Lytchett Matravers Parish Council

Sustainable Travel Between Lytchett Matravers and Lytchett Minster School

Meeting at LM Youth Hall, March 20 2025 at 10.00.

Attendees:
Jack Wiltshire (Corporate Director) - Chair
Laura Russ (Transport Planning)
Rob Camp (Road Safety)
Adrian Glover (Passenger Transport)
Cllr Alex Brenton (DC)
Cllr Andrew Starr (DC)
Karen Cane (LM&U TC)
Kate Osborne (LM&U TC)
LM&U TC Councillor
Roger Ong (LMPC)
Ken Morgan (LMPC)
Ralph Watts (LM NP2WG)
Alf Bush (LMPC)

Summary of Discussion:

JW opened by saying the problem of not having a safe sustainable route from L Matravers to the school was acknowledged. Dorset has an extremely tight budget which would be a fundamental constraint. Nevertheless he was entering this discussion with an open mind and all ideas were on the table.

Separately, the NP2 group has looked at attaching funding for the Sustainable Travel Route as part of the DLP considerations. They have been advised that since there is no intrinsic link between any development and the travel route, this is unlikely.

With respect to the walking/wheeling routes between Lytchett Matravers and Lytchett Minster School (Manor), a total of 4 routes + 1 were presented.

1. Foxhills - Post Green Road (SE 17/5)
2. Bridleway (SE 17/4) – from Huntick/Foxhills junction
3. Huntick Road - Race Farm
4. Huntick Road - Post Green Road
5. Huntick Road – The Ken Morgan Green Route

Option 1
Foxhills Road is largely a single lane road with no pedestrian refuges .The Stafford Row wooded part of the route is also secluded so a perception of ‘stranger danger’**. However, it was agreed that Foxhills only serves an important traffic function at its north end; Deans Drove junction north. South of this junction there could be scope to curtail or even close the road to through traffic. This would deal with the traffic risk of this option.

Option 2
It was agreed that the Bridleway route no 2 (SE 17/4) was not a preferred route – too muddy and secluded – so all agreed to rule this option out. Also it would be an expensive route given the very basic nature of the path.

Both Options 3 and 4 would benefit from a reduction in the speed limit.

Option 3
This would entail high construction costs in making a separate track alongside the Huntick road section and additional high cost in upgrading the path from Race Farm to the school. The landowner has previously stated that the path could not be upgraded for 'wheeling'.

Option 4
This would entail similar high construction cost as Option 3 in making a separate track alongside both roads with an extension to Post Green Road.

Option 5
Ken's route was also discussed and, in particular, it was noted that there were some similarities to the Manor to Lytchett Minster section over the bridge; i.e. painted lines to mark out cycle lanes, etc. However because Huntick Road is narrower, it was envisaged that painted markings would be continuous (i.e. not to be crossed by motor vehicles) and would be on one side only. Effectively Huntick Road would revert to a single-track rural lane with demarcated passing places.

Route to BCP
The Lytchett Matravers representatives also stressed that we need a safe route onwards into the conurbation to encourage 'wheeled' commuting into the Poole conurbation. Electric bikes have effectively dealt with the discouragement of hills.

School Entrance Bottleneck
The school entrance in Post Green Road is a bottleneck today with cars and school buses having to queue to enter. This results in many pupils be marked 'late' even off school buses. This is a separate common problem affecting all route options.

Stranger Danger Considerations
- Rob Camp applies the government definition in deciding if a route to school is 'safe'. This definition assumes that a pupil will be accompanied by a responsible adult, right up to school leaving age. Hence the definition takes no account of danger from strangers on a secluded path. Is this realistic?
- Alex suggested that children could equally be at risk from strangers in cars offering a lift.

Next Steps
The meeting concluded with JW + LR promising to sift through the points and try to refine the options. What was also clear was the lack of meaningful data. Data regarding current usage via any route and any estimate of what projected usage should be obtained..