



Dorchester Town Council

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28 September 2022

Agenda for the meeting of the Planning and Environment Committee which will be held in the **Council Chamber, Municipal Buildings, Dorchester** on **Monday, 3 October 2022** commencing at **7.00pm**.

Steve Newman
Town Clerk

Public Attendance and Speaking at the Meeting

The meeting will be held under the Government's Living With Covid Guidance. If you wish to attend it would be very helpful if you could **notify the clerk by 0900 on the morning of the meeting** so that we can include you in our arrangements to keep you and other participants safe.

The Chairman has discretion to allow members of the public to speak at the meeting. If you wish to speak please let the Clerk know when advising of your attendance. We ask speakers to confine their comments to the matter in hand and to be as brief as is reasonably possible.

Member Code of Conduct: Declaration of Interests

Members are reminded that it is their responsibility to disclose interests where appropriate. A Member who declares any interest must leave the room. A Member who declares a registerable interest as a Council nominee to a partner organisation may first address the meeting as a member of the public.

Membership of the Committee

Councillors J. Hewitt (the Mayor ex-officio), R. Biggs, A. Canning, L. Fry, T. Harries, S. Hosford, G. Jones, S. Jones, F. Kent-Ledger, D. Leaper, R. Major, R. Potter (Chairman), M. Rennie, R. Ricardo (Vice - Chairman) and D. Taylor.

1. Apologies and Declarations of Interest

It is recommended that twin hatted Councillors make a statement regarding their participation in the consideration of planning applications at this agenda item.

2. Minutes

To confirm and sign the Minutes of the meeting of the Committee held on 5 September 2022 (adopted by Council on 26 September 2022).

3. Town Centre Masterplan and Local Plan Update

- i) To consider whether to adopt the Dorchester Town Council Town Centre Masterplan (attached) which includes the comments previously received as a basis for further discussion with Dorset Council in terms of the Local Plan.
- ii) To consider the paper which is to be presented to the Dorset Council Cabinet meeting on 4 October 2022 (previously sent out), in respect of the updated timeframe for the Local Plan. At the last meeting of the Planning and Environment Committee (held on 5 September 2022) it was resolved –

“That Council be requested to agree the questions to be asked of the Dorset Council, at its next meeting, in respect of what had and had not actually been agreed in respect of the new Local Plan.”

The Council agreed at its meeting held on Monday that the Chairman, Vice-Chairman and the Town Clerk be authorised to prepare questions for the next Full Dorset Council meeting on the Local Plan process and timescale following the meeting of the Dorset Council Cabinet to be held on 4 October 2022.

The Committee will be asked to consider what questions it would like to be asked at the next Full Council meeting of the Dorset Council.

4. 20mph Speed Limit Approach

To consider the Dorset Council’s 20mph Speed Limit policy (attached).

5. Dorchester South

It is noted that Brewery Square and Dorset Council have offered match funding for access for all works to Dorchester South Station.

The Committee is asked to consider if it should ask the Policy committee for an amount to be allocated in the Town Council's budget to support works to South Station.

6. Planning Applications for Comment

To receive and comment on the planning applications received from Dorset Council (Appendix 1 attached).

7. Minute Update Report

To receive and consider the minute updates reported.

8. Planning Issues to Note

To note any planning related issues including decisions made by Dorset Council on planning applications (contrary to Dorchester Town Council’s comments), withdrawn applications and others.

Dorchester Town Council

Planning and Environment Committee

5 September 2022

Present: The Mayor (Councillor J. Hewitt) and Councillors R. Biggs, T. Harries, S. Hosford, S. Jones, F. Kent-Ledger, R. Major, M. Rennie and R. Ricardo (Vice-Chairman in the Chair).

Apologies: A. Canning, L. Fry, G. Jones, D. Leaper, R. Potter and D. Taylor.

In Attendance

Councillor F. Hogwood.

G. Vingoe – Poundbury resident (Minute No 24).

22. Declaration of Interests

Councillor S. Jones stated that as a member of Dorset Council's Area Planning Committee, she would keep an open mind on the planning applications and consider all information available at each stage of the decision process. Councillor Jones would take part in the debate but not vote on planning applications at this meeting.

23. Minutes

The Minutes of the Meeting of the Committee held on 1 August 2022 were confirmed and signed by the Chairman as a correct record.

24. Proposal for the Introduction of a 20mph Speed Limit at Poundbury

The Committee welcomed Graham Vingoe to the meeting. Mr Vingoe then made a presentation to the Committee which highlighted local residents concerns regarding the lack of road safety at Poundbury. The Committee was requested to give consideration to supporting the introduction of a 20mph speed limit across the main residential areas of Poundbury and supporting such a proposal to Dorset Council. Mr Vingoe then responded to Members detailed questions.

The Committee felt that the case for a 20mph speed limit at Poundbury was compelling and that the Council's support should be given to the proposal.

In considering this matter Members were reminded that the Council had, some while ago, requested that Dorset Council introduce a 20mph speed limit along Lubbecke Way and associated roads. Now that the road had been fully opened Members agreed that the request should be pursued.

Recommended

- (1) That Dorset Council be informed of this Council's support to the introduction of a 20mph speed limit across the main residential areas of Poundbury.
- (2) That Dorset Council be requested to consider further, now that the Lubbecke Way extension had been completed and opened, the proposal to implement a 20mph speed limit along Lubbecke Way and associated roads.

25. Local Plan Update

The Committee had before it CPRE's press release which responded to Dorset Council's recent Local Plan update.

It was noted that the Government's Department of Levelling Up Housing and Communities (DLUHC) had stated that Dorset Council had no agreement to changing the rules and timeframe for the Local Plan, only that Dorset Council had requested to be a pilot for a new national approach to Local Plans being introduced through revised national policy.

This clarification from DLUHC also appeared to throw doubt on whether the removal of the 'duty to cooperate' with neighbouring authorities had also actually been agreed.

Members felt strongly that a factual statement was required from Dorset Council on the above matters and on what had and had not actually been agreed in respect of the new Local Plan. The Committee felt that the best way to get a factual statement would be to ask a formal question at the next Full Dorset Council meeting in October.

Resolved

That Council be requested to agree the questions to be asked of the Dorset Council, at its next meeting, in respect of what had and had not actually been agreed in respect of the new Local Plan.

26. Planning Applications for Comment

The Committee considered the planning applications referred to the Council for comment by Dorset Council.

Resolved

That the comments on the various planning applications, as set out in Appendix 1, be submitted to Dorset Council.

27. **Minute Update**

It was noted that there were no Minutes that required an update.

28. **Planning Issues to Note**

There were no planning issues to note.

Chairman.....

Appendix 1

East Ward (Councillors T. Harries, S. Jones, F. Kent-Ledger and R. Major)

- E1. P/HOU/2022/04841 26 Casterbridge Road Dorchester DT1 2AQ**
Replace an attached Garage/Store with a new two storey side extension and single-storey rear extension. Mandeep 26/08/22
No objection
- E2. P/FUL/2022/04718 12 Gatcombe Close Dorchester Dorset DT1 2AW**
Change of use of dwelling to form mixed use as dwelling (C3) & childminding (D1).
No objection
- E3. P/VOC/2022/04730 22 Balmoral Crescent Dorchester DT1 2BW**
Erect two storey side extension (Variation of Condition No. 2 of Planning Permission No. P/HOU/2012/01755 to amend the approved plans to allow alternative materials).
No objection
- E4. P/HOU/2022/05168 10 St Georges Close Dorchester DT1 1PG**
Erect single storey extension.
No objection
- E5. P/VOC/2022/05173 2B and 2C Salisbury Street Dorchester DT1 1JU**
Demolish redundant former garage/workshop and erect two dwellings. Modify existing vehicular accesses.
(without compliance with condition 9 & with variation of conditions 1, 4 & 7 of planning permission WD/D/18/002487 - to amend approved plans).
No objection

North Ward (Councillor A. Canning)

- N1. P/FUL/2022/04367 & 04368 (Listed Building Consent) 48 High West Street Dorchester Dorset DT1 1UT**
Change of use and conversion of building to 4 No. residential apartments.
No objection
- N2. P/LBC/2022/03587 39 Glyde Path Road Dorchester Dorset DT1 1XE**
Install replacement front and rear entrance doors and repair windows.
No objection
- N3. P/FUL/2022/04634 45-46 South Street Dorchester Dorset DT1 1DQ**
Create a new front entrance. Install rear dormers.
No objection
- N4. P/LBC/2022/04955 Second Floor Flat 4 High East Street Dorchester DT1 1HS (Listed Building Consent)**
Replace lead gutter to the principal North aspect roof slope.
No objection
- N5. P/LBC/2022/02877 39 South Street Dorchester Dorset DT1 1DF (Listed Building Consent)**
Strip and re-cover roof slopes, and repair front dormer.
Carry out re-pointing to front elevation. Re-point and repair stonework to rear elevation.
No objection
- N6. P/HOU/2022/05339 9 Normandy Way Dorchester Dorset DT1 2PP**
Replace existing rear conservatory with lean-to rear extension forming boot room and garden room.
No objection

West Ward (Councillors L. Fry, J. Hewitt and R. Ricardo)

W1. P/OUT/2022/04507 4 Maumbury Road Dorchester DT1 1QW

Change of use and extension to existing Light industrial buildings E(g) to create 10 managed workspaces to ground floor and 4 two bed serviced flat units to first floor. Partial demolition of rear buildings. (Outline application to determine access, appearance, layout and scale).

No objection

W2. P/HOU/2022/05085 84 Coburg Road Dorchester DT1 2HR

Erect Two-storey side extension, new flat roofed main entrance porch. Remodel the rear structures.

No objection

South Ward (Councillors G. Jones, R. Potter and M. Rennie)

S1. P/FUL/2022/04510 St Osmund's Church Of England Middle School Barnes Way Dorchester DT1 2DZ

Remove 8no. timber-framed single glazed high level window units and replace with powder-coated aluminium double-glazed units. Replace timber door with powder-coated door.

No objection

S2. P/FUL/2022/04457 Dorchester Town Council Pavilion And Recreation Ground Weymouth Avenue Dorchester DT1 2RZ

Installation of solar panels to the existing roof.

The Committee gave no consideration to this application as the Council owns the building.

Poundbury Ward (Councillors R. Biggs, S. Hosford and D. Leaper)

P1. P/HOU/2022/04873 38 Holmead Walk Poundbury Dorchester DT1 3GE

Erect Two Storey Rear Extension and Internal Alterations.

No objection

The following for information matters were received by the Committee:-

FI1. P/PACD/2022/04548 Museum Store Colliton Street Dorchester

Change of use from Commercial, Business and Service to 1no. dwellinghouse (Class C3).

"You are being notified for information purposes. This application is not a planning application but a request for the Council to determine whether or not Prior Approval is required for the proposal." Dorset Council

FI2. P/PALH/2022/04556 32 Mellstock Avenue Dorchester Dorset DT1 2BQ

Erect rear an extension: To extend 5.30 metres beyond the rear wall of the original dwelling house: maximum height 2.90 metres : height to eaves 2.90 metres.

"You are being notified for information purposes. This application is not a planning application but a request for the Council to determine whether or not Prior Approval is required for the proposal." Dorset Council

FI3. P/NMA/2022/04765 5 Caernarvon Close Dorchester DT1 2EH

Non material amendment to planning permission P/HOU/2021/05743 to erect single storey side and front extension with air conditioning unit over and two storey extension to reduce the length of the single storey extension and form a cropped hip.

FI4. P/NMA/2022/04810 23 Alfred Road Dorchester Dorset DT1 2DW

Non-material amendment to Planning Permission No. P/HOU/2022/00855 to replace existing window to extension with doors onto garden.

Dorchester Town Council
Planning and Environment Committee – 3 October 2022
Agenda Item 3 (i) – Town Centre Masterplan and Local Plan Update

VISION FOR DORCHESTER

28 SEPTEMBER 2022

The following vision is a product of Town Council and wider public input, to provide a more appropriate vision for Dorchester than the vision that was included in the January 2021 draft Local Plan. It sets out general aims for the town as a whole, and whilst many of these may apply to other towns and villages across Dorset, reflects the priorities of our residents and distinctive elements of Dorchester.

In 2038 Dorchester will:

- Have risen to the challenge of climate change, with designs based on zero carbon solutions, and wildlife friendly green spaces and tree-lined corridors that encourage walking and cycling.
- Have a balanced but diverse mix of housing and workplaces, in particular helping young people to afford to live and work locally, and flexible, adaptable premises to help businesses respond to changing economic circumstances.
- Have a vibrant and accessible town centre that people want to visit and walk around, to access local services, explore its rich history, culture and arts and enjoy its shops, museums, its historic market and its hospitality.
- Have a strong sense of community with a wide range of social and sports opportunities for all ages, accessible local centres and recreation spaces, supporting a range of inclusive and community-run enterprises.
- Have outstanding health and social care, education and training, with its schools, colleges and hospital providing choice and opportunities for a better way of life.
- Be easy to get to and around, with an extensive network of safe and attractive walking and cycling routes, linking to a network of transport hubs for trains and buses, with car and bike sharing facilities, all using low emission technology.
- Still recognise and celebrate its rich literary associations, including Thomas Hardy's Casterbridge, and the town's medieval, Roman and neolithic heritage.

- Link to the surrounding countryside, both visually and physically, valuing the tranquillity, biodiversity, productivity and timelessness of the landscapes that surround the town, including north of the watermeadows.

Prepared by Jo Witherden BSc(Hons) DipTP DipUD MRTPI

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Place and Resources Overview Committee 6 October 2022 20mph Speed Limit Approach

For Recommendation to Cabinet

Portfolio Holder: Cllr R Bryan, Highways, Travel and Environment

Local Councillor(s): All

Executive Director: J Sellgren, Executive Director of Place

Report Author: Tony Burden
Title: Road Safety Manager
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Report Status: Public

Brief Summary:

Department for Transport (DfT) guidance and criteria are currently followed for setting speed limits across the Dorset Council area.

The DfT encourages highway authorities to introduce 20mph limits in urban areas and village streets where “there are or – could be – significant numbers of journeys on foot where pedal cycle movements are an important consideration, and this outweighs the disadvantage of longer journey times for motorised traffic.”

This report outlines the underlying principles that apply to all speed limits and specifically how these apply to 20mph limits with the aim of setting a standard approach to setting and implementing 20mph limits for Dorset Council.

There have been two previous committee hearings on the subject, the first on the 17 December 2020 and the second on the 21 April 2022.

At the 17 December 2020 committee hearing the decision was made to follow DfT guidance for setting speed limits and to further develop guidance on the principles, criteria, and process document, thus enabling officers and members to assess and prioritise requests objectively: returning the updated version to committee for approval.

At the 21 April 2022 committee hearing the decision was made to set up a task and finish group to review the updated policy wording and propose new wording, with a report to be brought back to committee at an appropriate time.

The task and finish group met on 5 July 2022 where it was acknowledged that in the intervening period there had been several positive changes made to the policy. These changes include the removal of all references to A & B classification roads and removal of the need to demonstrate exceptional circumstances which allows for a more streamlined policy that is ambitious and more able to take account of the rural nature of the county.

The group acknowledged the recent 20mph legislative changes made in Wales and that there was a desire among some sections of the community to take a similar approach in Dorset. Whilst continuing to develop an ambitious approach to delivering additional 20mph schemes it was noted that the policy aims to strike a realistic balance between the competing needs and views of the community and the fact that there are no similar legislative changes planned for England. The meeting expressed the need for Dorset Council to remain cognizant of the latest DfT guidance.

It was also noted that there were no objections from the Police and overall, the revised policy was well received by the group.

Further revision has now been made to the policy wording in light of recommendations made at the task and finish group including a change of emphasis to the wording within the criteria to provide a greater recognition of vulnerable road users and local villages.

The policy document is located at Section 8 – Appendices.

Recommendation:

- a. To review the policy for setting the principles, criteria, and process for 20mph schemes.
- b. To support the policy and recommend it to Cabinet for approval.

Reason for Recommendation:

To ensure speed limit consistency across Dorset.

Report

1.1 DfT guidance and criteria for setting speed limits is currently followed by officers when considering/investigating request to change a speed limit. There are

underlying principles that apply to all speed limits, an extract of the underlying principles and the full guidance are contained within appendices.

1.2 Speed limit reductions are usually actioned as a means to improve safety, either because there is evidence of a speed related collision problem or the nature, layout or use of a road has changed due to a highway improvement scheme or development.

1.3 DfT guidance states that the following factors are important when considering what an appropriate speed limit is:

- History of collisions
- Road geometry and engineering
- Road functions (strategic, through traffic, local access etc)
- Composition of road users (including existing and potential levels of vulnerable road users)
- Existing traffic speeds
- Road environment, including level of road-side development and possible impact on residents (e.g. severance, noise, or air quality)

1.4 The above factors should be considered for all road types; however, they may be weighted differently in urban or rural areas. The impact of speed limit changes on community and environmental outcomes should also be considered.

1.5 The DfT defines a 20mph limit or zone in urban areas as applicable "In streets that are primarily residential and in other town or city streets where pedestrian and cyclist movements are high, such as around schools, shops, markets, playground and other areas, where motor vehicle movement is not the primary function."

1.6 DfT guidance on setting local speed limits states that it is government policy that a 30mph speed limit should be the norm through villages.

1.7 With regards to 20mph limits in rural villages, DfT guidance states that "It may also be appropriate to consider 20mph limits or zones in built-up village streets which are primarily residential in nature, or where pedestrian and cyclist movements are high. Such limits should not, however, be considered on roads with a strategic function or where the movement of motor vehicles is the primary function."

1.8 DfT guidance states that speed limit reduction (including 20mph) assessments should include an assessment of the following factors:

- Collision and casualty savings
- Conditions and facilities for vulnerable road users
- Impacts on walking and cycling and other mode shift

- Congestion and journey time reliability
- Environmental, community and quality of life impact (may include emissions, community severance, visual impact, noise, and vibration as well as costs, including engineering, signing, maintenance and costs of enforcement)

1.9 DfT encourages local highway authorities to consider introducing more 20mph over time. DfT guidance on urban speed limit management states "Traffic authorities can, over time, introduce 20mph speed limits or zones on major streets where there are – or could be – significant numbers of journeys on foot where pedal cycle movements are an important consideration, and this outweighs the disadvantage of longer journey times for motorised traffic.

This is in addition to residential streets in cities, towns, and villages, particularly where the streets are being used by people on foot and on bicycles, there is community support, and the characteristics of the street are suitable.

Where they do so, general compliance needs to be achievable without an excessive reliance on enforcement."

1.10 Dorset Council have previously installed several 20mph schemes and are committed to introducing more schemes as part of the new policy.

1.11 Dorset Police would look to support any initiatives that proved to decrease irresponsible or dangerous driving and had a significant impact on road casualties. It is important to note that Dorset Police's position on enforcing 20mph limits follows the National Police Chief's Council (NPCC) speed enforcement policy guidelines 2011-2015. The NPCC guidance can be found in the appendices and states that the police service position on the enforcement of speed limits (including 20mph) is:

- Appropriate speed limits are supported, so long as they look and feel like the limit giving visiting motorists who wish to conform that chance;
- The desired outcome has to be speeds at the limit chosen so as to achieve safe roads for other and vulnerable users not high speeds and high enforcement;
- Self-enforcing (with reducing features) not requiring large scale enforcement;
- Only introduce where average speeds are already close to the limit imposed (24mph in a proposed 20mph area) or with interventions that make the limit clear to visiting motorists;
- Speeding problems identified in an area must have the engineering, site clarity and need reassessed, not simply a call for more enforcement; and
- Enforcing against drivers who simply misread the road may not be appropriate.

1.12 With regard to 20mph limits, DfT guidance states "It is important to consider the full range of options and their benefits, both road safety and wider community and environmental benefits and costs, before making a decision as to the most appropriate method of introducing a 20mph scheme to meet the local objectives and the road conditions."

1.13 As with most signed only speed limit changes, vehicle speeds should be at or close to the proposed speed limit change. For 20mph limits DfT guidance suggests that a mean average speed of 24mph or lower would be required for a signed only 20mph limit to be well adhered to.

1.14 The current approach that follows DfT speed limit guidance and criteria offers a clear and objective means of assessing the appropriateness and validity of speed limit change requests.

1.15 DfT guidance offers flexibility in assessing each speed limit change request/proposal for distinct sites of concerns or area wide proposals. The guidance offers a variety of different reasons and justifications for setting speed limits which can be applied to suit the desired outcome.

1.16 Defining the wanted outcome of a 20mph limit (as with any speed limit change) is key and the DfT guidance and criteria allow for that to happen. For example, a speed limit could be introduced as a means to prevent/reduce road traffic collisions or it could be introduced to encourage/support an increase in active travel (walking and cycling).

1.17 Within the policy there is advice to enable communities to fund the installation of a 20mph scheme where the request does not reach sufficient priority to allow funding from the capital programme. There are a series of additional qualifying criteria a community would have to satisfy, and these are contained in the guidance.

2. Financial Implications

2.1 Costs associated with 20mph schemes will be dependent upon the scale and scope of particular schemes. A relatively simple scheme involving only lines and signs could be delivered in the region of £5K, a far more complex scheme with traffic calming measures would be considerably more expensive for example in 2015 the Westham zonal scheme cost approx. £66k. Inflation and material costs have increased since that time.

2.2 It is proposed to allocate an initial £75k of LTP budget per annum to the delivery of 20mph schemes, focused on the highest priority schemes. It will take time to fully assess the full budgetary requirements and a review after the first year of implementation will be required to establish if further funding is required. There is

an option for any very large-scale priority schemes to potentially receive separate funding from the LTP budget but would need to be prioritised using the standard LTP scheme prioritisation process.

2.3 Local Town/Parish Councils will also have the opportunity to self-fund lower priority schemes that would not be delivered as part of the high priority Dorset Council programme, provided that they meet the essential criteria.

3. Climate Implications

3.1 DfT guidance states that 20mph schemes may have "environmental benefits as, generally, driving more slowly at a steady pace will save fuel and reduce pollution, unless an unnecessarily low gear is used."

3.2 Providing low speed in low traffic areas also promotes increased walking and cycling.

4. Well-being and Health Implications

4.1 DfT guidance states that "Important benefits of 20mph schemes include quality of life and community benefits, and encouragement of healthier and more sustainable transport modes such as walking and cycling". The importance of this has been picked up as a key issue in the recently published LTN 1/20 Cycle Design standards.

5. Other Implications

None

6. Risk Assessment

HAVING CONSIDERED: the risks associated with this decision; the level of risk has been identified as:

Current Risk: Low

Residual Risk: Low

7. Equalities Impact Assessment

7.1 The policy takes account of vulnerable road users including children and the elderly. This starts at the application stage when local parish or town council are required to identify these concerns, and these risks will be considered throughout

the decision making process. Adoption of the policy is likely to have a positive impact on vulnerable road users.

8. Appendices

8.1 20mph Policy – A guide to principles, criteria, and process - attached

8.2 20mph process flowchart - attached

8.3 Extract from DfT Circular 01/2013 'Setting Local Speed Limits' – Underlying Principles -attached

8.4 Dorset Council's speed limit overview document
[Our approach to setting speed limits - Dorset Council](#)

8.5 DfT Circular 01/2013 'Setting Local Speed Limits'
[Setting local speed limits - GOV.UK \(www.gov.uk\)](#)

8.6 ACPO Speed Enforcement Police Guidelines 2011-2015: Joining Forces for Safer Roads
[Microsoft Word - Speed Enforcement Guidance ACPO 2011 2015 May 2013 Internet \(npcc.police.uk\)](#)



20mph Policy

A guide to principles, criteria, and process

Purpose

This document sets out the background to such limits and the criteria that the Council will use to consider whether to introduce such limits and how potential schemes would be prioritised across the county.

The document outlines the context and process by which requests for 20mph limits or zones are assessed and, where applicable, prioritised.

Dorset Council will consider the introduction of more 20 mph limits and zones, over time, in urban areas and village streets that are primarily residential, to ensure greater safety for pedestrians and cyclists.

Dorset Council's highways service will proactively identify and install 20mph schemes as part of highway improvement schemes such as town/village realm enhancements.

Dorset Council will also actively promote the installation of 20mph schemes, where appropriate, on new residential developments. Such developments have long been designed in such a way to encourage speeds at or below 20mph. Where practical, the extent of a 20mph scheme associated with a new development should look to include any adjoining residential areas to ensure consistency in a residential area.

Background

The Department for Transport (DfT) has encouraged highway authorities to introduce 20mph limits in urban areas and village streets that are primarily residential.

For speed limit changes to be considered by Dorset Council a formal request should be received from either the local Dorset Ward Member and/or the town/parish council.

DfT criteria underpins all speed limit reduction requests. The main reference document is [DfT circular 01/2013 'Setting Local Speed Limits'](#).

Traffic authorities can, over time, introduce 20mph speed limits or zones on major streets where there are, or could be a significant number of journeys on foot or by bike. Associated benefits of such limits/zones should outweigh any associated disadvantage of longer journey times for motorised traffic.

This is in addition to residential streets in cities, towns and villages, particularly where the streets are being used by people on foot and on bicycles, there is community support, and the characteristics of the street are suitable.

Where they do so, general compliance needs to be achievable without an excessive reliance on enforcement.

The DfT state that the standard speed limit in urban areas is 30 mph, which represents a balance between mobility and safety factors. However, for residential streets and other town and city streets with high pedestrian and cyclist movement, local traffic authorities should consider the use of 20 mph schemes.

It may also be appropriate to consider 20 mph limits or zones in built-up village streets which are primarily residential in nature, or where pedestrian and cyclist movements

are high. Such limits should not, however, be considered on roads with a strategic function or where the movement of motor vehicles is the primary function.

Assessment criteria for consideration of potential 20mph schemes

DfT's criteria for setting speed limits is a key consideration when reviewing all speed limit reduction requests.

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

- history of collisions
- road geometry and engineering
- road function
- composition of road users (including existing and potential levels of vulnerable road users)
- existing traffic speeds
- road environment

The Council will evaluate 20mph schemes on a location by location basis. As a guide locations can be considered for 20mph schemes when all three of the following criteria apply:

A. they are in towns or villages where there is a depth of residential development and high levels of pedestrian and cycle movement or there is a potential for high levels of pedestrian and cycle movement if a 20mph scheme was introduced; they should not be on roads where the movement of motor vehicles is the primary function.

B. where existing mean speeds provide a realistic opportunity for compliance: DfT guidance states that 20mph schemes should be self-enforcing. If the mean speed is already at or below 24mph, introducing a 20mph speed limit through signing alone is likely to lead to general compliance with the new speed limit. Mean speeds above 24mph are likely to require additional traffic management or enforcement measures.

Town/parish councils should pay for traffic surveys to take place with the number of surveys required dependent upon the extent of the proposed 20mph scheme. Location of surveys to be discussed with Road Safety Team before taking place to best ensure suitable evidence. To request a traffic survey please email trafficsurveys@dorsetcouncil.gov.uk.

C. there is significant community support; in assessing community support, the local Ward Member and town/parish councils should consider residents views to best ensure that there is broad consensus.

The full DfT guidance will be considered throughout the assessment.

Locations within conservation areas and other areas of high visual amenity can be considered suitable if the visual impact is minimal. In these areas any 20mph restrictions will normally be through 20mph zones.

Dorset Council aims to ensure that any 20mph schemes have the maximum benefit for the affected communities, such as:

- improving quality of life
- the promotion of healthier lifestyles
- sustainability and environmental benefits
- improvements to the social interaction and economic wellbeing of an area

The above points are important considerations alongside:

- reduction of collisions
- regulation of traffic speeds

Prioritising criteria

A Priority Criteria Matrix assessment incorporating the above factors will be used to prioritise schemes for Dorset Council funding. The matrix will use a scoring and weighting mechanism and is shown in Appendix A.

This process is to best ensure that 20mph schemes with the greatest need and/or likely benefit will be prioritised.

Dorset Council will allocate a budget to deliver the highest priority schemes.

Town/Parish Council funded 20mph schemes

Should an assessment be met for a 20mph scheme but is scored as a low priority, town/parish councils may be eligible to apply to fund the installation.

Information and criteria for town/parish council funded 20mph schemes can be found at Appendix B.

How to request a 20mph scheme

For speed limit changes to be considered by Dorset Council a formal application should be received from either the local Ward Member and/or the town/parish council. The form at Appendix C should be completed to support the request and submitted to the Road Safety Team roadsafety@dorsetcouncil.gov.uk who will be responsible for overseeing the policy.

On receipt of an application the Road Safety Team will make a request to the local Community Highways Team to complete an initial assessment using Appendix D. The local Community Highways Team have knowledge of their community and work closely with parish/town councils.

The assessment document is then returned to the Road Safety Team for consideration and if required further enquiries will be conducted to establish the strength of the application. If a request does not meet the criteria guidance a reason will be given. If it meets the criteria guidance the application will undergo a priority scoring assessment as described in Appendix A.

Appendix A

Priority Criteria Matrix – 20mph limit

Criterion	Definition	Low score (0-3)	Mid score (4-7)	High Score (8-10)	Weighting (1-5)
Injury collision history	Relevant injury collision data recorded by the police. Latest available five year period to be used	No collisions per mile within last five years None = 0	1-3 collisions per mile within last five years 1 = 4, 2 = 5, 3 = 7	4+ collisions per mile recorded within last five years 4 = 8, 5 = 9, 6+ = 10	5
Relevant damage only/near miss reports	Reports of damage only/near miss collision reported online via 'report a collision online' form	No collisions per mile within last five years None = 0	1-3 collisions per mile within last five years 1 = 4, 2 = 5, 3 = 7	4+ collisions per mile recorded within last five years 4+ = 10	1
Conservation area	Designated conservation area by Dorset Council	No designated area with little architectural or historic interest None = 0	Not designated but with some architectural and historic interest =7	Designated conservation area =10	2
Deprived areas	Index of multiple deprivation (IMD). National ranking (2010) by Lower Super Output Area (LSOA)	25,000+ 25K > = 3	10,000 – 25,000 10K > -15K < = 7 15K > -20K < = 5 20K > -25K < = 4	0 to 10,000 0K > -3K < = 10 3K > -6K < = 9 6K > -10K < = 8	2
Police support	The formal view from Dorset Police on any scheme	Objection or little support Object = 0 No objection but little support = 3	Some support but with reservations Some support = 5	Full support Full support = 10	5
Potential for active travel (walking and cycling)	Evidence of either high active travel (AT) commuting or that there is considerable potential. Source: Propensity to Cycle Tool pct.bike	Existing AT commute <10%, potential <20% =3	Existing AT commute 10-25%, potential 20-35% =7	Existing AT commute >25%, potential >35% =10	2
Proximity to school	Distance to nearest school from extent of requested zone	>1km from a school =3	<1km from a school =7	<800m from a school =10	2
Active school travel usage at schools in the area	Reported levels of active travel to/from school. Source: Propensity to Cycle Tool (school travel) pct.bike	<30% active travel rate No school = 0 Has a school but <30% = 3	Between 30% and 40% active travel rates =7	>40% active travel rates =10	2

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Dorset Council will be promoting 20mph schemes within the capital programme where they reach sufficient priority. Town and parish councils could promote schemes in urban areas or village streets not included in Dorset Council's programme.

It is assumed that the requested area has met the assessment in Dorset Council's principles and criteria for 20mph schemes.

Department for Transport (DfT) guidance on setting local speed limits states: "the full range of management measures should always be considered before a new speed limit is introduced".

Communities considering a 20mph scheme are required to establish a Community Speed Watch (CSW) as a way of gaining evidence of existing speeds and encouraging improved compliance with the speed limit.

Details of how to set up a CSW team can be found on Dorset Police's website:

[Community Speed Watch | Dorset Road Safety](#)

An active CSW team must be in place for at least 12 months. This is to demonstrate a clear commitment from within the community. If, after 12 months there is still a wish to request a 20mph scheme the town or parish council should be able to demonstrate wide community support for the proposed 20mph scheme. This can be achieved by carrying out a survey of residents. It is important that there is a high level of community support as the installation of any 20mph scheme will involve a statutorily required period of formal public consultation costing a maximum of £1000 (cost of two public adverts).

A threshold level of support of 60% from the respondents of households affected by the proposed 20mph scheme is required. Community support is included as an important consideration throughout DfT guidance for setting local speed limits.

Key points for consideration:

- A CSW team to have been active in the community for a minimum of 12 months
- 60% of respondent's households within the proposed 20mph scheme are supportive
- Should physical traffic calming measures be needed, support from Dorset Police and DWFRS is required
- All signage and any engineering measures should be erected/constructed using materials compliant with relevant regulations
- The requirements of the Road Traffic Regulation Act 1984 must be met so that the 20mph scheme is legal
- Full costs of investigation, design and implementation and future maintenance should be met by the town/parish council. Future maintenance being paid for as a single payment commuted sum
- There is a risk of abortive expenditure – the Speed Limit Order process includes unavoidable advertising costs associated with the statutorily required period of public consultation. Should objections to the proposed 20mph scheme be received and upheld by Dorset Council's relevant area Planning Board the scheme may not proceed to installation

Appendix C



20mph Scheme - Application Request Form

This form is to be completed and submitted by local Ward Member and/or town/parish council to Dorset Council's Road Safety Team roadsafety@dorsetcouncil.gov.uk.

Please consider Dorset Council's guide to principles, criteria, and process before submitting application [20mph Policy - PRO Meeting 6 October 2022 \(revised 23.09.22 after Chairmans Briefing\).docx](#). Evidence of meeting the assessment must be provided. Please consider including a map with the application to help identify the scope of the scheme.

Please note all boxes can be expanded.

Location		Town / Parish Council / Local Dorset Council Ward member	
Description of community concern and expected outcome of a 20mph scheme			
Request Date			
<ol style="list-style-type: none">1. Completion of this form does not automatically mean that the requested 20mph scheme will be progressed.2. Dorset Council's Road Safety Team will coordinate all applications and work with the local Community Highways Team to confirm if request meets the principles for assessing 20mph scheme requests. If declined reason will be given. If it meets principles, the application will undergo a priority scoring assessment.3. By submitting this form, the parish/town council grants access to relevant traffic survey data for detailed review.			
Road Hierarchy			
Please produce evidence that the application is not on a road where the movement of motor vehicles is the primary function. Reasoning to be reviewed by Road Safety Team and forms part of the assessment process.			

Collision History							
Number of injury collision reported in area requested within the last 5 years. Detail to be reviewed by Dorset Council's Road Safety Team for priority scoring purposes. This forms part of the assessment process.							
Fatal		Serious		Slight		Total	
Damage only and Near Miss reports							
Damage only/near miss collisions reported to the parish/town council – please describe incidents and location below. Reports can also be submitted via the report a collision online form							
Traffic speed data							
Town/parish council required to commission traffic surveys – location and number of sites to be determined on a case by case basis by Dorset Council's Road Safety Team in coordination with Community Highways Team, up to a maximum of 4 sites. This forms part of the process.							

	Date from/to	Mean avg. speed	85 th %ile speed	Avg. Daily Traffic Flow
Site 1				
Site 2				
Site 3				
Site 4				
Local facilities covered by proposed 20mph scheme				
Include additional comments regarding level of use and specific concerns				
School(s)				
Shops/Retail				
Church				
Community centre				
Village hall				
Hospitality				
Health centre				
Other				
The above local facilities examples have been provided as they are facilities that could/should generate and attract trips on foot or bike.				
Community Support				
Please provide evidence of the level of community support. This could be the results of a survey carried out by the town/parish council and/or the results of local campaigns from within the community.				

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Name:		Signature:	
Email:		Telephone:	

Process for Assessing a 20 mph Limit or Zone

Please note Only submissions made by Town / Parish Councils or Dorset Council ward members will be considered. Residents should first raise their requests for 20mph limits / zones with their Town / Parish Council or Local Dorset Council ward member

A-Z Local Dorset Council Ward Member

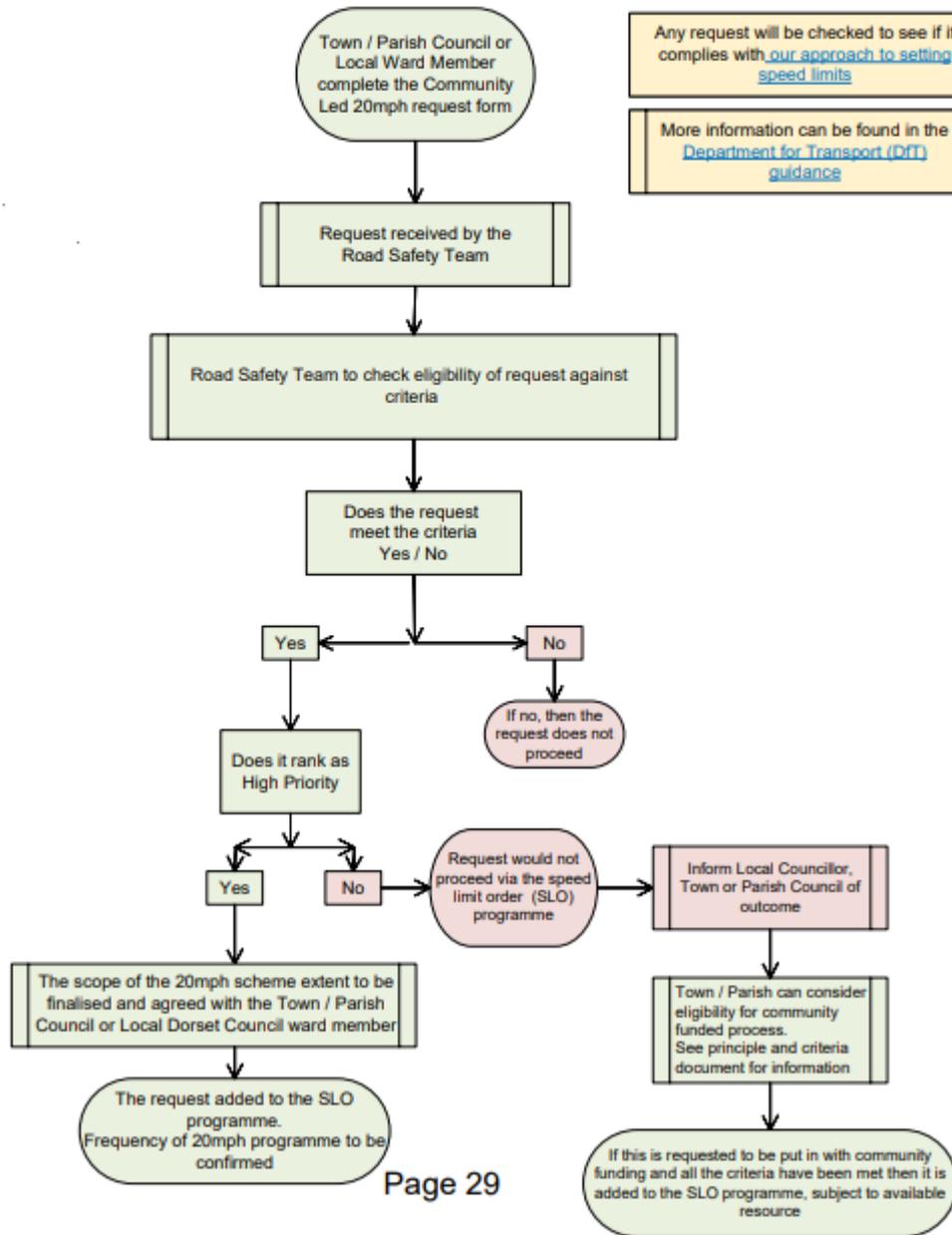
A-Z Town / Parish Councils

As a guide formal requests should demonstrate the following criteria:
 1. they are in towns or villages where there is a depth of residential development and high levels of pedestrian and cycle movement or there is a potential for high levels of pedestrian and cycle movement if a 20mph scheme was introduced; they should not be on roads where the movement of motor vehicles is the primary function
 2. current mean speeds are at or below 24mph
 3. there is significant community support

For more detailed guidance, please see [Principle & Criteria document](#)

Any request will be checked to see if it complies with [our approach to setting speed limits](#)

More information can be found in the [Department for Transport \(DfT\) guidance](#)



Extract from Department for Transport circular 01/2013 'Setting Local Speed Limits'
– The Underlying Principles of Local Speed Limits

Key points

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

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

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

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

- history of collisions
- road geometry and engineering
- road function
- composition of road users (including existing and potential levels of vulnerable road users)
- existing traffic speeds
- road environment

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

The minimum length of a speed limit should generally be not less than 600 metres to avoid too many changes of speed limit along the route.

Speed limits should not be used to attempt to solve the problem of isolated hazards, such as a single road junction or reduced forward visibility, for example, at a bend.

Background

Responsibility for local speed limits

21) The Highways Agency is responsible for determining speed limits on the trunk road network, and local traffic authorities are responsible for determining speed limits on the local road network. In this Circular, the term 'traffic authority' is used to denote both the Highways Agency and local traffic authorities.

22) It is important that traffic authorities and police forces work together closely and from an early stage when considering or determining any changes to speed limits. This may be through the local road safety partnership arrangements. It is also important that neighbouring traffic authorities work closely together, especially where roads cross boundaries, to ensure speed limits remain consistent. As part of the process of making a speed limit order, consultation of those affected is of key importance and, together with good information about planned changes, this will improve support for and compliance with new limits.

The legislative requirements are summarised in Section 4.

Considerations in setting local speed limits

23) A study of types of crashes, their severity, causes and frequency, together with a survey of traffic speeds, should indicate whether an existing speed limit is appropriate for the type of road and mix of use by different groups of road users, including the presence or potential presence of vulnerable road users (including people walking, cycling or riding horses, or on motorbikes), or whether it needs to be changed. Local residents may also express their concerns or desire for a lower speed limit and these comments should be considered.

24) Where limits for air quality are in danger of being exceeded, compliance with those air quality limits could be an important factor in the choice of speed limit. But depending on the individual circumstances the imposition of a speed limit will not always be the solution. And the visible characteristics of a road affect the speed that a driver chooses: to be effective, the reasons for a limit need to be apparent.

25) It may well be that a speed limit need not be changed if the collision rate can be improved or wider quality of life objectives can be achieved through other speed management measures, or other measures. These alternative measures should always be considered before proceeding with a new speed limit.

26) Where there is poor compliance with an existing speed limit on a road or stretch of road the reasons for the non-compliance should be examined before a solution is sought. If the speed limit is set too low for no clear reason and the risk of collisions is low, then it may be appropriate to increase the limit.

If the existing limit is in place for a good reason, solutions may include engineering measures or changes to the road environment to ensure it better matches the speed limit, or local education and publicity. Enforcement may also be appropriate, but should be considered only after the other measures and jointly with the police force.

The underlying principles

27) The aim of speed management policies should be to achieve a safe distribution of speeds consistent with the speed limit that reflects the function of the road and the road environment. This should imply a mean speed appropriate to the prevailing road environment, and all vehicles moving at speeds below or at the posted speed limit, while having regard to the traffic conditions.

28) The estimated collision and injury savings should also be an important factor when considering changes to a local speed limit. Another key factor when setting a speed limit is what the road looks like to the road users. Drivers are likely to expect and respect lower limits, and be influenced when deciding on what is an appropriate speed, where they can see there are potential hazards, for example outside schools, in residential areas or villages and in shopping streets.

29) A principal aim in determining appropriate speed limits should, therefore, be to provide a consistent message between speed limit and what the road looks like, and for changes in speed limit to be reflective of changes in the road layout and characteristics.

30) The following will be important factors when considering what is an appropriate speed limit:

- history of collisions, including frequency, severity, types and causes
- road geometry and engineering (width, sightlines, bends, junctions, accesses and safety barriers and so on)
- road function (strategic, through traffic, local access et cetera)
- composition of road users (including existing and potential levels of vulnerable road users);
- existing traffic speeds
- road environment, including level of road-side development and possible impacts on residents (e.g. severance, noise, or air quality)

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

31) Before introducing or changing a local speed limit, traffic authorities will wish to satisfy themselves that the expected benefits exceed the costs. Many of the costs and benefits do not have monetary values associated with them, but traffic authorities should include an assessment of the following factors:

- collision and casualty savings
- conditions and facilities for vulnerable road users
- impacts on walking and cycling and other mode shift
- congestion and journey time reliability
- environmental, community and quality of life impact

Quality of life impact may include emissions, severance of local communities, visual impact, noise and vibration and costs, including of engineering and other physical measures including signing, maintenance and cost of enforcement.

The speed limit appraisal toolkit, found at section 5, will help assess the full costs and benefits of any proposed schemes.

32) Different road users perceive risks and appropriate speeds differently, and drivers and riders of motor vehicles often do not have the same perception of the hazards of speed as do people on foot, on bicycles or on horseback. Fear of traffic can affect peoples' quality of life and the needs of vulnerable road users must be fully taken into account in order to further encourage these modes of travel and improve their safety. Speed management strategies should seek to protect local community life.

33) In order to ensure compliance with a new lower local limit, as well as make it legally enforceable, it is important that the limit is signed correctly and consistently. The introduction of a new Speed Limit Order must coincide with the signing of the new limit. Traffic Authorities must ensure that speed limits meet the legislative process and the requirements of the TSRGD. Any new limit should also be accompanied by publicity and, where appropriate, effective engineering changes to the road itself. Without these measures, the new limit is unlikely to be fully complied with.

34) On rural roads there is often a difference of opinion as to what constitutes a reasonable balance between the risk of a collision, journey efficiency and environmental impact. Higher speed is often perceived to bring benefits in terms of shorter travel times for people and goods.

However, evidence suggests that when traffic is travelling at constant speeds, even at a lower level, it may result in shorter and more reliable overall journey times, and that journey time savings from higher speed are often overestimated (Stradling et al., 2008). The objective should be to seek an acceptable balance between costs and benefits, so that speed-management policies take account of environmental, economic and social effects as well as the reduction in casualties they are aiming to achieve.

35) Mean speed and 85th percentile speed (the speed at or below which 85% of vehicles are travelling) are the most commonly used measures of actual traffic speed. Traffic authorities should continue to routinely collect and assess both, but mean speeds should be used as the basis for determining local speed limits.

36) For the majority of roads there is a consistent relationship between mean speed and 85th percentile speed. Where this is not the case, it will usually indicate that drivers have difficulty in deciding the appropriate speed for the road, suggesting that a better match between road design and speed limit is required. It may be necessary to consider additional measures to reduce the larger than normal difference between mean and 85th percentile speeds or to bring the speed distribution more in line with typical distributions. The aim for local speed limits should be to align the speed limit to the conditions of the road and road environment.

37) The minimum length of a speed limit should generally be not less than 600 metres to avoid too many changes of speed limit along the route. In exceptional circumstances this can be reduced to 400 metres for lower speed limits, or even 300 metres on roads with a purely local access function, or where a variable 20 mph limit is introduced, for example outside a school. Anything shorter is not recommended.

The length adopted for a limit will depend on the limit applied and also on the conditions at or beyond the end points.

The terminal points of speed limits need to take account of the particular local circumstances, such as steep gradients, sharp bends, junctions, access roads, humpbacked bridges or other hazards, and also good visibility of the signs, and an extension of the speed limit may be needed to ensure this.

38) For consistency within routes, separate assessments should be made for each length of road of 600 metres or more for which a different speed limit might be considered appropriate. When this is completed, the final choice of appropriate speed limit for individual sections might need to be adjusted to provide reasonable consistency over the route as a whole.

39) Occasionally it may be appropriate to use a short length of 40 mph or 50 mph speed limit as a transition between a length of road subject to a national limit and another length on which a lower limit is in force, for example on the outskirts of villages or urban areas with adjoining intermittent development. However, the use of such transitional limits should be restricted to sections of road where immediate speed reduction would cause risks or is likely to be less effective.

40) Speed limits should not be used to attempt to solve the problem of isolated hazards, for example a single road junction or reduced forward visibility such as at a bend, since speed limits are difficult to enforce over such a short length. Other measures, such as warning signs including vehicle activated signs, carriageway markings, junction improvements, superelevation of bends and new or improved street lighting, are likely to be more effective in addressing such hazards. Similarly, crossings or, in rural areas, the provision of adequate footways can be a more effective means of improving pedestrian safety than lowering a speed limit over a short distance.

41) Where several roads with different speed limits enter a roundabout, the roundabout should be restricted at the same level as the majority of the approach roads. If there is an equal division, for example where a 30 mph road crosses one with a limit of 40 mph, the roundabout itself should take the lower limit.

Dorchester Town Council
Planning & Environment Committee – 3 October 2022
Agenda Item 6 - Planning Applications for Comment

East Ward (Councillors T. Harries, S. Jones, F. Kent-Ledger and R. Major)

- E1. **P/HOU/2022/05463 York House York Road Dorchester DT1 1QA**
Replacement of existing entrance gates with new hardwood entrance gates & fit new black metal letterbox plate.
- E2. **P/HOU/2022/05512 6 Braemar Road Dorchester DT1 2AR**
Erect Single Storey Rear Extension.
- E3. **P/HOU/2022/05722 32 Balmoral Crescent Dorchester DT1 2BW**
Remodel of the main entrance Porch.

North Ward (Councillor A. Canning & D. Taylor)

- N1. **P/LBC/2022/04251 The Little Keep Barrack Road Dorchester Dorset DT1 1SQ (Listed Building Consent)**
Works to the Orderly room only. Remove existing end grain wood block flooring and bitumen base. Lay new DPM and limecrete base supply and lay new end grain wood blocks to match removed blocks.
- N2. **P/FUL/2022/05444 15 Cornhill Dorchester Dorset DT1 1BJ**
Installation of a safety ladder on the rear elevation & alterations of existing metal guardrails to include an access gate at the top of the ladder.
- N3. **P/FUL/2022/05243 Flat 11 Palace Court Durngate Street Dorchester DT1 1EU**
Install replacement windows to front and rear elevations.
- N4. **P/FUL/2022/05419 Weld Court West Walks Dorchester Dorset DT1 1RJ**
Erect extension to resident's lounge & construct patio area.
- N5. **P/FUL/2022/05882 22 High East Street Dorchester DT1 1EZ**
Change of use of existing ground floor retail use to 2 No. self-contained flats (Class C3) (at rear) retaining part as retail (Class E).

West Ward (Councillors L. Fry, J. Hewitt and R. Ricardo)

- W1. **P/FUL/2022/05704 52 Louise Road Dorchester Dorset DT1 2LU**
Erect 2no two bedroom new dwellings with off-road parking (demolish detached garage/store).

South Ward (Councillors G. Jones, R. Potter and M. Rennie)

No applications received to date.

Poundbury Ward (Councillors R. Biggs, S. Hosford and D. Leaper)

P1. P/HOU/2022/05762 4 Hintock Street Poundbury Dorchester DT1 3FB

Convert part of attached garage to habitable space. Install roof lights to rear roof pitch, install new door and window.