NEIGHBOURHOOD PLAN

 TRAFFIC ISSUES

Traffic management issues are central to the community but are not usually central to the Neighbourhood Plan, often being part of a ‘project’ in the appendices. There are two approaches to traffic management in the parish.

1. THE ‘AD HOC’.

 This is the identification of traffic problems by locally gathered evidence (reports to the Parish Council over a fifteen-year period) and external recording of collisions (Dorset Explorer provides a record of the last five years. The following list will be mapped onto the Neighbourhood Plan evidence base.

M1 Lower Bockhampton south; The bridge has been repeatedly damaged by heavy and speeding traffic; There is also a difficult exit from the bridleway for horses, cyclists, pedestrians.

M2 Lower Bockhampton north; Traffic arrives at village at the 30 mph zone at an excessive speed, created by a long, straight access road.

M3 Higher Bockhampton; There is excessive traffic generated by Hardy’s Cottage and Visitor’s Centre. Traffic exceeded DCC projections in first days. There is also poorly-managed coach traffic, particularly coach parking. There is only ad hoc overflow parking when the main car park is full and this creates access problems.

M4 Cuckoo Lane; There is poor provision of parking spaces; those that exist are badly signed and managed;

M4a Bockhampton Lane; The extra traffic generated by the visitor’s centre has created ad hoc passing places that have damaged verges in the northern part of lane

M5 A35 escape routing; When the trunk road is blocked by accident or heavy traffic, large numbers of vehicles use Bockhampton Lane as an escape route, further exacerbating existing traffic problems. Speed is a particular issue.

M6 KM main entrance; This entrance involves a difficult turn across traffic with poor visibility.

 M7 KM rear entrance; There is poor visibility with blind bends in both directions. There has been a considerable increase in traffic since the Studio School opened and the College reorganised its bussing routes.

 M8 Hollow Hill; When College and Studio School double decker buses access the rear college entrance, they are often forced by tree cover to take a middle line and this makes two-way traffic difficult. This often forces other traffic onto the verges, causing further degradation.

 M9 Bockhampton Cross; Collisions have been caused by speeding traffic from all directions. See Dorset Explorer Collision Map.

 M10 Stinsford; Access to the village is affected by traffic from the A35 exiting at high speeds and there is very poor visibility.

 M11 De Facto Northern Bypass (DNBP); This is à ‘rat run’ for both commercial and private traffic which makes resident access difficult and dangerous.

 M12 DNBP-B3143 junction; At this junction, high levels of traffic cross a busy, fast road. The crossing has low visibility and no signage.

 M13 Right turn from Dorchester Road to access DNBP The turning is within 20 metres of the A35 roundabout where improvements to the roundabout have increased the speed of traffic entering and exiting.

 M14 A35 Roundabout. Traffic issues on this roundabout have been exacerbated by the improvements made for the Olympics. It is regularly used as an overtaking opportunity for both east and west-bound traffic on the A35 and this has increased the speed of traffic at all exits. This means that traffic exiting the Tincleton Road (College, School, Parish) now has to enter faster and more unpredictable traffic flow. There is a pedestrian route from Dorchester to the College and Parish at this roundabout with little or no signing and pedestrians have to cross the traffic in two points on the Tincleton Road.

 M15 A35 lay-by. Toilets and cafe have made this effectively a ‘service point’ but it is poorly signed and poorly accessed especially from the west and can block traffic in both directions.

 M16 A35 - old Puddletown Road access; Data from Dorset Explorer shows a number of collisions. There are no slip roads to access and the exit road is poorly signposted from the A35.

 M17 Grey’s Bridge; There is a hidden footpath entrance directly onto London Rd and the adjoining pavement is only a foot wide. Pedestrians face a very difficult crossing.

 2. A SYSTEMIC APPROACH TO TRAFFIC MANAGEMENT IN THE NEIGHBOURHOOD PLAN

 The SNPG could attempt to locate traffic management at the heart of the Neighbourhood Plan by demonstrating that key planning and parish development goals cannot be delivered without a coordinated traffic management plan.

The 2013 memo Setting Rural Speed Limits ..

. [www.gov.uk/government/publications/setting-local-speed-limits](http://www.gov.uk/government/publications/setting-local-speed-limits)

 is a route into this process with its emphasis on vulnerable users

The emerging evidence in the Neighbourhood Plan points to a conflict between unregulated traffic and central aspects of the plan.

* Sense of place. Stinsford as a quiet rural area for the wider community as well as for residents.
* Heritage. Access to and enjoyment of key heritage assets is circumscribed by inappropriate traffic
* Tourism. Stinsford has growing local, national, and international tourism. Cycling and walking are particularly important in this.
* Dorchester recreation. Stinsford is a recreational asset for Dorchester, particularly for walking and cycling and is especially popular with families.
* Vulnerable users. The roads of the parish have a large number of vulnerable users, whose activities are restricted by unregulated traffic.
* Kingston Maurward College and the Studio School plans means that there will be a growing number of under-sixteens in the area.
* Cyclists. Both road and off-road cycling is increasingly popular in the parish.
* Horse riders. KM has a large equestrian facility with livery and road use is a central part of training.
* Runners. The parish is very popular as an area for running and almost all routes involve some degree of road use.
* Walkers. Central to local and national recreation and tourism.
* Alternative access. Non-vehicle access to any of the parish’s assets (Hardy’s Cottage, Thorncombe Woods, Hardy Way and KM gardens and listed park) is increasingly difficult because of unregulated traffic.

This is an outline of the approach. If SNPG decides to incorporate this approach into the Neighbourhood Plan, more evidence needs to be collected and a more detailed model needs to be developed.

DOR15 At what stage do we need to incorporate suggestions for DOR15 and for the impact of DOR15 on existing parish traffic issues?