

MINUTES OF A356 ROAD SCHEME MEETING
held in the Village Hall, South Perrott, at 7.30pm on 30th March 2011

Present: Cllr David Lines (in the Chair), Cllr Anthony de la Poer, Khrishna Chakhun (Buro Happold)
County Cllr Rebecca Knox, Angela Gillingham (Clerk) and 47 Residents

Apologies: Andrew Brown and Phil Abbley (DCC Highways)

1. Introductions

The Chairman thanked everyone for turning out for the meeting, and introduced the people on the front table. He explained that the meeting had been called to enable decisions to be made on the final stages of the road scheme currently being undertaken through the village.

2. Chairman's Remarks

The Chairman explained the stages of the comprehensive consultation process that had taken place over the previous two years. This had begun in February 2009 with a meeting of residents and representatives from DCC and Dorset AONB when the Rural Roads Protocol, which defines the rules for reducing signage on rural roads, was discussed. In June 2009 Ben Hamilton Bailee presented his report on the concept of shared road space, to an open meeting for residents. This was followed by a further meeting and a questionnaire which showed the majority of residents were in favour of proceeding with the proposed road scheme. In October 2010 a further consultation day was held giving residents the opportunity to comment on the draft plans. Progress reports appeared in the parish newsletter and on the parish website, and updates on the road scheme were discussed at each parish council meeting, and every resident had received a letter about the road scheme. The parish council therefore felt that it had done all it could to involve the residents and ensure they were consulted throughout the process. A safety test is due to be carried out on completion of the works.

3. Decision issues

(i) East of Picket Lane

Footway on North or South side?

Khrishna Chakhun explained his proposals for extending the footway running east of Picket Lane as far as Winterhayes. He stressed that the key purpose of the scheme is to control the speed of vehicles coming down the hill, and this is best done by narrowing the road. It would be logical to put the footway on the north side of the road where most of the houses were and where there was already a narrow kerb. However, a one metre footway would narrow the road to barely 5 metres and this was below the minimum permitted width. It was therefore proposed that there should be a 600cm buff coloured strip (technically not wide enough to be designated as a footway) delineated with a white line, together with a white line on the south side, which would visually narrow down the road. In addition, there would be crossbars marked across the road.

After discussion, IT WAS AGREED that the proposal for a 600cm buff coloured strip on the north side of the road should be adopted.

Crossing point?

Khrishna explained that two crossing points were already planned at Church Hill and Pipplepen Lane. An additional crossing point at Picket Lane would be on a dangerous bend and technically there will not be a footway to cross to on the north side.

IT WAS AGREED that a crossing point was not needed at Picket Lane.

(ii) The Gateways

Khrishna explained the proposal to replace the 30mph signs at each end of the village with wooden Dorset-style gates on both sides of the road, narrowing the road to 5.5 metres, the legal minimum width for two vehicles to pass each other. The gates would have 30mph signs on them, and the grass verge would protrude out into the road around the gates.

In discussion, it was suggested that the road should be narrowed to single lane with priority given to vehicles leaving the village.

A vote was taken and the majority AGREED that the gateways should narrow the road to one width with priority signs. *[NB: it has since been confirmed that County policy will not permit a rural road to be narrowed to single lane, therefore it will remain at the minimum 5.5 metres.]*

4. Any Other Business

- Speed limit. Some residents would like the current 30mph speed limit through the village to be reduced to 20mph and the road classification downgraded from A to B. County Cllr Rebecca Knox explained that the 20mph through Beaminster did not slow the traffic and was not enforceable. It might be possible to reclassify the road but this was a very long process and would not stop the big lorries driving through.
- Western end of village. It was reported that the new footway made it very dangerous for cars driving west out of the village as they were forced into the centre of the road. It was agreed that the centre white line should be removed as soon as possible.
- Risk assessments. In response to a question, Khrishna confirmed that two stages of road safety audits were carried out before the scheme started and a third audit would be done after the work was completed, with a fourth audit undertaken after three years. The speed data collected before the works would be compared with data taken at the end.
- Picket Lane Nursery. It was reported that Picket Lane Nursery was losing business because there were no official signs directing customers along the diversion. Khrishna promised to chase this up.

There was no further business and the meeting closed at 8.15pm