

Report to Parish Council on traffic issues in Burton Bradstock

Last updated 26th November 2020

I met with Dawn Heath and Joe Allen on 28th July 2020 to further discuss the issues below. This meeting was delayed from March due to the Pandemic. We previously looked at these with Blair Turner last year. Following these meetings, multiple email conversations have clarified what Highways are prepared to consider

Village entrances - 'gateways'.

We can have these, at a cost (see below), at the Coast Road and Barr Lane entrances to give the perception of narrowing and hazard, thus reducing speeds. The actual road width will not be narrowed, nor will Highways support a different road surface at these points. We will also get 3-2-1 countdown lines on the road.

Beach road chicanes – people driving on the pavements.

This was referred to Project Engineer Andrew Bradley – he says in theory they could paint stop lines and change priority, but he feels it would be a poor use of funds and may increase speeds.

Recommendation - No action

New crossing by the toilets

This was not something the village had asked for, and had been raised by Blair Turner. The consensus is that it cannot be done without the loss of most or all the car parking.

Recommendation - No action

Speeding down Cliff Road –

DC will contact landowner to cut back vegetation

Priority in the Village Road Narrowing (Bridge House to Playground)

Residents had proposed that they alter the priority here so that traffic queues predominantly to the south and east, not to the north, where residents have complained about the traffic fumes. Highways say this would require support through the Local Transport Plan and carry a considerable cost. This means, if we pursue it, a lot of work for us with no guarantee any change would ever happen.

Recommendation – Monitor situation

The Pinchpoint near the Anchor

Some residents want a priority system here, though views are mixed.

Highways says that there is no way that this can be done without loss of most of the parking from outside the Reading Room to Darby Lane and may still make things worse.

Recommendation - no action.

Parking at junction outside the 3 Horseshoes reducing visibility

Highways can paint white lines for 20m north from the Mill Lane junction if we wish. This will mean loss of parking and so may be unpopular. The white lines may also be ignored.

Recommendation – monitor situation

Cobbled Pavement between Anchor and Charles Road

Dawn will speak to AONB team about this.

Car parking on Barr Lane

Highways feel that the problems with visibility for residents joining the highway here is worsened by parking on the pavement, and they advise us to encourage residents to park on the road. I asked for a 'build out' to protect the first car near the bend but was told we can't have one there because we do not have street lighting.

Recommendation – feed back to residents for further views.

Speeding traffic

Highways team stated (again) that changes to speed limits are expensive and there is a very long wait, even for areas where changes are supported.

We discussed the dangers to cyclists, pedestrians and even drivers at the freshwater entrance through to the village but they feel that the data is not there to support changes. I have advised that we know of many crashes from Freshwater to Barr Lane:

We now have police data for collisions causing injury within the village itself but not yet for the section above

I am seeking such information.

Action – we can start a log of known collisions, with photo evidence as the police data is incomplete.

I will ask for better signage of the sharp right hand bend.

A SID is not supported by Highways as we have only one site that meets criteria and the SID needs to be moved every 8 weeks. They point out that their data indicate speeding is not as common or excessive as we have suggested. This is at variance with the Speedwatch data so may reflect sampling error or position.

Recommendation: that we press on with other measures like the gateways and then ask for it to be repeated, with careful consideration to position of measuring equipment.

Cycle route to Bridport

Highways state that the section of the road between Barr Lane and Freshwater is too narrow for a cyclepath using the highway.

The cyclerooute subgroup will approach the landowner to the north of this section, having received an emphatic refusal from Freshwater.

Details and cost of gateways:

We can have a gate with the existing speed limit sign on it, either the existing painted white or a new one but cannot be any wider due to verge width. Can only have a white Glasdon post opposite.



Photo 1 – repainted existing structure with new sign

Sample idea.



Front of 1500mm gate
reduced in width to 1300.

Sign size = 600mm

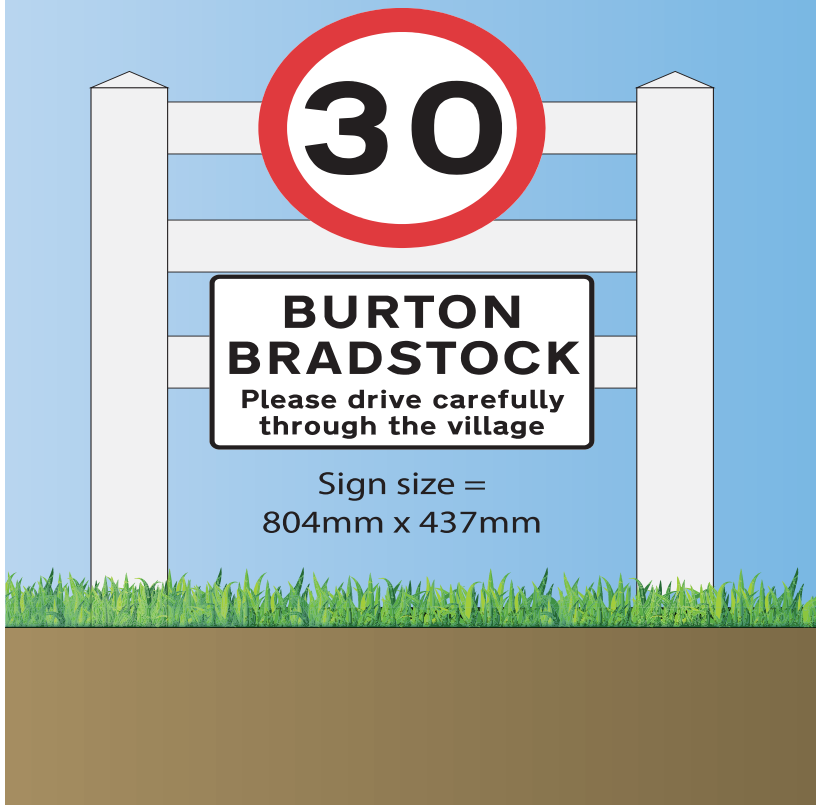


Photo 2 – New Gateway and sign

Paul Eastwood will arrange for 321 lines on the road.

Costs are approximate as, despite multiple requests to Highways, no costs have been provided. Repaint and provide new sign as in photo 1 presumably cheaper.

Highways say roughly £1400 per gateway to install new with new village signs traffic management etc.

Recommendations:

PC agrees to commit up to £3000 to fund gateways and 3-2-1 bars at both ends of village.

PC reports back to Parish on above measures,

PC monitors traffic issues and awaits further views of residents (if any).

PC seeks volunteers to compile ongoing record of collisions and incidents on main road throughout Parish.

Steve Meek

26th November 2020