

Traffic section of Neighbourhood plan.

The heart of the village is not obvious as the 7 hamlets making up Hazelbury Bryan are separated by green spaces and have key parts of the village located in them – eg, Church, school, pub, Methodist Chapel and village hall etc. However, it could be said that the Pub and Alec's Field are the centre of the village.

The various entry points to the village (6 roads – see map) all have 30 mph signs thereby providing some protection from speeding vehicles. Nevertheless, it is generally accepted that vehicles travel too fast on the straight roads of The Causeway and Pidney Hill irrespective of the restriction to 30 mph. Whilst this view is widely held, and is in all likelihood correct, we do not have any hard evidence to substantiate the general feeling as no traffic speed survey has been conducted.

A traffic survey has been conducted – see attachment- 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.

There are 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.

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.

Potential policies.

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.