

Image 2.7: Shaftesbury Road Footway



Image 2.8: Shaftesbury Road crossing



Image 2.9: Newbury (High Street) Junction



2.1.3 In summary, Route 2 is in line with the five core principles for walking routes and offers a realistic and viable route to the town centre.

2.1.4 A feeling of safety is provided with street lighting and neighbouring residential properties along the route providing natural surveillance. The width of the footway could be improved in some sections but the existing surface is suitable for walking.

Route 2 – Recommendations

2.1.5 To improve the pedestrian accessibility along this route the following improvements are proposed:

- Replace existing full height kerb between the shared surface on Trent Square/Fern Brook Lane and Rookery Close with dropped kerbs to provide continuous level pedestrian route;
- The addition of dropped kerb crossing and tactile paving to provide a footway return to Rookery Close from the shared surface will ensure a smooth transition for pedestrians;

- Provision of dropped kerb crossing with tactile paving on Rookery Close will ensure pedestrians can reach the desired side of the carriageway for their onward journey;
- Provision of tactile paving at minor road junction with Bridge Close will improve accessibility for partially sighted users; and
- Existing vegetation at back of footway on western side of carriageway immediately north of the junction with Kingscourt Road to be cut back within highway limits.

2.1.6 The proposed improvements to this route are illustrated on the i-Transport drawings in Appendix B.

Route 3: Station Road from Gillingham Rail Station to junction with High Street	
Description of Route	<ol style="list-style-type: none"> 1. Head North from the Rail Station following the footway on the eastern side (Image 2.10). 2. After approximately 50m cross the junction to Old Market Centre and continue to reach the junction with B3081 Le Neubourg Way; 3. Use the puffin crossing facilities on the eastern arm to cross to the northern side (Image 2.12); and 4. Head north on Upper Station Road (Image 2.13 and 2.14) and continue on the footway to approach the town centre <p><i>Distance: Circa 330m</i></p>
Convenience	The western footway is approximately 1.5m wide. There is no footway on the eastern side of Station Road between the rail station and Le Neubourg Way. The controlled pedestrian crossing facilities at the junction with Le Neubourg Way allow pedestrians to cross safely. To the north of Le Neubourg Way there are footways approximately 1.5m wide on both sides of Station Road.
Accessibility	Dropped kerbs and tactile paving are provided at the majority of the existing minor road junction along the route including at the junction with Old Market Centre (see Image 2.11). The formal pedestrian crossing facilities on the eastern arm of Le Neubourg Way provide a safe route for pedestrians.
Safety	The route is safe, with footways in good conditions with smooth, hard surfaces which are suitable for walking.
Comfort	Footways are provided along the route and vary in width from 1.0m to 1.5m and are therefore suitable for two pedestrians to pass one another.
Attractiveness	The nature of the route is pleasant and is well overlooked by neighbouring properties and commercial units along Station Road. Street lighting is provided along the route and the footways are well maintained. There are traffic calming features located on Station Road and north of Le Neubourg Way in the form of flat top speed humps. This helps to minimise vehicle speeds.

Image 2.10: Station Road



Image 2.11: Station Road



Image 2.12: Le Neubourg Way/ Station Road junction



Image 2.13: Upper Station Road



Image 2.14: Upper Station Road

2.1.7 In summary, Route 3 is in line with the five core principles for walking and provides a realistic and accessible route between Gillingham town centre and the Railway station. The route is accessible using the existing pedestrian facilities on Station Road and formal crossing facilities at Le Neubourg Way. This route is overlooked by residential properties and commercial units in addition to street lighting as well as traffic calming measures on the section to the north of Le Neubourg Way, making this route safe and comfortable to pedestrians.

Route 3 – Recommendations

2.1.8 In order to improve the accessibility of this route the following improvements are presented on i-Transport drawings in Appendix C and are as follows:

- The provision of a dropped kerb crossing with tactile paving south of station road/ Le Neubourg Way junction.

Route 4: Newbury (High Street) and Hardings Lane	
Description of Route	<p>1.From Route 2 continue along Newbury on the southern footway; 2. At Hardings Lane head East (Image 2.15) using either the northern or southern footways; 3. If using the southern footway continue to approach the Victoria Road junction; 4. Cross this junction and continue along this footway to reach the Gillingham Secondary School; and 5. Cross to the northern side of the footway to reach the entrance to the school (Image 2.16).</p> <p><i>Distance: Circa 250m</i></p>
Convenience	There are existing footways provided along the entire route on both the northern and southern side of the carriageway of Hardings Lane.
Accessibility	Dropped kerbs are present along the route, however tactile paving is absent from the crossing point on Victoria Road.
Safety	This route is safe, with the footways in good condition with smooth, hard surfaces which are suitable for walking. The road is street lit and subject to parking restrictions during school times.
Comfort	Footways along the Hardings Lane are consistent at circa 1.4m wide, suitable for wheelchair users, pushchairs, and a comfortable width for two pedestrians to pass one another.
Attractiveness	The nature of this route is pleasant and is well overlooked by neighbouring properties and the school grounds. The footways are well maintained. Hardings Lane is subject to a 30mph speed limit and currently carries circa 250 two-way flows during the peak hours. Peaks in traffic are experienced as a result of school drop off and pick up however outside the peak hours traffic flows are considerable lower.

Image 2.15: Hardings Lane



Image 2.16: Gillingham School Entrance



2.1.9 In summary, Route 4 is in line with the five core principles for walking and provides a realistic and accessible route to access Gillingham School. The route is accessible using the existing pedestrian facilities on Newbury and Hardings Lane with good width footways provided along the entire route. Street lighting is provided making this a safe route for pupils to access the school.

Route 4 – Recommendations

2.1.10 In order to improve the pedestrian accessibility along this route the following improvements are proposed:

- Provision of tactile paving at minor road junction with Victoria Road;
- Provision of tactile paving at access to Barn Surgery;
- Provision of tactile paving on south-western side of existing raised speed table at Newbury (High Street); and
- Proposed on-road advisory 1.5m wide cycleway on Hardings Lane between Newbury (High street) and Gillingham School.

2.1.11 All of these improvements are illustrated on i-Transport drawings provided in Appendix D.

2.2 Cycle Routes

2.2.1 There are no dedicated cycle links in Gillingham to the south of the town, however there are a number of roads in close proximity of the site that are lightly trafficked including the adjacent residential developments. Dorset County Council have also identified Newbury, Hardings Lane and Bridge Close as on road Advisory Cycle Routes (CycleCity Guides for DCC – Appendix E). There is an on-road signed cycle route provided from Gillingham Station through the town centre to Milton on Stour and to destinations further afield.

2.2.2 The B3092 Le Neubourg Way / B3081 Wyke Road Junction provides pedestrian crossing facilities on all arms of the junction with an ASL on the B3081 Wyke Road approach. The eastern arm is a dedicated demand dependent cycle-only link with push-button facility. This facility accommodates National Cycle Network (NCN) routes 25 and 253 which run through Gillingham. National Route 25 provides a link to Frome and Poole and National Route 253 runs in a loop around North Dorset linking Blandford Forum, Shaftesbury, Gillingham, Sturminster Newton and Okeford Fitzpaine.

2.2.3 In terms of the routes considered as part of this audit, the roads identified include:

- Shaftesbury Road;
- Newbury/High Street; and
- Hardings Lane.

2.2.4 The B3081 Shaftesbury Road is identified as a 'busy traffic route', which is considered suitable for cyclists with experienced skills (*ref.* CycleCity Guide for DCC). Whilst visiting the site, it was observed that cyclists do use the carriageway for cycling. Advanced stop lines are also provided on the Shaftesbury Road/ Kingfisher Avenue junction and Le Neubourg Way/ Station Road junction to allow cyclists to get a head start when the traffic signals change from red to green.

2.2.5 Along all the routes identified, there is an opportunity for cyclists to travel on carriageway. Furthermore, the destinations identified above are within a comfortable walking distance of the site, therefore, less confident cyclists will be able to walk to the local services and facilities identified within Gillingham.

- 2.2.6 In addition, the provision of advisory cycle link on Hardings Lane is proposed as part of the development to encourage more people to travel to school by bike and improve the safety of children cycling up the road towards the school. This is illustrated in the drawing provided in Appendix D.

SECTION 3 SUMMARY

- 3.1.1 This audit identifies that the local pedestrian/cycle infrastructure generally meets the key principles common to both pedestrians and cyclists, identified within the Department for Transport (DfT) Local Transport Note (LTN) 1/04 guidance documents.
- 3.1.2 Route 1 provides a lightly trafficked route along New Road from Addision Close to the junction with Shaftesbury road for an onwards connection to the town centre. Route 2 provides a route from the eastern parcel of the site from Rockery Close to the town centre. Route 3 provides a route from the Railway Station to town centre, with Route 4 providing a link to Gillingham school via Newbury and Hardings Lane. All these routes are safe, suitable and provide generally attractive connections to the local facilities and services. Designated footways and street lighting are provided throughout each of the routes identified.
- 3.1.3 Notwithstanding, the generally good standard of pedestrian infrastructure, further enhancements including dropped kerbs and the provision of tactile paving as outlined in this audit are proposed to improve accessibility for vulnerable road users and the mobility impaired.
- 3.1.4 It is identified that the following routes and suitable for cyclists of varying abilities:
- Residential areas adjacent to the site;
 - Shaftesbury Road;
 - Newbury/High Street; and
 - Hardings Lane.

FIGURES