

# Hazelbury Bryan Neighbourhood Plan – Supporting Evidence

## Evidence and background to the Traffic and Parking sections of the Neighbourhood Plan

June 2018

### Traffic Survey:

A traffic survey has been conducted – see Appendix 1 for detailed results – on the 6 key roads/junctions of the village at 3 different times of the day. The results demonstrate that traffic is highest in the morning and evening, with the predominance of cars going out of the village in the morning and into the village in the evening. This backs the view that many people have found work away from the village. Another finding is that for most of the traffic the start or end of the journey is the village itself, rather than being just through traffic. It is also evident that traffic has significantly increased due to the rise of internet shopping and the resultant delivery by courier.

The survey, whilst undertaken on various dates and times, it will not reflect the seasonal variation that is experienced. For example, in the summer months there is a higher instance of holiday traffic and higher than usual agricultural traffic at harvest time

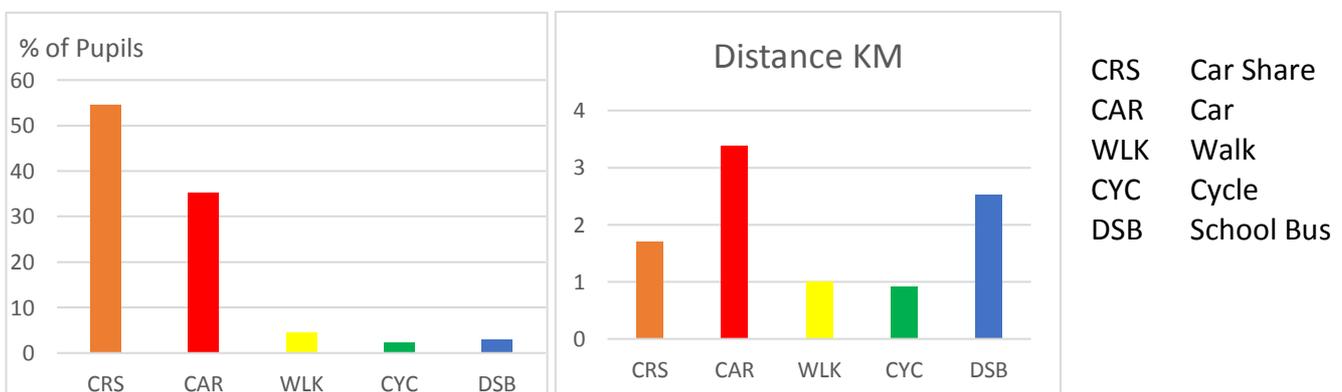
The roads within the village are narrow with some parts only wide enough for one vehicle. The infrastructure will not, in all probability, change over the lifetime of the neighbourhood plan. The size of agricultural vehicle has, over the past years, increased substantially to the point where some road edges are being eroded due to the width and weight of tractors, trailers and other machinery. In addition many articulated lorries enter the village (Judds/Hunts depot, milk tankers, deliveries to businesses etc) and these too hamper other vehicle movements and damage the verge sides.

There are no pavements in most of the village and the speed and size of vehicles gives rise to fear by pedestrians. We have not, as yet, had any fatalities, but unless additional footpaths to key amenities are introduced along with measures to ensure traffic does not flout the 30 mph restriction the risk to pedestrians will remain high.

### School Journey Data

The following link [http://sthc.co.uk/portals/dorset/Distance\\_School\\_Current.html?school\\_id=835\\_2022](http://sthc.co.uk/portals/dorset/Distance_School_Current.html?school_id=835_2022) provides some significant data on the mode of transport and distance travelled by pupils in 2016-17.

Two of the more interesting graphs are: the first shows the mode of transport used by pupils as a percentage of the whole school and the second the distance travelled.



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### Accident Evidence:

Data was examined from <http://www.crashmap.co.uk/Search> detailing a map record for the last 10 years of reported accidents. The results are shown in Appendix 2. This only includes reported incidents, and therefore does not show all accidents or near misses.

### Parking Evidence:

Parking for the inhabitants has also become more of an issue over the years. Many houses do not have any, or have insufficient, off road parking. Most house holders have two cars reflecting the national trend from say 20 years ago. The situation is exacerbated by the poor level of public transport available, necessitating people to have motor transport to get to nearby towns, work etc. In addition, the modern trend of children living with parents for longer than previously, means that some homes have to accommodate three, four or more cars. All this leads to more vehicles being parked in the road, reducing the usable width, obstructing visibility which is both dangerous to road users and pedestrians and makes it hazardous for emergency vehicles to navigate through the village.

There are also insufficient parking places serving the main amenities of the village. This is true of the shop, pub, village hall, church, school and Methodist chapel. The result is that for popular events, and drop off/pick up times for the school, cars are parked in the roadway, thereby making it all the more hazardous for traffic. In addition, pedestrians then walk from their parked cars along the road to the venue.

According to the 2011 Census there were 828 cars/vans in the Village serving 454 occupied residences - a ratio of 1.82 vehicles per household. This compares to a District average of 1.52. The 2011 figure also is a 13% increase compared to the 2001 Census (the 2001 Census was used as the basis for the car parking study), at which time there were only 588 cars/vans serving 363 occupied residences - a ratio of 1.62 vehicles per household

Also at that time (2001 and 2011) there existed, albeit limited, a public transport system in the form of a bus service to local centres. This service has now been withdrawn creating a growing need for households to have their own means of transport, both for commuting to work and servicing household requirements.

The various data tables are included in Appendix 3

The higher than average ratio, and increasing car ownership levels, undoubtedly brought about by the Village's rural location, when combined with the narrow roads that serve the Village, makes adequate off road parking not only desirable but essential for the safety of both drivers and pedestrians (there being no pavements). It is accepted that the provision of same does not ensure use, but lack of can only greatly magnify the existing problems.

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### Potential Solutions identified:

1. All new dwelling to be able to accommodate at least 2 cars off road directly accessible from the dwelling with adequate turning to allow forward entry onto the road. Separate multi dwelling garage blocks not to be permitted as this tends to encourage on road parking.
2. New dwellings to provide investment for Speed Indicator Devices to be purchased by the village. These to be placed along The Causeway, entry to the village from Sturminster Newton and on Marsh Lane at least. Additional sites to be considered.
3. The 30mph restriction to encompass Park Gate and the length of Marsh Lane.
4. No additional traffic calming to be introduced. Speed bumps increase noise, damage vehicles and cause difficulties for emergency traffic. Blocking off one side of the road to create a single lane passing place is extremely expensive and unnecessary.
5. For 'developments' of 10 or more dwellings, consideration to be given to introducing additional foot paths through the site to take pedestrians off the ever increasingly busy roads.
6. No street lighting to be introduced as part of new developments. Street lighting in such rural settings is unnecessary, expensive and gives rise to unwanted light pollution.
7. Restrict HGVs from a number of the roads – eg from the war memorial through to the school and onward to Thickthorn Lane. These roads to have a limit of say 7 tons maximum.
8. Any new amenities to be required to provide off road parking for expected usage and expanded usage given the additional dwellings proposed in the plan.
9. Improved signage for the various hamlets – eg Droop.
10. Additional signage on either side of Parkgate to warn of oncoming traffic in single width part of the road and to slow down.

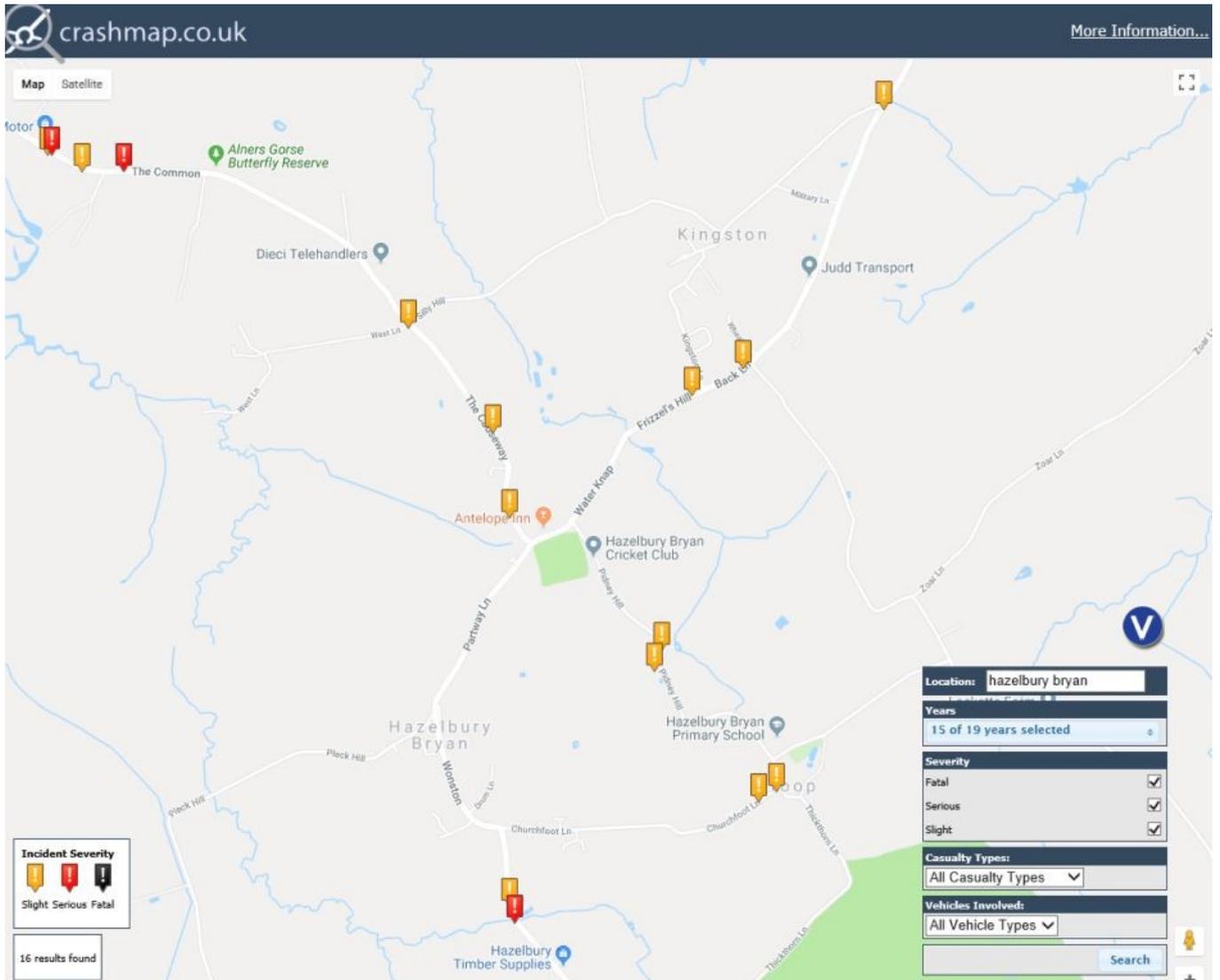
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## Appendix 1 – Traffic Survey Results

Place	Date	Time	Vehicle Type											Direction		TOTAL
			Private Bus	Articulated lorry	Fixed lorry	Van		Agricul Veh	Car	Motor bike	Cycle	In		Out		
						Delivery	Work					In	Out			
The Causeway	28-Mar	08.00 - 09.00	9	2	4	3	19	5	94	1	60	77	137			
	17-Mar	13.30 - 14.30	1	3	3	9	21	3	93		79	54	133			
	17-Mar	17.00 - 18.00				7	19	1	109	2	89	49	138			
War Memorial	20-Mar	08.00 - 09.00	1	1			7		63		30	42	72			
	22-Mar	13.30 - 14.30	1		1	2	24	1	71		47	53	100			
	22-Mar	17.00 - 18.00				1	24		111	4	77	72	149			
Around Primary School	17-Mar	08.00 - 09.00	1				7		82	2			93			
	21-Mar	13.30 - 14.30		1	1		3	2	8				15			
	28-Mar	17.00 - 18.00			1	2	5	1	11		14	6	20			
Park Gate	16-Mar	08.00 - 09.00	2		3	1	5		56		28	39	67			
	20-Mar	13.30 - 14.30					6		27		17	16	33			
	03-Apr	17.00 - 18.00	1	1	3	2	9	2	57	2	51	28	79			
Kingston Junc Stur Road	14-Mar	12.00 - 13.00	0	3	4	3	15	2	63	1	39	52	91			
	14-Mar	17.00 - 18.00	0	1	2	1	15	4	84	1	63	45	108			
	15-Mar	08.00 - 09.00	5	1	5	0	28	1	95		55	80	135			
Village Hall	24-Mar	08.00 - 09.00	4	1	2		15		80		59	43	102			
	20-Mar	13.30 - 14.20			4	8	18		83		45	68	113			
	20-Mar	17.00 - 18.00	2		1	1	18	1	105	1	63	71	134			

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## Appendix 2 – Crash Data Map



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### Appendix 3 – Census Data Tables

<b>Cars - 2011</b>	<b>Hazelbury Bryan</b>	<b>North Dorset</b>
All categories: Car or van availability	454	28,670
No cars or vans in household	19	3,447
1 car or van in household	163	12,062
2 cars or vans in household	188	9,608
3 cars or vans in household	64	2,517
4 or more cars or vans in household	20	1,036
sum of all cars or vans in the area	828	43,506

<b>Dwelling Type - 2011</b>	<b>Hazelbury Bryan</b>	<b>North Dorset</b>
All categories: Dwelling type	480	30,397
Household spaces with at least one usual resident	454	28,670
Household spaces with no usual residents	26	1,746

<b>Cars - 2001</b>	<b>Hazelbury Bryan</b>
All categories: Car or van availability	363
No cars or vans in household	29
1 car or van in household	142
2 cars or vans in household	142
3 cars or vans in household	42
4 or more cars or vans in household	8
sum of all cars or vans in the area	588

<b>Household space - 2001</b>	<b>Hazelbury Bryan</b>
All household spaces - with residents	363
All household spaces - with no residents - vacant	13
All household spaces - with no residents - second residence/holiday accommodation	8