**Lytchett Matravers Parish Council**

**Notes of a Meeting with Dorset Council Highways on 5th September 2019**

Those present:

Andrew Bradley Dorset Council

Helen Jackson Dorset Council

Stephen Mepham Dorset Council

Ken Morgan Architect representing Lytchett Matravers Parish Council

Ralph Watts Lytchett Matravers Parish Council

# Introduction

Andrew Bradley started the meeting by commenting that in principle he considered that Dorset Council might fund the footpath in Eldon’s Drove, and the High Street crossing, subject to the projects going through the necessary assessment process.

He added that in recent years Dorset County Council had typically carried out projects across the county with a total value of about £1million, and in any one year this may be made up of about 30 projects. The Dorset Council expected a similar programme of work.

The Dorset Council apply an “Optimism Allowance” of 44% to their initial cost estimates. This is based on experience, and reflects the fact that as a project proceeds from conceptual design towards implementation, issues emerge (unknown unknowns such as the location of services, ground condition, etc) which lead to cost escalation.

The Dorset Council process for Highways projects is based on a 3 year cycle for projects of the size being considered here. At their inception, new projects start in year 1, with conceptual designs, pre-feasibility studies, etc. In year 2 projects go through more detailed design and assessment. If they satisfy current requirements, projects are then put forward for inclusion in the Local Transport Plan (LTP) prioritisation process, for implementation. Helen Jackson explained that the Local Transport Plan is funded by Central Government. The formula used for annual LTP allocations includes elements such as road safety, public transport, congestion, tackling pollution, and accessibility, and is calculated on a population basis.

# Tesco

Andrew Bradley said that it would be difficult to argue that the Dorset Council should contribute to this project because it is not well aligned with the areas they prioritise. He considers that it is largely to improve the amenity, rather than addressing road safety, etc.

Andrew agreed that the extension of the pavement area in front of the Tesco entrance, as shown on Ken Morgan’s latest design, was a good idea.

There was general agreement that Ken Morgan’s latest design should be the one taken forward. Based on the cost estimates developed in the Dorset Council pre-feasibility Study, it was likely that the initial cost estimate for this design would be in the range £30,000 to £35,000.

Andrew commented that as the project progressed towards implementation, the detailed design would evolve.

On arrival in Lytchett Matravers for the meeting, the Dorset Council officers had observed a Tesco lorry arriving, and driving over the pavement backwards and forwards before it came to rest in the unloading area.

The Dorset Council thought it likely that area used by the Tesco lorries would need to become a Designated Loading Bay.

It was agreed that the intention should be for Tesco to contribute to the costs of implementing the design. Ralph Watts reported that the current position of the Tesco Store Manager was that the company was not likely to contribute to any improvements.

The next steps were agreed as follows:

* Dorset Council to prepare a design drawing using Ken Morgan’s latest drawing, to provide a formal document that could be used for discussions with Tesco
* The Parish Council to organise a further meeting with Tesco, involving the Store Manager, The Regional Manager, Safety Manager, etc, as per the meeting held earlier in the year. Stephen Mepham to be invited to this meeting, which might be in early October.

# High Street Crossing

Andrew Bradley said that he did not expect that the traffic flows along the High Street, and traffic speeds, were sufficient to create road safety concerns to justify a raised table crossing, and that consideration of such a crossing would require compliance with the Road Hump Regulations which would involve more complex design assessments and consultations. He also felt that the development of a raised table design would almost certainly mean that the parking on either side of the crossing would be determined to be dangerous, leading to parking restrictions being required. However, in his view a simpler crossing, using a build out on one or both sides of the High Street would be sufficient.

Andrew noted that the location of the entrance to the Recreation Ground car park would be important because no crossings were allowed within 20 metres of a junction, and the car park entrance would be deemed to be a junction.

There was a discussion of the metal rail barrier at the end of the footpath leading to the Recreation Ground, and it was agreed that a better arrangement would be to remove the existing barrier and replace it with staggered barriers close to the end of the footpath, creating a “chicane” which would be sufficient to slow down anyone on skateboards, scooters, etc.

The next steps were agreed as follows:

* Dorset Council to prepare an amended design, with associated cost estimate.
* Helen Jackson to include in the Local Transport Plan prioritisation process. This part of the process normally takes place towards the end of the calendar year. Given the work already done on this project, Andrew Bradley indicated it was possible that it might go forward for construction in 2021/22.

# Recreation Ground Pathway

Andrew Bradley recognised that this pathway was on Parish Council land, and was the project was therefore in the control of the Parish Council. He commented that the topography at the Eldons Drove end of the path would need to be considered to ensure the gradient of the pathway was within allowable limits, and added that the exit onto Eldons Drove should incorporate a “Jug Handle” to ensure that anyone on skateboards, scooters, etc was forced to slow down. Ken Morgan replied that his design achieved an acceptable gradient, and that he would incorporate a Jug Handle as suggested.

The Dorset Council asked the Parish Council to consider including the Council’s construction unit in any tender exercise. The relevant point of contact would be Adam Frost, who is the Estimator.

It was noted that a section of the Pathway was shown as being adopted (Andrew Bradley presented a map of the Village Centre showing all adopted highways and footpaths).

The next steps were agreed as follows:

* Parish Council to progress.

# Eldons Drove Footpath

Andrew Bradley and Helen Jackson noted that the Parish Council have indicated a preference for Option 1, out of the 3 options developed by the Dorset Council and included in the Pre-Feasibility Study. The minor modification to this option, to extend the pathway across the layby in front of the two new houses on Eldons Drove, could most readily be achieved through use of white lining. The alternative, of creating a pavement on a different level to the road, would create various problems including the change of level at the end of the driveways to the two new houses, the impact on drainage, etc. The Council would not intend to install a kerb along the length of the new footpath, but would leave a narrow grass verge between the footpath and the road, retaining the “country lane” character of Eldons Drove.

The concept would need to be taken forward at the local level by the Parish Council, including an engagement with residents.

Andrew and Helen saw this project as a potential easy win (Post Meeting Note – this project will need the cooperation of all landowners). However, it was not likely to get into this year’s construction programme, but could be in 2021/22, or even 2020/21.

The next steps were agreed as follows:

* The Dorset Council to:
  + include white lining across the layby outside the two new houses in the design
  + include in the Local Transport Plan prioritisation process

# School Crossing – Sustrans Report

Andrew Bradley commented that he thought the design put forward in the Sustrans report was overly complicated. In particular, the proposed use of bollards along the side of Wareham Road was excessive, the Council was not keen on using coloured paint patterns in the road, and the proposed kerbing to constrict the openings of the side roads would not achieve anything when assessed against the Dorset Councils current priorities.

Helen Jackson reported that Wayne Sayers preference would be for a phased approach, starting with the crossing at the north end of the school. In response, Ralph Watts noted that the Purbeck Local Plan included a site for 95 new homes to the south of the school, so there was some merit in the crossing at the south end of the school. He also saw merit in the proposal to widen the pavement outside the school.

On balance there was no current consensus on how to take the project forward in relation to the various elements of the Sustrans design. However, the Dorset Council officers accepted that something needed to be done. It was therefore agreed that the Parish Council should review/discuss the Sustrans recommendations, and prepare a proposal for the Dorset Council on which elements should be considered as priorities for implementation, perhaps using a phased approach.

The next steps were agreed as follows:

* The Parish Council to review/discuss the Sustrans report and develop a proposal on which elements should be considered as priorities for implementation, perhaps using a phased approach.

# Huntick Road Cyclepath

Ralph Watts reported on developments on the Cyclepath, including the Parish Councils approach of taking the project forward as a number of stages. Discussions with Wyatt Homes on delivery of the first stage within the terms of the Highways agreement associated with the Huntick Road site were positive, and discussions were also underway with the Dorset Council on including the second stage as a requirement for Developers Contributions associated with the proposed 150 new homes in Lytchett Matravers outlined in the Purbeck Local Plan. He also talked through the possibility of changing the route to continue all the way down Huntick Road to avoid the new to cross the Lees estate.

The Ham Lane Cyclepath was referred to as a recent example of a project that had been constructed, and for which the need was considered less pressing than the Huntick Road Cyclepath. The Dorset Council officers noted that the Ham Lane project had been funded largely through Developers Contributions, with the addition of funding from a Growth fund linked to the expected benefits for cycling and walking routes to local employers.

Ralph Watts asked whether the £100,000 budget for footpaths and cyclepaths around Lytchett Matravers which Richard Dodson had advised him about could be used for the Huntick Road Cyclepath. Helen Jackson agreed to explore this with Richard Dodson and Wayne Sayers. (Post Meeting Note – Helen Jackson has spoken to Richard Dodson and Wayne Sayers and can confirm that there is £100k set aside for the Lytchett Matravers to Lytchett Minster SRTS cycle link

Helen concluded that the Huntick Road Cyclepath was still on the list of projects to be considered by the Dorset Council. She noted that Chris Peck had recently been appointed as the first Walking and Cycling Officer in the Dorset Council Transport Policy team, and would be a useful point of contact. Ralph Watts added that the Parish Council were keen to identify actions that could be taken to improve the chances of getting the project through the assessment process and towards implementation, since the need for a safe route to school for children from Lytchett Matravers has been a clearly identified need for some years, and would get more pressing as the village continued to grow.

The next steps were agreed as follows:

* The Parish Council to continue to pursue delivery of the first stages of the Cyclepath through current and proposed developments in the village, and to keep the Dorset Council informed of progress
* Helen Jackson to explore the use of the £100,000 budget referred to by Richard Dodson. (Complete - See Post Meeting Note above)

# Next Meeting

It was agreed that a follow up meeting should take place in early November. Helen Jackson said that she would review the availability of the Dorset Council officers involved and propose some suitable dates. It was suggested that the next meeting might be held in the Dorset Council offices in Dorchester.