



Meeting: Petition Panel
Time: 10.00 am
Date: Tuesday, 6 November 2018
Venue: S3.3, County Hall, Colliton Park, Dorchester, DT1 1XJ

Daryl Turner
Susan Jefferies

Nick Ireland

Debbie Ward
Chief Executive

Contact: **Liz Eaton, Democratic Services Officer**
County Hall, Dorchester, DT1 1XJ
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Date of Publication:
29 October 2018

1. Apologies

To receive any apologies for absence.

2. **Petition - (Reducing the speed limit on Blandford Road at the entrance to Corfe Mullen between the A31 and junction with Brog Street from 60 mph to 30 mph)** 3 - 24

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

Outcome of the Panel Discussion

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

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Petitions Panel

Dorset County Council



Date of Meeting	Tuesday 6 November 2018
Officer	Michael Potter, Collison Reduction Team Manager
Subject of Report	Procedure for Petitions – Petition entitled – To reduce the speed limit on Blandford Road, Corfe Mullen from 60mph to 30mph
Executive Summary	<p>A petition has been received (in accordance with the County Council’s published petitions scheme) in relation to reducing the speed limit on the B3074 Blandford Road, Corfe Mullen. The petition states:</p> <p><i>We the undersigned would like to ask DCC to reduce the speed limit of the Blandford Road at the entrance to the Village from 60mph to 30mph.</i></p> <p><i>This stretch of road is used extensively by horses and also cyclists. The road is narrow and has bends, with high hedges, which reduce visibility for a car driver. Fields along the side of the road are used to graze horses and it is very dangerous to bring these horses in and out from the fields. The situation has become much worse recently, since the wide use of SatNav equipment which shows this rural road to be a short cut to Poole and beyond. This road should not be a through road. Drivers who have no knowledge of Corfe Mullen are encouraged through the village.</i></p>
Impact Assessment: <i>Please refer to the protocol for writing reports.</i>	<p>Equalities Impact Assessment:</p> <p>Not applicable</p>
	<p>Use of Evidence:</p> <p>Stats 19 Road Traffic Collision Data Traffic survey data</p>
	<p>Budget:</p> <p>Cost of speed limit circa £3500 including signing and statutory Traffic Regulation Order process costs</p>
	<p>Risk Assessment:</p> <p>Having considered the risks associated with this decision using the</p>

Procedure for Petitions – Petition entitled - To reduce the speed limit on Blandford Road, Corfe Mullen from 60mph to 30mph

	<p>County Council's approved risk management methodology, the level of risk has been identified as:</p> <p>Current Risk: LOW Residual Risk LOW</p>
	<p>Other Implications:</p> <p>Not applicable</p>
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	<p>Appendix A – Copy of petition</p> <p>Appendix B – Plan showing extent of B3074 in question and existing signing</p> <p>Appendix C – Speed limit policy document</p>
Background Papers	<p>Dorset County Council Petitions Scheme</p> <p>Department for Transport circular 01/2013 – Setting Local Speed Limits</p>
Officer Contact	<p>Name: Michael Potter</p> <p>Tel: 01305 221767</p> <p>Email: m.potter@dorsetcc.gov.uk</p>

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.
- 1.3 This petition contains 63 signatories.

2. Petition – To reduce the speed limit on Blandford Road, Corfe Mullen from 60mph to 30mph

- 2.1 The County Council received a petition organised by Miss Hannah Yelland on 9 September 2018. This reads as follows:

We the undersigned would like to ask DCC to reduce the speed limit of the Blandford Road at the entrance to the Village from 60mph to 30mph.

This stretch of road is used extensively by horses and also cyclists. The road is narrow and has bends, with high hedges, which reduce visibility for a car driver. Fields along the side of the road are used to graze horses and it is very dangerous to bring these horses in and out from the fields. The situation has become much worse recently, since the wide use of SatNav equipment which shows this rural road to be a short cut to Poole and beyond. This road should not be a through road. Drivers who have no knowledge of Corfe Mullen are encouraged through the village.

- 2.2 Corfe Mullen Parish Council is supportive of the request to reduce the speed limit on B3074 Blandford Road from national (60mph) to 30mph.
- 2.3 As this petition contains more than 50 signatures, the Panel are invited to note and discuss this.
- 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 B3074 Blandford Road leads to/from Corfe Mullen and the A31 Trunk Road in East Dorset.

3.2 The section of the B3074 in question is approximately half a mile in length, from its junction with the A31 to the exiting 30mph limit terminal.

3.3 A plan showing the location and extent of the B3074 including existing signing can be found at Appendix B.

3.4 The nature of the section of the B3074 in question is predominantly rural in nature before the existing 30mph limit terminal where the nature of the road becomes more urban/built up in nature throughout.

3.5 The County Council adopts Department for Transport (DfT) speed limit guidance as policy, with DfT circular 01/2013 Setting Local Speed Limits. Key points to consider in the underlying principle of local speed limits are set out below in paragraphs 3.6 to 3.12.

3.6 The Highways Agency is responsible for determining speed limits on the trunk road network. Local traffic authorities are responsible for determining speed limits on the local road network.

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

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

3.9 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.**

- 3.10 While these factors need to be considered for all road types, they may be weighted differently in urban and rural areas. The impact on community and environmental outcomes should also be considered.
- 3.11 The minimum length of a speed limit should generally be not less than 600 metres to avoid too many changes of speed limit along the route.
- 3.12 Speed limits should not be used to attempt to solve the problem of isolated hazards, such as a single road junction or reduced forward visibility, e.g. at a bend.
- 3.13 Table 1 shows DfT explanation of speed limits for rural single carriageway roads with a predominant motor traffic flow function.

Table 1 – Speed limits for rural 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

- 3.14 DfT’s Setting Local Speed Limits circular 01/2013 includes a definition of 30mph speed limits for both rural and urban areas.
- 3.15 An urban 30mph speed limit should apply in built up areas (where motor vehicle movement is deemed more important), with development on both sides of the road.
- 3.16 The section of the B3074 in questions does not meet the DfT definition of an urban 30mph limit
- 3.17 A rural 30mph limit is typically associated with a village. DfT definition of a village for the purposes of applying a 30mph speed limit is:
 - 20 or more houses (on one or both sides of the road); and
 - A minimum length of 600 metres.
- 3.18 The criteria above should give adequate visual messages to drivers to reduce their speed.

- 3.19 It is felt that the section of the B3074 in question does not meet the DfT definition of a rural 30mph speed limit.
- 3.20 In some circumstances it might be appropriate to consider an intermediate speed limit of 40mph prior to the 30mph terminal speed limit signs at the entrance to a village.
- 3.21 Table 2 below shows the mean average and 85th percentile speed recorded during a traffic survey carried out on the B3074 in June/July 2016.

Table 2 – Traffic survey results on the B3074, 16 June to 6 July 2016

B3074 - 16 June to 6 July 2018			
	Mean avg.	85th%ile	Avg. daily traffic flow
Westbound	38.1mph	44mph	1314
Eastbound	35.5mph	39.7mph	1275
Both directions	36.6mph	42.7mph	2589

- 3.22 Mean speed and 85th percentile speed (the speed at or below which 85% of vehicles are travelling) are most commonly used measures of actual traffic speed. Traffic authorities should continue to routinely collect and assess both, but mean speeds should be used as the basis for determining local speed limits.
- 3.23 The aim for local speed limits should be to align the speed limit to the conditions of the road and road environment.
- 3.24 The results of the traffic survey and DfT guidance would suggest that a 40mph limit could be considered for the section of the B3074 in question.
- 3.25 It is important to note that there are currently over 100 outstanding Traffic Regulation Orders (TRO) with budget and resource available to process in the region of 10 requests per year.
- 3.26 The TRO programme for 2018/19 and 2019/20 has been agreed.
- 3.27 It is not likely that a speed limit reduction on this section of the B3074 would rank highly compared to other priorities and therefore no commitment can be made on when a speed limit reduction TRO would be processed.
- 3.28 The DfT state that speed management measures should always be considered before a new speed limit is introduced. Hazard warning

signing and carriageway markings are considered as speed management measures.

- 3.29 It is understood that a review of hazard warning signing and lining has not taken place recently on the section of the B3074 in question.

4.0 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.

Matthew Piles
Service Director for Economy, Infrastructure and Environment
November 2018

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Appendix A – copy of petition

Hannah Lois Yelland
127 Sandy Lane
Upton
Poole
Dorset
BH16 5LT
07702277858

Hello

I wish to present this petition to the Petitions Panel

I contacted Susan Jefferies on the Corfe mullen Parish Council regarding the speed limit on Blandford Road Corfe Mullen, Susan Along with other members on the Parish Council have kindly helped and guided me along the way.

I contacted Susan to plea and beg for her to help me change the speed limit on Blandford road due to this being a danger zone, for not only horse riders but pedestrians and cyclist! This stretch of road is a bendy country lane and is currently 60MPH! I asked Susan what I could do to help reduce the speed limit on this, I Said I would do anything to keep me and my best friend (my horse Peggy) and other horse riders safe, Susan Mentioned a petition.

I Have with the help of Susan gained 60 Signatures towards this petition, Please please take these signatures into consideration, I would love to make Blandford road a 30MPH this would make this a much more welcome and safe road for all road users.

Please please help keep me safe, I Don't want to be killed on this road, like I said to Susan I wear as much hivis as I can, I respect other road users and use the appropriate signals when asking cars to slow down, some road users are very respectful and slow down others carry on the road like it's a race track!

The amount of near misses ive had is scary, us horse riders don't want to be on the road as much as people don't want us on the road, but we have to do road work to get to the few bridleways we have, I hope we can all ride,cycle and drive in harmony one day.

Thank you for taking the time to read this, If I can do anymore to help my petition or ro lower the speed limit please let me know.

Thank you
Hannah Yelland

Lead petitioner: Hannah Yelland

127 Sandy Lane
Upton
Poole
BH16 5LT

hannah233@live.co.uk

To the Petitions Panel and Dorset County Council.

Please accept this Petition to ask to reduce the speed limit on the Blandford Road at the entrance to Corfe Mullen between the A31 and the junction with Brog Street, from 60mph to 30mph. Many horses are ridden along this stretch of road, and it is also used by cyclists.

We would like to ask DCC to reduce the speed limit of the Blandford Road at the entrance to the Village from 60 mph to 30mph, from the bridge up the hill.

This stretch of road is used extensively by horses and also cyclists. The road is narrow and has bends, with high hedges, which reduce visibility for a car driver. Fields along the side of this road are used to graze horses and it is very dangerous to bring these horses in and out from the fields. The situation has become much worse recently, since the wide use of SatNav equipment which shows this rural road to be a short cut to Poole and beyond. This road should not be a through road. Drivers who have no knowledge of Corfe Mullen are encouraged through the village.

Petition to Reduce the Speed limit on the Blandford Road at the entrance to Corfe Mullen between the A31 and the junction with Brog Street, from 60mph to 30mph. Many horses are ridden along this stretch of road, and it is also used by cyclists.

We the undersigned would like to ask DCC to reduce the speed limit of the Blandford Road at the entrance to the Village from 60 mph to 30mph.

This stretch of road is used extensively by horses and also cyclists. The road is narrow and has bends, with high hedges, which reduce visibility for a car driver. Fields along the side of this road are used to graze horses and it is very dangerous to bring these horses in and out from the fields. The situation has become much worse recently, since the wide use of SatNav equipment which shows this rural road to be a short cut to Poole and beyond. This road should not be a through road. Drivers who have no knowledge of Corfe Mullen are encouraged through the village.

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Petition to Reduce the Speed limit on the Blandford Road at the entrance to Corfe Mullen between the A31 and the junction with Brog Street, from 60mph to 30mph. Many horses are ridden along this stretch of road, and it is also used by cyclists.

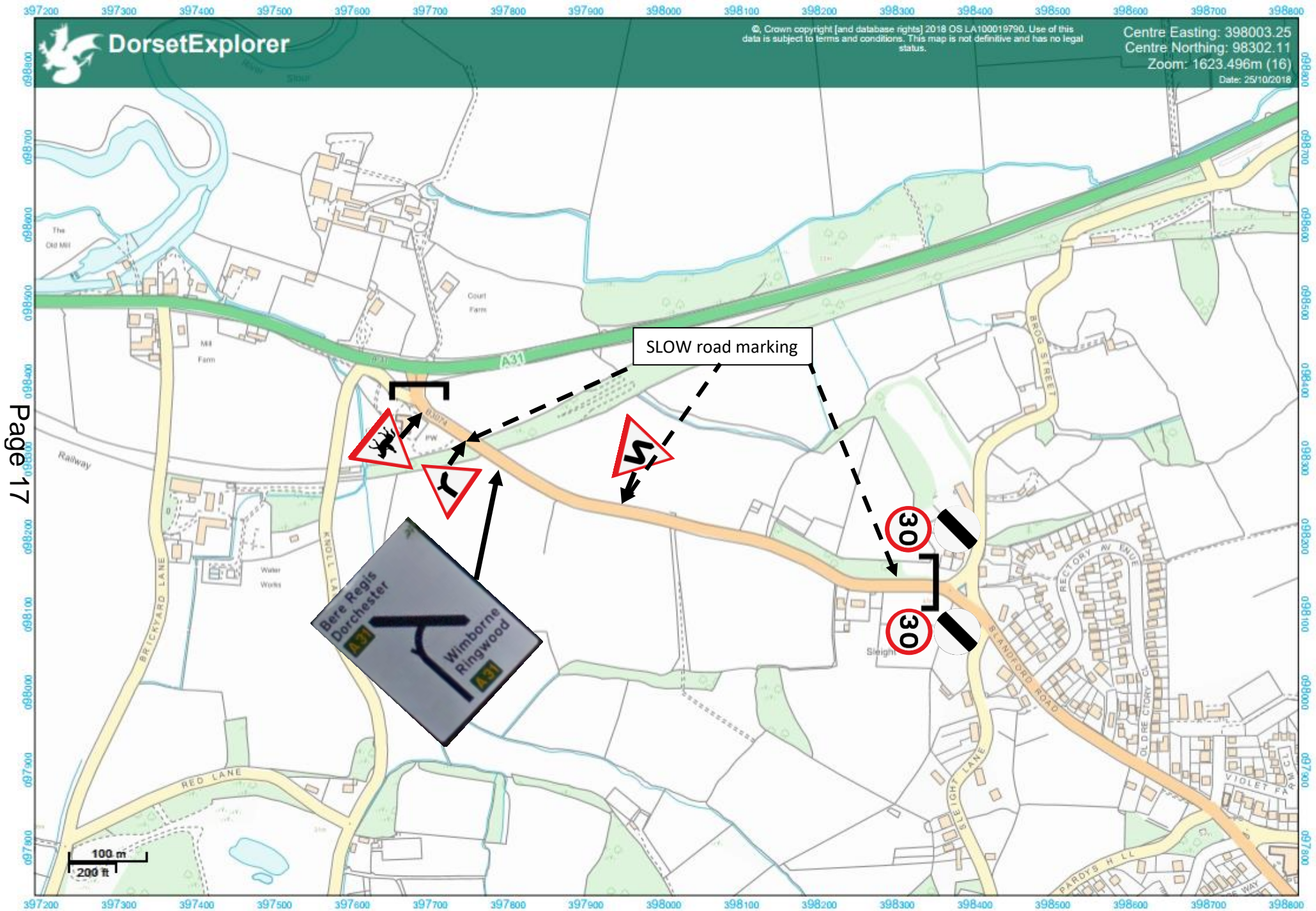
We the undersigned would like to ask DCC to reduce the speed limit of the Blandford Road at the entrance to the Village from 60 mph to 30mph.

This stretch of road is used extensively by horses and also cyclists. The road is narrow and has bends, with high hedges, which reduce visibility for a car driver. Fields along the side of this road are used to graze horses and it is very dangerous to bring these horses in and out from the fields. The situation has become much worse recently, since the wide use of SatNav equipment which shows this rural road to be a short cut to Poole and beyond. This road should not be a through road. Drivers who have no knowledge of Corfe Mullen are encouraged through the village.

Name	Address	Postcode
Hannah Yelland	127 Sandy lane Poole Dorset	BH16 5LE
Shannon Burbidge	9 Bere Road Wareham Dorset BH20 4DB	BH20 4DB
Kayliegh Ward - Bailey	29 Manor Avenue Poole Dorset BH12 41B	BH12 41B
Chris Rogers	4 Trinidad Crescent Parkston	BH12 3NN
Sophie Hall	10 Blandford Road North Upton Poole Dorset	BH16 5PR
Nicola Lewison	50 Conford Cliffs Road Poole	BH13 7AA
Jemma Hageman	Magnolia Higher Gardens Corfe Castle Dorset	BH20 5ES
Dannie Bamick	North House Kunkick Road Lyndett Matravers Poole	BH166 bb
Chissy Sutton	Flat 7 Richmond Court 95-101 Bourne Mouth Road Poole Dorset BH14 0ER	BH14 0ER
Hannah Louise Bradley	9 Hillside Road Corfe Mullen Dorset	BH21 3SA

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Appendix B – Plan of extent of B3074 in question and existing traffic signing



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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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