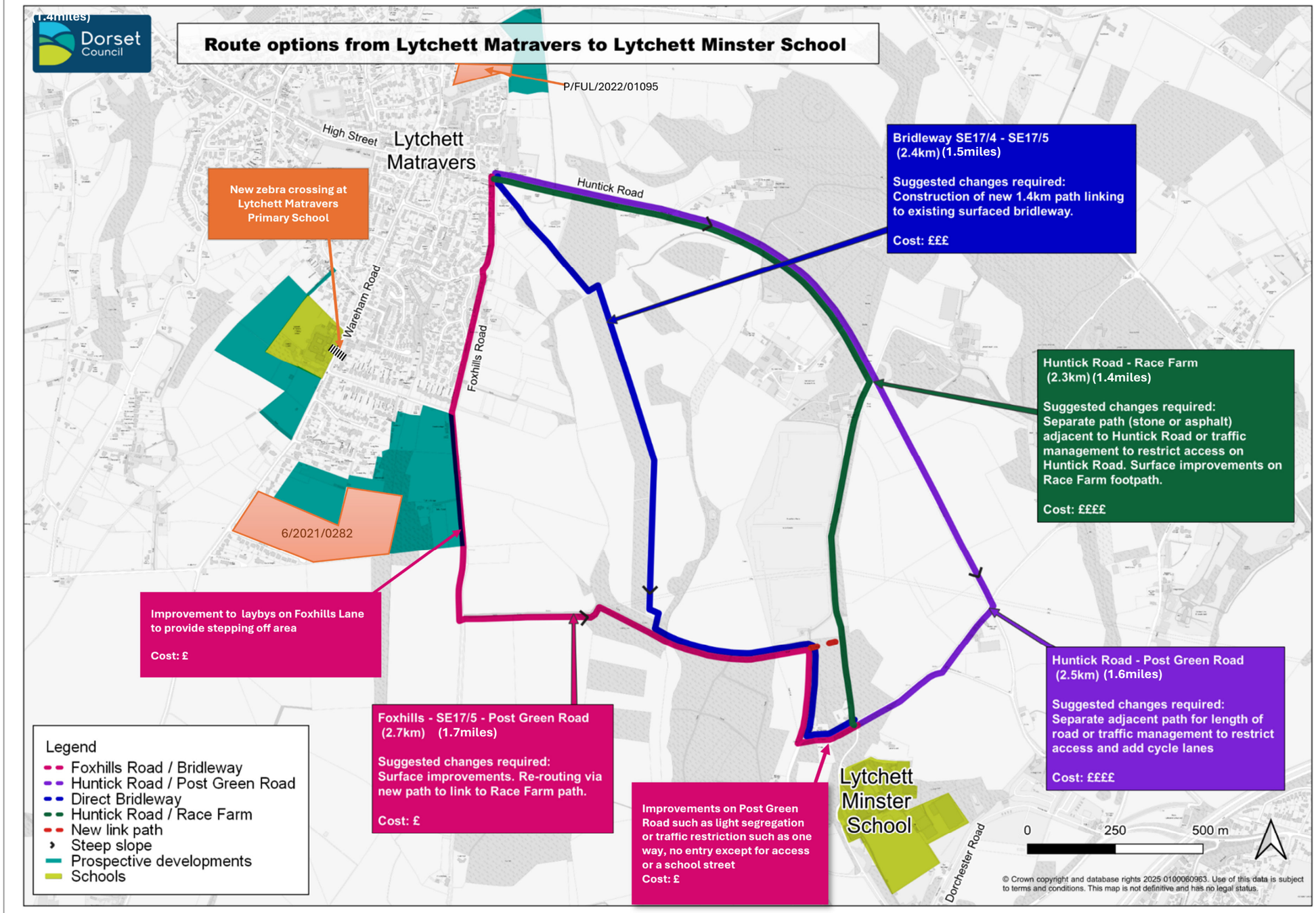
Active Travel Route Options Lytchett Matravers to Lytchett Minster School and beyond



	Scheme Name	Improvements required	Distance km/mi	Gradient	Considerations	Cost
1	Foxhills – SE17/5-Post Green Road	Surface Improvement required plus improvements to laybys on Foxhills Road itself to provide safer stepping off areas and a) rerouting to link to Race Farm path or b) improvements on Post Green Road such as light segregation, or access restrictions such as one-way, no entry except for access or school street (subject to route assessment by Road Safety Team)	2.7km/1.7mi	64m climb – max 13% (short section)	No obvious obstacles but off-road option considered safer and less disruptive to school traffic. On road route being progressed in parallel following discussion with landowner. Meets statutory duty and could be considered as a Phase 1, until funds are available for other options.	£
2	Bridleway SE17/4 – SE17/5	Construction of new 1.4km path required linking to existing surfaced bridleway	2.4km/1.5mi	64m climb – max 12% (short section)	Links the centre of the village to the school with minimum on road sections. Needs significant work to create an acceptable route however, so would require developer or other external funding.	£££
3	Huntick Road-Race Farm	Separate path (stone or asphalt) adjacent to Huntick Road or traffic management to restrict access to Huntick Road. Surface Improvement required on the Race Farm path.	2.3km/1.4mi	53m climb – max 6%	A path adjacent to Huntick Road from the village to the entrance to Race Farm path will be costly, and the alternative of traffic management measures would need local buy-in.	££££
4	Huntick Road – Post Green Road	Separate path for the length of Huntick Road and improvements on Post Green Road or major traffic calming to restrict access and introduce cycle lanes	2.5km/1.6mi	64m climb – max 8%	Cost is likely to be a challenge in current circumstances – again will require external funding for example from development. Access would need local buy-in.	££££
5	Route treatment on Huntick Road (Ken Morgan suggestion)	Speed limit reduction, removal of centre line, advisory cycle lanes on carriageway. Radical option – vehicle access restrictions on Huntick Road			Interesting option and although not cheap, more affordable than some other suggestions. Speed limit compliance likely to be low without significant traffic calming and not a suitable treatment for access to school but may be more suited to commuting (e-bikes). Could be considered through development in Lytchett but would need local buy-in.	££

Additional points raised by residents and councillors

Residents and members concern/comments	Dorset Council comment
The **lack of lighting** on all routes means that they are not suitable all year round and is discomforting for younger users.	• Low level lights are not considered appropriate along the bridleway through the forest because of the ecological impact. Because of Lytchett Matravers' rural setting, there is no street lighting on Foxhills Lane or Huntick Road. • Daylight is sufficient throughout most of the year, but could Dorset Council offer specific winter cycle training to LMS students ("Be Safe, Be Seen")? Good bike lights are essential, especially for pupils staying for after school clubs. • Advanced Bikeability training could give parents and pupils more confidence • Could the parish or school organise a walking or cycling bus to create confidence in numbers?
The Foxhills Road route is **too steep.** Huntick Road is less steep than some of the other alternatives. Why can't Dorset Council create a lower cost route, for example by putting a gravel path on the verge?	• We can only create highway assets of a standard and durability that could be adopted and maintained at public expense. • There is a difference in steepness between the routes, but all the routes are considered within acceptable limits. For pupils of 16 plus, e-bikes can overcome this barrier. • We acknowledge that for some pupils the gradient will act as a deterrent but we have to consider the value for money of different options, and the potential difference in usage weighed against the difference in cost.
There is too narrow a focus on the link to the school. Dorset Council needs to be thinking more holistically about **links into BCP for commuting and other purposes, especially if more development is planned in the village**	• The new Dorset Council Local Plan is due for adoption by the end of 2026. These issues will be explored during the production of the plan with the aim of making sustainable links to local services and facilities a specific requirement for all sites

Funding

LTP

This project is a good fit with Local Transport Plan objectives on road safety, sustainable transport and active travel to school and will therefore qualify for LTP funding. Any scheme must satisfy the value for money objective.

Developer Contributions

S106 – there is currently no unallocated s106 funding available in Purbeck. If a significant amount of new development takes place in Purbeck, it will be possible to secure a route through a site specific s106 agreement. The amount of funding and hence the route options will be proportionate to the scale of development.

CIL There is unfortunately unlikely to be significant CIL funding available for this project either now or in the future due to the high proportion of CIL allocated to heathland mitigation, Poole Harbour nutrient neutrality and habitats in Purbeck.

working draft