September 2017

	Traffic flow survey results - Stapehill Road, Ferndown - September 2017					
	Northbound		Southbound		Combined	
	Weekday*	Weekend	Weekday*	Weekend	Weekday*	Weekend
Site A 15 to 17 September	2363	875	3436	1143	5799	2018
Site B 15 to 24 September	2155	886	2953	1055	5108	1942

*Site A only had one weekday included within survey – Friday 15 September

3.17 The collision history is an important consideration when setting speed limits. Validated collision data is provided to the county council by Dorset Police. Data is currently available up to May 2018. At the time of writing details of the collision mentioned within the petition that occurred on 30th June are not available, a verbal update will be provided at the petition panel meeting if available.

3.18 It is standard practise to consider the latest available five years of collision data; at time of writing this is June 2013 to May 2018. Table 4 provides an overview of the collisions and their severity that have occurred on Stapehill Road that would be considered within a speed limit assessment. Please note, collisions occurring at the junctions at either end of Stapehill Road have not been included as per standard procedure. This is due to the speed limit on Stapehill Road not being a potential factor in these collisions. A report providing more detail of the circumstances and the location of collisions can be found at Appendix F.

3.19 The petition submitted by Mr Frankl and Mr Baxter mentions a collision occurring in June 2018, if details of this collision are received before the panel meeting on 4 October a verbal update will be provided by officers.

Table 4 – Collisions, Stapehill Road June 2013 to May 2018.

Collisions - Stapehill Road Ferndown			
Date	Time	Severity	Description
24-Dec-14	07:20	Slight	Pedestrian hit by vehicle wing mirror
06-Dec-15	00:29	Slight	Driver failed to negotiate bend
12-Oct-16	16:47	Slight	Motorcyclist overtaking van into path of oncoming car

3.20 As well as the validated road traffic collision data provided by Dorset Police, there is a facility on dorsetforyou.gov.uk that enables people to report collisions or incidents that may otherwise go unreported to the county council. Table 5 below provides a summary of the incidents reported. Full details of each report can be found at Appendix G.

Table 5 – Online collision/near miss reports via dorsetforyou.gov.uk – Stapehill Road

Online collision/near miss reports - Stapehill Road, Ferndown	
Date reported	Description
10-Aug-17	Pedestrian walking in road facing traffic - wing mirror hit hand of pedestrian
17-Jul-18	No description recorded
29-Jun-18	Two vans travelling in opposite directions hit offside wing mirrors
29-Jun-18	Heavy goods vehicle hit tree branch, car following hit debris causing damage. Later a HSS truck swerved to avoid low hanging tree branch into oncoming traffic and 30mins later delivery truck hit branches
29-Jun-18	Pedestrian walking south in road facing traffic - northbound car swerves to avoid pedestrian crossing centre line, saw oncoming traffic and swerved back narrowly missing pedestrian

3.21 Whilst one collision is one too many, the collision history on Stapehill Road is not significant when compared to other priorities, nor do the detail of the collisions suggest that a 30mph limit would reduce the likelihood of collisions.

3.22 The first point of contact for speed limit reduction requests is the community highways team. At the meeting with Mr Frankl and Mr Baxter in August 2017 it was agreed that the community highways team would be contacted to comment on the request to reduce the speed limit from 40mph to 30mph.

3.23 The community highways team were not supportive of the request to reduce the speed limit on Stapehill Road from 40mph to 30mph. The main reason given was due to the density of residential frontages and their conspicuity.

3.24 An additional reason was linked to the results of the speed surveys which revealed a disparity between the mean average speeds and 85th percentile speed. This disparity means that adherence would require regular enforcement.

3.25 The disparity between the mean average and 85th percentile speeds also provided reason for concern that a 30mph limit would increase the likelihood of tailgating and overtaking which in turn would increase the likelihood of collision rather than reduce it.

3.26 Department for Transport (DfT) guidance on setting speed limits state that speed limits should not be set where a reliance upon regular and frequent enforcement be required to achieve good adherence to a speed limit.

3.27 It is not possible for the county council to commit resource for speed limit enforcement, this is a matter for Dorset Police.

3.28 It is understood that the level of police resource required for regular enforcement on Stapehill Road is not available, nor does Stapehill Road rank as a high priority for enforcement when considering the collision history.

3.29 Dorset Police were asked for their views on the request for a reduced speed limit. In short, Dorset Police were not supportive of a reduction in the speed limit from 40mph to 30mph.

3.30 A statement has been provided by PC Heidi Moxam – Road Casualty Reduction Officer – Dorset Police:

With regards to the requested reduction in speed limit, at the time of writing I can confirm that Dorset Police would not support a reduction due to the lack of statistical data that is normally used to support applications. I can confirm that on two visits to the area by the road camera safety team over a period of 30 minutes and 90 minutes per session there were only 2 offences which would suggest that traffic is travelling at or below the current speed restriction. It is possible that if the limit was reduced, motorists may look for overtake opportunities and potentially come into conflict with other manoeuvring vehicles.

Dorset Police support local authorities in their work with identification of speed restrictions and endeavours to ensure that the motorists are always fully aware of the limit in which they are travelling, this can be achieved by keeping similar limits in similar surroundings and Stapehill is within adjoining 40mph limits and its topography is not indifferent along the majority of its length.

Police can determine support for speed proposals based on the information available to them as regards collision statistics at the location and, since very recently, CSW information. Discussions take place betwixt local authorities and police as regards data capture.

I'd be keen to see any further support that can be managed to ensure road user safety, for example, footways or lighting. Speed limits should not be used to attempt to solve the problem of isolated hazards, I concur that there are a couple of bends in Stapehill Road and a care

home and businesses, but the buildings are all set back from the road and pedestrians will not be stepping out of houses into the road as in some more rural locations I have witnessed. Police cannot guarantee regular enforcement of speed restrictions due to the workload and staffing capabilities and as experience has shown, a speed restriction will not evoke full reaction and adherence by all motorists.

I admire the campaign by residents and concur with some of their thoughts, however, their cause is not dissimilar to many other requests and I have to apply the same criteria to all based on the evidence to hand. Stapehill Road could be described as on the outskirts of an urban area and the movement of motor vehicles is the primary function therefore it follows that my opinion has to be based on the statistical nature of vehicle movement. I do note, however, that the road does not cater for the needs of non-motorised road users nor have adequate footways.

3.31 The petition also raises concerns with road edge deterioration. Stapehill Road is regularly inspected by the community highway team. Edge deterioration is considered during highway inspections and repair works have been made to the worst sections of edge deterioration during 2018 and will continue to be inspected during regular inspections.

3.32 Road edge deterioration is often the direct result of running water along the road edge rather than vehicle movements.

3.33 An additional concern raised is regarding visibility to/from private accesses along the route. Primarily the onus for improving visibility to/from a private access onto public highway is the responsibility of the landowner. If landowners are able to improve visibility by changing fence lines or cutting back vegetation, then this should be carried out before the highway authority considers action to alleviate concerns with visibility.

3.34 With regards to the petition's request for facilities for non-motorised road users on Stapehill Road, this has been taken to mean footways and/or shared used use paths adjacent to the carriageway on Stapehill Road. A feasibility study has <u>not</u> been carried out on whether a facility for non-motorised users would be viable.

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 2.3.

Andrew Martin
Service Director for Highways and Emergency Planning
September 2018

Received
25/7/18.

Marleswood, Stapehill Road, Wimborne. BH21 7NF
Tel 01202 876178

Dorset County Council
Legal and Demographic Services
County Hall
Colliton Park
Dorchester
Dorset DT1 1XJ

24th July 2018

Ref: Stapehill Road – Speed Reduction Petition

Dear Mr Gallagher

The enclosed petition contains 1130 signatures of residents, individuals and interest groups who have their safety put at risk and are adversely effected by the current speed limit of 40 mph on Stapehill Road. This is compounded by the lack of room required to safely accommodate non-motorised road users concurrently with two-way motorised traffic.

The petitioners request that the County Council take immediate action to remedy this issue before a serious fatality occurs by reducing and enforcing a 30 mph speed limit and providing better facilities to aid the safe transit of all non-motorised users; and for the benefit of the residents of Stapehill Road who need to exit their driveways safely.

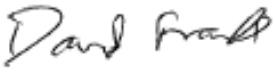
In an attempt to redress this issue, we have been in dialogue and met with various members of the Police, the Highways Department and our Local County Councillor. At the same time, we have set up an official Community Speed Watch group who regularly monitor and report on drivers who exceed the stated speed limit, the number of which only reinforces the need for better control but it does not address the issue that the actual permissible speed limit is too high. This petition was felt necessary to show the extent and strength of opinion and support of the local road users and residents for a reduction in speed limit and improved safety.

We are now appealing to the County Council who have a 'duty of care' to hear and seriously consider the importance and merits of our case and to support this reduction in speed limit with the accompanying enforcement and complementary safety facilities for non-motorised road users.

We are available to provide further details and evidence supporting our case and would welcome the opportunity to discuss this further. We understand that we will be able to present this our case to the Petitions Committee and request that we are allowed 20 minutes to present our case due to its complexity and the supporting data we have gathered and need to explain. I feel assured once you have seen the contents of the petition you will understand why and grant us this additional time.

We look forward to your response.

Yours sincerely



David Frankl

Ian Baxter

PETITION TO REDUCE THE SPEED LIMIT OF STAPEHILL ROAD TO 30 MPH – JUNE 2018

Stapehill Road is a narrow lane with no pavements. The lane is a major traffic route between Ham Lane and Wimborne Road West used by an average of 5799 vehicles a day and as a direct result, is dangerously unsafe for pedestrians, cyclists, horse riders, mobility scooters and residents and their visitors entering and leaving their drives.

We the undersigned request that Dorset County Council take immediate action to exercise a duty of care and safety for all users of Stapehill Road by reducing the current speed limit along its whole length from 40 mph to 30 mph or less and to provide the necessary means to enforce the new speed limit.

Justification

1) Stapehill Road is narrow, averaging between 4.8 – 5.3 metres wide and has no pavement facility and a number of bends. Non-motorised users ie pedestrians, dog walkers, cyclists, horse riders, mobility scooters, etc are in great danger because there is little or no room to accommodate them when there are two opposing oncoming vehicles or when they are near a bend where the visibility is limited. This deters these groups of people from using the road to access and use local facilities such as the local Old Thatch pub, the bus stop, the church, Knoll Gardens and inhibits the development of a village 'community'.
2) Stapehill Road residents and their visitors face considerable danger and risk leaving and entering their driveways due to visibility constraints and the speed of oncoming vehicles which does not leave enough time to complete the manoeuvre safely. This danger is not limited to Stapehill Road residents and businesses, but also those who join Stapehill Road from Award Road, Keepers lane and Pompeys Lane.
3) Stapehill Road is crossed by footpaths and bridleways, but the speed of the traffic discourages and inhibits people from continuing to use these facilities to enjoy the local countryside.
4) Stapehill Road falls into the Department for Transport classification of a 'village' where there are more than 20 residences within a 600 metre length of road and where the speed limit is recommended to be 30 mph. Stapehill Road is 1709 metres in length with a total of 33 properties distributed over both sides of the road. There are over 20 residential dwellings, as well as additional businesses and a care home within 600 metres of its length thereby classifying it as a 'village'.

5) Stapehill Road is similar in character, composition and structure to other roads/lanes in the district ie Grange, Harts Lane, Lodge Road all of which have a 30 mph speed limit. 30 mph is the speed limit drivers expect on such a road and this is reinforced during Community Speed Watch sessions on Stapehill Road, where on seeing the CSW team, the majority of the drivers slow to 30 mph believing this to be the speed limit.
6) Stapehill Road is increasingly used as a cut through by drivers looking to bypass the terrible congestion which occurs during rush hour and at other times at the Canford Bottom roundabout. The volume of traffic will only increase with the planned and scheduled development of the Uddens Industrial Estate and Stapehill Abbey, where there are 40 plus additional residences planned that will exit onto Stapehill Road. Congestion also occurs at junctions at either end of Stapehill Road with Wimborne Road West and Ham Lane.
7) Stapehill Road's width and its limited visibility, prevents and discourages drivers from overtaking one another. If Stapehill Road were to be designed using today's Highways Design criteria it would need to be at least 7.3 metres wide to support a 40 mph speed limit.
8) Analysis completed by the DCC Highways Department in September 2017 show that the daily average two-way motorised vehicle traffic volume of Stapehill Road is 5799 units during the weekday and 2018 units at the weekend. Of these users, 85% of the vehicles are travelling within the 40 mph speed limit which proves the majority of vehicles will travel at the stated speed limit when unenforced.
9) Community Speed Watch sessions on Stapehill Road has shown that over the 32 sessions completed in 5 months from February to June 2018 where 10,186 vehicles were measured, 211 vehicles were travelling in excess of 47 mph ie exceeding the permissible speed limit of 40 mph plus 10% plus 2 mph.
10) Stapehill Road's edges are deteriorating badly creating cracks and further reduction in the road's usable width. This damage is a direct consequence of the high volume of traffic using the road, the speed at which they travel and that they have to drive close to the verges to avoid hitting one another (which leaves no room for other non-motorised road users). This damage introduces further risk for non-motorised users of the road ie if as a direct consequence of the road's condition they stumble or fall over in the road or as a cyclist may need to suddenly swerve into the path of a car to avoid a pothole.
11) Over the last 5 years there have been 7 recorded incidents on Stapehill Road of which three were serious, including one on 30th June 2018. It is the unanimous opinion of all the residents that it is only a matter of time before a serious accident or fatality occurs. This could be avoided or indeed greatly minimised by a reduction in speed limit to 30 mph.

PETITION TO REDUCE THE SPEED LIMIT OF STAPEHILL ROAD TO 30 MPH – JUNE 2018

We the undersigned request that Dorset County Council take immediate action to exercise a duty of care and safety for all users of Stapehill Road by reducing the current speed limit along its whole length from 40 mph to 30 mph or less supported by the necessary means to enforce the new speed limit and to provide safe passage for pedestrians.

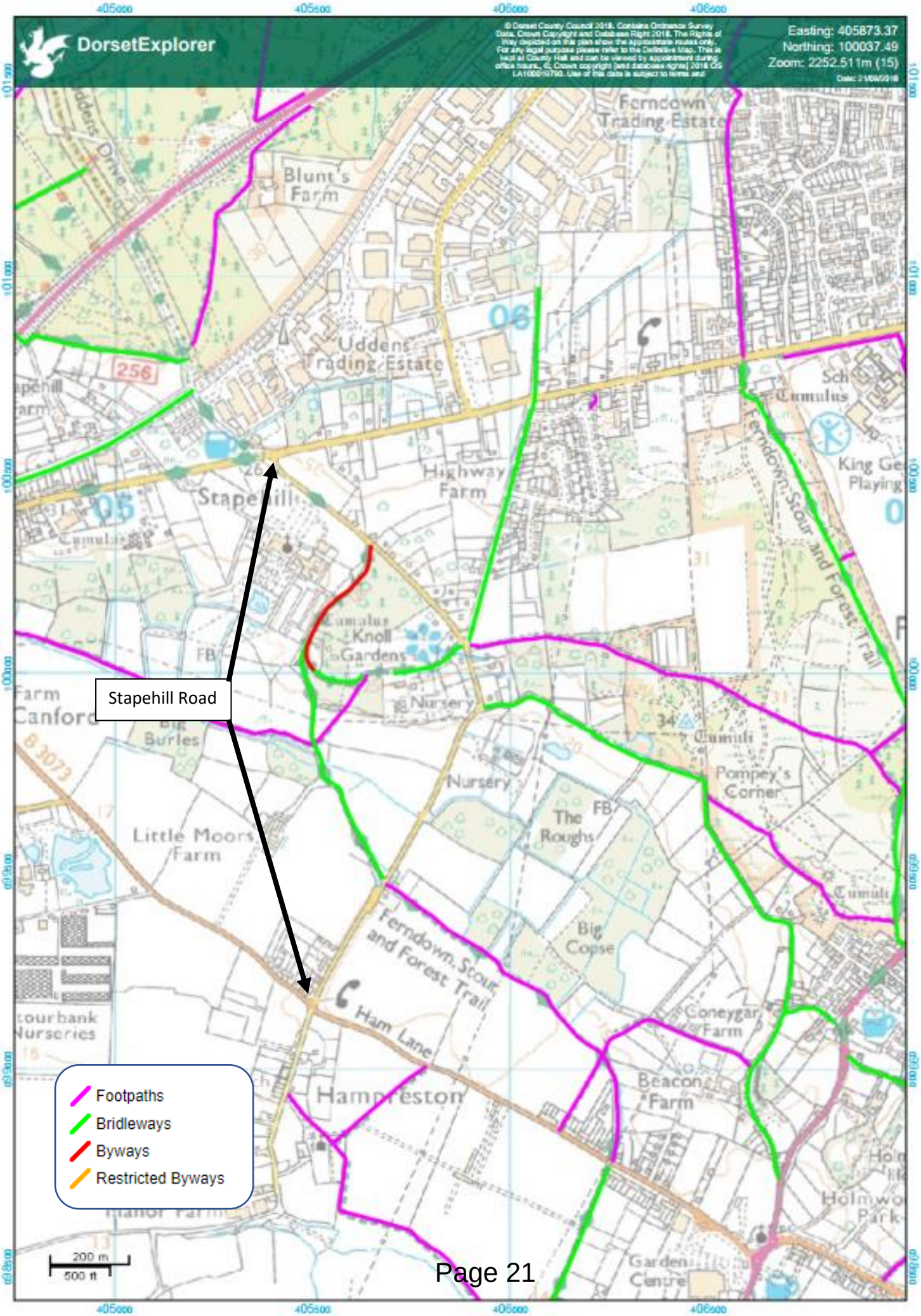
Comments

Name	Location	Date	Comment
	Bournemouth, England, UK	2018-06-09	I believe the safety of all is essential .
	Wimborne, England, UK	2018-06-09	The speed on this busy stretch of narrow lane needs to be reduced for the safety of the residents and all other users
	Ferndown, England, UK	2018-06-10	Speed kills. Ferndown is treated like a racetrack. People come off the busy dual carriageway and forget they are now in a town due to the open feel of the tree lined roads. If people won't act responsibly their speed has to be reduced by other methods.
	Wimborne, England, UK	2018-06-10	Driver's need to slow down as so dangerous
	bournemouth, England, UK	2018-06-10	To save lives
	Broadstone, Poole, England, UK	2018-06-11	This is a dangerous section of road, please help to make it safer.
	Wimborne, England, UK	2018-06-11	This is critical for the safety and well being of all road users. It just makes sense, so surely the District Council will approve and implement straight away. Surely.
	Wimborne, England, UK	2018-06-12	Horrible road. Have nearly had my dog hit when walking down that way many times, having to literally jump in the bushes in order to avoid the passing cars, many of which don't even slow down while attempting to squeeze by! Mr. Beans' Roundabout has only made the volume of traffic much, much worse. If merely reducing the speed limit to 30 or 20mph is the minimum request here then surely that takes almost no time or money for the council to carry out?!... So council - get it done
	Bedford, England, UK	2018-06-13	Bad bad drivers race this road. Sightlines very poor at the speed they go. Not only white van man but as much private cars. Have had very close miss myself. There's nowhere to hide when you hear a car speeding. Am sure it's used as a rat run. I don't want to be a fatality but one day someone will be.
	Verwood, England, UK	2018-06-13	It's too fast for this area
	Lymington, England, UK	2018-06-19	Slow down traffic on this road !!
	Poole, England, UK	2018-06-20	We care about safety

Name	Location	Date	Comment
	Ballintoy Harbour, Northern Ireland, UK	2018-06-20	Because I ride a lot on this road and nearly every time we encounter dangerous drivers showing no consideration to horses and riders
	Oxford, England, UK	2018-06-20	I've seen cars go too fast and hate that as a cyclist and equestrian
	Wimborne, England, UK	2018-06-20	O
	Bournemouth, England, UK	2018-06-21	It his is a dangerous stretch of road and Dorset highways should assess the speed limit for the protection of all who use it.
	Bournemouth, England, UK	2018-07-01	30mph does less damage in an accident ... and if so many accidents are happening then something needs to b changed
	christchurch, England, UK	2018-07-01	This road is too fast and too dangerous. We must reduce the speed limit
	London, England, UK	2018-07-02	This can only do good, if it happens
	Stanmore, Australia	2018-07-02	10miles per hour will make all the difference.
	Ferndown, England, UK	2018-07-02	I am a health walk leader & we sometimes walk a short way along this road.
	Sydney, Australia	2018-07-02	people matter more than speed.
	Bournemouth, UK	2018-07-03	Absolutely agree!It is ridiculous and dangerous to drive at 40mph down Stapehill Road. There is no pavement & very sharp bends and ive never felt safe to drive at 40. For the sake of walkers, drivers & residents safety it should be a 30mph road maximum
	Ferndown, England, UK	2018-07-16	Driving on stapehill at night, dark narrow road
	Ameysford, England, UK	2018-07-16	People drive too fast down this road and as there are no pavements it is extremely dangerous for cyclists, horse riders and pedestrians. People using mobility scooters are also very vulnerable. The speed limit should be cut to 30mph giving all road users a better chance of avoiding vehicles on the narrow road.
	Wimborne, England, UK	2018-07-16	Good idea to save lives before the count goes up. Dangerous road currently. Does not have to be.
	Wimborne, England, UK	2018-07-16	It needs to be safer!

Name	Location	Date	Comment
	Clough, Ireland	2018-07-16	It is crazy to have a road with traffic such as this with speeds greater than 30mph!!!!
	Holt, England, UK	2018-07-16	I think that it is likely that an accident will happen unless the speed limit is reduced.
	Wimborne, England, UK	2018-07-16	As a cyclist (and motorist) I fully appreciate the dangers of speeding vehicles along this stretch of road, made busier by motorists avoiding the Canford Bottom roundabout.
	Bournemouth, England, UK	2018-07-17	Pedestrians need to be considered as important as cars, especially in this area where there is a high population of elderly people who may no longer drive and rely on safe pavement access as their only means of access

Appendix B – Plan of Stapehill Road – rights of way



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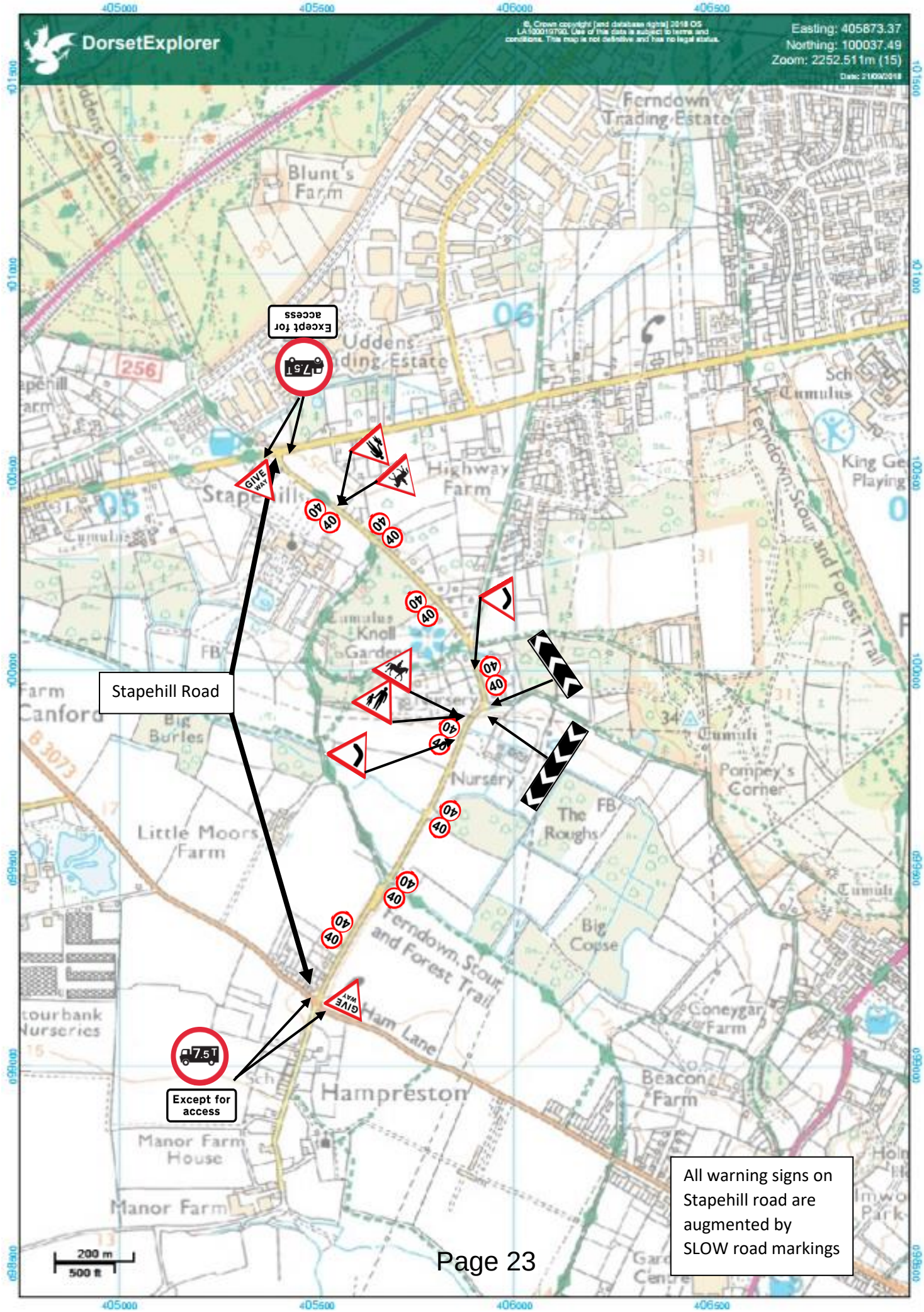
Appendix C – Plan of Stapehill Road – traffic management measures



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SPEED LIMIT POLICY DOCUMENT

This policy document has been prepared to reflect the Department for Transport's (DfT) guidance which seeks a common national approach to setting speed limits.

Priority will be in areas where there are collisions. Speed limits should be evidence led, self-explaining and encourage self-compliance. Indeed, if a speed limit is set in isolation, or is unrealistically low, it is likely to be ineffective and lead to disrespect for the speed limit. Alternative speed management options should always be considered before a new speed limit is introduced; all decisions taken will be evidence based.

URBAN SPEED MANAGEMENT

The table below shows a summary of the criteria for various urban speed limits.

Table 1 – Speed limits in urban areas – summary

Speed limit (mph)	Where speed limit should be considered:
20 (including 20 mph zone	In streets that are primarily residential and in other town or city streets where pedestrian and cyclist movements are high, such as around schools, shops, markets, playgrounds and other areas, where motor vehicle movement is not the primary function
30	In other built-up areas (where motor vehicle movement is deemed more important), with development on both sides of the road
40	On higher quality suburban roads or those on the outskirts of urban areas where there is little development, with few cyclists, pedestrians or equestrians. On roads with good width and layout, parking and waiting restrictions in operation and buildings set back from the road. On roads that, where possible, cater for the needs of non-motorised users through segregation of road space and have adequate footways and crossing places.
50	On dual carriageway ring or radial routes or bypasses that have become partially built up, with little or no roadside development.

20mph Speed Limits

- 20mph limits should not be implemented on roads with a strategic function or on a main road. The advice from the Police is that the limits must be self-enforcing.

- The speed of traffic should be naturally at or around 20mph and have mean speeds

no greater than 24mph. Where vehicle speeds are substantially higher than this then traffic calming will be required.

20mph Zones

- 20mph zones have similar criteria to 20mph limits but repeater signs are not required. The purpose of a 20mph zone is to create conditions in which drivers naturally drive at 20mph, this usually means substantial traffic calming would be required.

- 20mph zones usually have entrance or “gateway” features to mark the start of the zone.

30mph - street lit areas in towns

- 30mph limits are considered the normal in street lit areas (where there are 3 or more lighting columns not more than 183m apart).

- These areas will demonstrate a high degree of frontage development with pedestrian activity, driveways, junctions, traffic signals and crossings. Generally residential areas and town centres.

- Terminal signs will be positioned as close as practicable to the start of visual development. Where forward visibility is restricted, signs may be extended outwards to meet standard forward visibility requirements.

- Apart from the terminal 30mph signs NO other repeater 30mph signs or road markings are permitted.

40mph

- Generally higher quality suburban roads away from town centres with less frontage development but with side roads, some bends and traffic signals / crossings.

50mph

- In exceptional circumstances where the road environment permits such as ring or radial routes.

Rural Speed Management

Table two below shows the criteria for various rural speed limits.

Table 2 – Speed limits for single carriageway roads with a predominant motor traffic flow function

Speed limit (mph)	Where speed limit should be considered:
60	Recommended for most high quality strategic A and B roads with few bends, junctions or accesses.
50	Should be considered for lower quality A and B roads that may have a relatively high number of bends, junctions or accesses. Can also be considered where mean speeds are below 50mph, so lower limit does not interfere with traffic flow.
40	Should be considered where there are bends, junctions or accesses, substantial development, a strong environmental or landscape reason, or where there are considerable numbers of vulnerable road users

Village 30mph Speed Limit

Where appropriate 30mph is considered the normal in villages.

- The DfT defines a village relating to simple criteria based on the density of frontage development and distance: The density of frontage development should be 20 or more houses with extra allowance for key buildings such as schools and churches, with a minimum of 3 houses per 100m section within the proposed 30mph limit. A preferred minimum length of 600m to avoid too many changes of speed limit along a route.

- 30mph limits are not permitted on country lanes or for covering potential hazards such as bends or “T” junctions outside villages and towns.

- Terminal signs will be positioned as close as practicable to the start of visual development. Where forward visibility is restricted, signs may be extended outwards to meet standard forward visibility requirements.

- Carriageway roundels (a painted “30” marking on the road) can be used in conjunction with “entrance” signs. Repeater roundels will only be considered in exceptional circumstances where signs are obscured and must be accompanied with a sign.

30mph village speed limits are appropriate where the mean speed of vehicles is not greater than 34mph. Where speeds are higher, or if the village criteria are not met, a reduction to 40mph may be more appropriate particularly on the approach to villages where properties may be situated beyond the main core of the village.

BUT these should be limited in use and consideration should first be given to speed reduction measures such as warning signs or carriageway narrowing with lines. Roads, where reduction to 40mph from the national speed limit may be appropriate, should have some frontage development with driveways or have other key building such as schools or churches. Sporadic development or isolated groups of houses should only be considered if the criteria are met.

40, 50 or 60mph speed limit?

The national speed limit on the rural road network is 60mph on single carriageway roads and 70mph on dual carriageways. Rural single carriageway roads are split into two categories in relation to their function:

- **Upper tier roads** – Roads catering for primary through traffic typically, but not necessarily, "A" and "B" class roads. Here the speed limit can be 60 or 50mph

- **Lower tier roads** – Roads with a local access function where quality of life issues are important typically C and Unclassified roads. Here the speed limit can be 50 or 40mph.

Traffic Signs Regulations and General Directions (TSRGD) 2016

April 2016 saw a relaxation in the regulations that surround the signing of speed limits.

Traffic Signs Regulations and General Directions (TSRGD) 2016 gives local highway authorities greater flexibility regarding the signing of speed limits.

Previous regulations were very prescribed and strict. The regulations now do not prescribe how many speed limit terminal or repeater signs are required.

Standard practice for the County Council will be to install two (one on either side of the road) speed limit terminal signs for the entry into a reduce speed limit with consideration being available for only using one terminal sign if the road layout does not allow for two.

The relaxations allow the County Council to consider only having one terminal sign when entering a higher speed limit.

The relaxations also allow the County Council to be more flexible on how many repeaters signs are required. Previous regulations prescribed a set minimum number of repeater signs based upon the length of a speed limit. TSRGD 2016 does not provide a number for required repeater signs. Technically this means that no

repeaters are required however the County Council recognises that to have no (zero) speed limit repeater signs would not be reasonable in all cases but it does allow us to be more flexible and pragmatic about where repeaters signs would be most appropriate.

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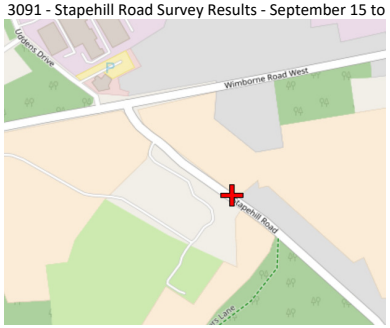
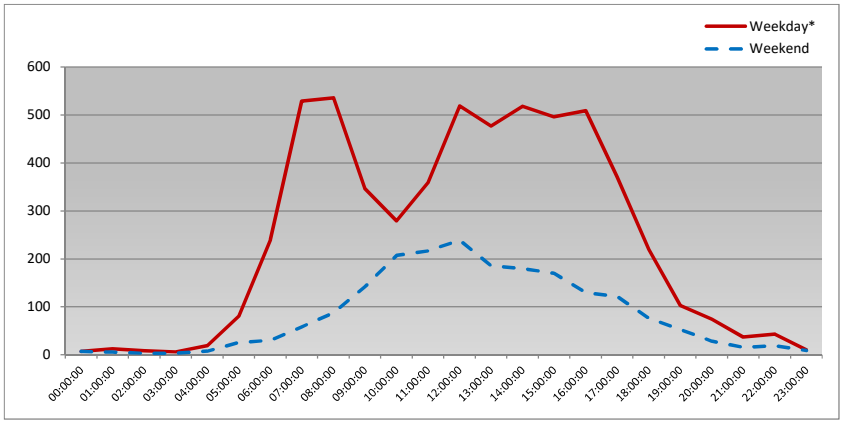
3091 - Stapehill Road Survey Results - September 15 to 17 September 2017



Both directions

	Weekday*	Weekend
00:00:00	7	7
01:00:00	12	5.5
02:00:00	8	3
03:00:00	6	3
04:00:00	19	7.5
05:00:00	80	25.5
06:00:00	240	30
07:00:00	529	58
08:00:00	536	87.5
09:00:00	347	141.5
10:00:00	279	207
11:00:00	359	216.5
12:00:00	519	239
13:00:00	477	186
14:00:00	518	180
15:00:00	496	170
16:00:00	509	129.5
17:00:00	371	121.5
18:00:00	220	76.5
19:00:00	103	53
20:00:00	74	28
21:00:00	37	15.5
22:00:00	43	18.5
23:00:00	10	8.5
Total daily average	5799	2018

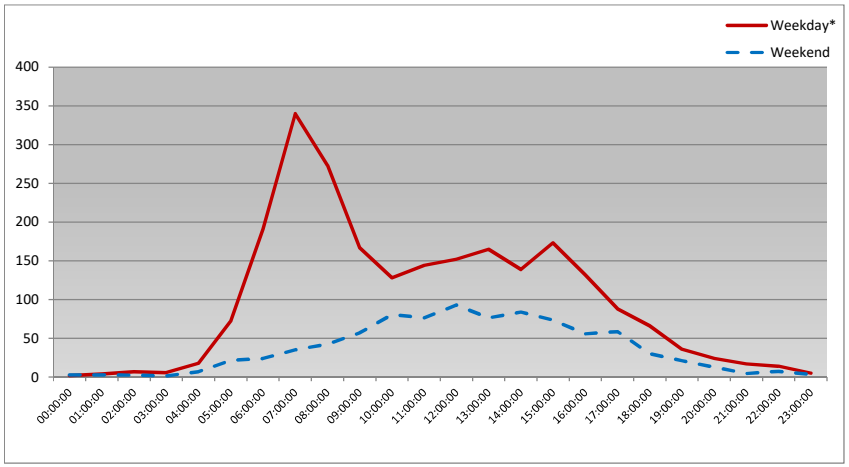
*data only available for Friday 15 September



Northbound

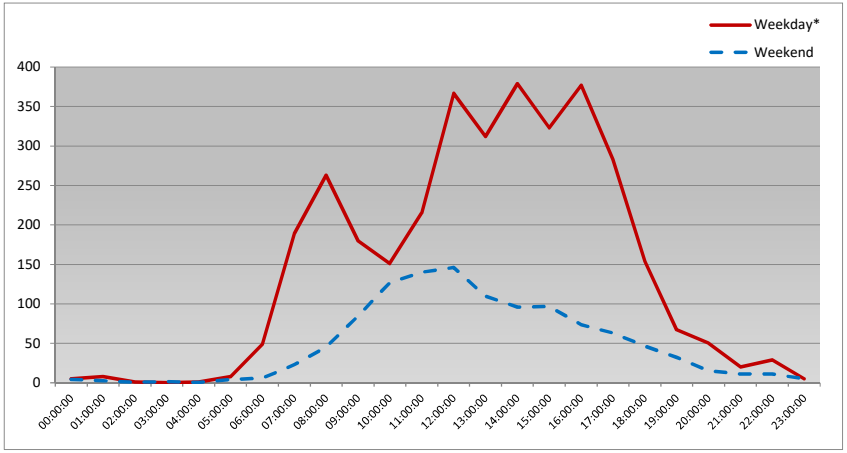
	Weekday*	Weekend
00:00:00	2	3
01:00:00	4	3
02:00:00	7	2.5
03:00:00	6	1.5
04:00:00	18	7
05:00:00	72	21.5
06:00:00	191	24
07:00:00	340	35
08:00:00	273	42.5
09:00:00	167	57
10:00:00	128	80.5
11:00:00	144	76.5
12:00:00	152	93
13:00:00	165	76.5
14:00:00	139	84
15:00:00	173	73.5
16:00:00	132	56
17:00:00	88	58.5
18:00:00	66	30
19:00:00	36	21
20:00:00	24	13
21:00:00	17	4.5
22:00:00	14	7.5
23:00:00	5	3.5
Total daily average	2363	875

*data only available for Friday 15 September



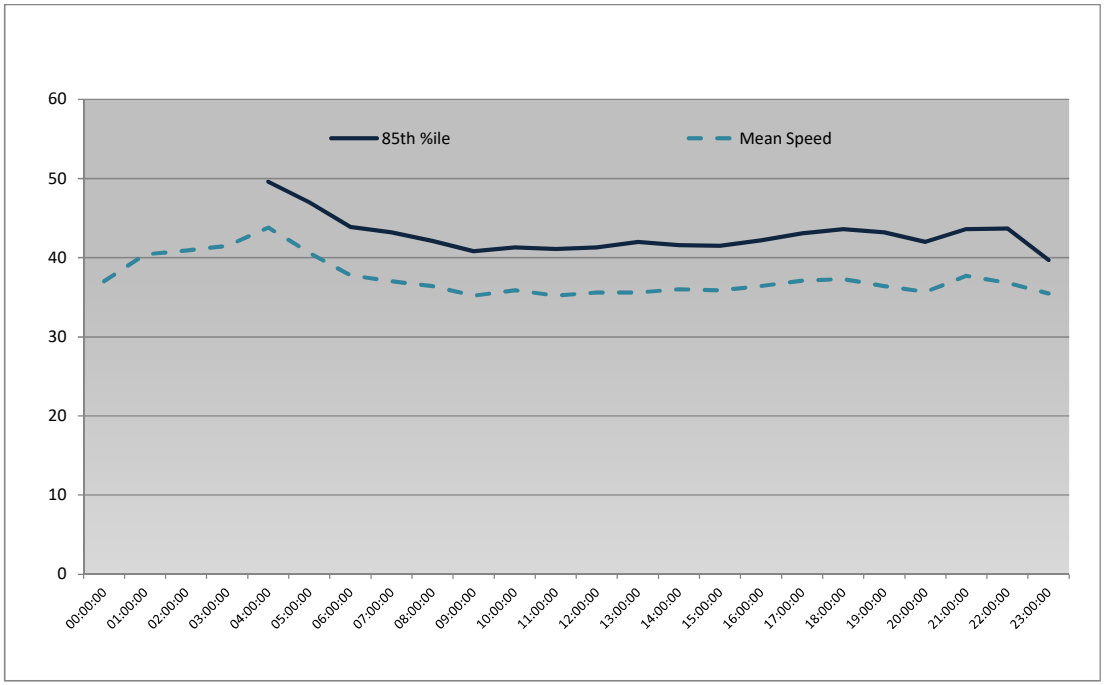
Southbound

	Weekday*	Weekend
00:00:00	5	4
01:00:00	8	2.5
02:00:00	1	0.5
03:00:00	0	1.5
04:00:00	1	0.5
05:00:00	8	4
06:00:00	49	6
07:00:00	189	23
08:00:00	263	45
09:00:00	180	84.5
10:00:00	151	126.5
11:00:00	215	140
12:00:00	367	146
13:00:00	312	109.5
14:00:00	379	96
15:00:00	323	96.5
16:00:00	377	73.5
17:00:00	283	63
18:00:00	154	46.5
19:00:00	67	32
20:00:00	50	15
21:00:00	20	11
22:00:00	29	11
23:00:00	5	5
Total daily average	3436	1143



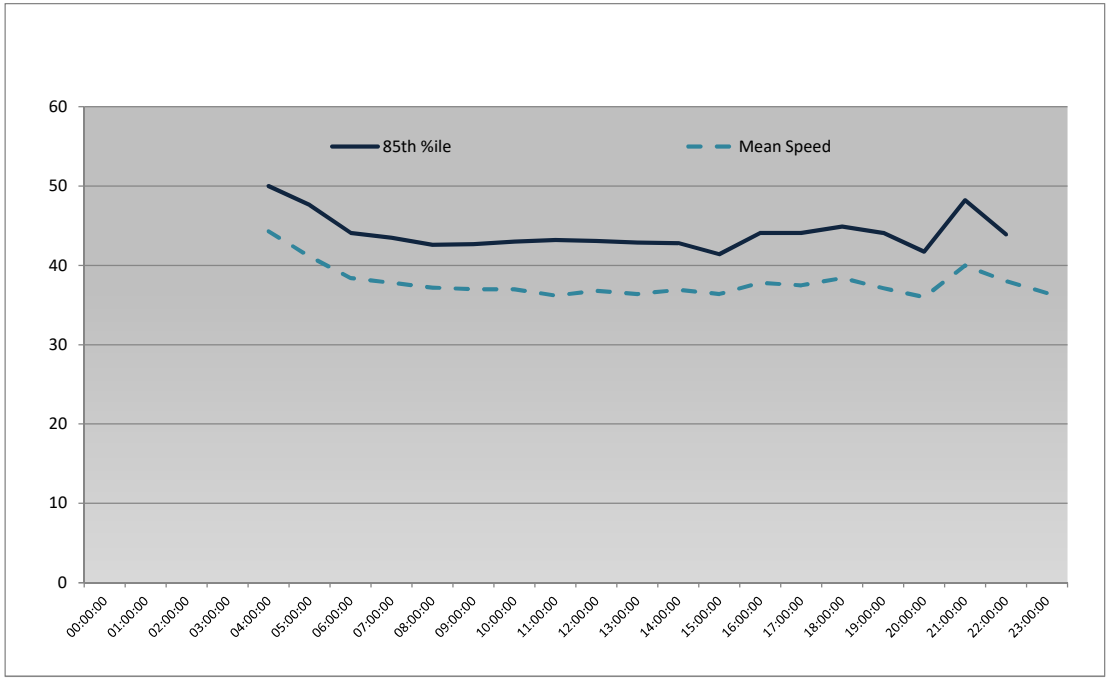
All directions

	85th %ile	Mean Speed
00:00:00	42.3	37
01:00:00		40.4
02:00:00		40.9
03:00:00		41.5
04:00:00	49.6	43.8
05:00:00	47	40.6
06:00:00	43.9	37.8
07:00:00	43.2	37
08:00:00	42.1	36.4
09:00:00	40.8	35.2
10:00:00	41.3	35.9
11:00:00	41.1	35.2
12:00:00	41.3	35.6
13:00:00	42	35.6
14:00:00	41.6	36
15:00:00	41.5	35.9
16:00:00	42.2	36.4
17:00:00	43.1	37.1
18:00:00	43.6	37.3
19:00:00	43.2	36.4
20:00:00	42	35.7
21:00:00	43.6	37.7
22:00:00	43.7	36.8
23:00:00	39.7	35.5
Daily average	**42.4**	**36.3**



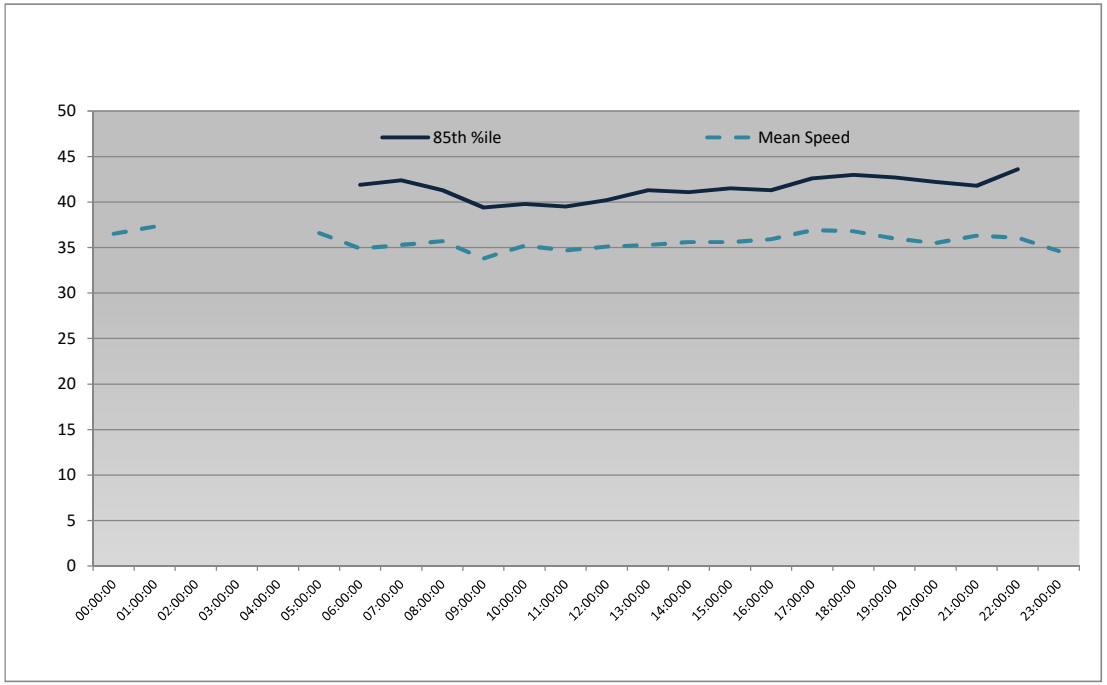
Northbound

	85th %ile	Mean Speed
00:00:00		
01:00:00		
02:00:00		41
03:00:00		
04:00:00	50	44.3
05:00:00	47.6	41.1
06:00:00	44.1	38.4
07:00:00	43.5	37.8
08:00:00	42.6	37.2
09:00:00	42.7	37
10:00:00	43	37
11:00:00	43.2	36.2
12:00:00	43.1	36.8
13:00:00	42.9	36.4
14:00:00	42.8	36.9
15:00:00	41.4	36.4
16:00:00	44.1	37.8
17:00:00	44.1	37.5
18:00:00	44.9	38.4
19:00:00	44.1	37.1
20:00:00	41.7	36
21:00:00	48.2	40
22:00:00	43.9	38
23:00:00		36.5
Daily average	**43.6**	**37.4**



Southbound

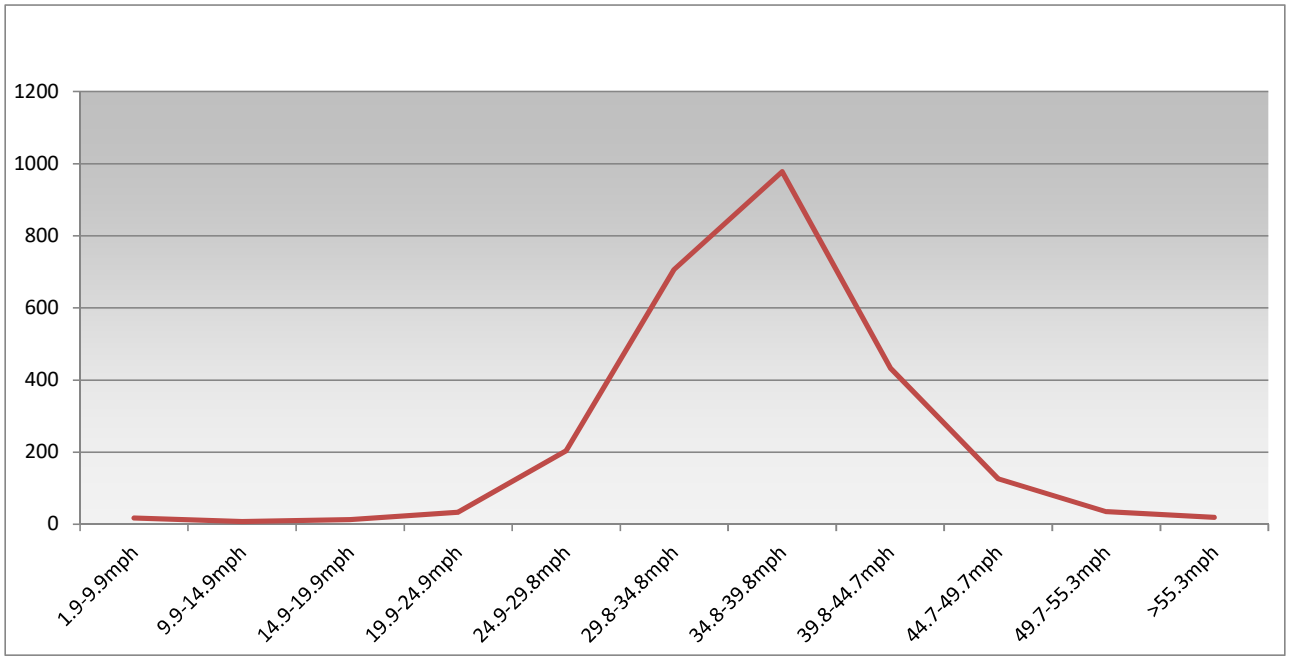
	85th %ile	Mean Speed
00:00:00		36.5
01:00:00		37.3
02:00:00		
03:00:00		
04:00:00		
05:00:00		36.6
06:00:00	41.9	34.9
07:00:00	42.4	35.3
08:00:00	41.3	35.7
09:00:00	39.4	33.8
10:00:00	39.8	35.2
11:00:00	39.5	34.7
12:00:00	40.2	35.1
13:00:00	41.3	35.3
14:00:00	41.1	35.6
15:00:00	41.5	35.6
16:00:00	41.3	35.9
17:00:00	42.6	36.9
18:00:00	43	36.8
19:00:00	42.7	36
20:00:00	42.2	35.5
21:00:00	41.8	36.3
22:00:00	43.6	36.1
23:00:00		34.6
Daily average	**41.2**	**35.5**



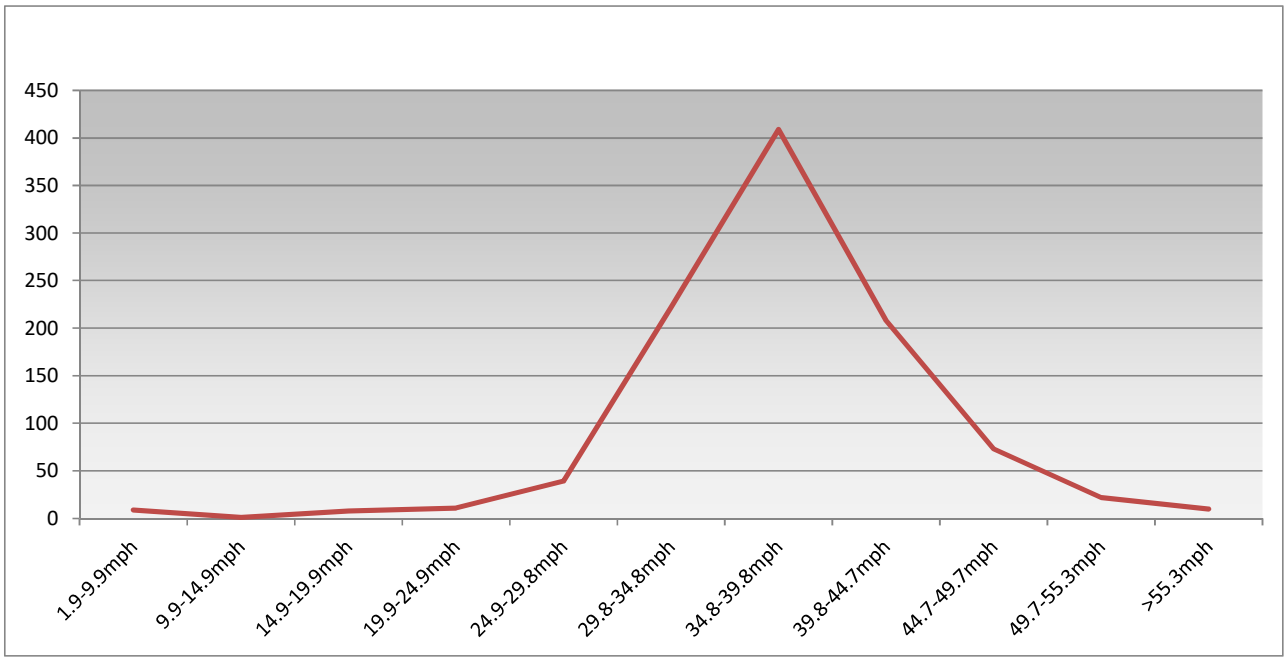
Fields with no speed data shown are due to there being insufficent data available to procude a reliable mean and/or 85th %ile.

All Directions

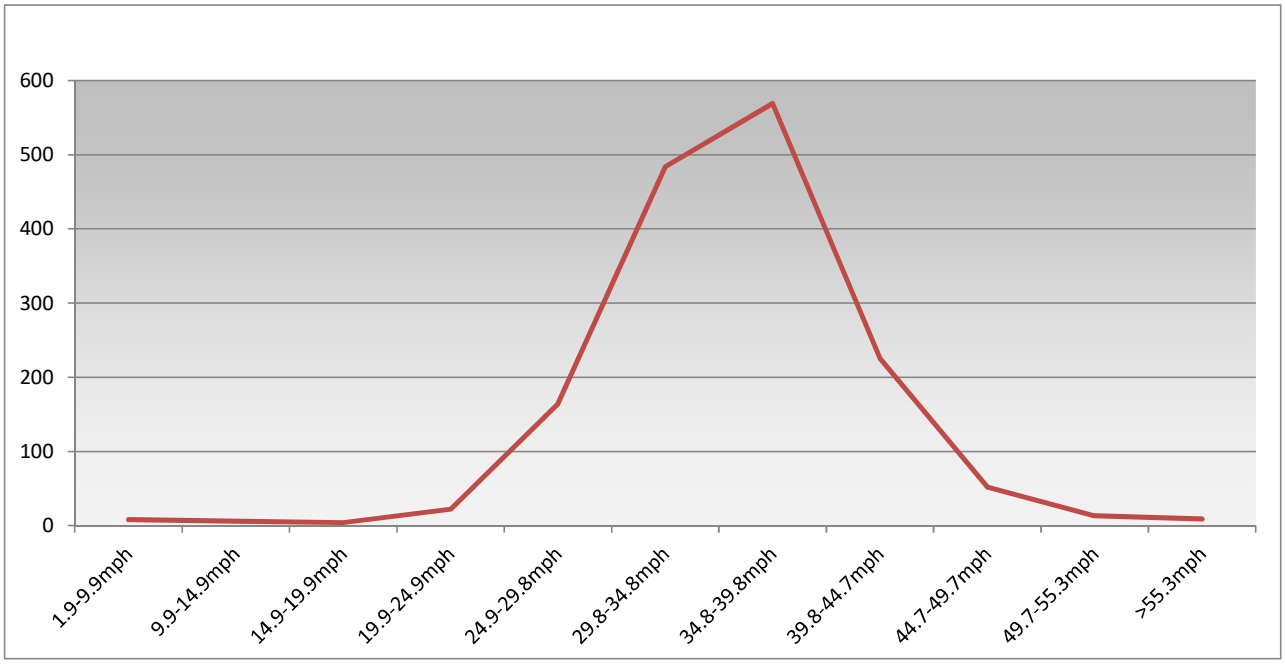
<1.9mph*	1.9-9.9mph	9.9-14.9mph	14.9-19.9mph	19.9-24.9mph	24.9-29.8mph	29.8-34.8mph	34.8-39.8mph	39.8-44.7mph	44.7-49.7mph	49.7-55.3mph	>55.3mph
710	17	7	12	33	203	706	978	433	126	35	19



<1.9mph*	1.9-9.9mph	9.9-14.9mph	14.9-19.9mph	19.9-24.9mph	24.9-29.8mph	29.8-34.8mph	34.8-39.8mph	39.8-44.7mph	44.7-49.7mph	49.7-55.3mph	>55.3mph
359	9	1	8	11	39	222	409	208	73	22	10

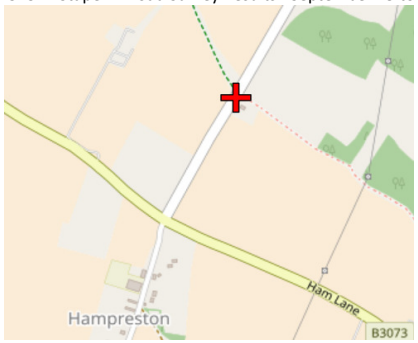


<1.9mph*	1.9-9.9mph	9.9-14.9mph	14.9-19.9mph	19.9-24.9mph	24.9-29.8mph	29.8-34.8mph	34.8-39.8mph	39.8-44.7mph	44.7-49.7mph	49.7-55.3mph	>55.3mph
351	8	6	4	22	164	484	569	225	52	13	9



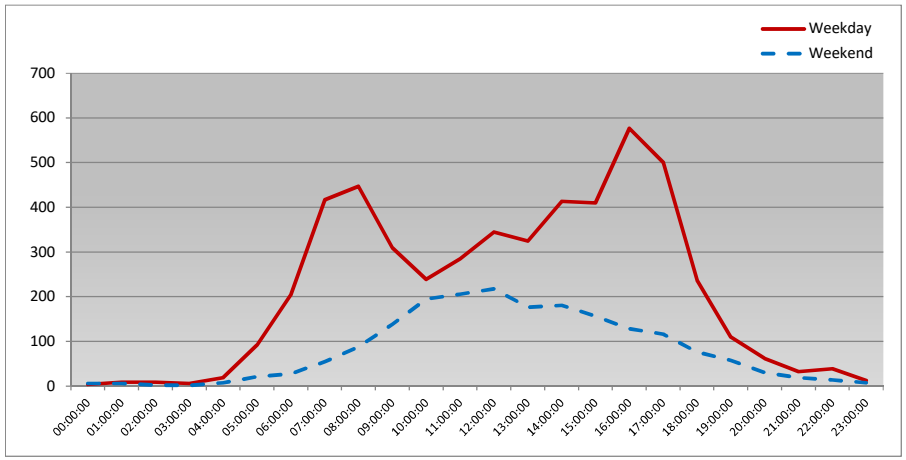
*excluded from charts - this bin I used for invalid data

3137 - Stapehill Road Survey Results - September 15 to 24 September 2017



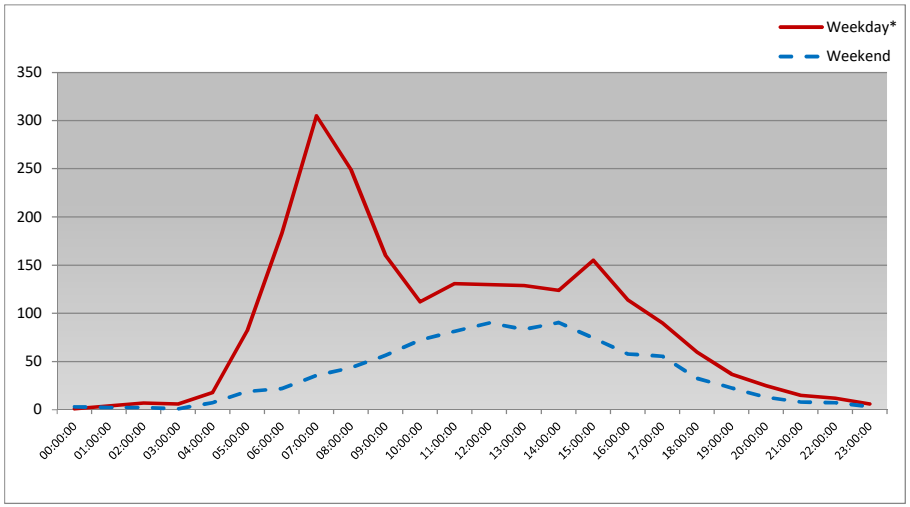
Both directions

	Weekday	Weekend
00:00:00	4	6.5
01:00:00	9	6
02:00:00	9	3
03:00:00	6	2
04:00:00	19	8
05:00:00	92	21.5
06:00:00	205	28
07:00:00	417	55
08:00:00	447	88
09:00:00	310	138.5
10:00:00	239	195
11:00:00	285	206
12:00:00	345	218
13:00:00	325	176.5
14:00:00	414	181
15:00:00	410	156.5
16:00:00	577	129
17:00:00	501	116.5
18:00:00	237	76.5
19:00:00	110	58
20:00:00	62	30.5
21:00:00	33	19.5
22:00:00	39	14.5
23:00:00	13	8
Total daily average	5108	1942



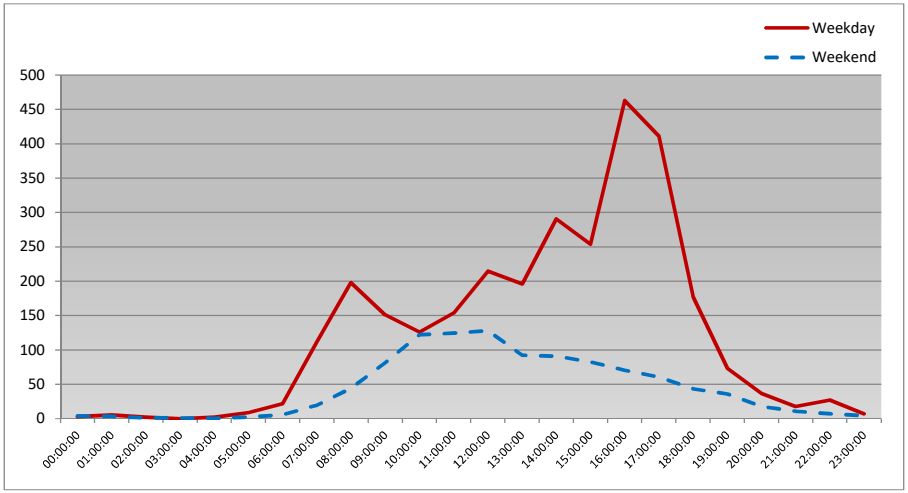
Northbound

	Weekday*	Weekend
00:00:00	1	3
01:00:00	4	2.5
02:00:00	7	2.5
03:00:00	6	1
04:00:00	18	7.5
05:00:00	82	19
06:00:00	183	22
07:00:00	305	35.5
08:00:00	249	43.5
09:00:00	160	56.5
10:00:00	112	72.5
11:00:00	131	81.5
12:00:00	130	90
13:00:00	129	83.5
14:00:00	124	90.5
15:00:00	155	74.5
16:00:00	114	58
17:00:00	90	55.5
18:00:00	60	32.5
19:00:00	37	22.5
20:00:00	25	13
21:00:00	15	8
22:00:00	12	7.5
23:00:00	6	3.5
Total daily average	2155	886



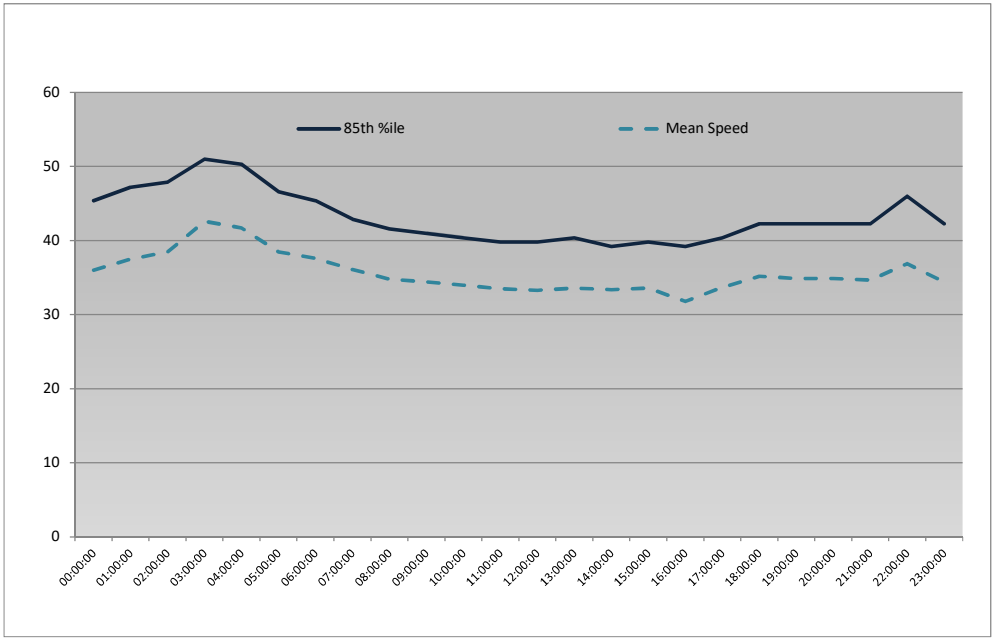
Southbound

	Weekday	Weekend
00:00:00	3	4
01:00:00	5	3.5
02:00:00	2	1
03:00:00	0	1
04:00:00	2	0.5
05:00:00	9	2.5
06:00:00	22	5.5
07:00:00	112	19.5
08:00:00	198	44.5
09:00:00	151	81.5
10:00:00	126	122
11:00:00	154	124.5
12:00:00	215	128
13:00:00	196	92.5
14:00:00	291	91
15:00:00	254	82.5
16:00:00	463	70.5
17:00:00	411	60.5
18:00:00	177	43.5
19:00:00	73	36
20:00:00	37	18
21:00:00	18	11
22:00:00	27	7
23:00:00	7	4.5
Total daily average	2953	1055



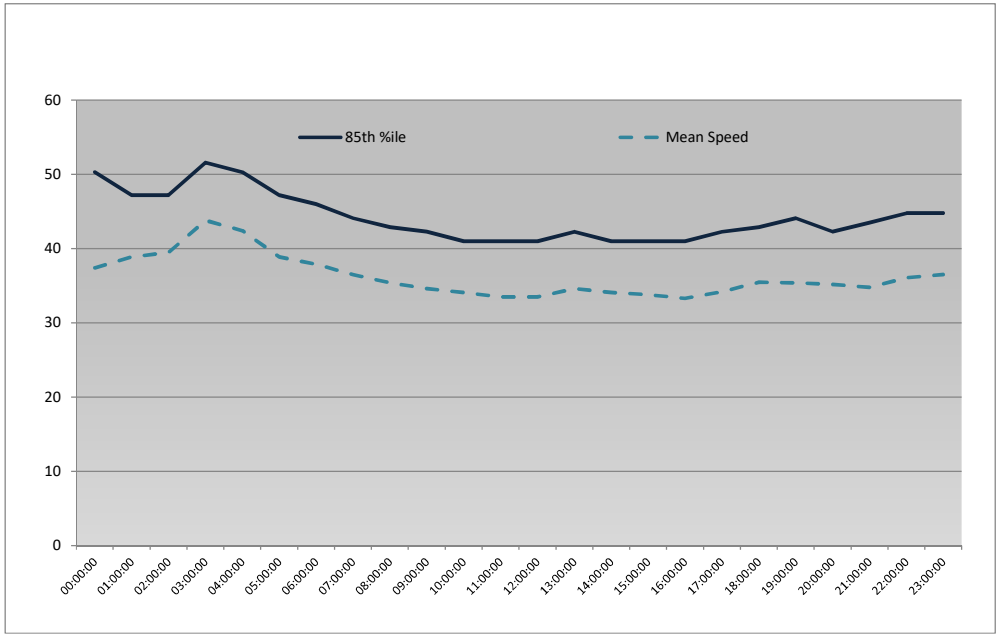
All directions

	Site 1	
	85th %ile	**Mean Speed**
00:00:00	45.4	36
01:00:00	47.2	37.5
02:00:00	47.9	38.5
03:00:00	51	42.6
04:00:00	50.3	41.7
05:00:00	46.6	38.5
06:00:00	45.4	37.6
07:00:00	42.9	36.1
08:00:00	41.6	34.8
09:00:00	41	34.4
10:00:00	40.4	34
11:00:00	39.8	33.5
12:00:00	39.8	33.3
13:00:00	40.4	33.6
14:00:00	39.2	33.4
15:00:00	39.8	33.6
16:00:00	39.2	31.8
17:00:00	40.4	33.7
18:00:00	42.3	35.2
19:00:00	42.3	34.9
20:00:00	42.3	34.9
21:00:00	42.3	34.7
22:00:00	46	36.9
23:00:00	42.3	34.4
Daily average	**41**	**34.2**



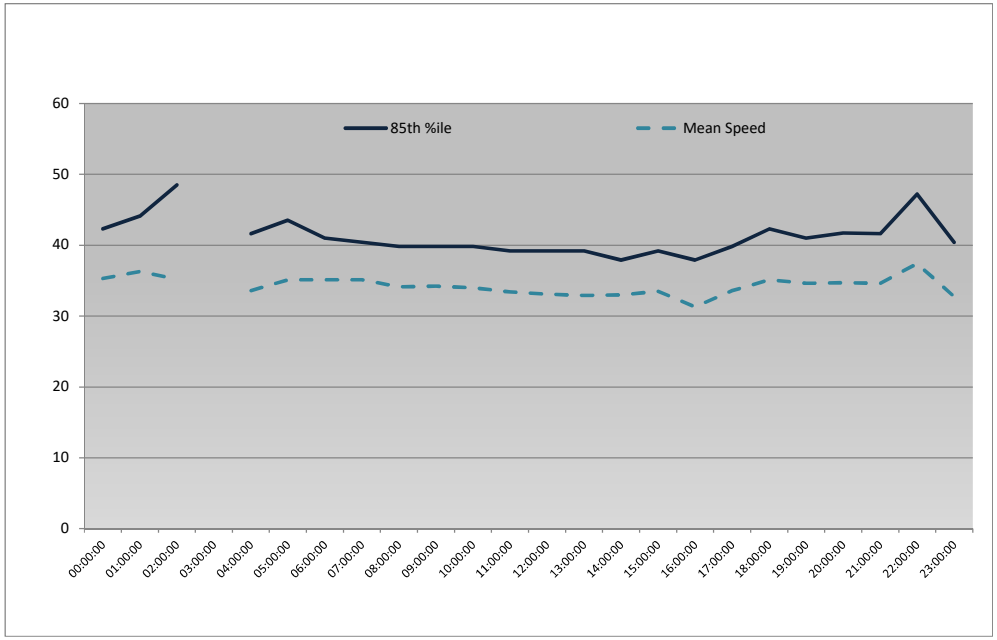
Northbound

	Site 1	
	85th %ile	**Mean Speed**
00:00:00	50.3	37.4
01:00:00	47.2	38.9
02:00:00	47.2	39.5
03:00:00	51.6	43.8
04:00:00	50.3	42.4
05:00:00	47.2	38.9
06:00:00	46	37.9
07:00:00	44.1	36.5
08:00:00	42.9	35.4
09:00:00	42.3	34.6
10:00:00	41	34.1
11:00:00	41	33.5
12:00:00	41	33.5
13:00:00	42.3	34.6
14:00:00	41	34.1
15:00:00	41	33.8
16:00:00	41	33.3
17:00:00	42.3	34.2
18:00:00	42.9	35.5
19:00:00	44.1	35.4
20:00:00	42.3	35.2
21:00:00	43.5	34.8
22:00:00	44.8	36.1
23:00:00	44.8	36.5
Daily average	**42.9**	**35.1**



Southbound

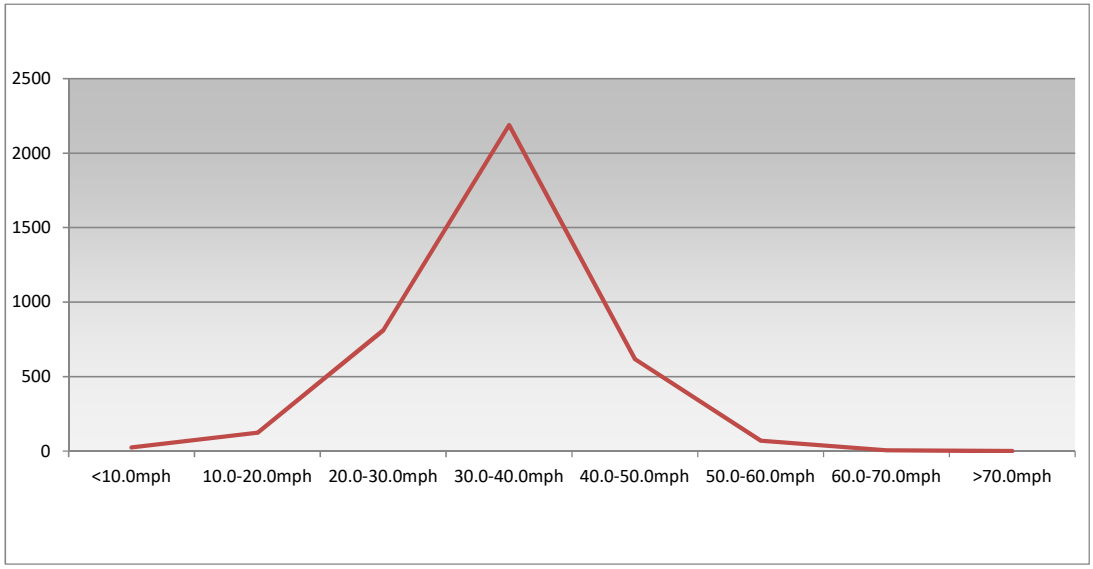
	Site 1	
	85th %ile	**Mean Speed**
00:00:00	42.3	35.3
01:00:00	44.1	36.3
02:00:00	48.5	35.2
03:00:00		
04:00:00	41.6	33.6
05:00:00	43.5	35.1
06:00:00	41	35.1
07:00:00	40.4	35.1
08:00:00	39.8	34.1
09:00:00	39.8	34.2
10:00:00	39.8	34
11:00:00	39.2	33.4
12:00:00	39.2	33.1
13:00:00	39.2	32.9
14:00:00	37.9	33
15:00:00	39.2	33.5
16:00:00	37.9	31.3
17:00:00	39.8	33.6
18:00:00	42.3	35.1
19:00:00	41	34.6
20:00:00	41.7	34.7
21:00:00	41.6	34.6
22:00:00	47.2	37.4
23:00:00	40.4	32.7
Daily average	**39.8**	**33.5**



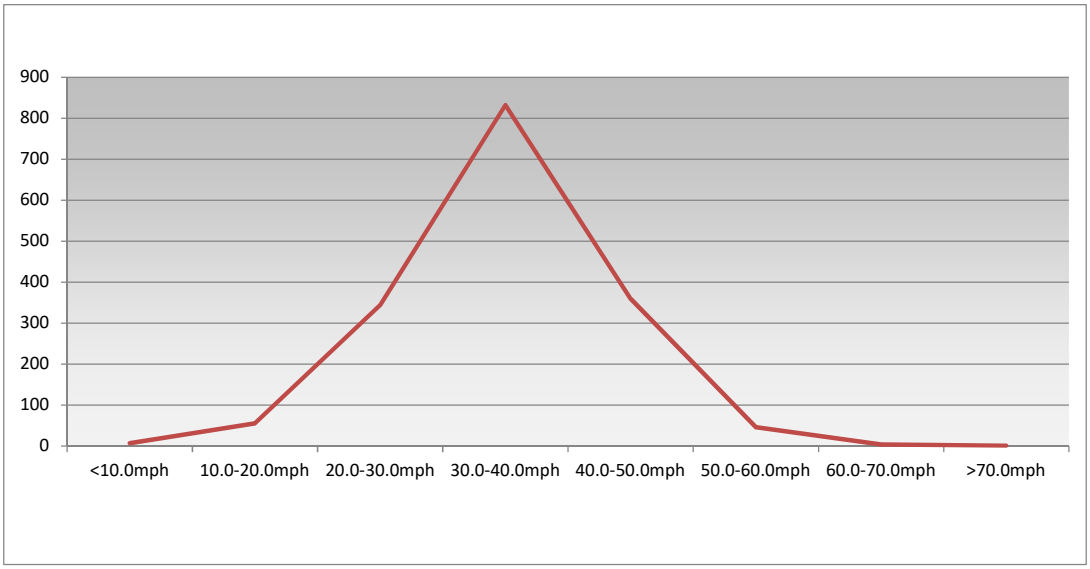
Fields with no speed data shown are due to there being insufficent data available to procude a reliable mean and/or 85th %ile.

All Directions

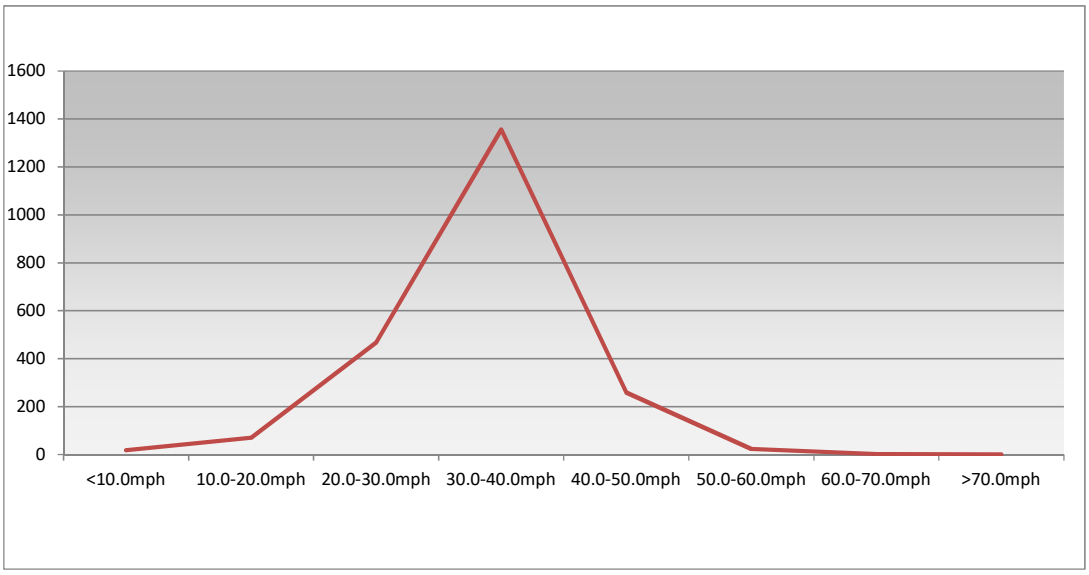
<10.0mph	10.0-20.0mph	20.0-30.0mph	30.0-40.0mph	40.0-50.0mph	50.0-60.0mph	60.0-70.0mph	>70.0mph	Invalid Reading
25	124	812	2188	618	69	6	1	0



<10.0mph	10.0-20.0mph	20.0-30.0mph	30.0-40.0mph	40.0-50.0mph	50.0-60.0mph	60.0-70.0mph	>70.0mph	Invalid Reading
7	55	344	832	359	46	4	1	0



<10.0mph	10.0-20.0mph	20.0-30.0mph	30.0-40.0mph	40.0-50.0mph	50.0-60.0mph	60.0-70.0mph	>70.0mph	Invalid Reading
18	70	468	1356	259	23	2	0	0



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Collision Explorer - Site overview report

[UNRESTRICTED]

Latest 5 years (Jun 2013 to May 2018)

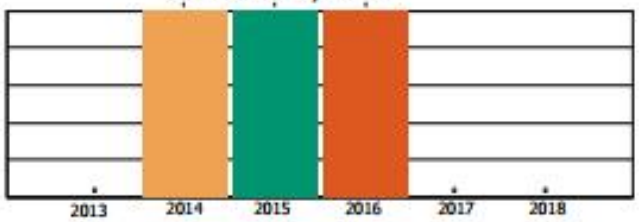
Collisions

Fatal	0
Serious	0
Slight	3

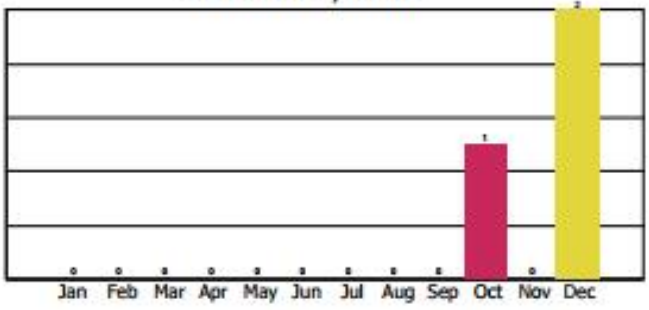
Casualties

Fatal	0
Serious	0
Slight	3

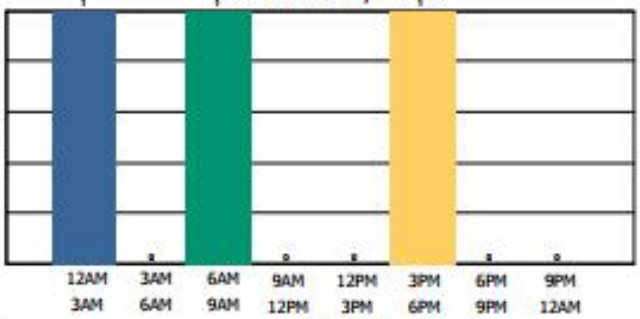
Collisions by Year



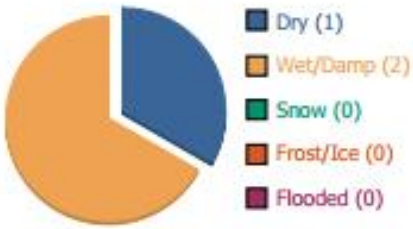
Collisions by Month



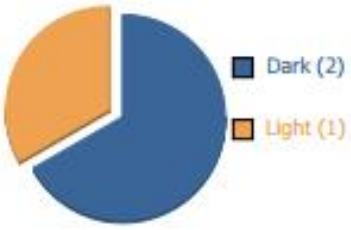
Collisions by Time



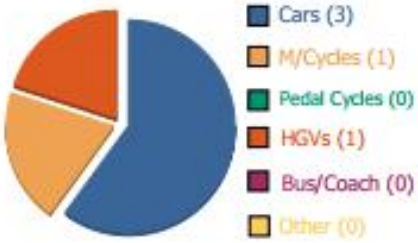
Surface Condition



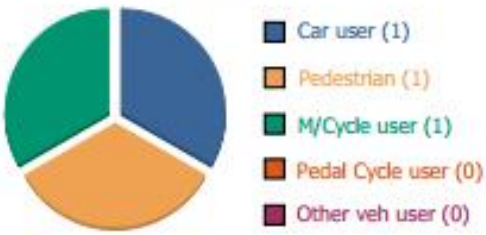
Visibility



Vehs Involved



Casualty Breakdown



Contributory Factors by Group*

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

* Individual contributory factors available in the Collision Detail Report

Generated by Collision Explorer on 24/09/2018. Powered by GeoWessex (c) Dorset County Council GIS

Collision Explorer - Collision detail report

Latest 5 years (Jun 2013 to May 2018)

Summary Detail [UNRESTRICTED]

Collision Ref: 1602272

X: 405,580 Y: 99,315

Circumstances

Severity: Slight

Date/Time: 12/10/2016 1647

Weather: Fine without high winds

Road Surface: Dry

Visibility: Daylight

Speed limit: 40

Number of Vehicles: 3

Number of Casualties: 1

Location: UC STAPEHILL ROAD APPROX 500 METRES FROM THE JUNCTION WITH HAM LANE

Vehicle Details

Vehicle 1 - Motocycle over 500cc

Driver/Rider: Male, 51 years old

First point of impact: Front

Direction: North to South

Skidded/Overturned: Skidded

Journey Purpose: Not Known

Vehicle 3 - Goods vehicle 3.5 tonnes mgw and under

Driver/Rider: Male, 39 years old

First point of impact: Back

Direction: North to South

Skidded/Overturned: No skidding, jack-knifing or overturning

Journey Purpose: Other

Vehicle 2 - Car

Driver/Rider: Male, 58 years old

First point of impact: Front

Direction: South to North

Skidded/Overturned: No skidding, jack-knifing or overturning

Journey Purpose: Not Known

Casualty Details

Casualty 1 - Male, 51 years old

Severity: Slight

Class: Driver / Rider of Vehicle 1

Collision Ref: 1501516

Circumstances

Severity: Slight

Date/Time: 06/12/2015 0029

Weather: Fine with high winds

Road Surface: Wet/Damp

Visibility: Darkness: No street lighting

Speed limit: 40

Number of Vehicles: 1

Number of Casualties: 1

Location: OUTSIDE CAMELLIA NURSERY UC STAPEHILL ROAD

X: 405,893 Y: 99,878

Vehicle Details

Vehicle 1 - Car

Driver/Rider: Female, 18 years old

First point of impact: Front

Direction: South to West

Skidded/Overturned: Skidded

Journey Purpose: Other

Casualty Details

Casualty 1 - Female, 18 years old

Severity: Slight

Class: Driver / Rider of Vehicle 1

Collision Ref: A14D053599

X: 405,752 Y: 100,233

Circumstances

Severity: Slight

Date/Time: 24/12/2014 0720

Weather: Fine without high winds

Road Surface: Wet/Damp

Visibility: Darkness: No street lighting

Speed limit: 40

Number of Vehicles: 1

Number of Casualties: 1

Location: UC STAPEHILL ROAD, OUTSIDE HIGH GROVE, WIMBORNE

Vehicle Details

Vehicle 1 - Car

Driver/Rider: Unknown, No Data years old

First point of impact: Nearside

Direction: North West to South East

Skidded/Overturned: No skidding, jack-knifing or overturning

Journey Purpose: Other

Casualty Details

Casualty 1 - Female, 29 years old

Severity: Slight

Class: Pedestrian hit by Vehicle 1

Location: On footway or verge

Movement: Walking in carriageway back to traffic

Direction: South East

Appendix G – Online collision/near miss reports – Stapehill Road

10/09/2018 **Enquiry Trace Form - Preview**

Enquiry: 1083121 **Logged by:** CRM User **on** 10/08/2017 09:15

Service: Information Request **Classification:** Enquiry

Subject: Report a collision/near miss

Desc.: I was walking along the east side of Stapehill Road just by Bailiffs Mead facing the traffic when a car came very fast towards me. I could not move to the side as there is a highway ditch there. The car's wing mirror hit my hand as it went past. I estimate the car was travelling around 40mph. This was similar to a similar incident my wife had about a month before and before we knew of the existence of this website. - INFO

Site: STAPEHILL ROAD (12200847), FERNDOWN, DORSET

Site Address: STAPEHILL ROAD **Area:** CHA13 - Wimborne Moors

Location: Staplehill Road - Wimborne Road West To Award Road Jct, Wimborne - The north east side of Stapehill Road just by Bailiffs Mead facing the traffic. There is no footpath here so I was walking in the road, just next to the highway ditch. **Ward:** Ferndown Town CP

Contact:
Telephone:
Email:

Customer: 1080129 **Time:** 10/08/2017 09:15 **Method:** Reported On-line

Name: **Telephone:**

Address: **Email:**

Current Status:

No.	Effective	Status	Officer	Follow up Date
4	10/08/2017 09:15:41	Information Received	Collision Reduction CRED	

Notes: Temp status to allow correction to previous status to "Outstanding"

Status history:

No.	Effective	Status	Officer	Notes
3	10/08/2017 09:15	Licence/Application Rejected	Collision Reduction CRED	Temp status to allow correction to previous status to "Outstanding"
2	10/08/2017 09:15	Information Received	Collision Reduction CRED	
1	10/08/2017 09:15	Information Received	Collision Reduction CRED	

Revised Status:

10/09/2018 **Enquiry Trace Form - Preview**

Enquiry: 1106748 **Logged by:** CRM User **on** 17/07/2018 09:21

Service: Information Request **Classification:** Enquiry

Subject: Report a collision/near miss

Desc.: - INFO

Site: STAPEHILL ROAD (12200847), FERNDOWN, DORSET

Site Address: STAPEHILL ROAD **Area:** CHA13 - Wimborne Moors

Location: Staplehill Road - Wimborne Road West To Award Road Jct, Wimborne **Ward:** Ferndown Town CP

Contact:

Telephone:

Email:

Customer: 1102923 **Time:** 17/07/2018 09:21 **Method:** Reported On-line

Name: **Telephone:**

Address: **Email:**

Current Status:

No.	Effective	Status	Officer	Follow up Date
1	17/07/2018 09:21:34	Information Received	Collision Reduction CRED	

Revised Status:

10/09/2018 **Enquiry Trace Form - Preview**

Enquiry: 1105484 **Logged by:** CRM User **on** 29/06/2018 10:03

Service: Information Request **Classification:** Enquiry

Subject: Report a collision/near miss

Desc.: U-Drive van heading south hit wing mirrors with French registered red van heading north - INFO

Site: STAPEHILL ROAD (12200847), FERNDOWN, DORSET

Site Address: STAPEHILL ROAD **Area:** CHA13 - Wimborne Moors

Location: Staplehill Road - Wimborne Road West To Award Road Jct, Wimborne **Ward:** Ferndown Town CP

Contact:

Telephone:

Email:

Customer: 1101737 **Time:** 29/06/2018 10:03 **Method:** Reported On-line

Name: **Telephone:**

Address: **Email:**

Current Status:

No.	Effective	Status	Officer	Follow up Date
1	29/06/2018 10:03:22	Information Received	Collision Reduction CRED	

Revised Status:

Enquiry Trace Form - Preview

Enquiry: 1105494 **Logged by:** CRM User **on** 29/06/2018 10:17

Service: Information Request **Classification:** Enquiry

Subject: Report a collision/near miss

Desc.: I saw an overweight and overheight vehicle with no ID on it except it was curtain sided and had a picture of a kitchen towel roll on the curtain. It was travelling southwards at about 30mph . It caught an overhanging branch just outside The Old Stables and it brought debris onto the road. A following car hit the debris and was damaged. 4 cars back was a Police car that took no action but followed the overweight vehicle down the road.

The branches now hang far lower, to within 6 feet of the ground (just soft leaves) but the main damaged branch is now much lower.

11:55 I saw a HSS truck (probably also overweight) driving southwards swerve out when he saw the branches into oncoming traffic.

12:25 Stop-Start delivery truck heading north hit the branches and stopped in Keepers Lane entrance to inspect the damage to his vehicle. - INFO

Site: STAPEHILL ROAD (12200847), FERNDOWN, DORSET

Site Address: STAPEHILL ROAD **Area:** CHA13 - Wimborne Moors

Location: Staplehill Road - Wimborne Road West To Award Road Jct, Wimborne **Ward:** Ferndown Town CP

Contact:
Telephone:
Email:

Customer: 1101740 **Time:** 29/06/2018 10:17 **Method:** Reported On-line

Name: **Telephone:**
Address: **Email:**

Current Status:

No.	Effective	Status	Officer	Follow up Date
2	29/06/2018 10:18:08	Information Received	Collision Reduction CRED	

Status history:

No.	Effective	Status	Officer	Notes
1	29/06/2018 10:17	Information Received	Collision Reduction CRED	

Revised Status:

10/09/2018

Enquiry Trace Form - Preview

Enquiry: 1105615 **Logged by:** CRM User **on** 29/06/2018 18:47

Service: Information Request **Classification:** Enquiry

Subject: Report a collision/near miss

Desc.: Walking along the right hand side of the road, heading south, with two dogs. There is no footpath so you have to walk in the road. At the junction of Stapehill Road and Keepers Lane a vehicle heading north came round the blind bend, saw my wife and swerved out to avoid her, crossed the white line and saw oncoming traffic and swerved back in very narrowly missing my wife. It frightened her. This is a totally blind bend and vehicles come round there at 50-60mph into pedestrians walking in the road as there are no footpaths. This is an accident waiting to happen. - INFO

Site: STAPEHILL ROAD (12200847), FERNDOWN, DORSET

Site Address: STAPEHILL ROAD **Area:** CHA13 - Wimborne Moors

Location: Staplehill Road - Wimborne Road West To Award Road Jct, Wimborne **Ward:** Ferndown Town CP

Contact:

Telephone:

Email:

Customer: 1101806 **Time:** 29/06/2018 18:47 **Method:** Reported On-line

Name: **Telephone:**

Address: **Email:**

Current Status:

No.	Effective	Status	Officer	Follow up Date
1	29/06/2018 18:47:56	Information Received	Collision Reduction CRED	

Revised Status: