

7. Major Highway Schemes and Local Plan Road Improvement Programme

Introduction

- 7.1. This chapter sets out *proposals* for development of the highway infrastructure of East Dorset, while the previous Chapter set out general *policies*. It meets the requirements of Planning Policy Guidance by providing an indication of the time scales and priorities for proposed transport infrastructure, especially major road schemes. The programme of road schemes is limited to those on which the Highway Authorities intend to commence work within the District Plan period up to 2011. Schemes which are required as prerequisites to future development are also included: the phasing of these schemes is dependent upon developer time scales and the level of developer funding attracted.
- 7.2. Also contained in this chapter are proposals for major road schemes, which because of their very nature cover large corridors of land and cannot be contained within the boundary of any one local area. In such cases the local area chapters contain a cross reference to this chapter.
- 7.3. Where it is intended to safeguard land from development this will appear as a 'safeguarded line or corridor' on the proposals map. For the sake of clarity this chapter also lists major road schemes which have previously been safeguarded and are now to be abandoned.

The Strategic Road Network

Trunk Road Programme

- 7.4. The Department of Transport is responsible for trunk road proposals, which are directly financed by the Government. The primary function of the trunk road network is to facilitate the movement of long distance traffic. Major trunk road schemes are referred to in the Regional Guidance for the South West (RPG 10), which considers the improvements between the port of Poole and Ringwood of particular importance to the Region. The government has recently reviewed the national road programme.
- 7.5. The following trunk road schemes, proposed for the period up to 2011, are being progressed by the Department of Transport under highways legislation. If required, a separate public inquiry will be held into objections to these, following a period of consultation by the Department of Transport:
- i) A31 to Poole Link Road;
 - ii) A31 Lion Gate to Roundhouse Improvement;
 - iii) A31 Stag Gate Improvement;
 - iv) A31 Winterborne Zelston Improvement.
- 7.6. Although these schemes are shown on the Proposals Map, as advised by PPG 12, their design and in some cases their alignment have not been the subject of consultation with the local highway or planning authorities, who are not committed to support the proposals by the fact of their inclusion in this Plan. Any EIA should involve

Chapter 7: Highway Schemes and Roads

a full scoping and consultation process in advance of an Environmental Impact Assessment being submitted and will need to take full account of the ecological significance of the area; including SSSIs, other areas of heathland, ponds and watercourses and other habitats of rare species. Where possible losses of these areas should be minimised. Mitigation measures should be taken when such losses occur.

A31 to Poole Link Road

- 7.7. The A31 to Poole Link Road was originally conceived as the Ringwood Road (North) and Ferndown Relief Road, which was included in Dorset County Council's Road Improvement Programme Between 1984 and 1989. Its purpose was to relieve the existing A348 primary route between the A31 near Ferndown and the A3049 near Manning's Heath in Poole.
- 7.8. Following a Public Inquiry in 1987, the Secretary of State for the Environment rejected the application because the proposed route interfered with nature conservation interests. However, the clear need to improve the route between the centre of Poole and the A31 was accepted, to alleviate conditions on existing inadequate roads.
- 7.9. In 1989 a government white paper "Roads for Prosperity" proposed the trunking and improvement of a route between Poole Harbour and the A31 and the 1990 report "Trunk Roads England - into the 1990's" identified two Department of Transport improvement schemes on the route to be trunked:
- (i) A31 to Poole Link Road (formerly the A31 to Manning's Heath Relief Road) scheme;
 - (ii) Poole Harbour Crossing Scheme (formerly the Poole Harbour Bridge Replacement) scheme.
- 7.10. Dorset County Council subsequently deleted the Ringwood Road (North) and Ferndown Relief Road from their county road programme because of its similarity to the Department's A31 to Poole Link Road scheme. The investigation of routes for the new scheme has involved a review of previously considered routes and the appraisal of possible new routes.
- 7.11. Three alternative routes for the A31 to Poole Link Road were proposed by the Department of Transport during a period of public consultation during April 1993. All three options connected to the A31 at or to the west of Ameysford, west of West Moors.
- 7.12. The public consultation demonstrated that there was considerable support for a new road. The responses from the general public indicated a clear preference for the 'red route'. The majority of the non-local organisations, particularly those associated with the countryside and nature conservation, preferred the 'orange route'. However, this was also the route which received the most opposition and the one which would have caused the most disruption to people, schools, communities and local traffic movements both during and after construction.
- 7.13. After considering the views of all those who responded, the Secretary of State for Transport designated the 'red route', modified at Canford Heath, as the preferred route for the A31 to Poole Link Road, to be protected from development. The 'red route' consists of the dualling of the Ferndown Bypass west of the Ameysford roundabout, with a new junction at Canford Bottom, and a new road from Canford Bottom running initially east and south then turning west of Hampreston village before crossing the River Stour.
- 7.14. The Secretary of State announced the withdrawal of this road from the national trunk road programme after the base date of the Structure Plan. While the road remains in the Structure Plan pending review, and is therefore also shown in this Plan, the local highway authorities are reconsidering options to address the problems of movement

Chapter 7: Highway Schemes and Roads

between the A31 and Poole. Any alternative proposals will be reflected in a future review of the Structure Plan and of this Local Plan.

Major Scheme Proposals

- 7.15. Unlike many other counties where motorways and large-scale trunk and county road improvements have drawn traffic away from the existing network, the primary route network in Dorset has remained, and is likely to remain, largely unaltered for many years despite the population growth.
- 7.16. The Primary Route Network carries the highest flows of goods vehicles and long distance traffic and there are a number of locations where conditions are particularly severe. North-south links with the regional and national road network are particularly poor. Traffic generated by the port and industrial areas of Poole is constrained by the lack of suitable roads giving access to the trunk road and motorway systems.
- 7.17. In its assessment of key transport schemes the Structure Plan considers national and regional priorities, environmental assessment, the need to serve major development and the need to improve inter-urban access.
- 7.18. The Highway Authority has identified through the Structure Plan a number of major road schemes to be implemented in the period up to 2011. These are shown on the Proposals Map and are listed below. Proposals for medium and minor highway schemes are advanced through this Local Plan and may be found in the Local Area chapters.
- 7.19. The Structure Plan proposed the following major road improvement schemes to be constructed in the period up to 2011 They are listed here in the following approximate order of priority:
- i) the A350 Spetisbury, Charlton Marshall, and Sturminster Marshall Bypass as a Primary Route;
 - ii) the Verwood Distributor Road as a County Distributor Route;
 - iii) the West Moors Bypass and B3072 improvements as a County Distributor Route.

The principle and need for these schemes has been established in the Structure Plan. It is for the Local Plan to determine the detailed alignment.

A350 Charlton Marshall, Spetisbury and Sturminster Marshall Bypass

- 7.20. The A350 Primary Route forms the main link between Poole and the M4/M5 motorway. For much of its length it is below standard and it is not practical to improve the existing A350 because of the damage this would cause to the many villages through which it passes. It is therefore proposed to bypass these areas with a new road which will join the A354 Blandford Bypass adjacent to the present A350/A354 roundabout and the A31 Trunk Road between Stag Gate and Lion Lodge. This section of the A31 is subject to the improvement proposal in the Department of Transport Trunk Road Programme. Once in place the new route will be designated as a Primary Road and the existing A350 will be downgraded to a District Distributor Road.
- 7.21. The A350 Charlton Marshall, Spetisbury and Sturminster Marshall Bypass is currently listed third priority in the County Council's Major Schemes Capital Programme. The County Council carried out extensive public consultations during May 1992 on two possible bypass routes.
- 7.22. It is proposed to submit a planning application for the 'green route.' This route received the greatest support during the public consultation and has since been approved by

Chapter 7: Highway Schemes and Roads

the County Council as the preferred bypass route. Minor modifications to the alignment of this route, proposed during the public consultation, will be incorporated into the final scheme where possible.

- 7.23. Any EIA will need to take full account of the ecological significance of the area, particularly its ponds and watercourses. Where possible, impact upon these features should be minimised. Mitigation measures should be taken when such losses occur.
- 7.24. The chosen route has the advantage of providing a bypass for Sturminster Marshall in addition to Spetisbury and Charlton Marshall. As it lies some distance from existing villages the environmental impact for local residents is minimised. This is increased by constructing the road in cutting wherever practicable and the alignment has been chosen to blend into the countryside. The effect of severance on farms will be mitigated by accommodation bridges.
- 7.25. In order to provide for the safe movement of pedestrians and cyclists between the three villages and Blandford St. Mary, it is proposed to construct a footpath/cycleway along the disused Somerset and Dorset Railway line and the existing A350.

7.26. Policy RODEV1

It is proposed to bypass the villages of Charlton Marshall, Spetisbury and Sturminster Marshall with a new road which will join the A354 Blandford Bypass adjacent to the present A350/A354 roundabout and the A31 Trunk Road between Stag Gate and Lion Lodge. Once in place this route will be designated as a Primary Road and the existing A350 will be downgraded to a District Distributor Road. A cycleway/footpath will also be provided along the disused railway line and existing A350 to form a connection between Blandford St. Mary and the bypassed villages.

West Moors Bypass and B3072 Improvements

- 7.27. The B3072 Station Road through the centre of West Moors is an important County Distributor Road of generally poor horizontal alignment with frontage residential and shopping development and multiple accesses. Currently traffic flows of around 13,800 vehicles per day are accommodated of which 3% are heavy goods vehicles. As a result the road has a poor accident record and is congested at peak times. For those living, working or shopping in the vicinity of the road noise, pollution, vibration, danger and delays make conditions unpleasant.
- 7.28. In the absence of relief to Station Road, traffic flows are expected to increase significantly during the life of this Plan, due in part to natural traffic growth but also due to the traffic that will be generated by the increase in housing and industry proposed in Verwood to the north. Even assuming low rates of traffic growth, traffic on the B3072 Station Road could increase to 17,400 vehicles per day by the end of the Local Plan period (2011). As a result, congestion, dangers and delays will continue to worsen.
- 7.29. In order to counter these problems the Structure Plan proposes a bypass for West Moors funded in part by the extra development in Verwood. This Local Plan supports the need for the bypass and most importantly identifies the preferred alignment for the scheme.
- 7.30. The Highway Authority carried out a preliminary assessment of the main alternatives for the Bypass. Routes to the west and east of West Moors were considered. Of the many potential options that were investigated most were discarded either because they did not effectively remove through traffic from West Moors, because of their serious effects on the natural or built environment or because of their high cost.
- 7.31. Alignments to the east of West Moors were dismissed at an early stage because they were unattractive to through traffic and thus failed to meet the primary aim of providing

Chapter 7: Highway Schemes and Roads

effective traffic relief to the settlement. The most effective eastern alternative was estimated only to capture approximately 35% of through traffic, reducing traffic flows along Station Road by just 17%. Thus with an eastern option, traffic flows on Station Road at the end of the Plan period would be slightly higher than today's levels. By contrast, alternatives to the west of West Moors were predicted to be much more effective, capturing all through traffic if small scale traffic calming were incorporated in the village centre. Thus traffic flows along Station Road with a western bypass are predicted to reduce by 46% to 9,500 vehicles per day in the year 2011.

- 7.32. To the west of West Moors the alignment of the bypass is severely constrained by the Holt Heath Site of Special Scientific Interest (which is a proposed Special Protection Area for birds, a candidate Special Area for Conservation under the European Habitats Directive and a proposed Ramsar site), numerous other sites of nature conservation interest, valuable woodlands, ancient field systems, the Uddens Water and Mannington Brook flood plains, areas of public open space and the proximity of dwellings, farms and smallholdings. Of the four western options which were included in the Consultative Document for the Local Plan, the 'yellow route' is included in this Plan as the preferred route largely because the ecological and nature conservation impacts of the other routes renders them unacceptable. The alignment of the 'yellow route' is also constrained by the requirements for safe highway design.
- 7.33. The preferred route will link the B3072 immediately to the north of West Moors near its junction with Newmans Lane to the A31 Trunk Road at Ameysford by means of a 7.3 metre wide single carriageway road. A shared-use footway / cycleway will be provided along the eastern edge of the new road. The new road will be approximately 2.5 km long.
- 7.34. Traffic wishing to bypass West Moors will be provided with a smoother road alignment and better visibility, fewer and much improved road junctions, less conflict with local traffic and pedestrians and thus fewer delays. In the centre of West Moors conditions will improve dramatically. There will be much less traffic through the central shopping and residential areas with an accompanying reduction in noise, pollution and severance and an overall increase in safety, resulting in a much more pleasant living and shopping environment.

7.35. Policy RODEV2

The West Moors Bypass will be constructed as a 7.3 metre wide single carriageway County Distributor Road, from the Ameysford roundabout on the A31 Trunk Road to join the B3072 West Moors Road near the eastern end of Newmans Lane. A shared use footway / cycleway will be provided on the eastern side.

- 7.36. With the construction of the West Moors Bypass and Three Legged Cross Link Road, the section of the B3072 West Moors Road / Three Cross Road linking the two schemes will require improvement in order to prevent the inclusion of a length of lower standard road between the two new highways which would present a hazard to highway safety and restrict capacity. This will require widening the existing road to 7.3 metres and the provision of a new roundabout at the entrance to the M.o.D. Petroleum Depot. The roundabout will provide a break in the alignment of the road, reduce vehicle speeds and provide a safer means of access into the depot. A cycleway will be included in the scheme to provide continuity with the cycle route provided in the other two adjoining schemes.

7.37. Policy RODEV3

The B3072 West Moors Road / Three Cross Road will be widened to 7.3 metre carriageway width from the West Moors Bypass to the Three Legged Cross Link Road. A new roundabout will be constructed at the entrance to the M.o.D.

Chapter 7: Highway Schemes and Roads

Petroleum Depot. A shared use footway / cycleway will be provided on the eastern and southern side.

- 7.38. Other proposals for improvements to the B3072 in the Verwood and Three Legged Cross areas are included in Chapter 13.

Verwood Distributor Road

- 7.39. This development-related scheme is detailed in Chapter 13 under the policies and proposals for Verwood and Three Legged Cross.

Medium and Minor County Road Schemes

- 7.40. The County Council selects a programme annually of minor road improvements from a comprehensive list of schemes. A variety of suggestions for further improvements are currently being evaluated and if approved will be added to future modifications of this Plan. In addition, new development often necessitates the provision of new sections of highway, or improvements to the existing network.

- 7.41. The following medium/minor highway schemes, which do not fall within any of the settlements treated in the local area chapters, are proposed within the Plan period.

- 7.42. The junction of the C2 Horton Inn to Farnham Road with the A354 at Thickthorn Cross has been improved in recent years but still continues to have a poor accident record. Further improvements are therefore proposed.

7.43. Policy RODEV4

The junction of the C2 and A354 at Thickthorn Cross will be improved.

- 7.44. The junction of the B3082 with the C23 Sturminster Marshall road and the car park for Badbury Rings has a poor accident record, but any schemes to improve the junction are constrained by the beech avenue. In order to improve highway safety, options requiring traffic management measures are being considered.

- 7.45. Visibility at the junction of Bowling Green Lane at Pentridge with the A354 is inadequate and will require an improvement.

7.46. Policy RODEV5

Visibility at the junction of Bowling Green Lane and the A354 at Pentridge will be improved.

- 7.47. To increase highway safety it is proposed to re-align the B3078 Spring Hill bends north of Wimborne.

7.48. Policy RODEV6

The B3078 Spring Hill bends north of Wimborne will be re-aligned.

Deleted Road Schemes

- 7.49. It is no longer intended to construct the A31 Corfe Mullen Bypass and the protection along this route has been withdrawn by the Department of Transport.

- 7.50. Based on a realistic estimate of the resources likely to be available to the Highway Authority during the Local Plan period, and then allocating those resources, primarily

Chapter 7: Highway Schemes and Roads

on the basis of potential injury accident, congestion reduction and environmental benefit, a number of road schemes contained in previous local plans have been abandoned. In addition, highway schemes linked to development that is no longer proposed have also been deleted.

7.51. Thus the following road schemes which appeared as proposals in the Wimborne and Colehill Local Plan (1983) the Corfe Mullen Local Plan (1985) and the Ferndown, West Moors and West Parley Local Plan (1989) have been deleted and are no longer proposed:

- (a) junction of Pardy's Hill and Blandford Road, Corfe Mullen: improvement to vertical alignment and visibility;
- (b) junction of Wimborne Road, Middlehill Road, Smugglers Lane and Lonnen Road, Colehill;
- (c) provision of footway and sight line on the B3072 south of its junction with King's Close, West Moors.

7.52. Policy RODEV7

All other road schemes not included in this Plan or in the Bournemouth, Dorset and Poole Structure Plan, and which would involve the development of land outside present highway limits, are withdrawn.

Future Roads

7.53. Financial constraints mean it is not possible to include proposals for the provision of all desirable road schemes during the plan period. However given the uncertainty of long term financial forecasting, it is necessary to reserve land for future road proposals which may be constructed on completion of the programme in the Structure Plan. Unless land is protected from future possible development as set out in the Structure Plan, then future construction of these roads could be prejudiced. It may well become impossible to provide access and the opportunity to develop certain areas of land, or relieve congestion elsewhere, may be lost.

7.54. As the government has deleted the A31 to Poole link road from the national Trunk Roads programme, the Local Highway Authorities must consider options to address the situation. There are major transport problems caused by the absence of a linkage between the A3049 dual carriageway in Poole and the A31 Trunk Road. Transport solutions will be promoted by the local highway authorities through the Local Transport Plan process, and the former trunk proposal alignment will be protected from development, pending more detailed studies. A policy for a further reservation is made in Chapter 9 for a future Castle Lane Relief Road running along the Stour valley south of West Parley.

7.55. Policy RODEV8

Until a revised proposal is adopted the alignment of the proposed former A31 to Poole Link Road will be protected from development.

Traffic Calming Schemes

7.56. Traffic calming is being proposed through a number of villages, to be progressed in a programme of traffic management schemes by the Local Planning Authority. In the interests of road safety, some measures cannot be implemented without the provision of adequate street lighting.

Chapter 7: Highway Schemes and Roads

Long Distance Recreational Way

7.57. The Structure Plan contains a policy specifying that in the future use of redundant railway routes, first priority will be given to their use for transport purposes. A long distance cycle way following the Somerset and Dorset disused railway would link to the existing Castleman Trailway in Poole, thereby providing an important link to an existing long distance way open to walkers, horseriders and cyclists, with further important links to the Poole/ Bournemouth Conurbation. Such routes also serve the purpose of important linear nature conservation parks. In some places, such as where development has already taken place on the line, the cycleway will need to diverge from the old railway.

7.58. Policy RODEV9

It is proposed that a trailway open to walkers, horseriders and cyclists will be developed, based upon the redundant Somerset and Dorset railway line between Corfe Mullen and the District boundary.

Local Plan Highway Programme - Tables

Trunk Road Programme

Scheme	Description	Time-scale
A31 Lion Gate to Roundhouse Improvement	Trunk Road Programme	Network Enhancement Project Medium term
A31 Winterborne Zelston Improvement	Trunk Road Programme	Network Enhancement Project Medium term
A31 Stag Gate improvement	Trunk Road Programme	Network Enhancement Project Medium term

Major Scheme Programme

District priority	Scheme	Description	Policy reference
1	A350 Charlton Marshall, Spetisbury and Sturminster Marshall Bypass	3rd priority in Local Highway Authority Major Scheme programme	Policy RODEV1 para 7.26
2	Verwood Distributor Road	Development Scheme	Para 13.96
3	West Moors Bypass and B3072 improvements	Development Scheme	Policy RODEV2 para 7.35

Chapter 7: Highway Schemes and Roads

Medium/ Minor Scheme Programme

District Priority	Scheme	Description	Time scale	Policy Reference
1	B3073 Hampreston Cross Roads (Ham Lane/ Stapehill Road), Ferndown	Completion of Right turn lanes	Short term	Policy GBV3 para 17.43
2	A354 Thickthorn Cross, Cashmoor, Gussage St. Michael	Revised junction	Medium term	Policy RODEV4 para 7.43
3	B3072/ C124 Pinehurst Road/ West Moors Road/ Station Road, West Moors	Traffic signals	Medium term	Para. 11.50
4	C5 Wareham Road, Corfe Mullen between Albert Road and Queens Road.	Lay-by	Medium term	Policy CM9 para 8.41
5	C2 Horton Road/ Woolsbridge Road/ Lions Lane, St. Leonards and St Ives.	Junction improvement and right turn lane	Medium term	Policy SLSI7 para 10.58
6	A354 Pentridge (junction with Bowling Green Lane)	Revised junction and visibility improvement	Medium term	Policy RODEV5 para 7.46
7	C5 Wimborne Road, Corfe Mullen (between Pine Road and Higher Merley Lane)	Carriageway widening and realignment	Long term	Policy CM10 para 8.44
8	B3082 St. Margaret's Hill, Wimborne/ Pamphill	Footway/ cycleway	Long term	Policy WIMCO20 para 12.87
9	B3078 Spring Hill bends, Holt, north of Wimborne	Realignment	Long term	Policy RODEV6 para 7.48
10	Back Lane, Sixpenny Handley	Carriageway widening and realignment and new road	Long term	Policy CHASE9 para 15.91
11	B3072 Station Road/ The Avenue, West Moors	Junction improvement visibility	Medium Term	Policy WM7 para 11.49

Chapter 7: Highway Schemes and Roads

Medium/Minor Scheme Programme and Development Schemes

Scheme Ref (not in order of priority)	Scheme	Description	Related Development	Policy Reference
D1	Glenmoor Road/ Ringwood Road, Ferndown	Junction improvement, and right turn lane, cycle track and pedestrian crossing	Poor Common housing site	Policy FWP18 para 9.81
D2	Verwood Distributor	New carriageway, footway and cycleway	Verwood	Para 13.96
D3	B3072 Manor Road improvement, Verwood	Realignment, widening and footways	Verwood	Policy V23 para 13.105
D4	B3081 Ringwood Road/ Station Road, Verwood	Realignment, widening and footways	Verwood	Policy V28 para 13.114
D5	Church Hill and Road Connecting Church Hill and Dewlands Way, Verwood	Realignment, widening and footways	Verwood	Policy V27 para 13.112
D6	Springfield Distributor Road, Verwood	Making up existing private street to Distributor Road standard plus new road extension plus footways	Verwood	Policy V30 para 13.117
D7	B3072 Crab Orchard Bends, Verwood	Realignment and cycleway	Verwood	Policy TLC6 para 13.163
D8	B3072 Verwood Road, Three Legged Cross	Carriageway widening	Verwood	Policy TLC7 para 13.165
D9	B3072/ C2 Three Legged Cross Link Road and Junction Improvement	New carriageway, footway and cycleway and signalised junction	Verwood	Policy TLC4 para 13.158 and TLC 5 para 13.159
D10	Back Lane, Sixpenny Handley	Footway	Back Lane housing site	Policy CHASE6 para 15.81
D11	B3078 Cranborne Road, Stanbridge, between Clapgate and Honeybrook Fm, Holt	Road widening and right turning lane	Proposed Golf Course	Planning permission granted.

Chapter 7: Highway Schemes and Roads

D12	B3081 Woodcutts N of Sixpenny Handley	Road widening and right turning lane.	Golf Course	Planning permission granted.
D13	B3078 Cranborne	Visibility improvements	Saw Mill site, Castle St.	Policy CHASE2 para 15.45

Footway and Cycle Scheme Programme Schemes

Scheme Ref.	Scheme	Description	Policy Ref.
CP1	A350 Spetisbury and Charlton Marshall Bypass	Cycleway and Footway along disused railway line and existing A350 between (Blandford St Mary) District border and Sturminster Marshall	Policy RODEV1 para 7.26
CP2	Castleman Trailway	Cycletrack, footway and horse route	Policy FWP12 para 9.67 and Policy WM5 para 11.45
CP3	C50 Wimborne Road East and Wimborne Road West, Ferndown	Shared Footway / Cycleway	Policy FWP13 para 9.68
CP4	B3082 St Margaret's Hill, Wimborne/ Pamphill	Shared footway/cycleway link to QE School	Policy WIMCO20 para 12.87
CP5	Riverside Walk, Wimborne	Shared footpath/ cycleway along river	Policy WIMCO11 para 12.58
CP6	C5 Wareham Road, Corfe Mullen to Broadstone	Advisory cycleway along residential roads to Broadstone	Policy CM7 para 8.36
CP7	Verwood	Advisory cycle network along residential roads	13.131
CP8	Three Legged Cross	Advisory cycle route along Church Road and West Moors Road	13.167
CP9	St. Leonards and St. Ives	Advisory cycle network along residential roads to A31	10.53
CP10	Stour Valley Long Distance Trailway	Pedestrian, Horse and Cycle Route largely following former Somerset and Dorset Railway	Policy RODEV9 para 7.58
CP11	Cuthbury, Wimborne	Shared footway/cycleway from Old Road to Cowgrove Lane	Policy WIMCO11 para 12.58

Chapter 7: Highway Schemes and Roads

Footway and Cycle Scheme Programme Development Schemes

Scheme Ref (not in order of priority)	Scheme	Description	Policy Ref.
CD1	Verwood Distributor Road	Shared use footway/ cycleway on western side	Para 13.96
CD2	West Moors Bypass and B3072 Improvements	Shared use cycleway/footway on eastern side	Policy RODEV2 para 7.35
CD3	Three Legged Cross Link Road	Shared use cycleway/footway on eastern side	Policy TLC4 para 13.158
CD4	Ringwood Road/Glenmoor Road, Ferndown	Cycleway and signal controlled crossing	Policy FWP13 para 9.68 and Policy FWP18 para 9.81
CD5	Leeson Drive to Cobham Road, Ferndown	Cycleway/ footpath link to industrial estate	Policy FWP14 para 9.70
CD6	Parley Cross to District border with Christchurch	Cycleway link from Parley Cross to Bournemouth International Airport	Policy FWP16 para 9.74
CD7	Julian's Bridge, Wimborne	Signal controlled shuttle working to allow for provision of footway and increase cycle safety	Policy WIMCO21 para 12.89
CD8	Wareham Road, Corfe Mullen	Cycleway/ footway from Naked Cross to Plan area boundary	Policy CM5 para 8.31
CD9	Crab Orchard Bends	Cycleway/footpath from C2 road at Three Legged Cross to B3072 at Crab Orchard and northwards.	Policy TLC6 para 13.163

Private Street Works in Order of Priority

Priority	Street	Parish	Chapter Ref.
1	Beacon Road	Corfe Mullen	Policy CM12 para 8.47
2	Manor Lane	Verwood	13.124

Chapter 7: Highway Schemes and Roads

3	Camel Green Road (part) Station Road to South Hill	Alderholt	14.38
4	Hayters Way (Phase 1) West	Alderholt	14.38
5	Moneyfly Road	Verwood	13.124
6	Camel Green Road (part) South Hill to Green Drive	Alderholt	14.38
7	Springfield Road	Verwood	13.124
8	Hayters Way (part) South	Alderholt	14.38
10	Glenwood Road	Verwood	13.124
11	Howe Lane (Phase III)	Verwood	13.124

Figure 7.1 Key to Cycle Schemes

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