

## **INTRODUCTION**

The Bradford Peverell Parish Plan was initiated by the Parish Council (PC) and is based on the views expressed by its residents. It was completed in 2012 and covers the period to 2017.

The information collected from the surveys was collated and analysed to reach a consensus view of the key issues and actions to be taken over the next 5 years to develop the community and improve the life of its residents.

Amongst others, a Traffic Steering Group was formed to work with the PC to look at concerns raised in the Parish Plan.

During the compilation of this report, we had a meeting with Ian Madgwick and Sue Magowan from Dorset County Council (DCC), Transport Development Liaison Dept, Ian Madgwick's response is shown in Appendix A. Considering the literature available on safety and civility within rural villages, (Reference 1.2 for example) sponsored by the DCC, we considered the comments somewhat deflating.

### **Parish Plan Action Summary**

- Consider reducing and enforcing the speed limit.
- Prevent commercial vehicles passing through the village.
- Regulate or prevent traffic using Muckleford – Bradford Peverell lane during diversions from the A37.
- Protect non-vehicular road users.

### **Signage rationalisation within the Parish**

The issue of signage rationalisation within our village is not in the Parish Plan, Reference 1.1; inclusion within this report is simply for convenience. Signage rationalisation is in accordance with DCC policy and is an attempt to remove clutter from our countryside. We considered;

- Redundant signage.
- Incorrect or lack of signage.
- Resolve the speed restriction anomaly from the A37 to the Village.

## 1. **REFERENCES**

- 1.1. Bradford Peverell Parish Plan 2012 – 2017.
- 1.2. Traffic in Villages – Safety and Civility for Rural Roads.
- 1.3. Appendix A – Response to meeting with DCC, 24<sup>th</sup> July 2013.

## 2. **VILLAGE TRAFFIC**

### 2.1. **Village Traffic - General**

- 2.1.1. From simply enforcing the speed limit, we also included the possible reduction of traffic through the village. We have also considered an option that has the potential to direct traffic away from the village which is in keeping with the Parish Plan objective.
- 2.1.2. Two traffic monitoring appraisals have been carried out in the village by DCC reported on Project No. DC5112. The first on the 19<sup>th</sup> April 2010 and the second on the 25<sup>th</sup> June 2012. Both were monitored at Grid Reference 663927, Northwest of Giles Close. DCC was requested to conduct both surveys in order for the PC to make an assessment of the quantity, type of vehicles and their respective speeds through the village. Full reports were provided for both monitoring sessions. This report includes a resume of that data.
- 2.1.3. The data presentation in this report depicts average values but does not cover all the comprehensive selection of vehicle types from cars to Heavy Goods Vehicles (HGV) with 7 or more axles and all variants in between. On both reporting occasions, the vast majority of vehicles passing through the village were in the first two categories, see Table 1. Of these two categories, Group 1 constituted  $\approx$  89% of the total. On both occasions, a small number of Group 13 vehicles were recorded. This group covers vehicles with 7 or more axles or vehicles not identified within the basic 13 groups, but as they constitute less than 0.4 % of the total, they are not considered statistically significant.

Group	Definition	
1	Car, Light Van	Car/LGV & 1 – Axle Caravan/Trailer
	Light Goods Vehicle (LGV)	Car/LGV & 2 – Axle Caravan/Trailer
2	Rigid 2 – Axle Truck (HGV)	

Table 1 - Main Vehicle Classification

### VILLAGE TRAFFIC – Volume and Speed

2.1.4. The following charts show the comparative record for speed and volume of traffic through the village. Three conditions are shown, data for vehicles entering the village from the Southeast, Northwest and a combined total value.

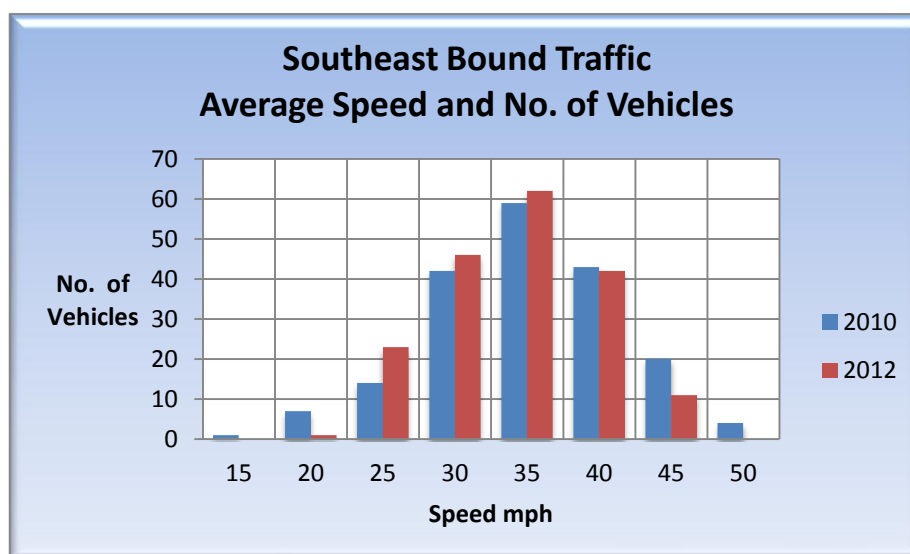


Figure 1 Traffic Speeds Leaving the Village – Southeast

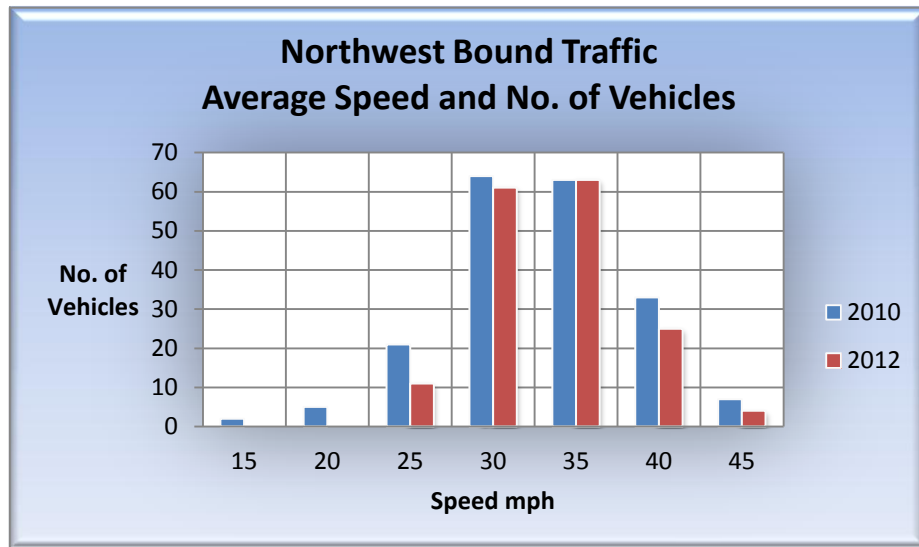


Figure 2 Traffic Speeds Entering the Village – Northwest

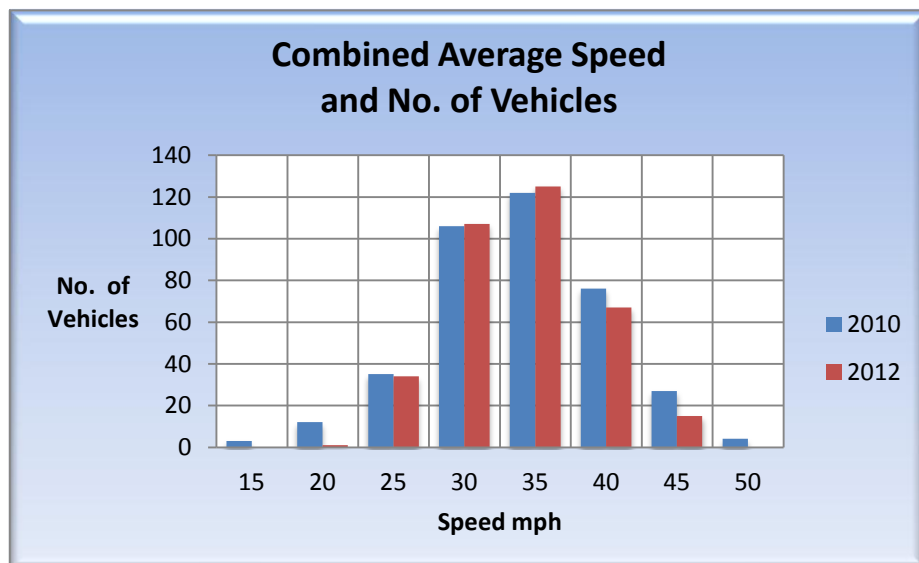


Figure 3 Combined Traffic Speeds – Both Directions

## 2.2. ANALYSIS- Volume & Speed

2.2.1. It is obvious from the above data that the speed of the traffic through the village has not increased appreciably between the monitoring periods. Indeed, there is a decrease in the combined speed at 40 and 45 mph and no record at 50 mph for 2012.

2.2.2. The mean value for all three figures is approximately 35 mph. Table 2 shows the number of vehicles at and exceeding the speed limit.

Direction	Speed (mph)	Quantity
Northwest	30	62
	35	63
	40	27
	45	5
Southeast	30	44
	35	60
	40	43
	45	15

Table 2 – Number, Speed Distribution of Vehicles

### 2.3. VILLAGE TRAFFIC – Volume & Time

2.3.1. In a similar manner to the Speed and Volume above, the following charts show the volume plotted against the time of day for both Northwest and Southeast traffic and a combined total value.

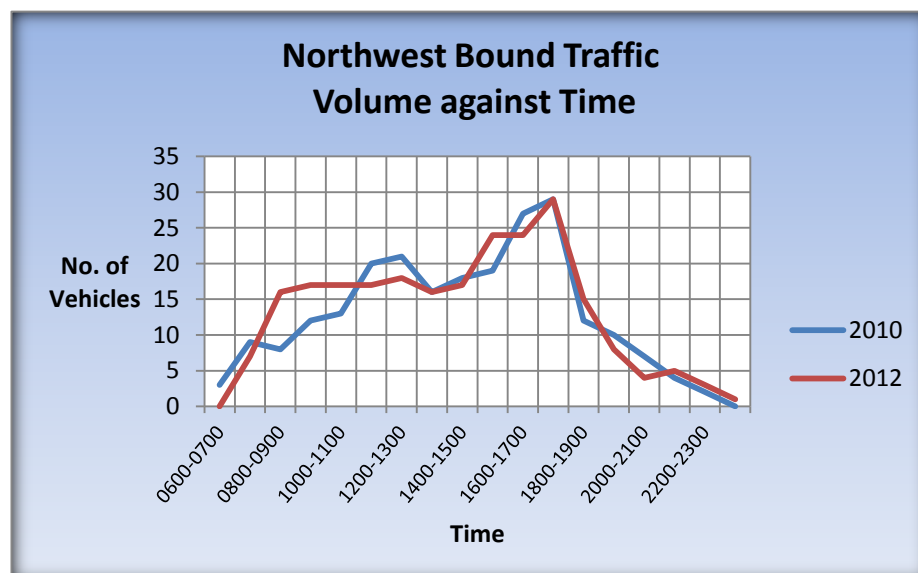


Figure 4 Time and Volume of traffic Entering the Village - Northwest

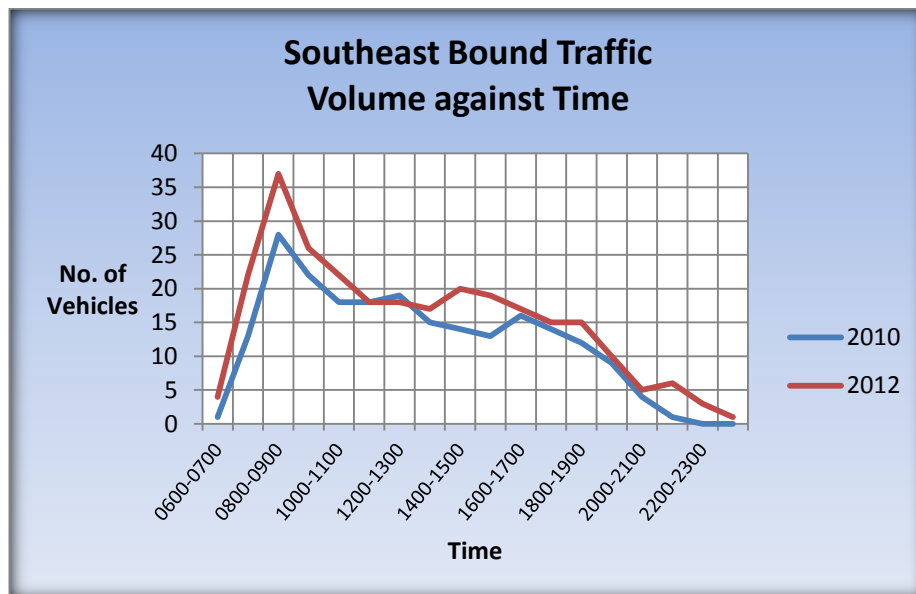


Figure 5 Time and Volume of Traffic Leaving the Village - Southeast

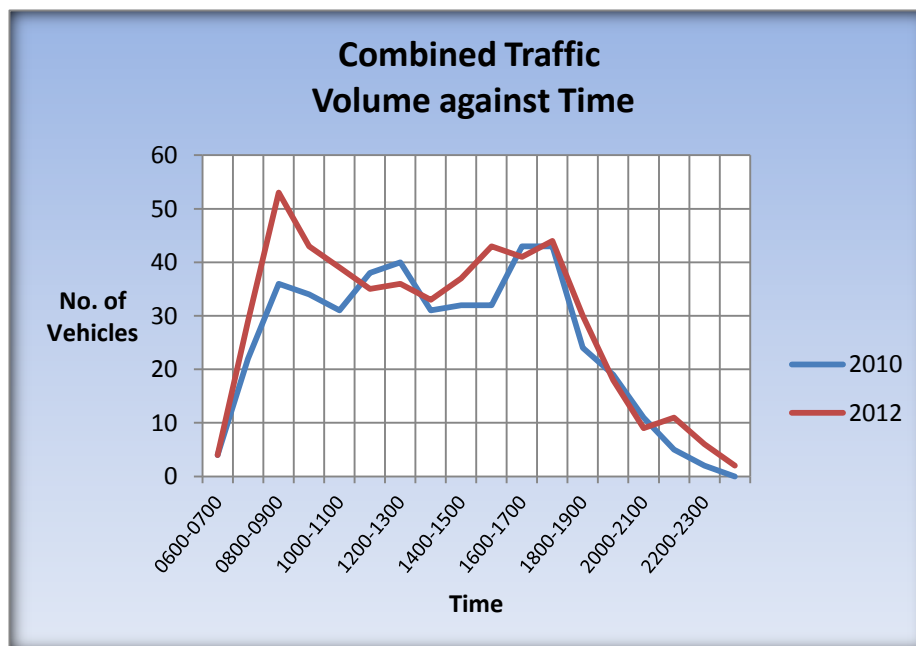


Figure 6 Combined Time and Volume of Traffic

## 2.4. ANALYSIS – Volume & Time

- 2.4.1. The data shown in Figure 4 and 5 indicates a surprisingly little change between the two samples considering they were taken 2 years apart. There are two areas of increase, between 0800 – 1100 and 1500 to 1700

which would be expected.

2.4.2. It can also be assumed that the increase during the morning is due to through traffic as the population of the village has not substantially changed during the sample period.

2.4.3. It could also be construed that these increases are mainly caused by traffic using the village in the morning but taking an alternative route during the evening. This anomaly is beyond the scope of this report and would require further analysis to resolve.

## 2.5. Village Traffic – Commercial

2.5.1. It is difficult to prevent any traffic using the village roads as they are public highways. With a view to reducing the commercial traffic, one suggestion must be to approach the companies whose vehicles use the village as a short cut to the A37 and suggest they use an alternative route. The back road from Poundbury to the village (D51006) is not suitable for anything other than cars. With the very narrow passing places on this road and within the village, commercial traffic will endanger pedestrians and other road users. This does, however, rely on people's good will. A more positive method to achieve a reduction is to provide a more attractive alternative route.

## 2.6. Diverted Traffic from the A37

2.6.1. In the past we have suffered with traffic diverted along the Muckleford/Bradford Peverell lane in the event of a blockage on the A37. The lane is only capable of accepting single line traffic as there are no authorised passing places along its length. We have been informed by Kevin Cheleda, DCC Highways Network Manager, that there are no intentions of using the identified lane to divert traffic away from the A37 in the foreseeable future.

## 2.7. VILLAGE TRAFFIC – Additional Proposal

- 2.7.1. The growth of the Poundbury housing development has increased the car population to the West of Dorchester considerably and within the next few years it will increase again with the completion of Phases 3 & 4. There are no plans to allow access to the back road from Poundbury, all the traffic from this development must exit down the Bridport Road into Dorchester or onto the Monkey Jump roundabout. Without substantial improvements to this roundabout, the feeder roads and the by-pass, the whole road system is likely to come to a grinding halt.
- 2.7.2. We all expected great things when we were informed the junction at Loders Garage was to be modified. Unfortunately, we were sadly disappointed when the work was completed to find the changes did not appear to benefit anyone, especially access for heavy goods vehicles onto the industrial estates.
- 2.7.3. A possible solution that could be advantageous to our village, the residents of the Poundbury development and the industrial estate traffic is to provide slip access onto the bypass adjacent to Whitfield's Farm (Grid. Ref. 665914), see Figure 7.

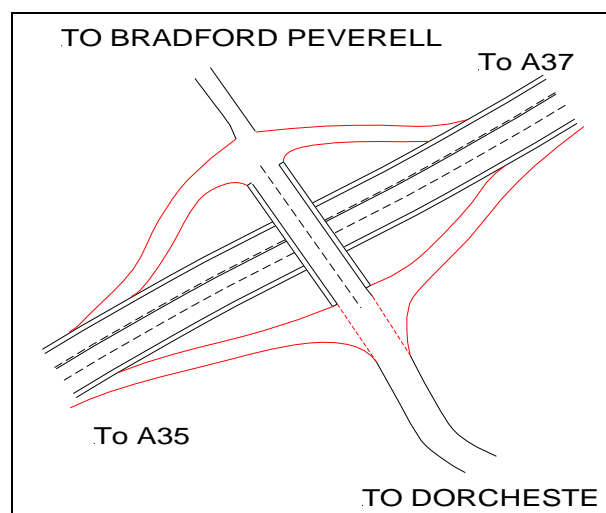


Fig 7 – Suggested Slip Roads onto the By-pass

- 2.7.4. The present road on the by-pass bridge is  $\approx 6\text{m}$  wide which is sufficient to accommodate HGV's. The road going northwest from the bridge to Bradford Peverell then rapidly reduces to  $\leq 3\text{m}$  by the time it reaches the

bottom of the hill, see Figures 8 & 9. Figure 10 shows the present bridge over the by-pass and the surrounding land that would provide adequate room for the slip lanes.



Fig 8 - View of Bridge Looking Southeast



Fig 9 - View from the Bridge Looking Northwest



Figure 10 – Plan of By-pass Bridge Showing the Change in Road Width and Adjacent Land

2.7.5. The advantages of such an interchange are 3-fold;

- The additional by-pass access will relieve the congestion at the Monkey Jump roundabout and, to a certain extent, on the Bridport Road.
- The junction at Loders Garage would be relieved of HGV traffic.
- The village would benefit as traffic leaving Poundbury destined for Grimstone and beyond would find it quicker to use the A37 rather than the village.

2.7.6. It should be noted that to achieve this improvement would entail upgrading the road between the bridge and the industrial estates.

2.7.7. As an aside, the largest single cost to building a flyover or slip road system must be the construction of the bridge. Along the length of the bypass, there are 5 bridges and 3 underpasses. To increase and ease access to the bypass and hopefully, reduce the present bottlenecks, a number of these features could be used to dissipate traffic.

### 3. **PEDESTRIANS**

3.1. This is the final consideration highlighted in the Parish Plan. It covers all other road users, walkers, cyclists, horse and riders etc.

3.2. There are no pavements in the village. Road sections that we consider to be particularly dangerous are the subject of this section. We have identified two main areas of concern, see Figure 11.



Figure 11 - Two Areas Identified as Hazardous for Pedestrians

Area 1) The main village Junction and the road immediately outside the village hall.

Area 2) The corner adjacent to Honeysuckle Cottage.

### 3.3. AREA 1- Village Hall Junction

3.3.1. This junction gives priority to traffic on the Dorchester - Muckleford road (Roman road), see Figure 12. The main area of concern is the limited entrance to the Village Hall and the lack of visibility looking left approaching the junction from the New Barn direction. When exiting the Hall, there is good visibility to the left, but to the right, the road is hidden by a high hedge.



Figure 12 – Area 1 - Village Junction

3.3.2. The proposed changes to the junction remove all the road markings and priorities in favour of an open defined area, see Figure 13. This is in line with the suggestions and examples given in Reference 1.2.



Figure 13 – Junction Changes at the Village Hall

3.3.3. Figure 14 is a representation of the defined area viewed from the Northwest and Southeast directions respectively.



Figure 14 – Modified Area at Village Hall Junction

3.4. Area 2 – Road Narrowing at Honeysuckle Cottage

3.4.1. Area 2 is possibly the most hazardous stretch in the village where the road reduces in width to  $\approx 4.5\text{m}$ . This is compounded by the road being bounded on one side by a house and on the other by a wall. See Figures 15 & 16. Realistically, there is only sufficient room to allow two cars to pass with care, see Figure 15 & 16. Figure 17 clearly shows the problem of walking round this corner when two vehicles meet simultaneously.



Figure 15 – View at Area 1 Looking Southeast



Figure 16 – View of Area 1 Looking Northwest



Figure 17 – Limited Space to Pass

- 3.4.2. In a similar fashion to the Village Hall junction, it is proposed that the identified hazard area has a change in road surface from Yew Tree Lane on the Northwest end to where the road diverges at the South Eastern end, see Figure 18.



Figure 18 – Surface Changes at Honeysuckle Cottage

3.4.3. Figures 19 & 20 show a representation of the proposed changed surface.



Figure 19 – Change of Road Surface  
in Hazard Area – Southeast



Figure 20 – Change of Road  
Surface in Hazard Area –  
Northwest

3.4.4. The type of surface is not important at this stage, suffice it to say the changes should be such that motorists are made aware physically and visually that they are approaching a hazardous area. The form of the change to the road surface should be decided by the PC advised by the DCC.

### 3.5. PEDESTRIAN ANALYSIS

3.5.1. Although the analysis in this report does not show any great speeds though the village, at Area 2, speeds of 5 mph can be excessive when there is a mix of cars and pedestrians/horses. It was suggested during the Parish Plan deliberations that the speed limit be reduced to 20 mph through the village. Discussion with the police has convinced us that this is not an option. It is thought that it may indeed have the opposite effect and antagonise motorists, it is also difficult if not impossible to police.

3.5.2. The narrow road, together with the limited visibility in both directions, does compound the problem. There is no possibility of providing a pavement in either area without reducing the road width further in the case of Area 1 and, removing the wall on the South side for Area 2. The only realistic and sensible solution is to employ the previously mentioned

change in surface to highlight the danger areas.

3.5.3. An obvious analogy can be made with Poundbury development where this method of traffic calming has been used extensively and in a number of forms. Figure 21 shows two examples of this road change and enhancement.



Figure 21 – Examples of Traffic Calming Areas

#### 4. SIGNAGE

- 4.1. Signage was not part of the Parish Plan but it was thought convenient to include it in this report.
- 4.2. The reason for this section is to identify unnecessary and unwanted signage within the parish. This is in line with DCC's policy of removing clutter from our highways.
- 4.3. The following identified signage anomalies in the parish were discussed with Richard Stubbs, Technical Officer, Traffic Engineering, DCC to ascertain the validity and legal aspects of our suggestions.



##### Signage 1

Height restriction sign at the village side of the railway bridge;-

Reposition onto the de-restriction sign nearer the bridge.

##### Signage 2

De-restriction sign entering and leaving the village to the A37;-

Remove the de-restriction signs leaving the A37 and reposition them on the village 30 mph limit, de-restriction side. This would remove the anomaly of leaving the A37 for the village going from 50 mph to 60 mph and finally, 30 mph in approximately 100 m.





### **Signage 3**

Weight restriction signs;-

Remove the two blue weight restriction signs on the A37 as the warning is adequately displayed at other positions.

### **Signage 4**

Village direction sign;-

Remove the arrow sign opposite the village hall as it is superfluous to requirements.



### **Signage 5**

Cycle Path sign approaching the village turning from the A37 going North West;-

The sign is redundant and should be removed.

**Signage 6**

Back Lane from Muckleford;-

Incorrect Information at the start of the Lane to  
Bradford Peverell.

There are no authorised passing places.



**Signage 7**

Weight restriction sign at Tilly  
Whim turning – A35 junction

No sign on the Eastern  
approach.

**Signage 8**

Back road from Normandy Way  
Single Track Road sign;-

No weight restriction or prior warning of limiting  
height of railway bridge in Bradford Peverell.



## 5. CONCLUSION

- 5.1. The proposed changes in this report are considered important to primarily, improve our village safety and, by using sympathetic means, to address the present and probable future increase in traffic volume and speed. They are also important as a means of addressing road safety within our village. It is accepted that spending on roads has been drastically reduced due to the present financial climate. This may mean that, in the immediate future, none of our recommendations will be considered. However, we feel it is important to have our proposals recorded in the hopes that they will be taken into account in more affluent times.
- 5.2. No serious accident has occurred in our village and we would like to keep it that way. The very nature of assessment is to try and identify hazardous areas within the village and introduce features to reduce that risk to an acceptable level.
- 5.3. The proposition to introduce slip access to the by-pass at Whitfield's Farm is a suggestion that would, we consider, help to remedy a number of congestion problems in the Dorchester area with the knock-on effect of reducing the traffic through our village. We do not accept the findings in Appendix A that such a development would not influence the quantity of village traffic. Understandably, vehicles will automatically find the easiest roads to shorten their travelling time with little consideration to their impact on the surrounding community. It follows that to direct traffic away from, in this case, Bradford Peverell, more attractive routes must be offered.
- 5.4. The reduction in signage is within the scope of DCC policy. The signs highlighted in this report are, in some cases, duplicated, some are superfluous to requirements while others beg the question, why were they erected in the first place?

## **6. RECOMMENDATIONS**

**6.1.** From the onset of the Parish Plan, the objective was to improve village life by exploring the perceived problems villagers submitted. From this information, each Parish Plan group would consider what steps could be taken to address them. The tone of the meeting with DCC with regard to the Traffic Group, (see Appendix A), was somewhat negative in our opinion.

**6.2.** This is not acceptable; West Dorset District Council (WDDC) sponsored the Parish Plan presumably to find out what villagers thought about their environment with the implicit aim of being able to addressing those problems.

The individual components of the Action Plan Summary (Reference 1.1) cannot be taken in isolation. All the suggestions made to improve our village life are interrelated. For example, the introduction of slip roads giving Poundbury traffic an alternative route to the A37 in itself will reduce traffic and, by doing so, will contribute to pedestrian safety.

**6.3.** We therefore recommend;

- Interim action for the PC - to contact those firms on the Poundbury Industrial Estates whose vehicles have been identified using the village as access to or from the A37 and request a change in their policy to direct their vehicles away from our village.
- A meeting to be convened with the appropriate department of DCC and/or WDDC to discuss our findings on traffic control and signage within the parish, specifically;
  - ◆ Changes in road surfaces at the two identified hazard areas in the village.
  - ◆ Discuss the possibilities of slip access from the by-pass to Poundbury.
  - ◆ Although advice from DCC was given regarding the signage assessment, it is thought advantageous to reiterate the findings with DCC.

## **7. REFERENCE 1.3 - APPENDIX A**

The following is the response from the Transport Development Liaison Dept. of DCC following a meeting on the 24<sup>th</sup> July 2013 with the Bradford Peverell Traffic Steering Group

Present

DCC –

Ian Madgwick IEng MCIHT – Engineer (Development Liaison)

Sue Magowan – Management Engineering.

Bradford Peverell Traffic Group -

Michael Eaton, Michael McGuinness & Dave Ackerman.

**Removal of sign clutter** - after the PC representatives spoke with Richard Stubbs he arranged for a member of his team to look at removing some of the signs in the village and on the A37. This work is currently underway and will be reported back to you.

**Change of speed limits (30 - 60 - 50).** Unfortunately there is nothing to be done. We do not have the resources to undertake this work (finances or staff time) and feel that in reality it wouldn't achieve a great deal. Unfortunately when the speed limit on the A37 was changed to 50mph, the adjoining side roads were not taken into account (again it was beyond the resource of the project) and so there are anomalies in some villages such as Bradford Peverell and Charminster.

**Change of priority at crossroads** - the Traffic Management team advised that, because there is very little traffic on the main route, changing the priority is not something they would consider, especially as it may actually cause problems. For example, the priority was changed at a crossroads in Acreman Street in Sherborne some 3 or 4 years ago and there are still problems today with drivers failing to give way and causing collisions.

**Slip Road Junction to A37 Over bridge** - this proposal might provide some relief to some junctions in Dorchester and at Monkeys Jump - however, it would be likely to introduce greater pressure on other more vulnerable junctions and possibly through residential areas between Poundbury Road and Bridport Road and, would we contend, be likely to have the propensity to increase traffic through Bradford Peverell. For those reasons and its cost it is not a scheme DCC would promote at this time. That is not to say that if major redevelopment of the existing Industrial Estates came forward it would not be considered as an option - so thank you for the suggestion.

**Virtual Footway Creation in the Village Centre** - I have looked at this carefully and can't see that it would be practical to install given such limited widths and forward visibility - so for the moment we would not take this further.

Methods of safety enhancements installed to help all highway users are constantly changing and evolving and new initiatives are regularly rolled out across the country and the County - DCC continues to respond to such opportunities and much of that comes from the discussions we have with local people - so thank you Gentlemen again and please do keep in touch with Sue and I if you require further comment or want to discuss other issues.