

Recommendation from the Regulatory Committee – 16 March 2017

Dorchester Transport and Environment Plan (DTEP) - Proposed Turning Movement Bans at South Gate Junction, Dorchester

- 14 The Committee considered a report by the Service Director - Highways and Emergency Planning which proposed prohibiting certain turning movements at South Gate Junction, Dorchester as part of the traffic management improvements scheme being progressed from the Dorchester Transport and Environment Plan (DTEP). Whilst this was originally an overarching principle to successfully manage traffic improvements throughout Dorchester, this had since been scaled down to now meet specific needs on a piece meal basis, which could still deliver improvements in their own right and integrate with each other.

Consequently, in September 2014, Cabinet resolved that elements of DTEP should still be progressed which included the replacement and improvement of the existing pedestrian crossing signal equipment around South Gate Junction, linking of the individual crossings to reduce traffic delays. It also included relocating the pedestrian crossing on South Walks Road to provide a more direct link between Brewery Square and South Street. In order to relocate the pedestrian crossing on South Walks Road it was necessary to prohibit right-turns out of Prince of Wales Road and left-turns into it.

With the aid of a visual presentation officers described the detail of the proposal, what it was designed to achieve and set out the practicalities of delivering this, including providing an understanding of those traffic flows and manoeuvres being undertaken. From the recorded traffic flows it could be determined which manoeuvres were undertaken most frequently, and those which were less well used. Photographs and plans illustrated the scheme's setting within the character of the townscape and the local road network, the junction's and the roads' configuration and the junction's relationship with the amenities in the area, including the relationship between Brewery Square and the town centre. Officers were satisfied that an acceptable, alternative diversionary route – via Culliford Road - was available to motorists wishing to gain access.

Advertisement of the proposals had resulted in an objection and two representations being received and the Committee was now being asked to give these due consideration and whether the proposed package of measures should be recommended for implementation as advertised. It was confirmed that both County Councillors for Dorchester, Trevor Jones and Richard Biggs supported the proposals, as did West Dorset District Council, Dorchester Town Council and Dorset Police.

Officers confirmed that the proposed measures were necessary in order to realise the scheme's objective of improving access for pedestrians, cyclists, the elderly and the disabled. The scheme would achieve this by providing controlled pedestrian crossing facilities for improved access as consequently recommendation was that the Cabinet be asked to approve implementation of the Order, as advertised.

The Committee heard from Andy Canning, County Councillor for Linden Lea, in his capacity as the Chairman of the DTEP Project Working Group, who wholly supported the proposals being made to improve accessibility around the junction and between Brewery Square and the town.

The Committee understood the need for, and the reasoning behind, the proposals, what benefits they would bring to vulnerable road users at the junction and the improved access between the town centre and the Brewery Square complex and on being put to the vote agreed to recommend this to Cabinet for approval.

Recommended

That having considered the objection and representations received, the Cabinet be recommended to approve the proposed prohibition of turning movements as advertised.

Reason for Recommendation

The proposals will allow relocation of the controlled pedestrian crossing on South Walks Road considerably nearer to the desired route for most pedestrians and contribute towards the overall DTEP scheme objections of increasing pedestrian priority and freedom, and improving access for the elderly and disabled.