Lytchett Matravers Parish Council

Summary Report – Dorset Council Highways WG

September 2024

Working Group Objective:
Review of all Highways related projects and establishing close liaison with Dorset Council Highways.

Working Group Participants:
Andrew Huggins (Chair), Ken Morgan, Alf Bush, Peter Webb, Beverly Barker, Rob Aspray

Background:
PC projects that require Dorset Council Highways interaction and agreement. To set up a more formal working arrangement with DC Highways to progress those projects.

Dependencies:
DC Highways approval and partial funding

Status/Next Steps:

1. School Crossing – **Arranging meeting for LMPC members to agree our preferred strategy to present to school and DCH.**
2. Huntick Road Cycleway –Rozalia Meadows to Jubilee Walk. Submit a formal request to DCH.
3. High Street Crossing – pending 20mph application feedback.
4. Tesco Island – Create formal notice to Tesco of intentions with DCH approval. **Checking land ownership and implications thereof.**
5. 20 MPH Zones – Apply for central village area to be set to 20 mph. **AH submitted application Aug 2024.**
6. **Huntick Road path – New Working group specifically for this project, has met and progressing initiatives. Step is to request lower speed limits on Huntick Road – Traffic surveys needed.**
7. **Meeting with DCH and District Cllrs and LMPC re school crossing to take place: date TBC.**

Financial Forecast: **(£000's, excluding VAT)**	**2024-25**	**2025-26**	**2026-27**
Expense to date	18		
Forecast	175[1]	80[2]	250[3]
Total	175	80	250

Notes:
1. School crossing – High St crossing 75, 20MPH – 30, Drop kerbs – 15, Huntick cycleway stage 2 – 35
2. Tesco forecourt - 80
3. Huntick cycleway stage 3 – 250 LMPC contribution to overall cost.

Proposed Stance on School Crossing:

History:

1. Over the years the PC has received more calls for action on Wareham Road than any other issue
2. The PC have worked with Dorset Council and campaigned for action since 2017, incl SUSTRANS.
3. In the past there have been periods when the Crossing Patrol person (Lollipop lady) is not available (illness/holiday) – on those occasions we have nothing to assist crossing. Indeed about 5 years ago the crossing patrol resigned and DC struggled to recruit, and even approached LMPC about ceasing the provision.
4. At any point in the future DC may remove the provision/funding.
5. The nature of school crossings is that there is a changing cohort of users as pupils leave school and new one join. The current cohort are keen on the crossing patrol as she is always there, that hasn't always been the case and could be the case again in the future.
6. The PC have committed to pay the wages for crossing patrol if a crossing is in place (this was not widely/timely communicated to the village as we didn't want to interfere with the consultation, but this lack of information to the community may have swayed the consultation response).

Counter arguments from Public:

1. Loss of parking (layby plus double yellows)
2. Loss of Crossing Patrol
3. Interruption to traffic flow
4. Wrong place – should be further south (between school entrances)

Mitigation:

1. LMPC will pay wages for crossing patrol to maintain the human service, but Zebra crossing will be there 24/7 for occasions when crossing patrol is not there – the current person won't do the job forever
2. Propose to DC that rather than double yellows, there are instead, Single yellow lines with timed restriction (there is already a short stretch of single yellow with time restrictions so we would just extend that)
3. Moving it further south between the entrances will still necessitate walking to the school gate (thus walking almost as far as to the propose crossing location anyway) OR creating a new gateway into the school car park between the entrances and losing one or 2 parking spaces in staff car park whilst encouraging children and parents to walm amongst moving cars – the current solution is pavement-based and fundamentally safer.
4. Moving it further south will benefit a few, but the majority come from "the Village" end and moving the crossing south will entice people to "just cross the road" where they have for years.
5. We could ask DC about moving the crossing patrol person to the school south entrance and having new zebra by north entrance, but possibly the position of the crossing patrol was specifically located away from road junctions, whereas the south entrance is near Deans Drove and might be perceived as a further danger.

Proposal:

The current proposal from DC is the closest we have ever got to getting a crossing. If we reject it I believe we will never get the offer again. If we go back with significant counter proposal (moving the crossing) it will need a whole new consultation and DC will lose patience/money with us. Whereas changing the double yellows to single is a minor change and in fact the parking restriction consultation hasn't yet taken place