



# Shillingstone Village Traffic Survey

Summer 2021

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*Shillingstone Parish Council (SPC) asked villagers for their views about the impact of traffic on our community and what measures they felt might contribute to making the village a safer and better place to live.*

*The survey has allowed villagers to provide the SPC with a more informed understanding of the community's diverse views and what it would like to see it become, and as a result will provide guidance to the SPC to define its highway's strategy in the future and has already given clear direction on several matters presented to council.*

*Most of the survey questions were multiple-choice requiring simple answers, however there was an opportunity to give a more expansive free text responses on the various topic's areas covered - these will provide SPC with additional constructive information.*

*The data collected has only been accessed by members of the Shillingstone Parish Council to gauge local opinion about the community's views on traffic matters and all personal information will be held securely, however responses were totally anonymous, so NO personal information was collected.*

*The survey opened on the evening of 25<sup>th</sup> May 2021 and closed at midnight on Wednesday 30<sup>th</sup> June 2021.*

*A total of 150 responses were collected, a majority were submitted through the Digital Survey hosted online, with approximately 30 submitted using the hardcopy's made available at two locations in the village; SPC would like to extend thanks to the Shillingstone Petrol Station and the Coop for their support.*

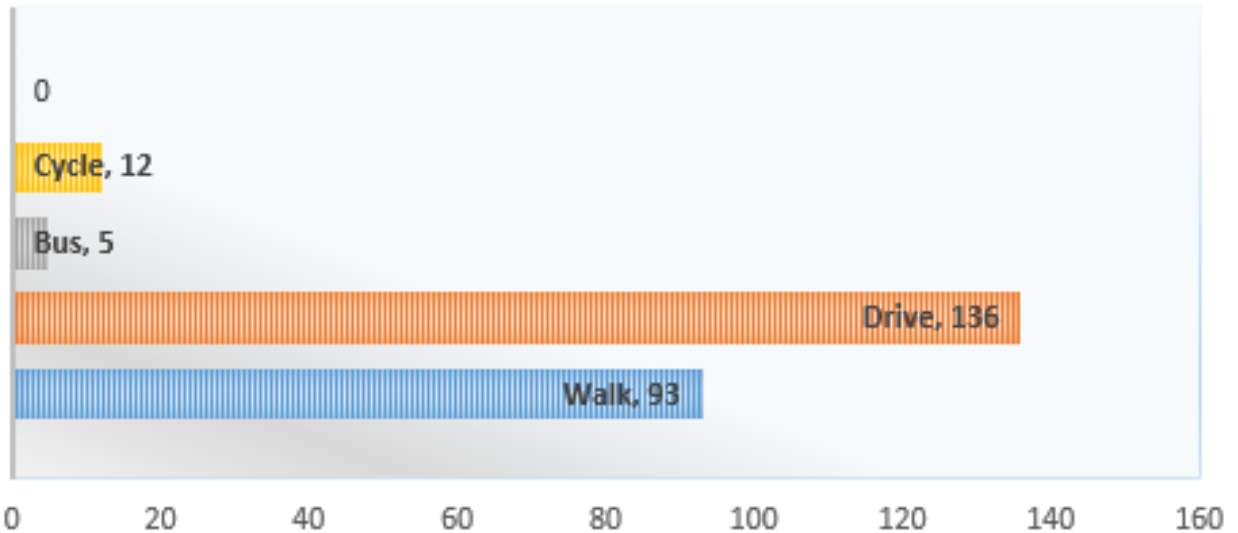
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## 1. ABOUT YOU

This section provided background information about the community and how it uses the roads within the village boundaries.

### 1. What form of transport do you use most regularly? \*

*Indicates common methods of transport used by households*

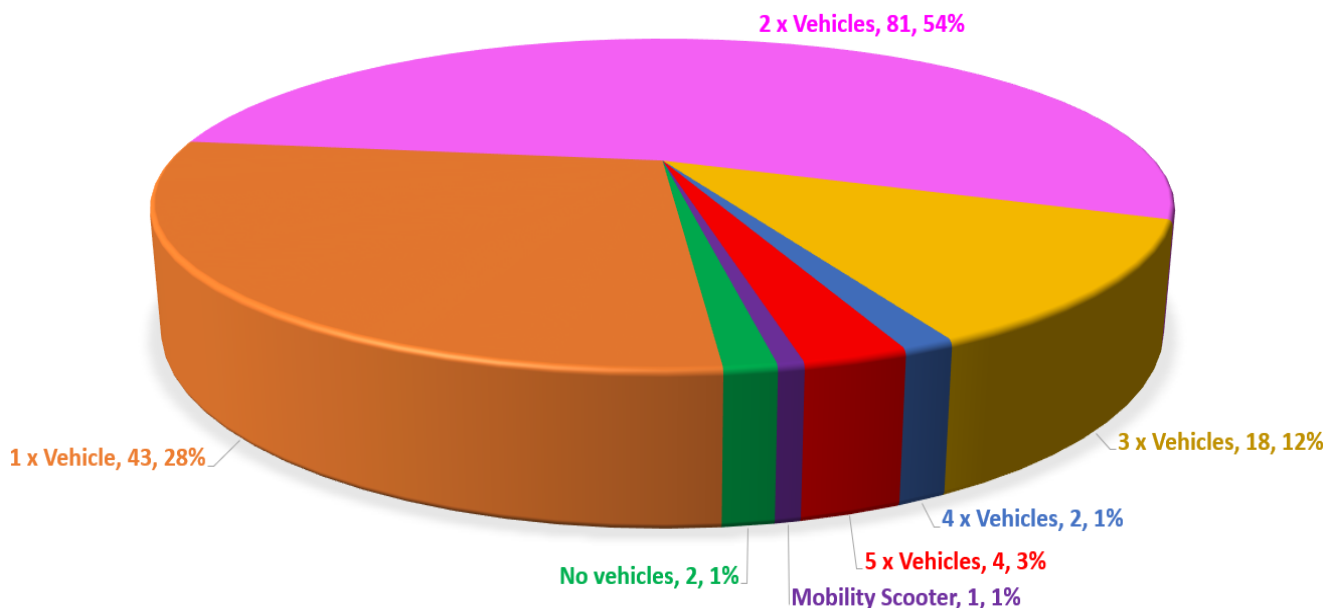


*N.B. Respondents were open to provide more than one answer for this question*

- ❖ We see that most responders (92%) drive around the village or to travel further afield, with only 11 responders indicating that they did not use a motor vehicle; all 11 respondents indicate that they only walked. i.e. did not use a bus or bicycle.
- ❖ Walking was the second most popular means of travel, with 62% of respondents.
- ❖ Only 5% of households said they cycled and even fewer, 2% used bus services.

### 2. How many motor vehicles does your household use? \*

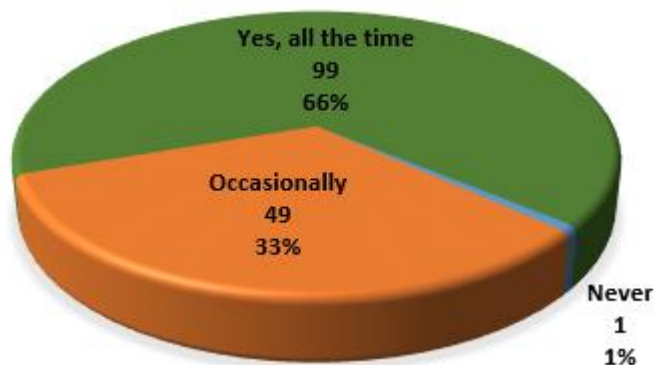
*An indication of how many cars, vans etc. kept by households in the village*



*The data suggests that average ownership stands at approx. 1.88 vehicles per household.*

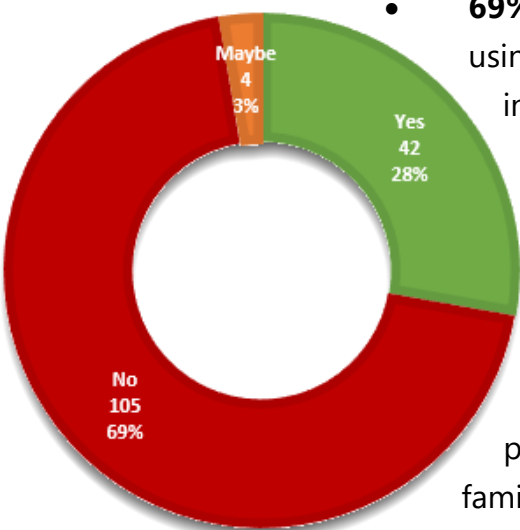
### 3. Do you regularly use pavements along the A357? \*

- ❖ 66% of respondents state they use pavements along the A357
- ❖ 33% occasionally do
- ❖ 1% never use them



*Interesting responses as only 94 respondents in Q1 stated they walk or cycle*

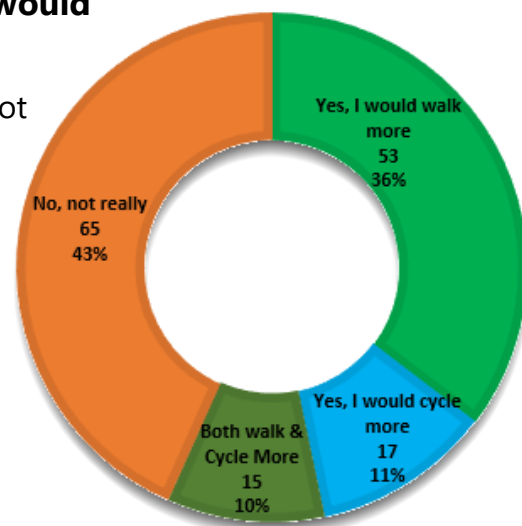
### 4. Do you feel safe as a pedestrian or cyclist on the A357 in Shillingstone? \*



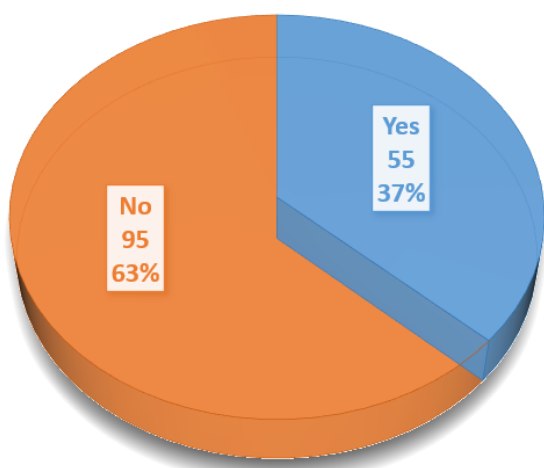
- **69%** of respondents indicated that they did not feel safe whilst using the pavements along the A357. 10 of these responses included some context, some suggesting the A357 as a no-go zone at peak times or that large lorries intimidated pedestrians and also the difficulty in traversing the road or walking with children
- **42** responders (28%) indicated that they felt safe, however 7 indicated specific stretches of the A357 where they had some issues, crossing the road or overhanging vegetation or parked vehicles or when walking with a larger group or young family.
- A small proportion (**3%**) showed no opinion either way, but did share concerns common to both groups, such as traffic volume at peak times, speed of traffic or HGV's.

### 5. If you felt safer walking or cycling along the A357 would you do these activities more frequently? \*

- 65 Respondents indicated that feeling safer would not encourage them to walk or cycle more – of course the data does not show if those households are already active walked or cyclists
- Encouragingly 57% of people suggested that they would increase either walking or cycling, with 10% indicating they would do both!



**6. Are there any problems with the maintenance of pavements within the parish? \***



**7. If you answered 'Yes' to Question 6, please give more detail in the box below:**

- There were 56 free text responses providing insights into the maintenance and condition of pavements within Shillingstone; these are provided in full below.



There are several properties that are not well maintained where the bushes encroach onto the pavement, in some cases forcing pedestrians into the road. Also, in some locations such as Gunn Lane you find cars parked on the pavements making it difficult for pedestrians to pass, near impossible for pushchairs or wheelchairs etc.

A number of curb stones are damaged and need resetting or replacing. The footpath on the other side of the road opposite the garage is very narrow. Anyone who tripped and fell could easily fall under a vehicle. There are stretches of unevenness on other parts of the pathway through the length of the village.

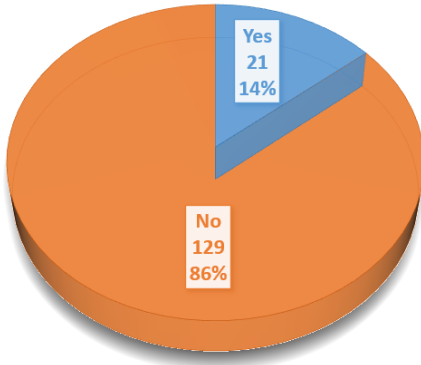
A357 seldom swept in winter. Potholes - fill with water & drains blocked Very slippery when it is icy or frosty
apart from being very narrow in parts some are overgrown from gardens that are alongside the pavement.
Broken glass. Overgrown hedges.
Did you mean question 6?
Drain covers lifting up by school
Grass not cut on verges and now partially covering the path, particularly at Knapps. Lack of maintenance by the Forum school with lots of ivy hanging down walls narrowing pavement.
hedges encroaching on the pavement meaning that its awkward to walk especially with a dog. In some places it forces you into the road.
I don't really use the pavements so cannot comment
I have to use my lane as a pavement. The edge is very potholed and dangerous when wet as you do not know how deep the hole is! (Hine Town Lane)
I only answered yes as unfortunately there is no option to to skip or reply don't know. I'm sure somewhere in the village there will be a pavement in need of maintenance, but I have no idea.
In many places near us, The Cross, especially on the southern side, the pavements are both very narrow and dangerously uneven. Patched with tarmac over decades. I dread walking in the dark especially. One of the cottages has window boxes which make things worse! Walking with children is especially worrying. We have to cross the main road, walk along the northern side and then cross back to the garage/ Country Fayre. The pavements around The Cross definitely need resurfacing.
In Shillingstone, there are places where the pavement is too narrow for a wheelchair or pram, in some places none at all.
Just the speed of traffic going through the village and overtaking outside forum school and using phone at same time absolutely disgusting the flashing system at the beginning of the villag has made no difference at all
Lots of potholes in Hinetown Lane
Lumpy, lop sided
Maintenance of grass verge at near Holloway Lane, although Council will cut back when asked it is not always done properly. Problem is drivers being able to see pedestrians and vice-versa.
More that hedges aren't cut back, so as a pedestrian you are forced to walk closer to the curbs.
Narrow and uneven
Narrow pavements in certain places mean larger vehicles get very close
No dropped Curbs, makes it extremely difficult to walk safely where there is no pavement and onto road with children.
Not cleared of debris. Especially Gunn Lane and by Portman Hall. Hedges allowed to grow over pavements.
Obstacles e.g. cars parked half on and half off pavements cause hazards for mobility vehicles, plus visibility obscured by verges not cut
Overgrown hedges at various points push pedestrians towards the road where some speeding traffic makes you feel very exposed
Overgrown hedges making pathway narrower and cars, vans and lorries parking on the pavements.

Overhanging vegetation and uncut verges
Some hedging and trees need to be cut back
Pavement opposite garage needs to be wider, so narrow. If you lost your footing you would fall into the road, maybe under a car.
Pavements have no ramps for mobility scooters
Pavements too narrow & hedges overgrown
Paving stone and damaged by the road, curb stones are missing, drains are blocked and some of drain covers are damaged in road
Pear tree cottage and near garage
Repairs to damaged, missing curb stones and more regular weed etc clearance would greatly improve the look/tidiness of the village. Any major resurfacing of pavements unlikely and danger of 'suburbanising' so would need careful, sensitive approach if ever done.
Road gets resurfaced but not adjacent pavements e.g., by Cross Cottages.
Sloping cambers into the road. Cars being parked on the pavement
Some areas from when the road works were done
Overhanging vegetation and uncut verges
Some loose and missing edging stones, flooding from blocked drains, unmaintained hedges and trees
Some pavements are very narrow, and you have to keep crossing the road
Some surfaces and back/side roads require some attention especially after the major closures recently.
Some surfaces and the back/side roads require some attention, especially after the major works that closed the A357 recently.
The changes of camber and differences in height are a trip hazard outside the co-op area the Cross to Old Ox, ruts potholes. Not been resurfaced in at least 30 years
The curbs and pavement near the garage particularly are in poor condition
The paths need to be made more even
The pavement is not usable to its full width due to overhanging hedges
The pavements are not good for disabled people walking with frames or sticks
There are no dropped curbs, which means when using a buggy, you have to lower it down onto the road as there is no pathway.
There are none in Shillingstone near the entrance to the village or exit
There are some paving areas which are "up and down", and the edges of pavement/road not cleared of grass for some considerable time, but since the road resurfaced not so bad.
They are difficult to use as you have to keep crossing the road when they run out
They are inconsistent. Some homes don't even have pavements outside.
Too narrow in places including opposite the garage
Uneven
weed control at least

*N.B. Although 55 people answered yes to question 6 we had 56 responses to this question. The extra response was from the one respondent pertaining to not being able to skip this question, despite 94 others having been able to do so...*

## 2. HOUSEHOLDS WITH SCHOOL AGE CHILDREN

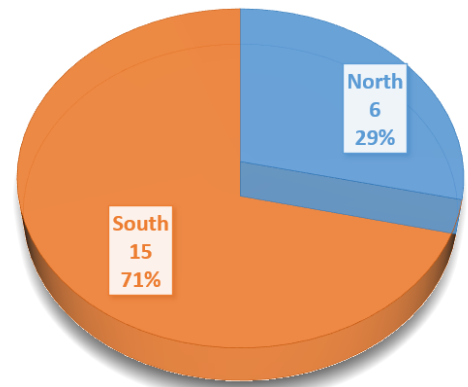
### 8. Does your household have children who attend local schools or nursery?



- ❖ Just 21 of our 150 responder households have children of school age
- ❖ Responders answering 'No' to this Question were instructed to skip forward to section 3

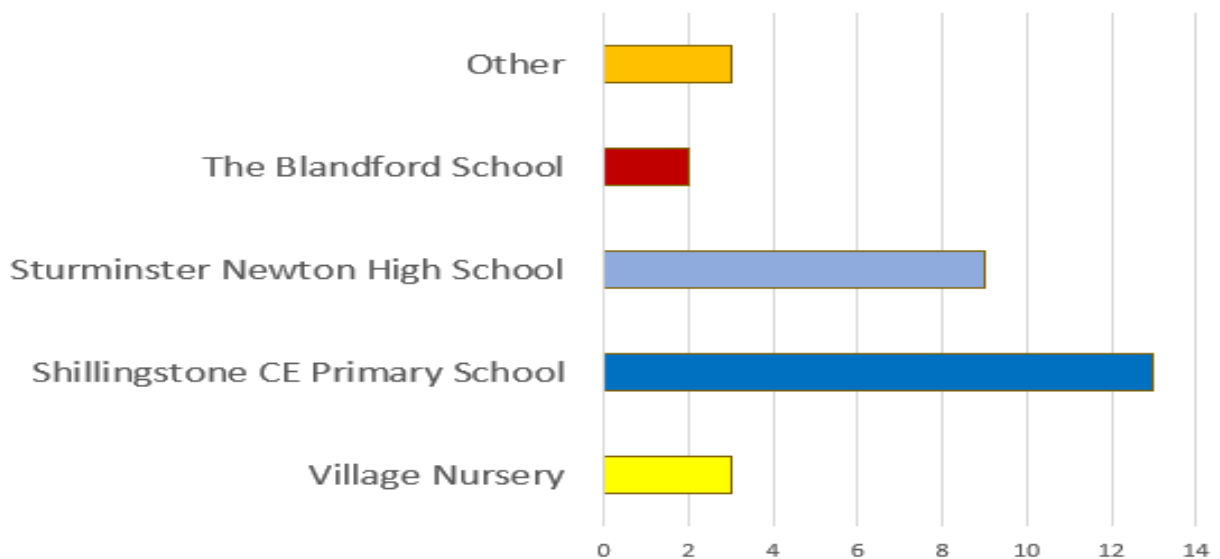
### 9. Is your household on the North side (recreation ground) or South site (school) of the A357?

- ❖ The majority (71%) of households with children, lived south of the A357
- ❖ Both the Nursery and Primary schools in Shillingstone are located south of the A357



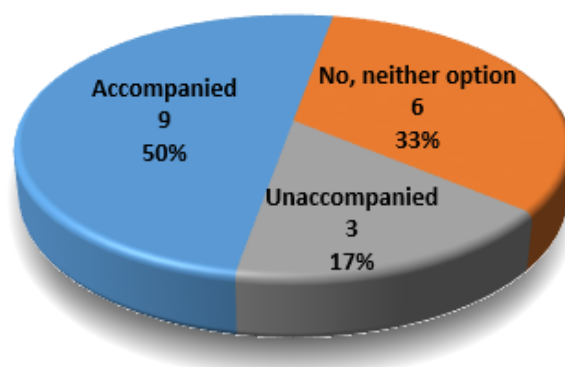
### 10. Do children in your household attend any of these educational establishments in the local area?

Of the respondents,

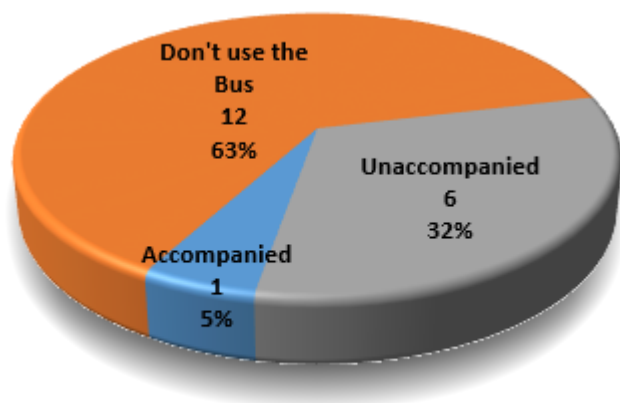




11. If your children attend the village primary school, do they walk/cycle to school...

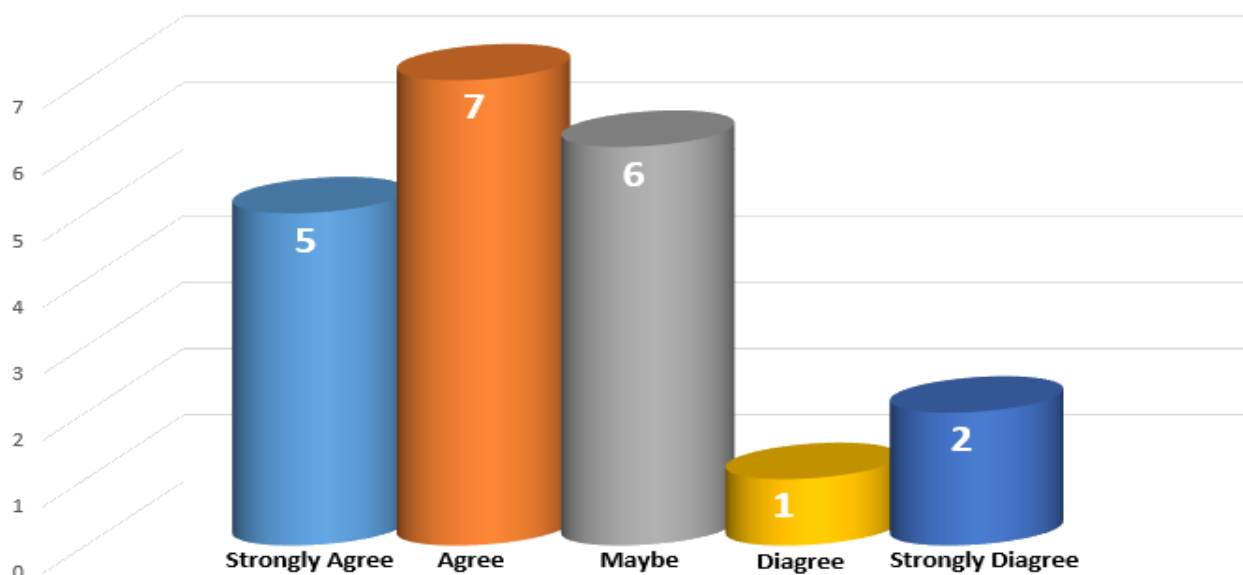


12. If your children travel to school by bus, do they walk to catch the bus...



13. If Shillingstone had a pedestrian crossing over the A357, I would consider allowing my children to walk to School and/or Catch Bus\*

*(either accompanied or unaccompanied)*

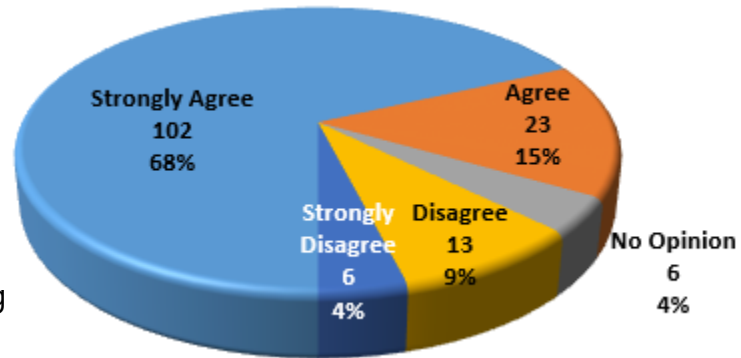


### 3. YOUR OPINIONS ON TRAFFIC IN SHILLINGSTONE

Please answer a few questions about your thoughts on traffic speed & safety in Shillingstone

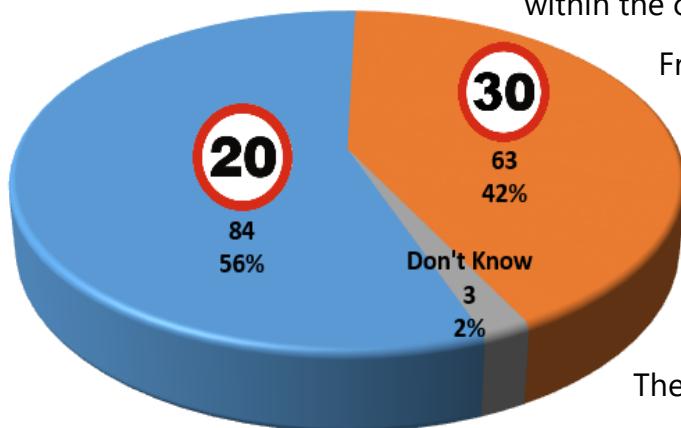
#### 14. Do you believe that slowing down traffic in Shillingstone would be beneficial? \*

- ❖ A large majority of responders, 83% agreeing with slowing down the speed of traffic through the village, 68% strongly held this view.
- ❖ 13% disagreed that traffic speed was a problem, with 6 people (4%) holding a strong view on the matter.
- ❖ A further 6 responders held no opinion either way



#### 15. What traffic speed do you believe would be most desirable? \*

With this question we wanted to understand the village's views about the fixed speed limit currently running throughout the village, currently set at 30-mph, and whether there was a desire to support the move to a 20-mph limit currently being debated within the county.



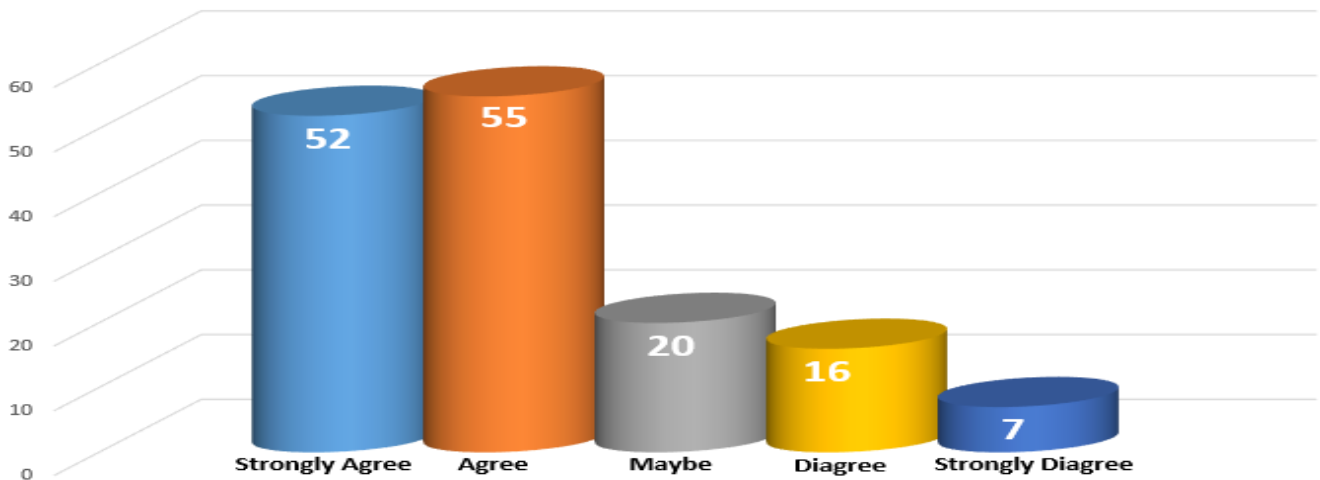
From the feedback we have received from both this and the previous question there is undeniable support for slowing down the speed of traffic as it passes along the A357, and as the results indicate 56% of responders to our survey would support a lower 20-mph speed limit.

The issues with speed certainly cause much concern among our residents, and if we were to act upon the bare statistics alone, we see strong support for the slower 20-mph limit.

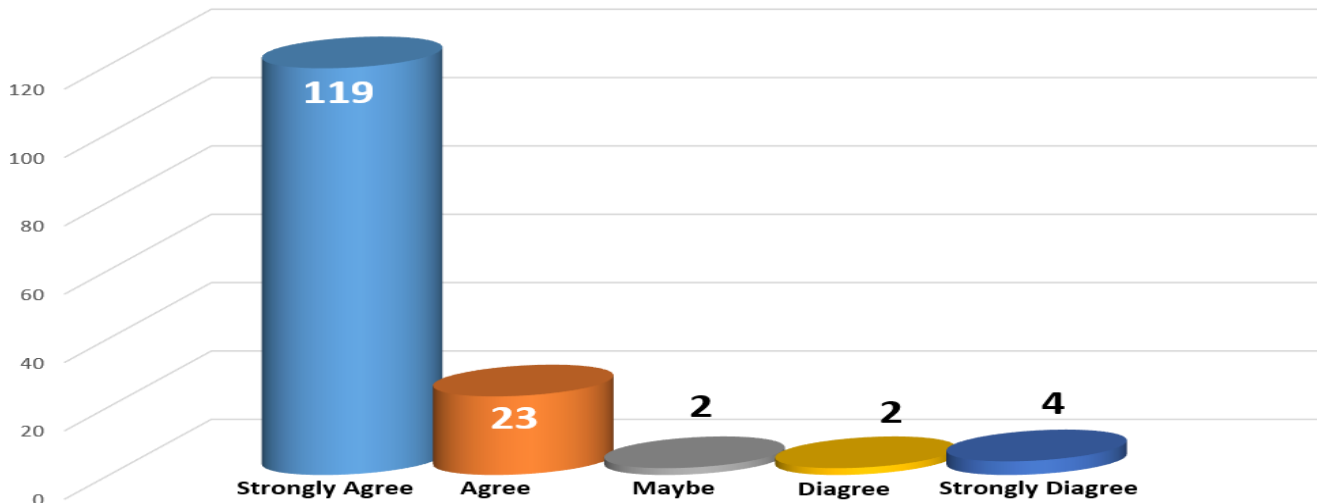
However, before any decisions are made, we will also consider the written feedback and opinions voiced by many on this topic, specifically around vehicles exceeding the existing 30 mph limit, and that this might be acceptable if vehicles travelling through Shillingstone were subject to more enforcement to adhere to that limit.

# What are your views on the following statements about Traffic Safety Issues within Shillingstone?

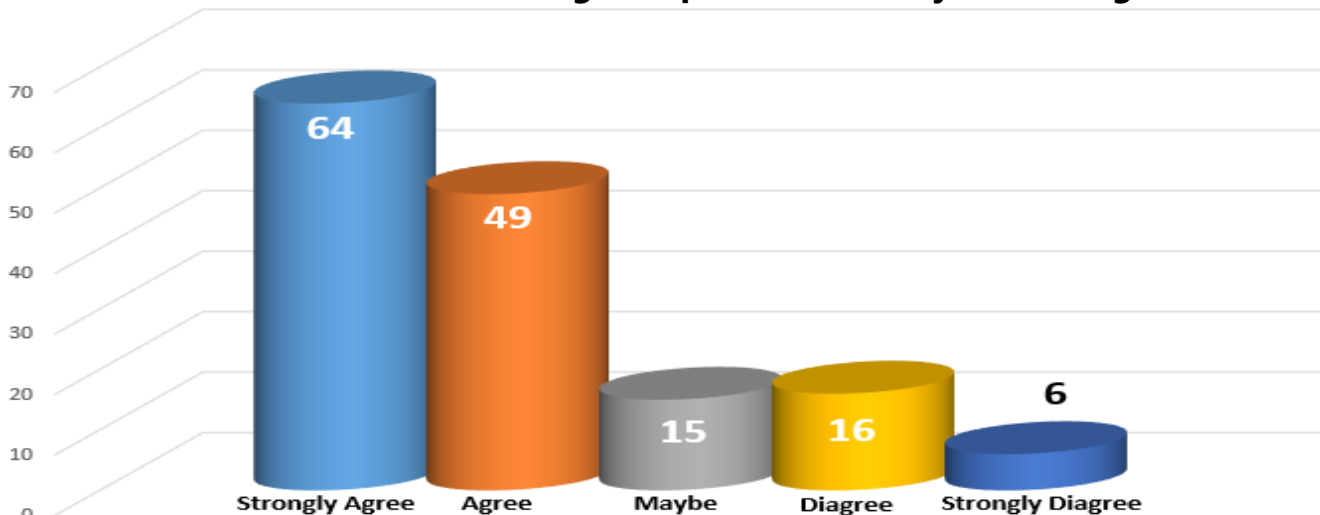
## 16. Parked Cars cause problems with road safety \*



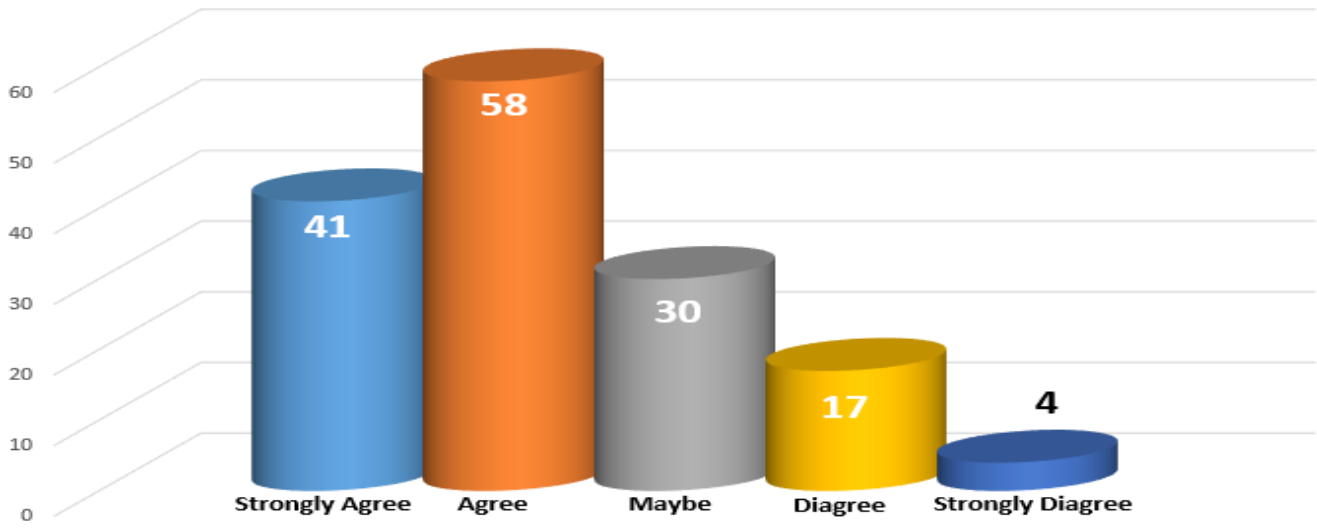
## 17. Speeding vehicles are a danger to other road users \*



## 18. The volume of traffic is a danger to pedestrians & cyclists along the A357 \*



**19. Poor/unclear signage increase dangers to both drivers and pedestrians \***



**20. Do you have any views you would like to share about any of the areas mentioned here? Maybe there is a particular issue with parked cars, speed of traffic on a bend, or maybe poor signage problems?**



Cars parking at the bottom of Gunn Lane frequently cause problems when turning off the main road. Cars speed down the hill towards the Co-op and on the straight between The Willows and the bend before the garage. It's dreadful first thing in the morning trying to get out onto the main road from Gunn Lane where visibility to the right is poor.

Speeding traffic: Clearer signs are required, especially between Augustan Ave & The Portman Hall, The Co-op and Church centre. Signs often obscured by greenery and are faded as are 30mph signs on road. The present danger to pedestrians is convoys of tractors constantly speeding through the village day and night. They travel so fast it's impossible to see their registrations!

- 1) Better enforcement needed; many vehicles exceed 30mph.
- 2) At Augustan Avenue junction with A357 vehicles parked on vision splay.
- 3) Gunn Lane towards Junction with A357 vehicles parked creating hazard.
- 4) Clayton/Church Road to Bliss Cottage/Hine Town too narrow for passing vehicles, entire length needs to be one way

30 mph speed limit coming into the village from Sturminster should be moved to the Sturminster side of the farm and Little Lane with a warning sign about walkers, horse riders and cyclists. Cars should not be allowed to park on pavements

30mph is acceptable but needs to be enforced. Parking on Gunn Lane must be addressed, it gets worse by the day

A question I always pose to myself when walking along the pavements A357... would I be comfortable walking along and allowing a juggernaut to pass me by at 30 mph. The answer is NO but this what we put ourselves through daily. these lorries are huge these days... the pavements in many places are narrow... It's a dangerous experience with an accident waiting to happen.

A357 would be safer if drivers obeyed the current speed limit. It is an A road so we cannot really expect to get the limit reduced below 30mph. Inconsiderate car, parking is a safety issue, particularly in Augustan Avenue on the approach to the school. Many aspects of highway code are ignored in various parts of the village e.g., not parking right on junctions, not parking on pavement. Better school signing on the main road would also help to caution drivers.

As we live in Church Rd, we are very concerned about the road safety on the A357 in the petrol station/south entry to Church Rd area. See item 40

At 30mph the average vehicles appear to do 40mph. By reducing to 20mph might achieve an average of 30mph!

At the Blandford end of the village there is an immediate change between 30mph to national speed limit. Coming from Blandford, cars are not instantly going to reduce speed from 60 to 30 mph. In the other direction cars speed up anticipating the national speed limit sign. There is also a bend near this point. There needs to be an intermediate speed limit along this stretch of the A357.

By Shillingstone needs a 20mmph put down on road, and one side for parking as cars drive too fast. In Augustan Avenue it may be a good idea to put speed ramps in/on the road to slow down the cars

By the garage/petrol station when some cars need to slow down and others wish to exit and re-join the A357 Trying to cross on foot is very difficult too as cars come speeding . Traffic calming in this area would be helpful to allow vehicles in and out of the petrol station and pedestrians to go to the shop.

Cars coming down the hill towards the Ox seem to speed up and regularly have to brake suddenly as they go round the left-hand curve and come across traffic waiting to turn into Gunn Lane

Cars parked at the bottom of Gunn Lane, quite often too close to the junction, making it difficult and sometimes dangerous when turning off from the main road.  
Also cars parked further up Gunn Lane making the road very narrow.

Cars parked in Gunn Lane on the corner cause considerable danger to pedestrians and vehicles attempting to access or leave Gunn Lane.

Along the A357 in Shillingstone vehicles are often parked partly on the pavement and causes great inconvenience and danger to pedestrians, especially the disabled, mothers with prams and elderly who have to step onto the main road to get past the obstructing vehicle(s).  
Accidents have already occurred but nothing has been done to stop this illegal parking.

Cars parked inside roads close to the main road in the village cause sight issues when cars are pulling out.

Cars parked next to junctions (e.g., Gunn Lane) cause danger. Speeds on A357 are excessive and dangerous. Idiots on the back lanes driving too fast...

Cars parked on the pavement in Augustan Avenue leading to the school. Often have to walk in the road

Cars parked that causes visual obstructions for pedestrians and vehicles and at times it's hard to cross the road as it seems the two lines of traffic merge in our village from the Stur traffic lights and Durweston bridge!

Constant speeding traffic through the village but there is no deterrent, and the village is long so speed creeps up through the village

Contractors' tractors speeding down past the co-op. Cars speeding around the corner at the child Okeford side of town

Controversial idea, but by encouraging people to park on the roadside means the traffic has to slow down to get through. I am against yellow lines.

Coop area

Crossing should be installed on the A357 by Augustan Avenue which I believe should have been installed by Wyatt Homes on completion of the housing. This was part of the conditions of their planning permission but never installed.

Parked cars always too close to the junction of Augustan Avenue and the A357. Double yellow lines should be painted at this junction for safety.

Similar problem at the junction opposite the Coop with parked cars.

Cars and vans parked half on the pavement in Augustan Avenue, again restrictions should be considered for safe access to the school.

A pavement should be installed on the same side of the road as the coop through the village. You can walk as far as the Forum School; you then have to cross the road then cross back again outside the coop to access the shop.

Speed camera at Knapps, cars regularly speed and overtake on this hill.

Despite signage and speed indicator being in situ at the Blandford end of the village, traffic still travels at excess speed until Townsend meaning crossing the road at Holloway Lane, that my family need to do daily is very hazardous and with the added problem of the grass verge meaning even Traffic travelling at 30mph is an issue because you or they cannot be seen until too late.

Excess speed of through traffic is a danger to all of us. The signage should be clearer at both ends of the village with gates similar to Durweston and Stourpaine thus giving the village an identity for people traveling through and for residents. A crossing for both Forum and Shillingstone schools could be considered.

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Exiting from Hine Town Lane, Candys Lane and Church Road onto A357 is dangerous - especially people coming round the bend outside Portman Hall in the Blandford Direction. Visibility in the Sturminster Newton direction is very poor.

Flashing signs which show speed are very useful. We all need reminding. Several required through the village. Outside the Coop, and the lower bend, plus the hill and need many warning signs. Yellow 'Slow' plus lines across the road would be useful.

Gunn Lane Parking

Bend by CO-OP should be 20mph

Gunn Lane: The continued parking of cars too close to the junction is as always causing serious issues. When the vegetation is left to over grow it adds to the problem, and bins placed on the pavement on collection days just add to the issue. There have been accidents in this area in the past, and we must learn and implement measures to avoid more accidents in the future. Doing nothing is not an option.

I clean the road signs between the Child Okeford turn and the war memorial and cut back foliage to make visibility better. However, some of the 30mph repeater signs need replacing.

I feel there is far too much heavy traffic on the road

I live about halfway through the village, I think there is encouragement at either end of the village to slow down but by the time they get to us a lot of drivers don't care, especially lorries early morning and even residents in the side roads such as Gunn Lane who speed out.

I live on the main road and 90% of the time it sounds like a racetrack. It's dangerous

I think the 30mph speed limit is realistic for an A road. The main issue is getting people to adhere to it. Speeding is the norm, whether HGVs, farm vehicles, cars, motor bikes.

I understand the issues faced by properties with no off-road parking, but I do believe there should be parking restrictions at Gunn Lane opposite the Old Post office, there have been numerous incidents where vehicles have not been able to access the road safely due to parked vehicles causing an obstruction on the junction and where the lane narrows. I am surprised there have not been more accidents there.

I've lived in the village 26 years and had 4 children in the local school and worked running the local playgroup for 9 years, school runs were a nightmare even then with speeding vehicles and huge lorries, cars parking on pavements. My youngest until recently went to the new village school and we still have the same issue with access to the school as working parents need to drive to make schedules work and double-parked vehicles causing danger and strong emotions. Deliveries to the school from large vehicles with my own child almost backed into and thankfully dealt with promptly by the school. White pit is used as a rat run and so many almost prangs on the corners right from the main road up through with spring and summer being so much worse with more children, walkers and hours riders along here and the lane from the school exits onto the lane as well and livestock once again being moved about 30 mph is daft and with the possibility of houses on the old white pit farm site it's only going to get worse. Increase of cars per household means parking is even more of an issue with more cars on pavements and along the main village road so I avoid it, we rarely use the main village park as crossing the road is like diving with death and is also one of the reasons my mother turned down a property at Vale Terrace as crossing the road to me would not be an option due to vehicles speed and volume. Road works more recently were ill thought out and the traffic management non-existent at the start with Hinetown Lane, White Pit and Lanchards and the likes being used. As for the co-op end it's been one prang after another!

In the main I think parked cars on the road are a benefit in slowing traffic down. This is certainly true of large lorries, some of which seem to go far faster than the existing limit.

Inconsiderate parking in Church Road normally caused by visitors at weekends and public holidays. It's just a matter of time before an emergency vehicle is denied access to an incident probably at night. Parked cars at the junction with the A357 at the Cross makes a difficult exit downright dangerous.

Many cars park too close to junction Gunn Lane

Cars also speed up this road overhanging hedges again you cannot see cars or vans when turning from Wessex Avenue

Many of the signs are shrouded by overgrown plants or have become discoloured by age. Parking is a real issue in Gunn Lane, which sometimes makes a real hazard for cars tuning into the lane from the main road, but also makes it near impossible for wider vehicles, such as lorries & emergency vehicles from using it.

More careful consideration of positioning speed restriction signs. Sign needed before the bend after the Child Okeford turn.

More signs needed on entering the village, on the road and reminders throughout the village. Also a crossing needed, particularly near the school.

More speed warning signs like the current new electronic signs recently implemented, crossing road safely for all should be considered due to the through vehicles, who use it as a speedway.

Much better signage coming from Stur and before bend at start of building. Would be beneficial to slow traffic before the turn to Child Okeford. Lack of pavement from 30mph entry at this end is becoming an ever-increasing problem, with many more pedestrians given both the coop and visitors to the station using the railway car park.



My family and I live in the Knapps area of the village. The speed that motorists come around the bend from the Sturminster Newton direction is appalling, some chicane is required before the co-op. Another problem we have is people parking outside the co-op forcing other road users to be on the wrong side of the road, a definite accident waiting to happen as is the restricted access coming out of the co-op. We had a near collision a few weeks ago as someone overshot the co-op, and at speed pulled onto the pavement whilst we were trying to get out of the drive., they then proceeded to perform a U turn in the middle of the road. I am constantly asking motorists /lorries and tractors not to park in front of my drive, they treat it like a car park to go to the co-op. The village need traffic calming measures, regular police/or a strong road safety team presence, although these are not that effective as other motorists flash you to warn of their whereabouts. In reality we need a permanent speed camera such as the ones in Spetisbury.

Needs speed control near the co-op due to speed of the drivers up to the church centre.

No pedestrian crossing in the whole village seems very strange. Also, the speed of tractors is obscene.

No signage to say there are small children crossing, please be aware! Reduce speed etc

not enough signage and a pedestrian crossing at/close to Augustan Ave for school children.

nothing wrong with signs motorist are in too much of a hurry to take notice of them.

On the whole most cars parked on the main road are visitors or deliveries, but speeding is the main problem especially large vehicles and lorries

One of the main concerns is the speed of large goods vehicles and agricultural traffic - especially BARTLETTS. Whilst I have indicated a 20mph for the village that will be unsustainable for regular traffic, BUT it should be made mandatory for large goods vehicles and tractors (pulling or not pulling trailers).

Our issue is the number of large lorries which race through the village. Also, the exit from the garage is dangerous as vehicles suddenly appear even though you have looked properly.

Parked cars along the side roads (Gunn Lane) is a major issue.

Parked cars are a huge problem in Church Road, especially those parked, apparently with impunity, on both junctions of Church Road with the A357, in contravention of the Highway Code, causing dangerous visibility issues. In addition, many church goers and residents living on the A357 park in Church Road, making access difficult for larger vehicles, including emergency vehicles. We would love to see more parking spaces at the SCC provided and USED.

The pavement opposite the garage on a bend of the A357 is very narrow.

Lastly, many vehicles are obviously speeding through the village.

Parked cars are a particular issue near junctions

Parked cars at top of Church Road make it difficult to turn right on to main road.

There are sometimes parked cars on the pavement/grass on the left-hand side so that pedestrians have to step into the main road.

Parked cars by the entrance to Augustin Avenue is a massive issue. They park far too close to the junction and I have had several near misses there. The speed through the village is excessive and the speed limit on the lanes in the village should be 20 (white pit, Lanchards lane)

Parked cars in Gunn Lane are dangerous as is the bottom of Combe Road

Parked cars inside roads near corners, very dangerous when you turn off the main road. All the laybys are used by permanent vehicles as people have more than one car so none of them can be used.

All the cars in Vale Terrace and the Lane should be sorted out as it is dangerous for people and kids using that part of the lane

Parked cars in Station Road at the exit on to the main road. Sometimes it is really difficult to see either way because of cars parked right up to the A357. There could be yellow lines to deter them.

Parked cars in the street cause a serious problem both for access by emergency vehicles and in the case of Spencer Gardens are a traffic safety issue. All houses have drives and Garages and should be required to use them

Parked cars on side roads cause potential hood ups to emergency vehicles

Parked cars on the main road do slow down the traffic which is a good thing. Parked cars close on a side road close to the entrance of a turning onto or from the main road create a dangerous situation.

Parked cars too close to junction on Gunn Lane. Speed of traffic on White Pit Lane. Sometimes to give way have to reverse back on blind bend, because used as rat run. Have said think 30mph acceptable but needs to be enforced.

Parking cars too close to junction on Gunn Lane sometimes bigger vehicles & vans parking outside of Coop sometimes are not always delivering to the Coop.

Overtaken in the Knapps area in-between Croft school & church centre by van exceeding speed limit - maybe double lines needed

Bends by garage/Portman Hall larger vehicles very unnerving & have seen a car round bend with squealing tyres!

Parking on Gun Lane at the A357 end should be banned, it is dangerous and inconvenient especially for larger vehicles. I have encountered near misses when cycling and caused damage to my caravan when towing having to squeeze pasta car and then causing scratches down the side of the caravan from the overhanging edge.

White Pit Lane is also dangerous as the speed that some drive around the bends is unbelievable.

Parking on the pavement so then you have to get on road to walk past and hope that no car is coming

Poor signage coming into village from Sturminster. Nothing to make cars slow down for pedestrians crossing to co-op and from railway to new footpath to Okeford Fitzpaine.

Signage is good and the pavements are more than adequate for the volume of foot traffic.

Since moving to the village in November 2019 I have made my opinion clear to the parish council. The speed of traffic along on the A357 especially in the area known as Knapps is appalling. Although a SID has been installed

recently, has anyone done a survey on changes in behaviour because I haven't noticed a difference in speed going past my house before the co-op. The speed limit up the hill towards the post office is in the majority of cases, especially in the morning rush hour ignored. A SID is not installed here. Why not?

Speed limit of 30mph coming into Shillingstone at northern end should include the Little Lane Crossing.

For the A357 to be 30mph(20mph suggested) when, say, Lanchards Lane is 60mph does not make sense. Even if 20mph came in it should not apply 24hours.

Speed limit largely ignored by many including villagers. Why has Speed watch been discontinued? (3 years ago?) Why were parish council not backing it? Speeds detected up to 50+

Speed limit needs extending to include approach to village and C Okeford junction.

Speed limit needs raising. The road is generally well maintained and has a clear view. Pedestrians should take more care when crossing.

Speed limit sign on entering village from Bere Marsh end should be moved back further, before the Child Okeford turning due to people walking to and from the railway car park and to and from Little Lane. Traffic is travelling too fast on the approach to the village making this road section dangerous for pedestrians. I am not sure if there are signs indicating that pedestrians are in the road?

There are many problems with the amount of parked cars on the entrance to Gunn Lane. The road narrows and emergency vehicles could not get through safely.

Traffic also speeds through Wessex Avenue regularly both day and night.

Speed of traffic from Hine Town Lane Southwards. Many vehicles accelerate once past Hine Town to quite fast speeds, so some speed calming is needed.

Cars parked on grass verges restricting view as pull out of side roads

Speed restriction signs could be better placed, at each end of the village, and especially BEFORE the bend coming from Child Okeford .....as you approach station road.

The cars and lorries gather speed and race past The Willows Tearoom in the direction of Blandford and worse still coming from the direction of Blandford - as they still feel they are in the country and not in the village at that point. Also, the 30-mph speed limit should extend beyond the turning to Child Okeford - the speed is much too high as vehicles approach the village from Stur direction. Sleeping policemen would not go amiss as they have along the road from Milldown to Blandford.

The entrance to co-op is not fit for purpose, the fact two cars can't pass causes huge backups of traffic and when cars are speeding round the corner or down the hill, they don't always see this, there have been so many near misses!

The entrance to Gunn Lane off the A357 cars park too close to the junction causing vehicles turning into Gunn Lane to brake suddenly and causing a possible rear end collision.

The high speed of the traffic from the Child Okeford end of the village towards the Coop is very bad from around the corner. The traffic queuing to enter the Coop car park is also very dangerous as the entrance is not suitable for two cars.

The Highway Code rule re parking within 15 metres of a junction should be strictly policed. The same applies to parking on pavements.

The increasing size of lorries and volume of traffic are making it unpleasant to sit in our garden which backs onto the A357

The road outside the Forum School is like a motorway where most cars speed and overtaking down the hill is a very regular occurrence.

The road use is far too heavy for the small villages along it, very few people respect the 30mph speed limit and since the speed warning sign was installed I have yet to see it make a difference, no one really cares as it doesn't issue a speeding ticket! Some of the worst speeding offenders are actually the commercial traffic such as vans and HGVs and recently tractors thundering through. As a bypass would never be approved, traffic calming I feel is the only solution, speed cameras only cause a temporary reduction in speed around the site

of the camera and people often then accelerate immediately after the camera to "make up for lost time".

The slow down sign entering village from Gains Cross makes a great difference and slows traffic

The speed and volume of traffic is a major issue withing Shillingstone. Crossing the road is dangerous as due to the bends there is limited clear view and the speeding vehicles approach so quickly and without warning. Crossing with animals or children increases the risk.

Also, the size of some of the vehicles passing through are too large for the width of the road making it difficult for two to pass each other resulting in them encroaching towards the pavement and pedestrians with wing mirrors passing close to people's heads. It is not safe walking along the A357 within Shillingstone.

The speed cars come around the corner by Child Okeford is silly. One day there will be a bad accident

The speed of the majority of vehicles through Knapps is well in excess of the mandatory speed limit of 30mph. A basic speed check between Hambledon Farm and The Church Centre would identify many vehicles travelling in excess of 40mph. It is only a matter of time until a serious road incident occurs outside The Co-Op.

The speed of traffic is a concern. The heavy lorries through the village are a problem too but I doubt that can be changed in any way.

The speed of vehicles along this road is extremely dangerous. We are residents and the speed that some cars travel along this road needs to be addressed.

The speed signs through the village are not clear, some need replacing the road markings are also not clear.

The flashing speed sign bear White Pit has encouraged some drivers to slow down. Some of the worse culprits are the contractors driving farm vehicles through the village.

There is a big issue with cars parking too close to the junction at Gunn Lane. This is an issue for drivers as well as pedestrians, as occasionally cars park on the pavement. A similar issue occurs on Wessex Avenue, which is dangerous to residents and drivers who often incur blind spots due to cars and vans/trucks parking irresponsibly

There really ought to be at least one crossing on the main road near the bus stops as many children have to cross it to catch the bus, go to the recreation ground, use the Trailway, etc.

The road through Shillingstone is 30mph, but there are drivers who completely disregard this, making it very dangerous to cross.

The cars that park on the junction off the main road onto Gunn Lane Park far too close the junction, making it difficult and dangerous to turn into.

These are very 'leading' questions. Of course, badly parked cars or speeders can be dangerous - but this is not Child Okeford. The main road is wide enough, we have pavements. We don't need a 20mph speed limit. This will only cause more congestion and pollution.

Too many cars parked near junctions. There is no obvious solution to this as we are noy allowed Yellow Lines as they are unenforceable

Too many speeding vehicles, large and small. Day and night.

Turning into Gunn Lane the parked cars are a issue as its dangerous when you are trying to get off the main road and they are parked all up the road

Turning off the A357 to go down Poplar Hill to Okeford Fitzpaine the traffic races down the hill making it difficult to turn out of ones drive even with a mirror. Coming from the other direction the traffic speeds along the road as if it is delimited. I feel a speed limit should be introduced with clear signage.

Uncut verges are an eyesore and hazard for visibility

Vehicles always speed around the bends at either end of the village and the one by the petrol station.

Vehicles parked on the main road are beneficial in terms of 'traffic calming' but not if half on the pavement. Pavement parking needs discouraging as this damage's pavement surfaces and curbs as well as dangerously obstructing pedestrians, pushchairs, wheelchairs etc.

We have had real trouble trying to cross the road with my children from Spencer gardens to Austin Avenue (where the nursery and school is) to the point where I would consider driving to the entrance of the school grounds as it is really not safe for us to wait around until the traffic calms, and we are able to cross. Cars come speeding past both ways which doesn't allow us enough time to cross the road safely. It is a real worry at the moment and most definitely makes it an anxious activity to get to and from school.

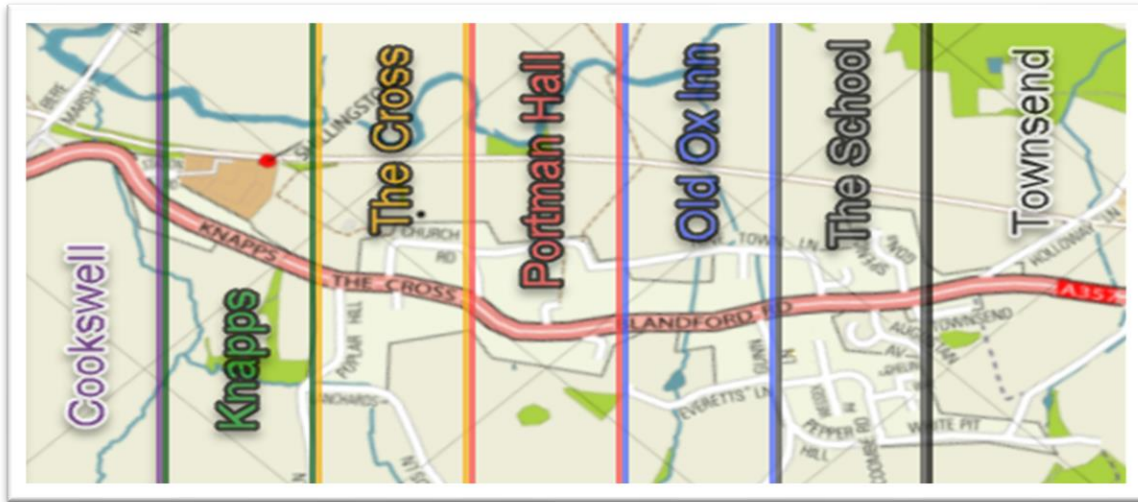
We need a speed camera as driving through village when you have people overtaking is dangerous it should be 20 mph or speed camera

When A357 was closed and Gunn Lane/ Brodham Way/ Lanchards was used more it has ruined the edges. Also made it more obvious that 30 mph speed limit is max for those roads.

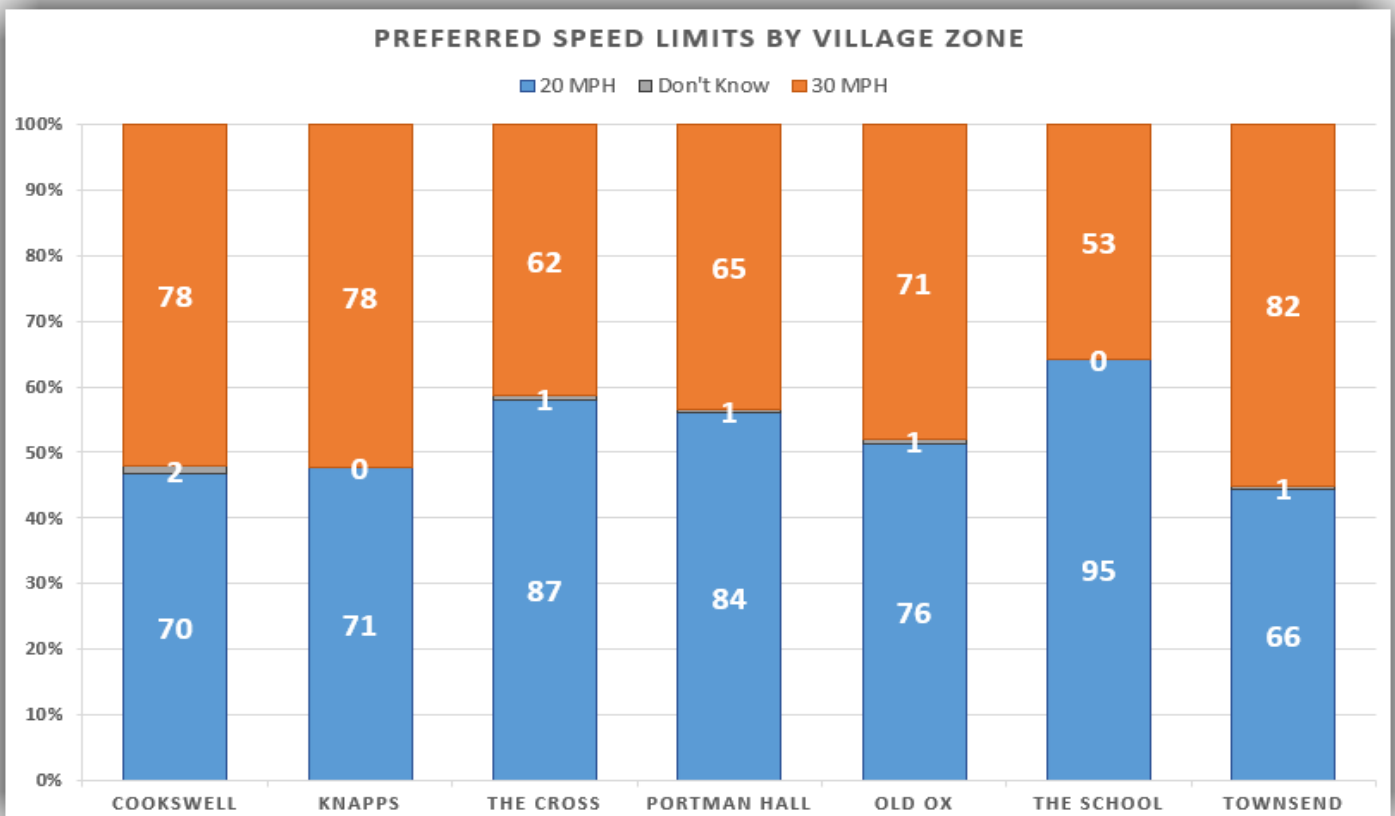
White Pit Lane below Shillingstone forest which is extensively used by many of the villagers for walking children, dogs, horses and family recreation is increasingly blighted by speeding cars, vans and cyclists which many of the walkers have commented on saying that they had to leap to safety! A great number of these vehicles are trying to find a route to Blandford as there is no 'dead end' sign at the junction with White Pit Lane.

We fear that there is going to be a serious accident in the near future and feel that some form of traffic calming and a 'no through road' sign should be in place.

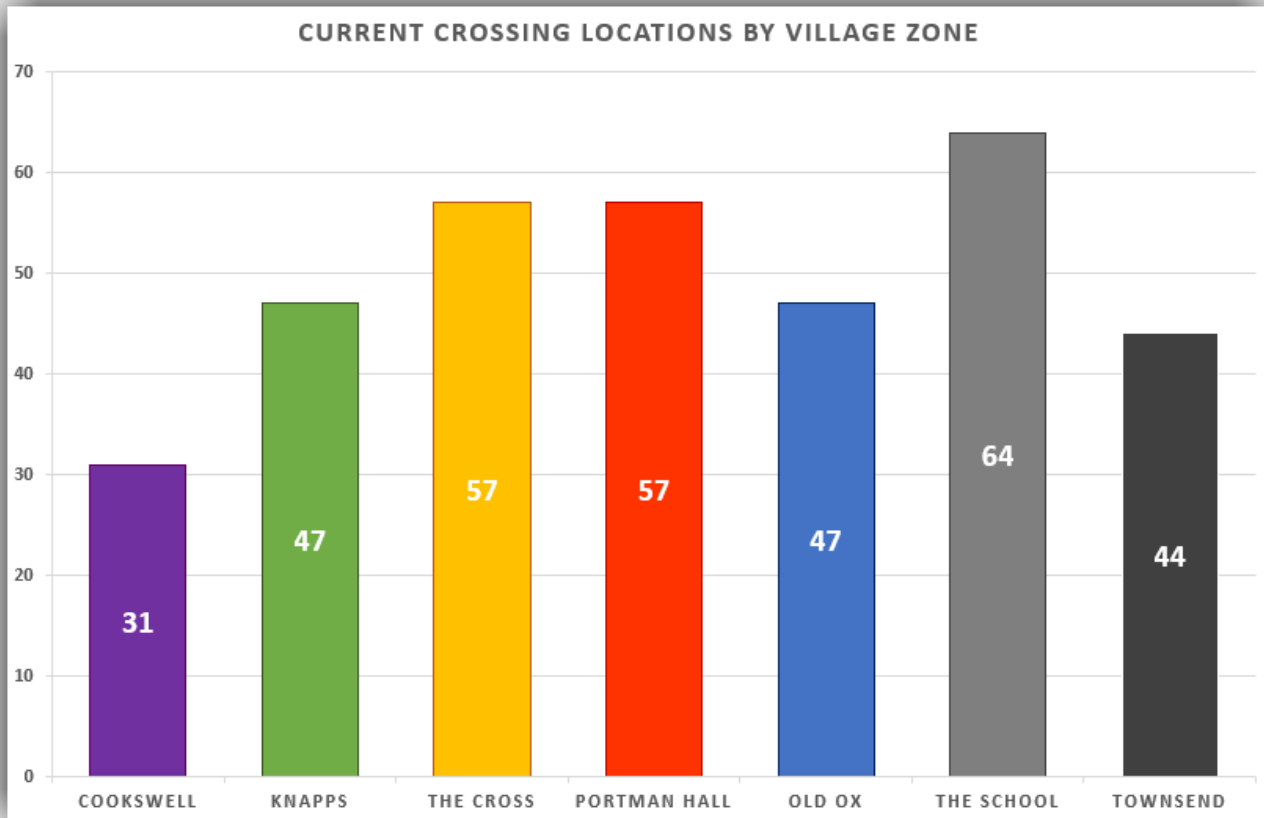
What traffic speed limit do you think would be most appropriate in the following stretches of the A357 through Shillingstone?



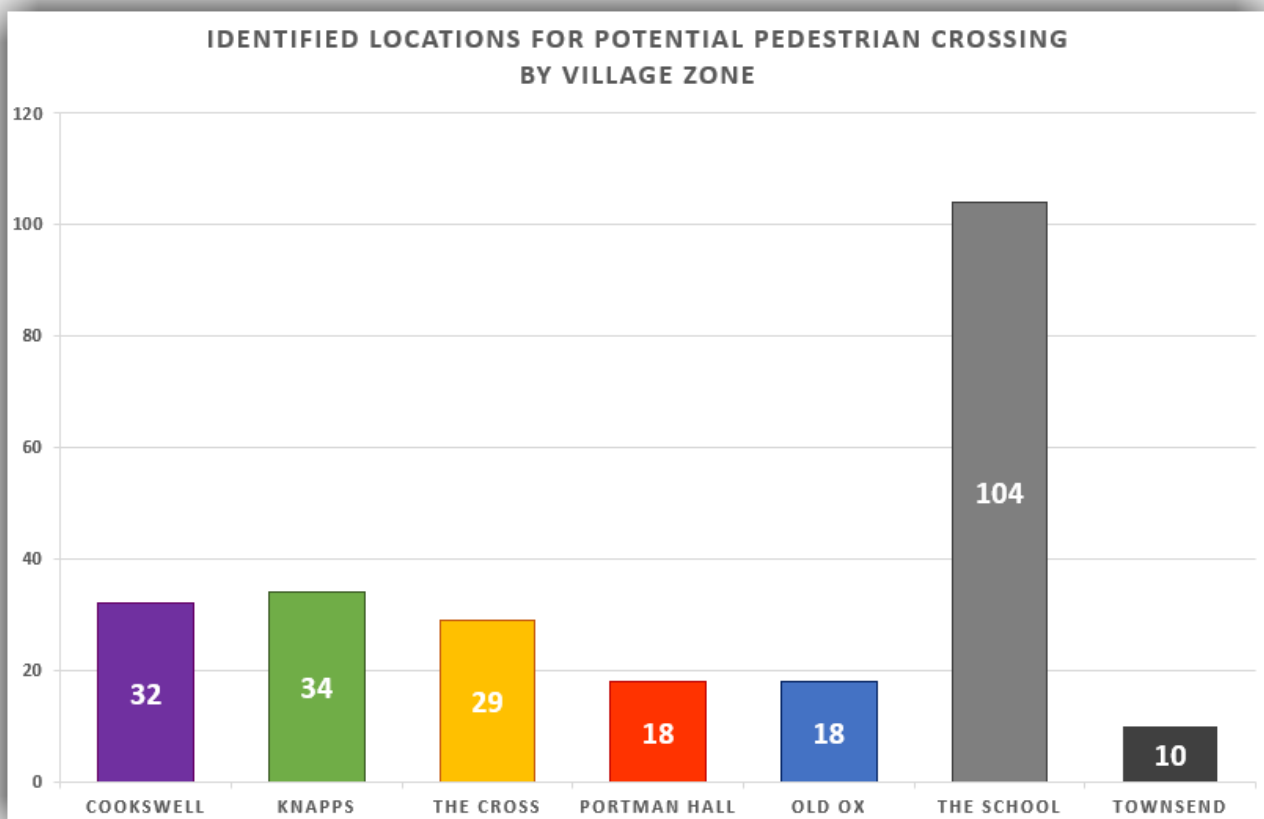
- 21. **Cookswell** (Bere Marsh to the Co-op)
- 22. **Knapps** (Co-op to the Shillingstone Church Centre)
- 23. **The Cross** (Shillingstone Church Centre to Petrol Station)
- 24. **Portman Hall** (Petrol Station to Everett's Lane)
- 25. **Old Ox** (Everett's Lane to Gunn Lane)
- 26. **The School** (Gunn Lane to Spencer Gardens)
- 27. **Townsend** (Spencer Gardens to White Pitt)



28. Using the zones identified above, if you cross the A357 where do you currently cross? (more than one entry allowed)



29. Again, using these zones, if a pedestrian crossing were to be granted where on the A357 do you think it should be sited? (more than one entry allowed)



## 4. YOUR VIEWS ON TRAFFIC CALMING

In this section we asked for people's opinions on different types of common road calming measures used in other villages and towns; we explained that such measures may be necessary to help control traffic speeds. Three answer options were available:

- i. Yes please
- ii. No thanks
- iii. Maybe



The options considered were:

30. **Pedestrian crossing:** Dropped curbs, tactile paving & coloured stripes no flashing lights
31. **Speed Tables:** Pedestrian crossings large flat raised areas with ramps, NOT speed bumps
32. **Refuge-islands:** Safe areas for pedestrians to stop in the centre of the road to split crossing
33. **Road surface rumble strips:** Create change in sound & vibration to alert drivers to slow down
34. **Road surface colouring:** Variation in road colour to alert drivers to change in environment
35. **Road surface textural changes:** Imprints or block paving to narrow road or create curves to slow traffic
36. **Line markings:** Road marking techniques to visually narrow the carriageway
37. **Curb Extension:** A build-out 'extended pavement' to reduce carriageway to a single lane



38. **Half Chicanes:** *Comprise build-outs on one side of the road and may be extended into the carriageway such that only one-way traffic is possible*

39. **Village Gateways:** *Wooden gates create 'a sense of place' when drivers enter the village*

From the answers we obtained from our survey we can see an overwhelming support for village gateways, with 98 of the responders (66%) in favour of this option.

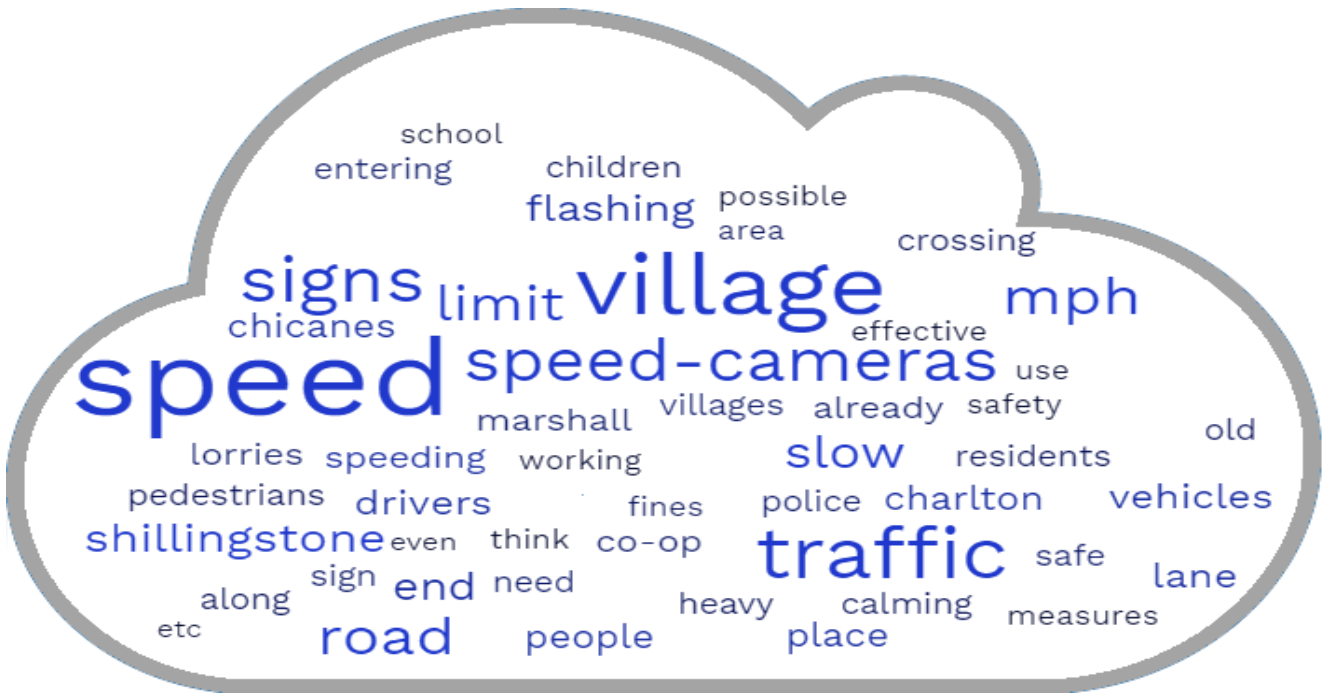
Several other options obtaining a 50% or more of positive interest from the survey were a Pedestrian Crossing @ 52% (74), Road surface rumble strips @ 50% (73) and Road surface colouring @ 54% (78).

N.B. There are more detailed explanations about these different traffic calming options, their advantages, and disadvantages in the appendices section of this report.

## 5. YOUR IDEAS...

In this section we really wanted to hear the views of the villagers, their concerns, and experiences about traffic in and around Shillingstone. Statistics are all very well, but they can sometimes be misinterpreted, we wanted to hear the voice of the villagers and to hear their ideas, and you delivered...

**40. Do you have any good ideas to improve road & traffic safety in our village? Maybe you have seen an effective scheme in other villages that you think might work here? Let us know in the section below.**



- I like the countdown to the village speed limits, similar to villages in Devon etc.
- We need a speed camera or even two
- Cameras, you don't see anyone speeding in Spetisbury.
- Sign that shows your speed on entry to the village and says thank you are within speed limit and/or speed camera as in Charlton Marshall
- Double yellow lines in the corner of Gunn Lane
- Speed camera more signage and more road markings
- The village is perfectly safe as it is.
- Narrow the road to slow vehicles and drop the speed limit farther out at either end of the village as entry speed with corners at either end of the village is far too high.
- Lower speed indicators to be moved further back when approaching Cookswell, as speeding traffic hits the bend too fast to react quickly to cars entering or leaving the Co-op.
- All has been suggested
- Chicanes with alternative give ways
- Speed Cameras. Police with cameras.
- Police speed traps.
- Traffic calming around the co-op area

We would like to see speed cameras at each end of the village with proceeds from fines contributing to the Parish Council.

Permanent speed cameras

As in Henstridge. Narrow in roads.

Certain speed signs are now so old you cannot read them

In France many villages have traffic lights on entering the village that turn red if approaching traffic is over the speed limit. Drivers very quickly learn to slow down on entering the village.

Chicanes are routine on the Continent, especially each end of villages, and at vulnerable places eg outside schools.

Speed cameras which work. Lots of 30 MPH (or 20) signs, flashing or old style.

Speed camera is the only thing to slow them down

Definitely at either end of the village, we live opposite Whit Pit and a coloured road marking area may encourage a slowdown, the speed flashing sign has made a difference ...thank you

A 20 mile an hour limit imposed through the village of Shillingstone. Village gates would help hugely to indicate where the village begins and ends - along with 20 miles an hour signs.

Speed cameras, speed bumps, chicanes

Speed cameras please - be aware your decisions will cost many lives -both young no old because the traffic is beyond acceptable and the farm vehicles need to recognise they are accountable speeding !

Iwerne Minster manages to slow traffic down by reducing traffic to a single lane but the volume is still intolerable. Maybe we should implement a system whereby heavy traffic is shared by the 3 main A roads. Alternate roads could be closed to heavy traffic at certain times of the day or days of the week

Speed cameras need to be erected as a deterrent to drivers who care little about the safety of other drivers, pedestrians or residents. The range of vehicles exceeding the speed limit through Shillingstone is extensive. Large lorries, vans, private cars, taxis, motorcycles and agricultural vehicles all exceed the speed limit daily. Unfortunately, it is also possible to note that local residents also speed through the village. The only way to effectively change people's lazy driving habits is the threat of fines or penalty points. There is no speeding in Charlton Marshall or Spetisbury near the speed cameras.

Working & visible signs important

Pedestrian Crossings & some sort of slows down of traffic

Reducing overall speed and adding two pedestrian crossings would help safety.

Make Large / heavy goods vehicles and tractors etc do 20 mph

Speed cameras are a necessity for this stretch of road

Given the speeding traffic in the area chicanes for the stretch of road near the school with 20mph between may be a solution. However, for those intent on speeding such measures may just push the behaviour to another area.

There is not a problem. It is not difficult to cross the road or walk along the pavements.

Occasionally, people park in stupid places - but they do that everywhere.

Chill Out!

maybe more flashing speed controls

Enforce existing speed limits.

Bypass or traffic calming such as the options listed on the previous page

Cars turning right into the Co-op are the only real danger. But I guess everyone knew this when they gave planning permission...
Average speed camera at each end of the village as on motorway roadworks. Are already being used in a few built up areas in UK. Only way of keeping speed down throughout the full length of the village. Quite cheap too compared with physical barriers, chicanes etc.
When PC chairman at Charlton Marshall we instigated "gateway to Thornicombe" as has been proven that this does slow down traffic
Keep hedges trimmed to avoid making pavements even narrower than they are already. Traffic speed cameras at the more vulnerable spots such as co-op, and school.
more visual signs at driver's eye level please, also those emphasising that this village must keep its inhabitants safe, especially children.
The temporary 30mph sign located at the Blandford end of the village, is very effective, would it be possible for this to be permanent and actually located where the 30mph limit starts with another one permanently located at the start of the limit at the Sturminster Newton end as well.
Retain flashing speed indicators
A couple of the villages on the way to Poole have speed cameras, certainly seems to be the answer. As far as lorries are concerned ideally, I would like to see them banned but I know that's not going to happen. I would like to see some form of catching them on camera speeding and a notification to go to the company concerned, a kind of last chance for that employee or the company will be fined.
If possible, perhaps putting up a speed camera sign
As a driver I think the recently installed flashing speed indicators are taken notice of, but the length of our village requires additional measures to be taken
Stickers of 20mph on dustbins on main road
Chicanes work in other villages and may, hopefully, prevent huge lorries from using the village.
Many of these ideas have been explored before but as Blandford Road is an 'A' Road we are very limited in options by law. It also counts against us that there have been very few accidents involving pedestrians or cyclists. I would oppose a pedestrian crossing as there is no obvious place to locate it. This option was not allowed for in survey.
Having lived in Charlton Marshall for 25 years the speed along the A350 became a real safety issue. There was only thing that slowed the traffic down after some of the earlier proposals for Shillingstone were tried, this was Speed Cameras. This had a significant effect and only recently were upgraded from analogue to digital. The traffic through Charlton Marshall over the last few years is now notably calmer. People can now cross the road outside the Charlton Inn safely without the installation of pedestrian crossing. I wish we could say the same to get to the OX or the post office.
Mobile Speed Cameras
If we had traffic lights so the children cross safely to the park on the North side of Shillingstone
None
Child Okeford has a 20mph limit on main road from turning to 20 to 30mph after Bakers Arms
The petrol station/south entry to Church Rd is approached from blind bends, with the risk of vehicles entering/leaving the petrol station, garage and Church Rd, also the number of

pedestrians crossing the A357 to get to/from the petrol station shop. Pedestrian Crossing needed here.

Given that traffic along the A357 (a major route between Poole, Yeovil, Sherborne and Wincanton) are already heavy during the working day and will undoubtedly increase with pressure for building from Government in North Dorset, it is essential to provide greater safety for Shillingstone residents along the A357. The risk of serious injury, or even death, can no longer be ignored. A recent technical surveillance provides irrefutable proof that significant numbers of motorists travelling through Shillingstone are well above the 30mph speed limit. The offenders should be identified and fined at realistic levels to deter future abuse. This requires the use of good quality surveillance equipment and police enforcing fines, fines could in part be used to fund costs.

Signs which show the speed of vehicles are effective. We have a lot of heavy lorries thundering through the village - can HGV be diverted - (don't know of alternative route?). Road humps to slow traffic down only add to noise pollution i.e. HGV and other lorries have to drop a gear to get over them and then accelerate causing noise and exhaust fumes!

Maybe a photo of villagers especially children asking people to slow down as we live here. Similar to roadworks photo that showed a little girl asking people to slow down as her daddy was working there.

Back lanes of Shillingstone should always give priority to children, the elderly, other pedestrians, cyclists, horse riders. Signs to this effect might be beneficial, particularly as vehicular traffic on them increases.

Not sure on calming measures however I have noticed the flashing speed signs appear to be fairly effective and should be permanently placed at each end of the village - also a tidy and attractive village would help as car drivers give more respect to pleasing environment

Poss Speed Cameras like Spetisbury and Charlton Marshall  
Or Traffic Calming like Stalbridge.

Reduce the speed outside of the village to 40 mph - i.e from Durweston and from Fiddleford. It is currently not possible to walk to the Co-op without crossing the road due to no pavement being present co-op side within the Knapps and also no pavement on the opposite side at Forum School - perhaps considerations re crossings/extending pavements at these locations but with consideration to any properties directly affected.

I think a couple more of the flashing speed signs are a good reminder as the village is a long one and people passing through tend to forget their speed.

As we have an A road running through the centre of the village think it would be beneficial to maintain an steady, continuous flow at up to 30mph. Digital signs which indicate your speed are, I think, helpful and appreciated by most drivers.

Digital signs are useful to remind drivers of their speed. There must also be deterrents so that drivers are aware that there are consequences if they speed.

Sensibly placed chicanes. Permanent speed cameras. Police patrol presence

None that hasn't already been mentioned on the previous questions

Already advised

The flashing speed sign which tells you what speed you are travelling but at both ends of the village.

Speed indicator signs at each end of village - can they be permanent?

This seems the most effective way to slow traffic.

30mph would be safe if vehicles kept to it.



I don't think compelling answers is a good idea. None of the above is a perfectly valid answer.

A by-pass.

Need to slow the traffic and extend the speed limit towards Sturminster.

Need to be careful that new measures do not create another problem. E.g., a pedestrian crossing near Augustan Avenue may relate traffic queues and therefore fumes affecting residents in properties either side of the crossing.

Keeping the curb clear of debris allows us to cross the road to White Pit easier

We as a family living in Shillingstone would like to see a 20-mile limit through the village.

The new speed indicator as you come into the village seems to be very effective. Maybe have one at each end of the village permanently.

It is over a year since the speed identity sign was destroyed by a speeding driver in Knapps.

Please could the council take the comments in the surveys submitted seriously and take some positive action, as this is long overdue. Thank you.

please do not cause the traffic to stop or manoeuvre around physical barriers and do not add any rumble or other physical road adjustments that make a noise... all these traffic calming measures make noise (idle traffic, the "th-thump" of cars / lorries / trailers navigating raises in the road etc) and will add to an already noisy road where many houses face on to the road

Please do something about the speed of vehicles along this road, it's so dangerous.

I am concerned that the questions are weighted towards taking action. I have had to give an answer where I had either no opinion or the choices didn't reflect my opinion. This could result in an inaccurate survey.

Although I do not have a crossing point in Shillingstone, I had to pick one of the choices in order to continue with the questionnaire. I feel unable to make informed choices with regard to the options given. I would need to have more data on their effectiveness alongside costs before making choices.

We are not confined to narrow roads like other local villages. Our road is safe without traffic calming measures or reduction in speed limit. I have never felt unsafe as a pedestrian and my children grew up here and used pavements without a problem.

We don't need any crossings in the village - but it is not possible to select this option. This survey assumes we all want to add more limits, crossings and traffic calming. Actually, we don't all want this.

Not exactly "constructive" but we know county highways will not allow any "change which will impede traffic on this strategic trunk road". National policy too. Only enforcing 30 limit is allowed. But good luck anyway!

Something needs to be added at co-op end to slow traffic prebend. Maybe making it clear that it gets built up quickly. Possibly warning about busy/ concealed entrance? It's amazing that there haven't been more accidents there already.

I put 30mph in my replies rather than 20 because I do feel if everyone did do the speed limit, we would be ok, i know it is very difficult to slow down to 20.

There is a large volume of traffic speeding through between 5 and 7 am, they must think if people aren't about, it's ok, but it's not. My cottage shakes when they thunder past, it can't be doing it any good.

Thank you for addressing this problem and I like the traffic calming suggestions.

Get one more speed indicator system so that there is one at each end of the village.

I am always annoyed when cars, etc. park across the pavement so prams or wheelchairs have to go into the road. There are more occasions now as there are lots more deliveries.

More Police speed checks in the village especially in Knapps.

The linear design of Shillingstone makes it a speedy thoroughfare for all traffic. Slowing cars and HGVs that travel through by using good signage and prevention systems will make Shillingstone a much nicer and pleasanter environment for us all.

The A357 through Shillingstone is a speed thoroughfare for all traffic. Proper care and consideration to speed prevention will make it a pleasanter and safer place for us all.

Prevent vehicles parking in front of The Co-op, especially large vehicles, because there is then no vision for drivers exiting the car park. This is extremely dangerous.

None

1) To constrict traffic flow with chicanes etc. on the A357 would lead to increased emission levels

2) Better trimmed hedges would help pedestrians

3) Overall better enforcement of speed limits would help

4) The road through Tarrant Keyneston seems to have more frequent mobile speed cameras that we have, people tend to slow down more because they expect to be caught

The increasing practice of impatient motorists driving around parked cars against oncoming traffic in contravention of the highway code is causing tempers to fray which can lead to accidents, for various reasons this is happening increasingly as motorists are under evermore pressure to meet deadlines or are late leaving home!

Any measures to restrict the flow of traffic will in our view cause frustration, especially at peak times. There is an urgent need to carry out a survey of pavements along the A357 as there are very narrow places or even none at all! In light of the above, pedestrians need safe pavements!

the flashing lights seem to close some drivers down, others take no notice and even honk their horns in the current 30mph limit. Also, traffic is heavier throughout the main road.

If people are held up in any way, they then tend to speed up after calming measures which can be more dangerous.

Without frequent and regular maintenance work (including weedkilling, sweeping, gully clearance and drainage work) Shillingstone could well be in danger of being nominated 'worst forgot village' in Dorset!

Having recently been introduced to mobility aids the importance of dropped curbs and visibility hazards have been reinforced, this must also be the case for pushchairs.

We strongly object to traffic calming within the village for the following reasons:

1) It creates a stop/start scenario which has a knock-on effect of massively increasing noise pollution from vehicles braking heavily. Accelerating hard to get through the obstacle, horns sounding from intolerant drivers. Not to mention verbal abuse.

2) The stop/start scenario increases pollution where fumes can be smelt within the house and even rear garden to an unbearable level

3) Invasion of privacy where vehicles are halted outside properties allowing vehicle occupants to view inside and be nosey.

These facts are based on our recent experience during the installation of temporary lights during the sewer repairs on the A357. Traffic calming at each end of the village could be an alternative option.

The road is used by many large HGV which do not appear to observe the current 30 mph speed limits, this results in intrusive levels of noise and often significant vibration affecting houses close to the road. Could a weight restriction be imposed on goods traffic?

In the end, if you want people to comply with speed limits, there have to be consequences for failing to do so. That means, reasonably frequent speed traps, I'm afraid. Give Shillingstone a reputation for being a threat to your licence and it might deter most speeders.

Speed traps are the only way to stop drivers speeding through. Built up areas with children and animals as well as adults at risk



Do we have to have a fatality before anything will be done in the village.

I have raised my fears about people going to the co-op and being struck by speeding cars hence the necessity to have something to severely cut the speed around the bend.

I really hope something gets done soon, Families are worried about the safety of their children.

30mph sign should be the Sturminster side of the farm at the bottom of Shillingstone. Past the co-op

As mentioned, I believe that part of the Wyatt Homes planning permission stated that they should install a traffic light-controlled crossing to the A357 at the junction with Augustan Avenue upon completion of the development. This should be investigated and installed at their expense of correct. At the same time parking restrictions put in place at the same junction for the safety of school children.

Having driven HGV's for half my working life mainly through the villages of Dorset I feel I have more than enough experience to provide a valid opinion on this survey. I can see little gain in reducing the speed limit- if motorists stick to 30mph, concentrate on their driving and look farther ahead than the end of their bonnet which most do not seem capable of 30mph should be suitable. Having read the extract from the '20's plenty for Dorset' press release in the June/July Parish Magazine their statistics are far from accurate and lacking in detail:

1) halves traffic noise? If any traffic calming measures are introduced then traffic noise and pollution will increase

2) reduces pollution? my average family sized car disproves this theory- it has an mpg readout-at 30mph in 3rd gear it is comfortable at very low rpm and uses very little fuel- at 20mph I have to drop a gear with a substantial increase in rpm which leads to a far higher fuel usage and more noise.

3) the police report- far more detail is needed to make an informed decision- how many incidents occurred in the village and the type of accident: 1) pedestrian vehicle

2) cyclist vehicle

3) vehicle to vehicle

and whether excessive speed was a contributory factor.

4) it will make no difference at all restoring life to our streets.

Shillingstone is well served by pavements- apart from Townsend to the White Pitt junction but that could well change in the future when the redundant council farm is developed.

The length of the existing 30mph limit is 1.3miles of fairly straight A-Road so I do not think dropping the speed limit will be at all popular with all through traffic and many residents.

Although against blanket 20mph schemes- I am in favour of short 20mph limits around schools and hospitals- so could be introduced along the main road around the turning to school going back to 30mph for the rest of the road.

The road speed needs to be reduced to 30mph or even 20mph for Brodham Way - Lanchards - Hine Town.

To make it safer for people walking, riding horses & cyclists. National speed limit on these roads unsuitable as narrow & bends reduce visibility. This was highlighted when main road was closed, traffic used these roads & eroded verges to pass each other!

Just need to keep reminding drivers to stick to the speed limit

We need cameras

20 mph speed limit covering the Cross and Portman Hall stretches of the A357.

Police asked how to stop motorbikes flying through the village.

The narrowing of the road to one lane is good and I think it has helped in Iwerne Minster.

This is a joke - like they do in London, pay to come through the village or keep speed down, residents free of course unless speeding.

## 6. APPENDIX

### TRAFFIC CALMING MEASURES

Traffic calming has its origins in the Dutch "Woonerf" schemes of the 1970's, and since then has been further extended and refined throughout northern Europe, but particularly in Germany and the Netherlands.

The concept of traffic calming is fundamentally concerned with reducing the adverse impact of motor vehicles on built up areas. This usually involves

reducing vehicle speeds, providing more space for pedestrians and cyclists, and improving the local environment.

The original "Woonerf" schemes introduced the concept of shared space between vehicle and pedestrian. Streets were reconstructed so as to tip the balance in favour of the residential function of the street and to reduce the domination of motor vehicles. Speed humps, chicanes, road narrowing, planting and other measures were introduced to both physically and visually reinforce the message that the motorist is only a guest in the area and that the residential function takes priority.

The wholesale reconstruction of streets required by the "Woonerf" was by necessity expensive, and since then this technique has been abandoned in favour of cheaper measures while still retaining the essential traffic calming concept.

Traffic calming techniques are now applied to whole areas of towns & villages and not just to individual streets. Main traffic arteries, villages, shopping streets and town centres have all been included. Area wide traffic calming schemes seek to calm both the main roads and the residential roads in an area to improve the impact of any traffic transfer as a consequence of traffic calming.



### PEDESTRIAN CROSSINGS (ZEBRA)



Zebra crossings help pedestrians cross from one side of the road to the other. They have white stripes painted onto the road in the crossing area, with flashing amber lights at both sides of the road on black and white striped poles. The curbs are dropped at both ends of the crossing, usually with tactile

paving where the pavement slopes towards the road. Vehicle users can see zigzag lines on the approach to the crossing, sometimes with a buff-coloured road surface.

Zebra crossings give priority to pedestrians, and vehicle drivers are required to stop and give way.

There are relatively few examples of such crossings in Dorset, the example shown above is from Henstridge in Somerset.

---

## ADVANTAGES

- ❖ Pedestrians should only have to wait for a very short period to cross the road. The first car to see the pedestrian that can stop safely should stop and let the pedestrian cross.
- ❖ Compared to other crossing designs, zebra crossings are more attractive and more appropriate in some locations
- ❖ Relatively low maintenance cost

---

## DISADVANTAGES

- ❖ Drivers do not always stop as expected. However, most pedestrians wait for cars to stop before they walk into the road
- ❖ Blind or partially sighted people find zebra crossings harder to use than traffic light crossings
- ❖ Can sometimes create vehicle congestion where pedestrian volumes are high
- ❖ A zebra crossing which includes a hump or narrowing of the road will require drainage works, which could be very costly

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## EFFECTIVENESS

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### USABILITY

Compared to locations without crossings, pedestrians are able to cross the road more quickly with zebra crossings. Zebra crossings are particularly beneficial because pedestrians may find it difficult to judge the speed of traffic when crossing on their own without crossing facilities.

Compared to locations where there was no formal crossing, new zebra crossings have a very positive impact on pedestrian's feelings about crossing the road. Pedestrians are more confident and feel safer when crossing the road.

---

### SAFETY

In summary, zebra crossings should not introduce any additional danger to the road environment.

In comparison to puffin crossings, it is most likely that zebra crossings are very similar in safety, or zebra crossings are only marginally less safe.

If many pedestrians are already crossing at a certain point on a road (the 'desire line'), it is likely a zebra crossing will not increase or decrease accidents.

Zebra crossings over three or more lanes of traffic may increase collisions. This may be because at roads with two lanes in the same direction, pedestrians can be invisible to motorists in the outside lane when a car on the inside lane is stopping at the zebra crossing.

---

## RESTRICTIONS

- ❖ Engineers cannot install zebra crossings where average speeds are too high (typically where no more than 15% of traffic are exceeding 35mph)
- ❖ Must be installed in locations where vehicle users have good visibility of waiting pedestrians. There must be no obstacles (e.g., trees) on the pavement to block the view of pedestrians. The location should not have tight corners or steep hills
- ❖ Cannot be installed within close proximity of a junction or roundabout
- ❖ The pavement must be wide enough to accommodate pedestrians waiting at the edge of the road to cross
- ❖ This scheme requires a statutory public notice before it is installed, which is subject to a local consultation process

## SPEED TABLES

Speed tables are a raised section of road over a junction, with a ramp on each arm of the junction. The ramps are painted with white arrows to make them more obvious to motor vehicle drivers.



The aim of the speed table is to slow motor vehicle traffic to a safe speed, as the ramps become uncomfortable for vehicle drivers if they are driven over too fast.



A speed table is normally around 75mm high across the whole junction and can vary in length.

The local example shown is located in Blandford Forum on the Market Square, the junction of West & Salisbury Streets.

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## ADVANTAGES

- ❖ Can be used as part of an informal crossing for pedestrians
- ❖ More acceptable than speed humps to buses
- ❖ The size of the speed table is flexible to fit an area with a safety concern. It could span all parts of a four-arm junction, or be placed in other specific parts of the road

---

## DISADVANTAGES

- ❖ Large speed tables are expensive
- ❖ Managing water drainage could be complex and costly

- ❖ Buses, cyclists and emergency vehicles will need to reduce their speed
- ❖ Some traffic is likely to transfer onto alternative routes, potentially causing a problem somewhere else
- ❖ Signs are required to warn drivers of speed tables, and these contribute to sign clutter
- ❖ These signs must be illuminated, which may cause further concerns in conservation areas

---

## EFFECTIVENESS

Generally, vertical treatments - such as speed tables - are expected to reduce accidents by around 44%.

Motor vehicles are likely to travel at around 13 mph over a speed table. If there's more than one speed table, motor vehicles are likely to travel at 20 mph between them. These are the lowest speeds of all traffic calming treatments compared on Traffic Choices, which means the greatest safety benefit can be expected.

Reducing motor vehicle speeds increases safety because:

- ❖ The vehicle has travelled less distance before the driver can react to a hazard
- ❖ Braking distance is reduced, so the vehicle can stop more quickly before a hazard
- ❖ A slower moving vehicle will exert less energy on occupants as the vehicle rapidly changes speed on impact (crashes)
- ❖ A slower moving vehicle will transfer less energy to a pedestrian in the event of a collision.

---

## CONSIDERATIONS

- ❖ May cause traffic to divert to other routes
- ❖ Speed tables could create noise and vibration which is heard and felt in residences nearby. A greater distance between the speed table and residences will reduce this problem.
- ❖ Require a 'Road Hump regulation order' before installation

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## RESTRICTIONS

- ❖ Normally only used in residential areas or busy pedestrian areas
- ❖ May be unacceptable on a busy bus route

## PEDESTRIAN REFUGE ISLAND



A pedestrian refuge island is a raised section of pavement between two lanes of traffic moving in opposite directions.

The Islands normally have yellow and white plastic bollards with a blue arrow to remind motorists to keep left. Curbs are dropped at both sides of the road, usually with tactile paving where the pavement slopes towards the road.

Refuge Islands allow pedestrians to stop in the centre of the road, so they can split the crossing into two stages for each direction of traffic.

The example shown above is on the Market Place in Blandford Forum.

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## ADVANTAGES

- ❖ Allows pedestrians to cross more easily than if there was no crossing
- ❖ May help to cross the road more quickly, as a gap is only required in one direction of traffic
- ❖ A lower cost crossing design, in comparison to other crossings (e.g., puffin, zebra crossings)
- ❖ Pedestrian refuges narrow the road, which may reduce the speed of vehicles

---

## DISADVANTAGES

- ❖ There is no pedestrian priority. Motor vehicles have priority
- ❖ On busy routes pedestrians may have to wait much longer for a gap in vehicle traffic to cross safely, compared to a zebra or puffin crossing.
- ❖ For the pedestrian to cross safely, they must have good judgement of motor vehicle speeds and gaps in traffic
- ❖ Visually impaired people, or those with other disabilities may find refuge island less easy to use compared with a zebra or puffin crossing
- ❖ Some motor vehicle drivers may squeeze past cyclists when they travel through a refuge island or swerve dangerously around the cyclist just before the crossing island. Cyclists can feel very uncomfortable with this behaviour

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## EFFECTIVENESS

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### ACCIDENTS

Pedestrian refuges are very effective at increasing safety for pedestrians crossing the road. On a road where pedestrians often cross without a crossing facility, a refuge will decrease pedestrian accidents by around 40%.

A pedestrian refuge allows pedestrians to cross one direction of vehicle traffic at a time. The refuge provides some protection from traffic in the centre of the road, while the pedestrian waits for a safe gap in the second direction of traffic. Without a refuge, the pedestrian needs to judge a safe gap between both directions of traffic at the same time - this is more difficult and may increase risk.

Refuges will be safest on roads with low to medium flows of vehicle traffic, and where speeds are below 30 mph.

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### SPEED

Pedestrian refuges slow traffic because they narrow the road and may remind drivers that pedestrians could be crossing the road. Vehicle speeds at Pedestrian refuges reduce by 6%.

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## RESTRICTIONS

- ❖ Refuge islands must be a minimum of 1.2 metres wide, however 1.8m wide islands will be more useful to accommodate pushchairs and wheelchairs more easily. To accommodate cyclists, the island must be 2.5 metres wide
- ❖ The width of the refuge island will also depend on the available carriageway width
- ❖ Normally, road widths must be at least 4 to 4.5 meters either side of the refuge (if the location is on a bend and large motor vehicles are expected, this must be increased)
- ❖ Parking restrictions may need to be imposed on approach and near to the refuge
- ❖ Not suitable for locations with a high volume of crossing pedestrians - puffin crossings may be more appropriate
- ❖ Not suitable for locations with high levels of traffic - zebra or puffin crossings might be more appropriate

## ROAD MARKINGS

Road markings are painted on the road to mark out lanes for vehicles or to provide information to drivers. They are normally white in colour.

This section we only look at the following types of road markings:

- ❖ Centre line removal
- ❖ "SLOW" road markings
- ❖ Speed limit roundels
- ❖ Peripheral hatching

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## ADVANTAGES

- ❖ Road markings do not introduce discomfort to motor vehicle drivers or bus users
- ❖ Relatively cheap
- ❖ Do not reduce access ability for large or emergency vehicles

---

## DISADVANTAGES

- ❖ Road markings can be easily ignored by road users – by both drivers and pedestrians alike
- ❖ Road markings need to be refreshed when they wear off (depending on the volumes of traffic and the type of road surface)
  - Road markings which are regularly maintained and are heavily worn will not be effective

---

## PERIFERAL HATCHING

Peripheral hatching is a method of reducing the width of the lane for motor vehicles by adding an additional line inward from the curb, so both lanes of traffic are moved towards the centre of the road. The space between the line and the curb can be hatched with white lines. An example of this can be seen under the railway bridge at Bere Marsh.



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## EFFECTIVENESS

Peripheral hatching reduces vehicle speeds by around four percentage points. If a vehicle is travelling at 30mph, peripheral hatching would normally reduce speeds by at least 1.2 mph.

---

## HOW IT CONTROLS TRAFFIC

Reducing the width of lanes for motor vehicles reduces the feeling of space in the road. This causes drivers to reduce their speed, so they can ensure they are not overrunning the hatched area.

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## CENTRAL LINE CONTROLS TRAFFIC



Peripheral hatching is a method of reducing the width of the lane for motor vehicles by adding an additional line inward from the curb, so both lanes of traffic are moved towards the centre of the road. The space between the line and the curb can be hatched with white lines.

An example of this can be seen down Haywards Lane and through Child Okeford.

---

## EFFECTIVENESS

In a town or city environment with a 30 mph (or lower) speed limit, removing the centre line reduces speeds considerably, typically by around 5 to 9 mph - this is backed up by good quality research.

In a village environment with a 30mph speed limit, it is likely that removing the centre line will improve safety, however research in this type of environment is not as complete as for urban areas.

In a 30mph speed limit removal of the centre line increases cyclist comfort because vehicle drivers pass them with more space. However, there is little difference for 20mph limit zones.

---

## HOW IT CONTROLS TRAFFIC

Removing the central line removes vehicle driver's feelings of a 'designated space' or boundary for them to drive in. They may expect other road users to enter their path or make an unexpected manoeuvre. This apparently makes it more likely to cause motor vehicle drivers to slow down as a safety precaution.

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## "SLOW" ROAD MARKING



SLOW markings simply state the word 'SLOW' in a road, painted in large letters.



An example of this can be seen on the eastbound lane of the Wimborne Road in Blandford Forum, just after the junction with St Leonard's Avenue.

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## EFFECTIVENESS

Research shows that "SLOW" markings have little impact on vehicle speeds - it appears that they are often ignored by vehicle drivers. They will be even less effective if overused or used where they are unnecessary.

When used in combination with warning signs, "SLOW" road markings can be more effective, as drivers better understand why they need to slow down. Ordinarily, Councils will consider a new "SLOW" marking only when other warning signs are present, as per the sign on the right.



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## SPEED LIMIT ROUNDELS



Speed limit roundels indicate the current speed limit and are painted on the road inside a circle. They are often used at the start of a new speed limit, or near speed limit reminder signs.

Shillingstone already has several examples of Speed Limit Roundels – seen at either end of the village as well as at key points along the A357, near Spencer Gardens, Candy's Lane and the Church Centre.

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## EFFECTIVENESS

Reminding drivers of the speed limit with roundels can be useful, especially because they may be more visible than ordinary speed limit signs. There is no effectiveness research available for roundels.

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## RESTRICTIONS

- ❖ On rural roads below 5.5 metre width, centre lines should be omitted
- ❖ Peripheral hatching can only be used on relatively wide roads (e.g., 12 metres)
- ❖ Centre line removal should not happen near one-way streets
- ❖ SLOW markings should be used in conjunction with hazard warning signs
- ❖ Councils are not permitted to place 30mph Speed limit roundels in an area with street lighting

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## DROPPED CURBS



Dropped curbs are where the pavement is gently sloped to the same level as the road. Modern dropped curbs should always include tactile paving, which helps visually impaired people to identify a crossing point.

Where there are no dropped curbs, people using wheelchairs or mobility scooters may find it impossible to cross the road or cross a junction.

Dropped curbs can also encourage pedestrians to cross the road at a safer location in comparison to other parts of the road.

---

## ADVANTAGES

- ❖ Allows wheelchair and mobility scooter users to cross the road, including side street junctions. Dropped curbs are best installed as part of a 'route' for these users
- ❖ The tactile paving helps visually impaired and blind people to identify a suitable crossing point
- ❖ They can guide pedestrians to one of the safer parts of the road to cross
- ❖ It is an offence to obstruct (or park on) a pedestrian dropped curb, and a penalty charge can be issued to the vehicle owner.
- ❖ Reduces the chances of pedestrians tripping over the curb
- ❖ Relatively low cost
- ❖ The colour and presence of the tactile paving alerts vehicle drivers to the existence of the crossing point

---

## DISADVANTAGES

- ❖ Can sometimes cause a drainage issue, depending on the location
- ❖ Some motorists may obstruct dropped curbs; despite the fact it is an offence to do so
- ❖ For the pedestrian to cross safely, they must have good judgement of motor vehicle speeds and gaps in vehicle traffic

---

## EFFECTIVENESS

This intervention doesn't have any safety evidence available. Instead, likely outcomes are covered.

Dropped curbs make it easier for pedestrians to use local roads, especially those with a disability. Wheelchair or mobility scooter users may not be able to move around the local area unless dropped curbs are present.

Helping disabled people move around the local area with dropped curbs allows them to stay active and maintains their access to local facilities. For other pedestrians, dropped curbs make it easier to walk around the local area – this keeps walking as a healthier, cheaper, and environmentally friendly alternative to using a car.

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## WHITE BAR MARKING

Dropped curbs can be highlighted with a white road marking. This can help to ensure they are kept free of parked vehicles.

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## RESTRICTIONS

- ❖ Dropped curbs alone are not suitable to help pedestrians cross relatively busy roads - a formal crossing, such as a zebra crossing, or pedestrian refuge island will be more suitable
- ❖ In some areas, the angle of the road and the pavement will make it difficult to install a dropped curb

## ROAD NARROWING OR CURB EXTENSIONS



Road narrowing simply reduces the width of the road. This could be achieved in several ways, however a technique commonly used extends the curb into the road at a junction entrance with a bollard on each side.

Motorists will need to drive more carefully in a narrowed section of road to keep their vehicle in the correct road position, which may result in slower vehicle speeds.

In addition, road narrowing can also be used to help pedestrians cross the road more easily. In this case, the curb is dropped with tactile paving where the pavement slopes towards the road.

The example shown in the image above is from Iwerne Minster on the A350.

---

## ADVANTAGES

- ❖ Targets a specific part of the road
- ❖ Can be used on junctions
- ❖ Can prevent vehicle parking
- ❖ Make it easier for pedestrians to cross
- ❖ Emergency vehicles should be able to pass without slowing down

---

## DISADVANTAGES

- ❖ Not as effective as vertical treatments
- ❖ Managing water drainage could be complex and costly
- ❖ Cyclists may feel intimidated by some vehicle drivers' behaviour at road narrowing

---

## EFFECTIVENESS

Generally, horizontal treatments - such as road narrowing - are expected to reduce accidents by around 29%.

---

## RESTRICTIONS

- ❖ Road narrowing should not be used on roads or junctions with any heavy goods vehicle traffic

## PRIORITY CHICANES

Priority Chicanes are also known as 'single lane working chicanes' or 'priority narrowing'

Single lane chicanes require one direction of traffic to give way to oncoming vehicles. The chicane normally consists of a raised curb and bollard in one half of the road, with a sign to explain the vehicle traffic priority. For the lane without traffic priority, there are Give Way markings and hatching on approach to the chicane.



Groups of chicanes are normally placed with alternating priority down a road, so that each direction of vehicle traffic may have to stop and give priority in equal amounts.

The example above is taken from Henstridge in Somerset.

---

### ADVANTAGES

- ❖ Do not cause any vehicle passenger discomfort (in comparison to vertical treatments)
- ❖ Some chicane designs can allow cyclists to bypass them
- ❖ Emergency vehicles may be able to travel faster around a chicane compared to vertical treatments

---

### DISADVANTAGES

- ❖ Motor vehicles with priority are not required to reduce their speed
- ❖ Motor vehicles without priority are not required to reduce their speed if there is no oncoming vehicle approaching
- ❖ Motor vehicles without priority may race to the chicane before an oncoming vehicle approaches, or maybe swerve dangerously around the chicane
- ❖ May cause long delays if there is an increase in vehicle traffic volume
- ❖ Some traffic is likely to transfer onto alternative routes, potentially causing problems somewhere else

---

### EFFECTIVENESS

Chicanes are a horizontal treatment, which are generally expected to reduce accidents by around 29%.

Vehicles are likely to travel at around 21mph through a single lane chicane. Between chicanes, vehicles are likely to travel at 23mph.

Vertical treatments - such as speed cushions or speed tables - are more effective at reducing speeds.

Reducing vehicle speeds increases safety because:

- ❖ The vehicle has travelled less distance before the driver can react to a hazard
- ❖ Braking distance is reduced, so the vehicle can stop more quickly before a hazard
- ❖ A slower moving vehicle will exert less energy on occupants as the vehicle rapidly changes speed on impact (crashes)
- ❖ A slower moving vehicle will transfer less energy to a pedestrian in the event of a collision.

---

## CONSIDERATIONS

- ❖ May cause traffic to divert to other routes
- ❖ Chicanes could create motor vehicle noise, which is heard in residences nearby, as many vehicles will be stopping and starting. A greater distance between chicanes and residences will reduce this problem.

---

## USE TO DISCOURAGE HGV MOVEMENT

Chicanes can be used to discourage HGV movement. This is achieved by installing chicane priority in the opposite direction to the desired HGV rat-run route. This encourages HGV drivers to use alternative routes.

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## RESTRICTIONS

- ❖ Chicanes are normally used in residential areas
- ❖ Probably not appropriate for local distributor roads, where the chicanes may cause traffic queues

## VILLAGE GATEWAYS

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### GATEWAYS WITH SIGNS & LINES



These gateways only have signs and lines, and always display the village name to introduce drivers to the village. In addition, road markings are used to create a visual impact when drivers enter the village. These markings could be:

- ❖ Yellow bars
- ❖ Coloured road surface

- ❖ Dragon's teeth
- ❖ Visual Narrowing

These measures have a relatively low cost and help to create a 'sense of place' when drivers enter the village.

---

#### ADVANTAGES

- ❖ Relatively low cost
- ❖ Do not cause disruption to buses or emergency vehicles
- ❖ Do not cause a problem for cyclists

---

#### DISADVANTAGES

- ❖ It's very easy for drivers to ignore signs and lines
- ❖ Not as effective as physical measures at the gateway
- ❖ Dragon's teeth can be hard to maintain because every vehicle drives directly over them, meaning they wear away quickly

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#### EFFECTIVENESS

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##### SPEEDS

Some types of signs and lines are effective at reducing motor vehicle speeds, but others have no effect, and could even increase speeds.

- ❖ Dragon's teeth leading up to a red road surface bearing the village speed limit are also likely to be reasonably effective at a village gateway. Speed reductions are expected to be between 1 and 7 mph.
- ❖ Some treatments at village gateways were not effective. "SLOW" painted in the road had little or no impact on speeds. Narrowing the lane by painting a hatched area at the outside of the road showed very little speed reduction. Narrowing the lane using a painted hatched area in the centre of the road may increase vehicle speeds marginally.

---

##### SAFETY & ACCIDENTS

Any measures which reduce vehicle speeds will increase road safety. The measures above are very likely to improve road safety.

There is not enough robust research into the safety effects of signs and lines only gateway treatments to provide any specific safety figures here.

However, research has compared a group of modest gateway treatments (e.g. signage, lining, some minor narrowing) to more intense gateway treatments (e.g. with physical elements) in villages in the UK. The modest gateway treatments reduced all accidents by 19%, whilst the more intense gateways reduced accidents by 45%.

---

##### RESTRICTIONS

- ❖ Must be installed just outside the boundary of a village
- ❖ Space is required at the side of the road for the gateway sign
- ❖ Due to maintenance concerns over Dragon's teeth, they may not be installed

---

## FUNDING FOR VILLAGE GATEWAYS

Councils may be able to fund the construction of Village Gateways. However, if the Council cannot fund a Gateway, Parish Councils or Community Groups can make a contribution from their own budgets. Developer contributions (S106), from new developments can also help with funding.

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## GATEWAYS WITH PHYSICAL DEVICES

Gateways with physical measures always include village name signage (to introduce drivers to the village), in addition to at least one of the following:

- ❖ Road narrowing
- ❖ A chicane
- ❖ Speed table or speed cushion
- ❖ Mini roundabout



The village gateway helps to create 'a sense of place' when drivers enter the village, and the physical measures are designed such that drivers are required to slow down before entry.

---

## ADVANTAGES

- ❖ More effective than visual (signs/lines) treatments
- ❖ The village entrance and new speed limit is made more obvious to vehicle drivers

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## DISADVANTAGES

- ❖ Relatively expensive, especially if drainage work is required
- ❖ Buses and emergency vehicles will need to slow down
- ❖ Some cyclists feel unsafe if road narrowing is used

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## EFFECTIVENESS

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### SPEEDS

Physical measures at village gateways consistently reduce vehicle speeds very effectively. Types of physical measures can vary, but the best results will be expected from those which are vertical – a raised table for example.

Raised tables are expected to reduce most vehicle speeds by around 4mph to 5mph

Rumble strips can cause vibrations into any nearby houses; however, they can be expected to reduce speeds by around 4 mph at a village gateway

---

### ACCIDENTS

There is no robust research on physical gateways alone, only research where they were used in conjunction with traffic calming within the village. This research showed, however, that physical village gateway treatments used with traffic calming throughout a village are

expected to reduce slight injury accidents and accidents where people were killed or seriously injured by more than 50%. This research was based on UK villages where road humps, speed cushions, chicanes and narrowing's were used.

It is unknown what the effect on accidents would be if physical village gateway treatments were installed without traffic calming within the village. It could be expected that motor vehicles would speed up again within the village, and the accident reduction benefit would decrease to some extent.

---

### ADDITIONAL RESTRICTIONS (ABOVE SIGNS & LINES)

- ❖ Speed tables or speed cushions may not be feasible on rural roads
- ❖ This scheme might require a notice under the Road Hump Regulations legislation before it is installed (depending on which measures are used), which is subject to a local consultation process

---

### CONSIDERATIONS

- ❖ May cause traffic to divert to other routes
- ❖ Some physical measures (e.g. rumble strips and speed tables) may create noise and vibration which is heard and felt in residences nearby

### SPEED LIMITS

Speed limits state the maximum speed permitted on a given road. The speed limit is displayed at the beginning of the applicable section of road, inside a circular sign. Smaller repeater signs can be used to remind vehicle drivers of the speed limit as they use the road.

The presence of streetlights indicates the speed limit is 30 mph unless stated otherwise.

Abiding by the speed limit is a legal requirement. It is an offence to exceed the speed limit, with a minimum fine of £100 if a vehicle driver is caught.

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### ADVANTAGES

- ❖ No negative impact on buses or emergency vehicles
- ❖ Can help to reduce speeds before exploring traffic calming treatments

---

### DISADVANTAGES

- ❖ Speed limits can be easily ignored
- ❖ This is far more likely if the speed limit is unrealistic, and doesn't suit the character of the road
- ❖ The Police carry out speed limit enforcement, however this can only happen periodically. Where speed limits are unrealistic, it will be expensive and difficult for the Police to enforce
- ❖ Can lead to sign clutter where speed limit repeater signs are required - this will be especially noticeable in rural locations



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## EFFECTIVENESS

Where speed limits are realistic, and the Police carry out periodic enforcement (if necessary), it is likely there will be a reduction in motor vehicle speeds.

Reducing motor vehicle speeds increases safety because:

- ❖ The vehicle has travelled less distance before the driver can react to a hazard
- ❖ Braking distance is reduced, so the vehicle can stop more quickly before a hazard
- ❖ A slower moving vehicle will exert less energy on occupants as the vehicle rapidly changes speed on impact (crashes)
- ❖ A slower moving vehicle will transfer less energy to a pedestrian in the event of a collision.

---

## APPLYING THE CORRECT SPEED LIMIT

Installing the wrong speed limit on a road will mean it won't work properly. The speed limit must be appropriate, taking into account all the road's characteristics. This includes how residential the area is, how people use the land near the road, and the road itself (width and severity of bends).

A 40mph speed limit which is well suited to the road and is well respected by vehicle drivers is better than a 30mph limit which is unsuitable and regularly ignored.

Further information & guidance to councils about setting speed limits can be found at the government website below.

<https://www.gov.uk/government/publications/setting-local-speed-limits>

## RUMBLE STRIPS

These provide visual and aural cues to alert drivers to areas that require special care and are often used as part of gateway schemes. Rumble strips are a change in the road surface which alert the driver by a change in the sound and feel of the car. They are suitable for village entry points. Because rumble strips generate noise, they can be unpopular with residents



Rumble devices are small, raised areas across the carriageway with a vibratory, audible and visual effect. They are used, usually in rural areas, to alert drivers to take greater care in advance of a hazard such as a bend or junction. In combination with a gateway, they can indicate the entry to a village or the start of a series of traffic calming measures. They have also been used to designate the start of shared use roads in new developments.

Rumble devices come in a variety of forms, which have been described as rumble strips, riblines, jiggle bars, rumble areas, Rippleprint™ and rumblewave as well as cobbled or moulded road surfacing.



The example on the right is from the B3081 approaching Melbury Abbas.

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## ADVANTAGES

- ❖ Both aural as well as visual warning indicate to drivers of a change in environment
- ❖ Do not introduce to undue amount of discomfort to motor vehicle or bus users
- ❖ Relatively cheap
- ❖ Do not reduce access ability for large or emergency vehicles
- ❖ Better at alerting drivers than just Road Markings in adverse weather conditions

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## DISADVANTAGES

- ❖ Noise: Traditional rumble devices may generate considerable noise or result in a change in noise characteristics. Depending on the topography and ambient noise levels, this may be annoying to residents over a large area
- ❖ Cyclists tend to avoid them as they apparently can cause accidents
- ❖ Tyre damage to vehicles

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## EFFECTIVENESS

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### VEHICLE SPEEDS

- ❖ Overall effect of rumble strips and areas on vehicle speeds was a reduction of 3 mph (about 6 per cent)
- ❖ There was no evidence from sites where measurements have been made that rumble devices have had any effect on vehicle flows.

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## SAFETY

Reductions in injury accident frequency of between 28-35% depending on speed limit zone.

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## RESTRICTIONS

- In general, siting rumble strips close to residential properties should be avoided. Some authorities do not use rumble devices within 200m of residential properties
- In open country, the distance may need to be increased to avoid resident complaint

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## And finally...

*We would again like to thank everyone who took the time to respond to our survey about road traffic in Shillingstone, we really do value your input!*

*Shillingstone Parish Council*

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