

Sturminster Newton Neighbourhood Plan

Background Paper: Movement and Transport Issues

This background paper brings together evidence from a variety of sources that has been used to underpin the approach taken on transport and movement issues in the Sturminster Newton Neighbourhood Plan.

Why was having a safe and convenient travel and movement network included as a key theme in the plan?

The 2014 consultation highlighted a range of concerns around traffic and movement, summarised in the consultation report as:

TOWN CENTRE SAFETY CONCERNS: HEAVY TRAFFIC

Many people raised concerns over pedestrian safety in the old town centre, especially relating to heavy goods vehicles travelling through the town and the pinch points which are regularly congested. Generally the narrow pavements of the old town are a real concern for many residents. Every effort must be made by the Neighbourhood Plan to address traffic issues wherever possible, even though options appear to be limited.

WIDER SAFETY CONCERNS: SCHOOL TRAFFIC

Outside the town centre there are a few other safety issues. These were primarily the heavy traffic and congestion associated with the High School in rush hour, the speed of traffic along through-roads, dangerous road junctions and issues of pedestrian safety.

VISITOR DETERRENENTS: TRAFFIC AND CAR PARKING

Issues of traffic and car parking were recorded as the primary deterrents putting people off visiting the town centre.

KEY TOWN CENTRE IMPROVEMENTS: TRAFFIC

Of all the town centre issues that the Neighbourhood Plan could address, the majority of respondents asked that those related to access, safety and movement should be prioritised; although there is currently no obvious solution to the congestion through the constrained town centre. Other points that respondents raised were car parking, the Old Market Hill site and pedestrian access generally.

MOVING PRIMARY SCHOOL: INCREASED TRAFFIC CONGESTION

Many respondents recognised the potential for increased traffic and parking issues associated with bringing the primary and high schools together. This negative was countered by many seeing the positives of shared sites and facilities.

COMMUNITY FACILITIES: EXTEND TRAILWAY

From a list of options, including an expanded leisure centre, an astroturf pitch, a place to socialise in the north of the town, better cycle routes, footpaths and allotments; the extension of the Trailway came out as the highest priority.

HOLDING BACK BUSINESS GROWTH: TRANSPORT

The majority of respondents identified transport related problems as being the main issues restraining business development within the parish. Once again traffic issues

are identified as the principle constraint. Finding a viable solution appears to be the most difficult problem to address and therefore remains a major challenge for the Neighbourhood Plan.

Many people suggested that improved transport, locally and strategically, and the resolution of car parking issues would help local business growth. This reinforces the need for the Neighbourhood Plan to address traffic and transport related issues.

As part of the consultation, people were asked to identify specific concerns about traffic and the state of the roads and paths in and around Sturminster Newton. The overwhelming concern was the volume of traffic and size of vehicles along the B3092 in the centre of the town where the road narrows to single lane and the pavements are narrow making pedestrians feel unsafe. Other common concerns included the difficulty of crossing the roads at various points, the speed of traffic particularly on the Manston Road and through Newton and the volume of traffic along Honeymead Lane.

To address these issues the Neighbourhood Plan team decided that further information was required before any proposed solutions could be put forward for further consultation.

Early discussions with the Highway Authority

Members of the neighbourhood plan group met officers of Dorset County Council as the Highway Authority (Sue McGowan, Steve Savage, Phil Channer and Laura Russ) in June 2015. The main aims of the meeting were to

- establish whether there was a transport strategy for Sturminster Newton
- establish whether there were any capital transport projects and programmes scheduled for the area
- establish what monitoring data was available
- discuss key areas of concern on the network highlighted through the community consultation, and possible solutions, particularly
 - Congestion and pedestrian safety in the town centre.
 - Safe walking routes to the schools
 - Traffic on the Manston Road (B3091 within town boundary)
 - Pedestrian access across A357 between Sturminster and Broad Oak/Newton
- discuss how the Neighbourhood Plan might collect relevant evidence where there might be gaps in knowledge, and scope to influence future decisions on highways improvements

At the meeting it was clear that there was no overall transport strategy or plan, with a high level strategy included in the Local Transport Plan for the county, and capital scheme currently focused on South East Dorset for the implementation period (to 2017), and likelihood that general funding for highways schemes would be reduced in future years due to wider budget cuts, and as such they would be reviewing any current projects and priorities. The officers confirmed that there was no recent modelling data for the town centre (the last counts being 2004/5).

In terms of possible support to the neighbourhood plan group, the Highway Officers told us that they would advise on best practice for the neighbourhood plan volunteers to follow in collecting traffic and pedestrian counts. They would also advise on potential traffic management solutions. In terms of links to development sites, in general traffic assessments would be required for schemes in excess of 50 dwellings, assessing the impact on the nearest junctions, traffic flows and sustainable travel options. They would be happy to comment on transport implications of any proposed development that may be included in the Plan.

Local Plan Evidence Base

The North and North East Dorset Transport Study, Working Towards a Transport Strategy (March 2010) prepared by Buro Happold had formed part of the Local Plan evidence base and therefore was reviewed. The main conclusions relevant to Sturminster Newton are contained in 5.7.1 which states:

“The results of the modelling indicate that the RSS housing allocation for North and north East Dorset will increase traffic flows on all corridors. Increased traffic will also occur on the rural road network, as vehicles gain access to the main routes identified.

None of the links on the A350 corridor will exceed technical capacity during the period of the RSS. However, the impact of increased levels of traffic moving through settlements may have a less easily quantified impact on the environment and communities living on some routes, most notably the A350 and C13. The application of a framework to quantify the environmental capacity of these routes is needed to accurately assess the impact of traffic growth caused by RSS growth.

The modelling results show that there will be a significant increase of traffic using the C13 between Shaftesbury and Blandford Forum, and the A357 and A3030 corridor between Blandford Forum and Sherborne, in West Dorset. Localised congestion may become a problem, particularly during the AM peak hour, on these routes by 2026 as the ratio of flow to capacity at pinch points nears 80%.”

Data Collection and Checks

Traffic Survey

Given the paucity of data relevant to the issues raised through the early consultations, a detailed survey of traffic through the centre at the busiest times of day in July 2015. The findings are detailed in **Appendix 1**. The main findings are summarised below

- Generally traffic flows well through the centre relying on the fact that most people exercise courtesy and common sense.
- A few instances of poor driver behaviour were recorded. These were overwhelmingly occasions where vehicles travelling south blocked the ‘Keep Clear’ area adjacent to Natwest bank.
- The busiest period for vehicles was between 1725 and 1730 when an average of 21 every minute passed through the central area. Over 14 vehicles per minute were recorded in ten other five minute periods whilst the overall average was just under 12 vehicles per minute.
- Vehicle flows were relatively even balanced in each direction.
- 10% of total traffic on the B3092 joined from the side roads in the centre.
- Overall large vehicles (lorries, buses, cars with trailers and tractors) made up about 5% of the total. No particular problems were observed with these large vehicles although pedestrians needed to take great care as they passed through the narrow sections.
- Queues sometimes stretched back beyond the primary school in the northbound direction and beyond Station Road southbound but usually cleared quickly.
- Vehicles frequently have to come to a stand in the centre but are seldom delayed for long.
- Pedestrian flows through the centre were quite heavy at times relating to the Primary School starting and finishing times. They coincided with periods of heavy vehicle traffic and were far more peaked in the afternoon (111 people observed passing through the

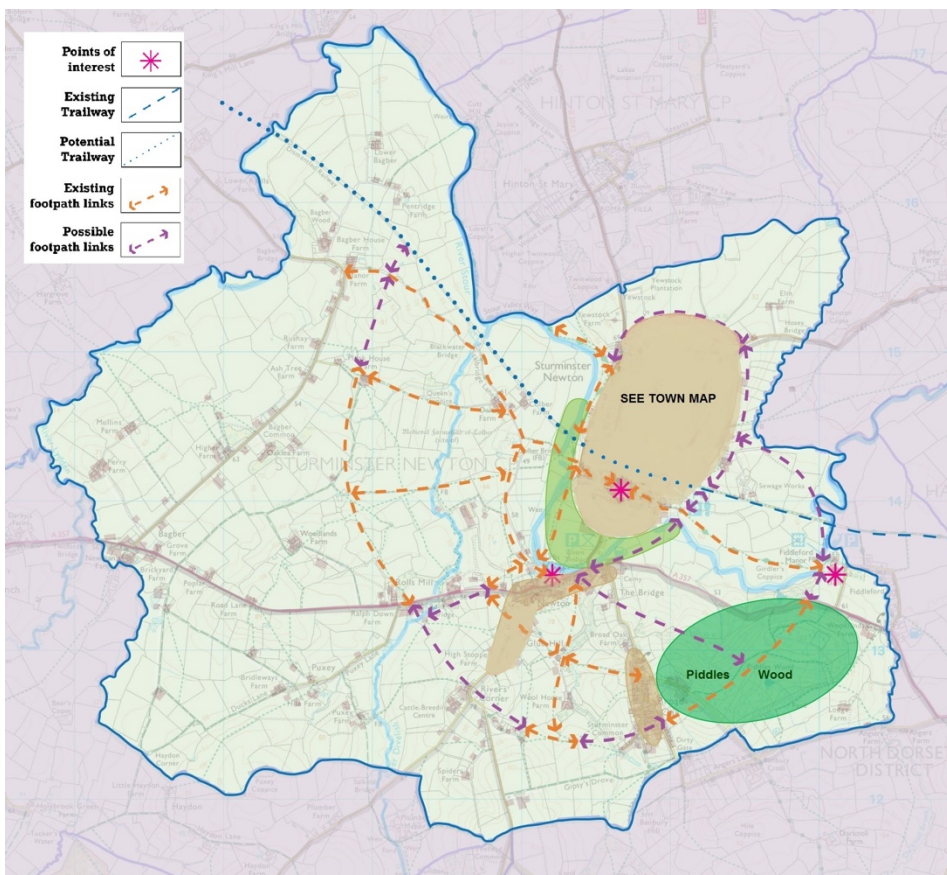
centre between 1525 and 1530). The most favoured route chosen by pedestrians was along the B3092 with a few using Church Street.

Condition Survey

In addition to the traffic counts, we also decided to ask people about their everyday journeys around the town to see if these could be improved, and to identify where there were problems. The idea was to see if we could suggest policies to improve the environment for pedestrians and cyclists and thus encourage people out of their cars for local journeys and thus provide some reduction in traffic and ease the pressure on parking. Twenty people either completed forms or provided details of their regular journeys and any problems they encountered. The Open Spaces Group and the Footpath Officer were also consulted. Following this research and a survey of conditions on the ground, Key Pedestrian Routes were proposed which could be brought up to standard for use by everybody including parents with prams and pushchairs and people with walking difficulties. Points where improvements were needed were identified. Eight suggested routes were put forward in a document for public consultation in November 2015 (see **Appendix 2**). These were generally approved and a ninth added following a suggestion made during the consultation.

Rural Trails analysis

In addition to the traffic-and movement driven work outlined above, a third strand of research was based on a concept suggested by Matrix as a result of the earlier consultation comments and their work on the landscape character and analysis of the area.



They suggested that the existing footpath links made a valuable contribution to both the social and economic prosperity of the town, and that further connections, particularly around the perimeter of the town and connecting missing links to create a more robust network, should be investigated.

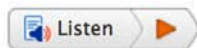
This idea was put forward as part of the November 2015 Consultation, and as a result a more definitive map was compiled based on the key walking

routes identified in the promoted Sturminster Newton Walkabouts and those routes suggested as popular by key local walkers and the County Ranger for the area.

[Link](#) to public rights of way network map around the town



Sturminster Newton Walkabouts



A series of eight round walks all starting from Sturminster Newton and taking in the surrounding area of the Blackmore Vale.

Come and explore the beautiful and varied landscape around this stunning part of North Dorset. These walking routes are mainly on Public Rights of Way, with some on paths with access permitted by the landowners. They vary in length from 1.5 to 5.5 miles.

The Sturminster Newton Walkabouts have been developed by [Sturminster Newton Town Council](#) in association with Dorset County Council and are available from Sturquest Community Office, Sturminster Library, the Museum and Sturminster Mill or can be downloaded here.

Route maps

- [Sturminster Newton Walkabout 1 \(pdf, 5Mb\)](#)
- [Sturminster Newton Walkabout 2 \(pdf, 4Mb\)](#)
- [Sturminster Newton Walkabout 3 \(pdf, 6Mb\)](#)
- [Sturminster Newton Walkabout 4 \(pdf, 7Mb\)](#)
- [Sturminster Newton Walkabout 5 \(pdf, 7Mb\)](#)
- [Sturminster Newton Walkabout 6 \(pdf, 6Mb\)](#)
- [Sturminster Newton Walkabout 7 \(pdf, 6Mb\)](#)
- [Sturminster Newton Walkabout 8 \(pdf, 6Mb\)](#)

Further discussions with the Highway Authority

Having analysed the findings of the traffic count and condition survey, we identified possible solutions to reduce the perceived problems and make pedestrians feel safer. We concentrated on what we thought likely to be readily implementable measures to improve the pedestrian environment and reduce traffic speed in the centre, on the basis that this was more likely to be financed through future Community Infrastructure Levy from development in the town, supplementing and improvements required through planning obligations in relation to specific sites.

Although alternatives to reduce the flow such as a by-pass to the east or west of the town had been suggested, the evidence we had collected did not suggest this would be reasonable or deliverable, particularly as it would necessitate crossing the river and flood plain and would be very expensive. Such a scheme would be difficult to fund from levies on development in the town and would destroy part of the environment we are trying to protect.

A further meeting was therefore held with the Highway Authority in March 2016, the notes of which are provided in **Appendix 3**. This confirmed that:

- There would no Dorset Highways objections to creating a loading bay opposite the White Hart but the Town Council would have to lead and approach the owner of the land (Pitt Rivers Estate)
- Dropped kerbs at Brinsley Close should be provided if initiated by the Town Council. There is money in DCC Minor Works budget to cover this.

- A pedestrian crossing/traffic calming on Bath Road where the footpath changes sides is a reasonable request and should be considered as part of the traffic plan for the new Primary School. The same comment applies to the crossing point on Honeymead Lane.
- The main pedestrian route from Rixon to the town centre should be via Rixon Close. It would be reasonable to consider a pedestrian crossing/ traffic calming over Rixon Hill near its junction with Rixon Close funded by Section 106 money from the Elm Close development.
- A pedestrian crossing/traffic calming over the A357 where the footway changes sides could only be justified if the development at Barton Farmhouse went ahead

Final consultations

As a result of all the above work, proposals for consultation were put forward in the town centre consultation in early summer 2016 and subsequently in the pre-submission consultation. It was through these consultations that the possibility of a heritage railway project emerged, and a presentation made to the group

[Link](#) to presentation (available to view on google drive)

APPENDIX 1 STUMINSTER NEWTON NARROWS: TRAFFIC SURVEYS

REASON FOR CARRYING OUT SURVEYS

- The flow of traffic through the centre of town and considerations of how journey experience for both road users and pedestrians can be improved has implications for the siting and use of car parks and the attractiveness of Sturminster Newton as a shopping centre and tourist destination.
- At the Neighbourhood Plan Consultation in November 2014, the traffic through the centre of town on the B3092 was identified as one of the principle causes of concern. The particular problem was perceived to be at the locations where the road reduces between buildings to a single lane either side of Market Cross and the pavement is narrow.
- As the town expands, traffic generation from new developments and how this can be mitigated will be one of the key features considered by the Neighbourhood Plan.
- Previous surveys have been undertaken, but these have recorded the overall level of traffic without any study of the way the conflicting flows interact. Most of this data available is quite out-of-date. In recent years, freight and farm vehicles have grown in size, drops by delivery vans associated with internet sales have become more frequent and, up to about 2010, UK road traffic had increased.
- The Community Infrastructure Levy could provide funds for desired improvements to alleviate some of the congestion and to make things safer and more pleasant for all users of the centre of town. Accurate information about the present situation is essential in order to be able to prioritise the allocation of funds.
- Thus a number of surveys at busy times were carried out during July 2015, recording simultaneously the traffic patterns entering the narrow stretches of the B3092 on either side of Market Cross and in the middle.

MAIN FINDINGS

- Generally traffic flows well through the centre relying on the fact that most people exercise courtesy and common sense.
- A few instances of poor driver behaviour were recorded. These were overwhelmingly occasions where vehicles travelling south blocked the 'Keep Clear' area adjacent to Natwest bank.
- The busiest period for vehicles was between 1725 and 1730 when an average of 21 every minute passed through the central area. Over 14 vehicles per minute were recorded in ten other five minute periods whilst the overall average was just under 12 vehicles per minute.
- Vehicle flows were relatively even balanced in each direction.
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- Queues sometimes stretched back beyond the primary school in the northbound direction and beyond Station Road southbound but usually cleared quickly.

- Vehicles frequently have to come to a stand in the centre but are seldom delayed for long.
- Pedestrian flows through the centre were quite heavy at times relating to the Primary School starting and finishing times. They coincided with periods of heavy vehicle traffic and were far more peaked in the afternoon (111 people observed passing through the centre between 1525 and 1530). The most favoured route chosen by pedestrians was along the B3092 with a few using Church Street.

METHODOLOGY

- It was decided to undertake traffic and vehicle counts at the busiest times of the day. These were perceived to be at the time people were going to and coming home from school and work. It was also felt that the effect of the different and possibly greater traffic flows associated with the Monday market should be studied.
- Thus surveys were undertaken between 0800 and 1000 and 1500 and 1800 on a Wednesday in July 2015. Wednesday is considered as a normal weekday. For the reasons described above, a morning survey was also conducted on a Monday.
- Traffic by vehicle type (cars, vans & wide 4x4s and large vehicles) and pedestrians were counted in five-minute intervals entering the narrow parts of the B3092 by observers positioned in Market Place and at the top of Ricketts Lane (See map). The latter also counted vehicles entering and leaving Ricketts Lane but did not record the pedestrian traffic in this direction.
- Traffic and pedestrians were also counted joining and leaving the B3092 from the side roads in the centre – (Market Cross South, Market Cross North and Goughs Close). Pedestrians were not recorded entering or leaving Ricketts Lane nor were any movements into and out of Church Lane.
- The longest traffic queues waiting to enter the narrow parts of B3092 were recorded in each five-minute period.
- All queuing traffic, defined as vehicles that had actually come to a stand, in the central part (Market Cross) was recorded.

OBSERVATIONS

- Although some appreciable queues built up at times, particularly in the northbound direction and in the centre, they generally cleared quicker than at other congested areas in North Dorset such as the traffic lights at Durweston and Gillingham, the roundabouts at Shaftesbury and Blandford town centre.
- On 16 occasions during the surveys cars or vans travelling south ignored the hatched white lines at Market Cross and drove into the area marked 'Keep Clear' when traffic was coming northwards from Ricketts Lane. This obviously obstructs any vehicle wanting to turn out of Market Cross. Some of the drivers almost pulled into the narrow part of the road and made it difficult for the northbound traffic to pass. I was told about an incident a few days after one of our surveys when somebody actually continues southwards when a vehicle was approaching leading to a stand off and an aggressive altercation resulting in the northbound vehicles reversing. The problem is that a few southbound drivers see the priority sign as an absolute right to go forward in the face of common sense – often when a vehicle starts up from Ricketts Lane, the oncoming vehicle is not in sight and it is reasonable to go forward northbound.
- On nine occasions during the surveys northbound vehicles queuing at the pedestrian crossing backed up to the narrows and caused queuing within the central area. In some

instances a continuous queue formed preventing southbound traffic from entering the narrows.

- At busy times over half the traffic passing through the centre is brought to a stand at one point or another. This makes drivers more careful and provides a safer environment for pedestrians.
- Apart from the above only two instances of bad driving were observed –in one case a car drove very fast through the centre in the northbound direction – in the other, a 4x4 drove northwards past Ricketts Lane when a car had already left Market Cross, necessitating reversing and mounting of the pavement.
- In the northbound direction, traffic is released from the traffic lights at Sturminster Bridge in large batches followed by a long period of inactivity. During our surveys, the queues at Ricketts Lane often stretched back to the primary school but usually cleared before the next batch of traffic was released. This irregular flow sometimes makes things easier but has the potential to cause congestion in the centre particularly if there is some perturbation disrupting the normal traffic.
- The narrowness of the pavement and the very large pedestrian flows going and coming back from school make it very difficult for people in the contra direction to make any progress at these times. It can also be quite difficult to cross the road from Market Cross to gain access to Candys. Whilst the restricted space and the volume of both traffic and pedestrians obviously do present safety concerns, no ‘near misses’ were observed during the surveys.
- Although no instances of vehicles parking on the B3092 during the surveys, one of the main causes of congestion in the central area is when vehicles stop to make deliveries or to use the shops and cash machines. The favourite places to stop are outside the White Hart, by the dry cleaners, on the pavement near the kebab shop and opposite the fish and chip shop. Delivery vans also park outside Rustic Rose in Market Cross South and this can cause almost total gridlock if a northbound vehicle wants to turn right off the B3092.
- On Wednesday 30th September a large delivery vehicle stopped outside the White Hart between 1200 and 1230. Another vehicle stopped outside the kebab shop. The result was traffic queues back to the bridge and beyond Station Road. The deliveries from the former vehicle took about ten minutes and after this the driver remained for 20 minutes to do paper work. When approached he was totally unaware of the chaos he was causing.

RECOMMENDATIONS

Signage

- The priority sign for southbound traffic at Market Cross should be removed. This simply encourages vehicles to enter the ‘Keep Clear’ area, ignoring the give way white lines and delays traffic exiting from Market Cross South. There is a presumption, by drivers unfamiliar with the area or those who are particularly aggressive, that northbound vehicles in the narrows have come forward against the rules of the road when very often they have seen a clear path and proceeded. The no-priority sign for the northbound direction should remain.
- There should be a marked ‘Keep Clear’ area in the narrows beside Root and Vine to encourage queuing northbound traffic to leave room for southbound traffic to proceed. (This has now been done for southbound traffic although it is really required in both directions – a yellow box ought to be considered)

- Any form of overall traffic control through the centre would undoubtedly lead to more delays and congestion in the town particularly as such a high proportion of vehicles entering from the side roads. However consideration could be given to the installation of heavy vehicle detectors similar to those in operation on the A350 at Cann or the C13 at Melbury Abbas. This would give drivers of oncoming large vehicles warning that another large vehicle was approaching and avoid a gridlock in the centre.
- In the long term to reduce delays at the traffic lights and the risks of congestion in the centre of Sturminster, it may be possible to widen the causeway before the Bridge and reduce the length of the single line working without losing the character of the Bridge.

Road Design

- The problem of delivery vehicles stopping in the centre is growing and needs to be tackled. Enforced no-stopping is required but this would only work if there were some designated unloading places. Consideration should be given to the provision of a dedicated bay near the Market Cross.
- Consideration should be given to widening the pavement as soon as the road starts to widen south of Candys. The large pedestrian movements through the centre will cease once the primary school moves to the north of the town. However this will not happen for at least two years and the provision of an alternative safe route between the centre and William Barnes should be considered. There is also no safe route for mobility scooters or wheelchairs through the centre.
- In connection with the above a safe place to cross the B3092 at the end of Church Lane should be considered and the pedestrian route from Market Place South improved.

Future Surveys

- Further traffic surveys at the end of Church Lane and at the junction of Bath Road and Honeymead Lane should be undertaken when school term resumes. It might be sensible to back up the results with a further series of surveys in the centre in the autumn.

APPENDIX 1

SUMMARY OF RESULTS

- The results have been summarised by hour:

DAY	TIME	TOTAL VEHICLES	TOTAL ON FOOT
MONDAY	0800-0900	798	264
	0900-1000	587	159
WEDNESDAY	0800-0900	727	327
	0900-1000	660	115
	1500-1600	683	309
	1600-1700	671	62

	1700-1800	738	50
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- The busiest five-minute periods for vehicles (over 70 vehicles) were:

DAY	TIME	NBOUND	SBOUND	JOIN	TOTAL
MONDAY	0835-0840	29	40	7	76
	0840-0845	29	36	7	72
	0850-0855	34	31	12	77
	0855-0900	40	30	8	78
<i>Average 5m</i>	<i>0800-1000</i>	27	26	6	58
WEDNESDAY	0810-0815	42	34	4	80
	0830-0835	28	36	7	71
<i>Average 5m</i>	<i>0800-1000</i>	29	23	5	58
	1500-1505	23	44	10	77
	1635-1640	42	27	3	72
	1705-1710	36	29	5	70
	1710-1715	41	27	7	75
	1725-1730	62	37	6	105
<i>Average 5m</i>	<i>1500-1800</i>	27	26	6	58

- The busiest five-minute periods for pedestrians were:

DAY	TIME	NBOUND	SBOUND	JOIN	TOTAL
MONDAY	0835-0840	2	50	6	58
<i>Average 5m</i>	<i>0800-1000</i>	5	10	3	18
WEDNESDAY	0835-0840	9	63	6	78
<i>Average 5m</i>	<i>0800-1000</i>	6	10	3	18
	1520-1525	104	5	2	111
	1525-1530	74	3	2	79
<i>Average 5m</i>	<i>1500-1800</i>	8	3	1	12

- The worst periods for congestion were:

Mon 0835-0840 48 vehicles delayed
Wed 0850-0855 38+ vehicles delayed
Wed 1530-1535 36 vehicles delayed

This is a summation of vehicles brought to a stand before entering the narrow sections of road and within the centre. This involves more than half the traffic at busy times.

- Although counted, motorbikes, cyclists and mobility scooters have not been included in the above figures and their numbers were quite low particularly on the Monday morning when heavy rain had been forecast but did not materialise.

Mon 0800-1000	4 Motorbikes, 2 cycles
Wed 0800-1000	11 Motorbikes, 4 cycles
Wed 1500-1800	15 Motorbikes, 15 cycles

Links to raw data

- Sturminster Newton town centre: [Table of findings](#) and [Station Road findings](#)
- Honeymead Lane traffic survey: [Table of findings](#)
- Market Place parking survey: [Table of findings](#)
- Pedestrian survey: [Table of findings](#)

APPENDIX 2 DETAILS OF PEDESTRIAN ROUTES

These sheets should be read in conjunction with Board 7 and the associated map:

Route 1 (Blue): Bridge – Rolls Mill

This route follows the pavement on the south side of Newton Hill alongside the A357. This is in good condition apart from overgrown vegetation exploding from one property. Glue Hill is crossed via dropped kerbs and the pavement then continues for a short distance and disappears. It is necessary to cross the A357 to gain the footpath on the north side. Although there are dropped kerbs for surrounding properties making the crossing easy, there are no tactile surfaces.

A safe designated crossing point is needed and this could be achieved by introducing traffic calming around the entrance to Orchard Close. The route follows the walkway towards Rolls Mill separated from the road by a wide verge. A relatively safe pedestrian entry into the trading estate is achieved by crossing the approach road which, although wide, has dropped kerbs and a central refuge. The route is lit but, for the last stretch along the A357, the lighting is focused on the road rather than the footway.



Proposed site of crossing/traffic calming on A357

Route 2 (Pink): Exchange-Bridge via Coach Road and via Church Lane.

The section of Route 2 from the Exchange to the start of Lovers Lane will be covered in Town Centre Consultation next year. Starting at Lovers Lane, the surface at the northern entrance needs to be repaired and to provide level access from the Station Road Car Park area. An additional lighting column needs to be provided in this area. The route along Lovers Lane is too narrow and the sight lines are poor. It is hoped these can be improved as part of the redevelopment of the old gas works.

The route continues into the top part of Penny Street and along Church Street past the car park. As this is a shared with cars, the road surfacing needs to be changed to indicate that no one has priority in this area. Beyond Hammonds, there is a pavement along Church Street. At the end of Church Street, the kerb needs to be dropped so access to Church Lane can be easily gained. The main route turns left into the old Coach Road footpath and continues down to the kissing gate and across the meadow towards Bridge Street. The kissing gate needs to be replaced by a more accessible barrier and the path across the meadow widened so that it is suitable for a wheelchair. The exit onto Bridge Street again requires an accessible barrier and the surface here needs to be kept in good order. Bridge Street needs to be crossed at this point and the phasing of the traffic lights makes this relatively easy although the road surface



Lovers Lane North End

should be raised to enable the crossing to be made on the level. There is pavement over the bridge to the traffic lights.

It is not proposed that the Coach Road should be lit as this would be very expensive and the lights would spoil the high quality environment. Thus at night (and for access to the primary school whilst it is still in its present location) an alternative route is proposed continuing along Church Lane to Bridge Street. This is also a shared route with vehicles and the surface should indicate that no one has priority. To gain the pavement on the other side of Bridge Street, a crossing with level access or possibly another narrowing of the road is required. The footway from this point to the bridge is satisfactory.

Route 3 (Light Green): Exchange – Leisure Centre/High School.



Jubilee Way looking north

The route from the Exchange to Jubilee Way is in good order with level access at the traffic lights. The route continues along Jubilee Way, well surfaced and lit, and should be carried on at this standard through the new development to gain access to Badgers Way. The temporary stepped access to Badgers Way needs to be replaced by a level path. The route follows the pavement on Badgers Way to Honeymead Lane where level access/traffic calming should be provided so the pavement on the north side of the road can be safely reached.

An alternative daytime route to the Leisure Centre should be protected closely following the existing route of Jubilee Way to the start of Butts Pond Meadows. In the nature reserve it follows the existing surfaced path, over the bridge and turning right along the side of the grounds of Yewstock School to gain the end of Selwood Close and follow the path to Honeymead Lane. This would be

crossed on the level to gain the pavement on the north side where the route turns left across

Dashwood Close and then right up the existing path to the Leisure Centre. It is not proposed that this alternative route would be lit.

Route 4 (Purple): Rixon Rec – Exchange/Station Road Car Park/Trailway



Green Close looking towards Rixon Hill

The start of this route is problematic as whichever way one takes out of the Rec there is a difficult crossing of Rixon Hill to negotiate. We have shown the route along Green Close. After the junction with Filbridge Rise there is no pavement with one-way traffic turning out of Rixon Hill. The road surface needs to be

changed to indicate that it is shared

with nobody having priority. At the junction, a proper crossing point over Rixon Hill is required and as there is no visibility in either direction. This might best be achieved in conjunction with road narrowing to restrict vehicle flow to a single lane. From here the route towards the Exchange is good except for a poorly sited telephone cabinet just before the junction with Friars Moor. This needs to be moved. The route into Station Road Car Park from the traffic lights will be considered in the Town Centre Consultation next year.

The route to the Trailway requires a left turn into Elm Close and at the end of the road crosses the meadow along the informal path towards the access point by the under bridge. This route needs to be protected when the development takes place on the meadow.

The alternative route along from the Rec along Alder Close has been discounted as there is a similar difficult crossing of Rixon Hill and it is nearer the blind bend in the road. A more promising but slightly longer alternative would involve turning right into Filbridge Rise, walking down to the allotments and following the path round alongside the play area and coming out onto Rixon Close. This would still require traffic calming on Rixon Hill. We would like to hear your views on these options.

Route 5 (Red): Trailway

The Trailway has been included as it is used by some people as a means of getting to work or for leisure purposes on a regular basis. It is not proposed that standards of the existing route should be changed. However there is an issue as to what happens to the route once Station Road Car Park has been reached. This will be addressed in the Town Centre Consultation next year.

The proposal to continue the route towards Stalbridge was well supported at previous consultations. There are many issues to be sorted before this can be achieved but we are proposing that a suitable route through the development at the old Snooks (SN Building Supplies) site should be protected.

Route 6 (Yellow): Rixon Rec – High School

This route starts at the Alder Road exit from the Rec and turns left along the pavement to Green Close. Alder Road is then crossed and the route follows the pavement to a point where the road can be crossed opposite the car parking area between Nos 86 and 87. It is felt that the traffic is light enough to make the crossing here without further improvement as there suitable dropped kerbs. The car parking area is wide and well surfaced but in need of some additional lighting. The route continues through the path into the side end of Field Close and along into Honeymead Lane. Here it is necessary to cross Honeymead Lane and a raised level walkway should be provided to make this easier (visibility is quite good as the crossing point is at the corner). The route then turns left along the north side pavement to the High School.



Route from Green Close to Field Close

Route 7 (Dark Green): Exchange – North Field

This follows the alternative daytime Route 3 as far as the corner of Yewstock School grounds. From here it follows the existing route to the right across to the west end of Selwood Close. It takes the footpath to Honeymead Lane where it turns right and crosses the road at the same point as Route 6. It then follows the pavement up to North Field, crosses the road and turns left towards the new development.

Route 8 (Black): Market Place/Library – High School

From the zebra crossing going north, the route crosses the The Row where the pavement surface needs improvement. The footway reaches Brinsley Close where dropped kerbs on the desire line are required. Their lack is surprising considering the effort and expense that has been made to make the Library accessible. The width of this junction is excessive and encourages drivers to speed round the corner and is intimidating for pedestrians. After Brindley Close the footway is in reasonable condition up to Stour View Close where it is necessary to cross Bath Road. A proper crossing possibly in conjunction with some road narrowing/traffic calming is proposed at this point. The route continues on the west side of



Brinsley Close showing lack of dropped kerbs and excessive road width

Bath Road up to Honeymead Lane where dropped kerbs are provided to reach the High School.

APPENDIX 3 NOTES ON A MEETING HELD ON 23 MARCH 2016 TO DISCUSS TRAFFIC ISSUES IN STURMINSTER NEWTON RELATED TO THE NEIGHBOURHOOD PLAN

ATTENDEES

Roland Skeats, Dorset County Council

Geoff Pearce, Sturminster Newton Neighbourhood Plan

This meeting was arranged to discuss, on site, issues raised at a meeting at DCC on 19th February between the attendees, Andrew Martin (DCC) and Pauline Batstone (DCC Councillor). The PR references are for the key pedestrian routes described in the Sturminster Newton Neighbourhood Plan.

1. TRAFFIC THROUGH CENTRE OF TOWN.

GP pointed out that during traffic surveys, frequent instances were observed where the priority sign in Market Cross for southbound traffic encouraged traffic to come forward and block the "Keep Clear". This often caused congestion and occasionally aggressive behaviour. RS reiterated that the priority signs came as a pair and it was not legal to have one without the other.

GP said that delivery vehicles stopping in the central area were one of the main causes of congestion in the town. He raised the possibility of using the land opposite the White Hart to create a delivery bay parallel to the road (at present this area is used for parking at right angles to the road). RS said that there would be a danger of lorries hitting the museum building but agreed that bollards could be used to protect against this. The road junction next to the Market Cross would need to be reprofiled. However it was a matter for the Town Council as the piece of land was in private ownership and its use was of no concern to DCC. RS agreed that the present arrangements would not be agreed to if they were presented as a new scheme.

2. DROPPED KERB, BRINSLEY CLOSE, PR8

It was agreed that a dropped kerb is needed on the north side of Brinsley Close set back from Bath Road to match up with the dropped kerb on the Southside. The town council could apply for funds from The DCC [small works budget] for this work.

3. CROSSING BATH ROAD, PR8

The pavement changes from one side of the road to the other in the vicinity of Sturminster View but here is no designated crossing point. This makes it difficult for High School students to cross safely and as the Primary School will be moving to a site further up Bath Road this will become more of a problem. It was agreed that a designated crossing point should be provided. GP said he thought there should be either some traffic calming or a proper pedestrian crossing. RS said that the possibility of some traffic calming being used to facilitate it in the area where the pavements overlap should be considered. This provision could be made as part of the transport

planning for the new school. It requires a survey by a specialist and RS suggested the Town Council should contact DCC to facilitate this.

4. CROSSING HONEYMEAD LANE, PR6 & PR7

There are dropped kerbs in a position where there is good visibility in both directions where these routes cross Honeymead Lane. Although there is a sharp bend, the road is very wide and traffic passes quite fast. RS pointed out there had recently been a vehicle count and speed check in Honeymead Lane but he wasn't sure in which location this had been done and so this needs to be checked and might not be relevant. Again the issue of the new site for the Primary School is relevant as PR6 would become the main walking route to and from Rixon. Some form of traffic calming and possible reprofiling of the road may be required as a possibility to improve pedestrian safety and confidence.

5. CROSSING RIXON HILL, PR4

PR4 is, at present shown to run along Green Close before crossing Rixon Hill on a blind corner. There is no pavement on the 50 metres Green Close closest to Rixon Hill and as the traffic flow is one way going northbound, it is very dangerous for pedestrians. It might be possible to construct a pavement on the east side of this stretch but this would be a costly undertaking as it would involve constructing a retaining wall and the possibility of removing one or two mature ash trees that belong to the adjacent land owner.

In the proposals put to Sturminster residents in the November Consultation, an alternative route was suggested via Filbridge Rise, turning left through the parking area to reach the play area, crossing this and reaching Rixon Hill via Rixon Close. (No comments were received on this issue) This is about 12m longer but it was agreed this would be much cheaper and quicker to bring up to an acceptable safety standard. The pathway across the play area would need to be surfaced by the Town Council and the pavement at the corner of Rixon Close/Rixon Hill built out to improve visibility. Some form of traffic calming on Rixon Hill would make a crossing point here much safer as westbound vehicles tend to speed on the downhill section of the road. This could be funded with Section 106 money from the future development at the back of Elm Close and would help to address the general concerns about speeding along Manston Road/Rixon Hill. The use of this alternative route would need to be promoted by the Town Council once the necessary works have been completed.

6. CROSSING A357, PR1

PR1 has to cross the A357 close to the point where the 30mph restriction starts as the pavement changes sides. There are dropped kerbs in a suitable position but these do not have tactile paving. The number of walkers is quite low at present but this is likely to increase if there is more activity at Rolls Mill and if the route was more user-friendly. Traffic at this point is travelling quite fast and the NP view is that some form of calming is needed particularly as Newton residents had concerns over traffic speeds. RS was of the view that the road at this point had rural characteristics and, as it was a major artery, any calming measures would not be supported. He agreed that if there

was a housing development at Barton Farmhouse this might increase pedestrian traffic, alter the character of the road and provide funds for a traffic calming scheme.