

Milborne St Andrew

Concept Masterplan

Following a review of the existing situation, the concerns and aspirations of the Milborne St Andrew Neighbourhood Plan Group and the opportunities and constraints presented by the function of the A354 and potential development sites within Milborne St Andrew, AECOM propose the following concept masterplan, which addresses the potential for traffic management public realm improvement measures to be delivered on the A354 in association with development through the provisions of the Neighbourhood Plan.

Countdown and Gateway treatment.

Yellow backed upgrade to existing junction warning sign to increase visibility.

Speed of vehicles approaching the village from the west on Dorchester Hill .

Narrowness of carriageway and footway outside the Royal Oak Public House.

Provision of a carriageway 'SLOW' marking adjacent to existing 30mph repeater and Vehicle Activated Sign.

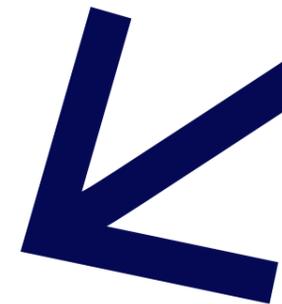
Vegetation maintenance required.

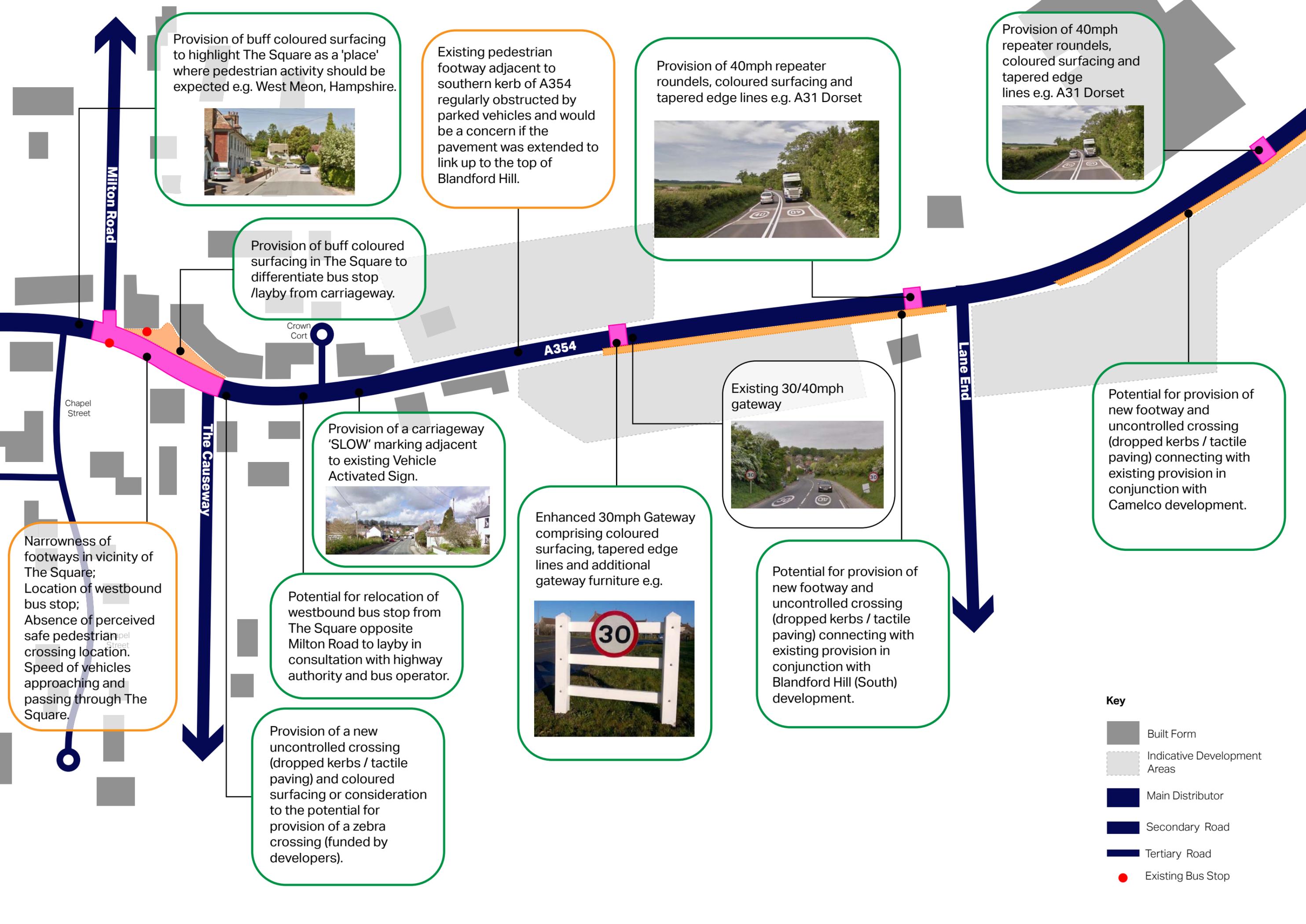
Potential provision of tapered edge lines through surfaced area and/or appropriate warning signs e.g. 'road narrows' and 'oncoming vehicles in middle of road' on approaches.

Enhanced 30mph Gateway comprising coloured surfacing and additional gateway furniture e.g.

Provision of buff coloured surfacing and removal of carriageway centre line to frontage of Royal Oak PH e.g. South Perrott, Dorset.

- Key for text boxes
-  Existing
 -  Issues and Problems
 -  Proposals and Recommendations





Provision of buff coloured surfacing to highlight The Square as a 'place' where pedestrian activity should be expected e.g. West Meon, Hampshire.



Existing pedestrian footway adjacent to southern kerb of A354 regularly obstructed by parked vehicles and would be a concern if the pavement was extended to link up to the top of Blandford Hill.

Provision of 40mph repeater roundels, coloured surfacing and tapered edge lines e.g. A31 Dorset



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Provision of buff coloured surfacing in The Square to differentiate bus stop /layby from carriageway.

Existing 30/40mph gateway



Potential for provision of new footway and uncontrolled crossing (dropped kerbs / tactile paving) connecting with existing provision in conjunction with Camelco development.

Narrowness of footways in vicinity of The Square; Location of westbound bus stop; Absence of perceived safe pedestrian crossing location. Speed of vehicles approaching and passing through The Square.

Provision of a carriageway 'SLOW' marking adjacent to existing Vehicle Activated Sign.



Enhanced 30mph Gateway comprising coloured surfacing, tapered edge lines and additional gateway furniture e.g.



Potential for provision of new footway and uncontrolled crossing (dropped kerbs / tactile paving) connecting with existing provision in conjunction with Blandford Hill (South) development.

Potential for relocation of westbound bus stop from The Square opposite Milton Road to layby in consultation with highway authority and bus operator.

Provision of a new uncontrolled crossing (dropped kerbs / tactile paving) and coloured surfacing or consideration to the potential for provision of a zebra crossing (funded by developers).

- Key**
- Built Form
 - Indicative Development Areas
 - Main Distributor
 - Secondary Road
 - Tertiary Road
 - Existing Bus Stop

Countdown and Gateway treatment.



The Rings

A354

Enhanced 30mph Gateway comprising coloured surfacing, tapered edge lines and additional gateway furniture e.g.



Provision of a carriageway 'SLOW' marking adjacent to existing 40mph repeater Sign.

Recommendations

AECOM have presented a concept masterplan which reflects the local aspirations identified through the Milborne St Andrew Neighbourhood Plan Group household questionnaire to "make the main road (A354) safer and more easy for pedestrians to walk along and cross" and to investigate "better ways to slow down vehicles as they come into the village from either direction on the A354".

The concept masterplan seeks to enhance the psychological traffic calming effect of existing traffic management measures on the A354 by raising driver awareness and influencing driver responses and speed on the approach to the village and through the village centre without impeding the strategic function of the route between Dorchester and Blandford Forum.

AECOM propose that the concept masterplan is adopted within the emerging Neighbourhood Plan as a suite of preferred traffic management measures that can be pursued by the Milborne St Andrew Parish Council in conjunction with the Highway Authority (Dorset County Council) through support for developments where highway infrastructure improvements are facilitated.

AECOM have not consulted with the Highway Authority at this stage regarding the acceptability in principle of the proposed traffic management measures set out within the concept masterplan. AECOM recommend that Dorset County Council are consulted at the earliest opportunity to confirm that the highway authority has no objection in principle to the measures proposed.

AECOM recommend that Milborne St Andrew Parish Council adopt the proposed concept masterplan within the emerging Neighbourhood Plan in conjunction with the emerging Neighbourhood Plan policies with regard to the promotion of a walkable village and minimising potential traffic problems.

AECOM recommend that the emerging Neighbourhood Plan seeks to positively promote the measures presented within the concept masterplan through its developing policies and proffers support for development sites that actively contribute to delivering highway infrastructure improvements within the village.