

Milborne St Andrew village traffic management proposals

Consultation response analysis report produced by the
Consultation and Engagement Team – Dorset Council

Report produced May 2026

Consultation Response Report

What was the consultation about?	Dorset Council is working in partnership with Milborne St Andrew Parish Council to develop a traffic management scheme that reflects the aims of the village's Neighbourhood Plan. The proposals focus on improving pedestrian safety and reducing vehicle speeds through the village centre, particularly along the 30 mph section of the A354. Developer contributions are intended to fund selected measures, which may include footway widening near the Royal Oak pub, traffic calming features, improved crossings, and clearer road markings and signage. As funding is limited, public consultation is being used to identify the most supported options for delivery.
Over what period did the consultation run?	The consultation ran from 02/03/26 to 24/04/26.
What consultation methods were used?	This consultation was available through an online survey and a paper version of the survey.
How many responses were received overall?	134 responses were received.
How representative is the response to the wider population?	85.0% (113) of responses were from residents of Milborne St Andrew, 11.3% (15) were Dorset residents. 1.5% (2) were local councillors and 2.3% (3) from Other. 55.7% (73) of respondents were female, compared to 40.5% (53) that were male. 3.1% (4) of respondents were aged 24 and under, 19.2% (26) aged 25-49, 34.4% (45) aged 50-64 and 38.9% (51) were 65 plus. 18.3% (23) declared they had a disability.
Where will the results be published?	Results will be published on the council's website www.dorsetcouncil.gov.uk and on Dorset Council's consultation platform
How will the results be used?	Results from this survey will be used to inform the next steps of the process.
Who has produced this report?	Consultation and Engagement Team, Dorset Council, May 2026

Background

Concerns about vehicle speeds and pedestrian safety along the A354 through Milborne St Andrew have been raised over a number of years, particularly within the village centre where footways are narrow and traffic volumes are high. In response, Milborne St Andrew Parish Council asked Dorset Council to investigate potential traffic management measures aligned with the village's Neighbourhood Plan. A traffic management study and temporary trial carried out in October 2024 tested a road narrowing and priority system near the Royal Oak pub, with data collected on vehicle speeds, queuing, and driver behaviour. The evidence from this work helped to shape a package of potential measures, which were subsequently taken forward for public consultation to inform decisions on any permanent scheme.

The Consultation

The consultation survey was aimed at Dorset Council residents and businesses. It asked for their thoughts on the proposed changes for Milborne St Andrew village traffic management.

Analysis Method

Responses to closed questions were reviewed and summarised, with the source of each dataset clearly shown in the report's base notes. All consultation questions and their results are included. For open-ended comments, they have been coded and themed. Where responses to questions are limited, they have listed verbatim due to the low number of responses.

Note: Figures may not always total precisely due to rounding.

Executive Summary

Strong local engagement

- A total of 134 responses were received, with the vast majority from Milborne St Andrew residents (85.0%, 113). This indicates that the consultation findings strongly reflect the views of those most directly affected by the proposals.
- Engagement from businesses, organisations, and elected members was limited or absent.

High usage of the A354

- The A354 is a key route through the village, with most respondents travelling by car daily (60.9%, 81) or weekly (33.1%, 44).
- Walking is also common, particularly for residents accessing local amenities and undertaking recreational journeys.
- Use of cycling and mobility aids on the route is comparatively low.

Importance of pedestrian access and community facilities

- Walking journeys are primarily linked to recreation (75.7%, 87) and access to village facilities (55.7%, 64), including the pub (74.8%, 86), shops (60.9%, 70) and village hall.
- This highlights the dual function of the A354 as both a traffic route and a central village street.

Overall support for traffic calming

- Nearly two-thirds of respondents (65.2%, 86) supported the proposed permanent build-out feature to narrow the road.
- While a significant minority did not support the measure, overall sentiment suggests acceptance of interventions aimed at reducing vehicle speeds and improving safety.

Clear priorities for additional measures

- Respondents favoured targeted interventions, particularly:
 - An uncontrolled crossing east of Milton Road (ranked 4.66 out of 7)
 - Enhanced village gateway signage and road markings (ranked 4.34 out of 7)
 - Refreshed existing road markings (ranked 4.25 out of 7)

- Lower priority was given to additional crossings in less central locations.

General comments

- Road safety dominates feedback, with frequent references to pedestrian vulnerability, vehicle speeds, and accident risk, particularly affecting children, older residents, and people with mobility needs.
- Views are polarised but concerns often relate to the design and potential unintended impacts of the proposal (such as congestion and queuing) rather than opposition to safety improvements overall.
- Speed management is a recurring issue, with calls for lower speed limits, clearer signage, and stronger enforcement.

Demographic considerations

- Responses were skewed towards older age groups, with a majority aged 50 and over (73.3%, 96).
- Nearly one in five (18.3%, 23) respondents identified as having a disability, most commonly mobility-related or long-term health conditions. This underlines the importance of accessibility and inclusive design in the final scheme.

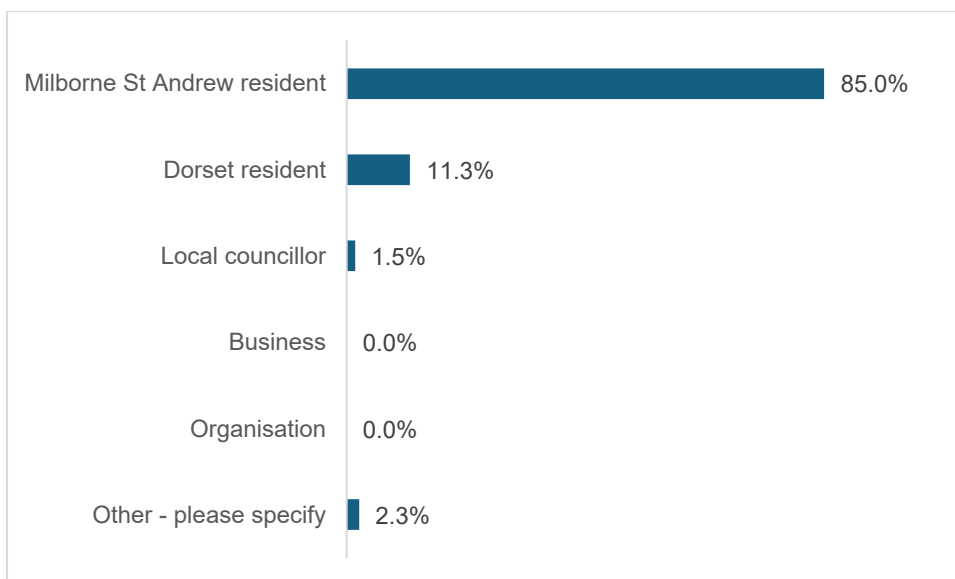
Overall conclusion

The consultation demonstrates strong local interest and broad support for measures aimed at improving safety, reducing speeds, and enhancing the village environment. The findings provide a solid evidence base to inform the next stage of design and decision-making, while suggesting potential to broaden engagement as the project develops.

Data Analysis

Q1. Tell us who you are:

Base: n-133



Option	Total	Percent
Milborne St Andrew resident	113	85.0%
Dorset resident	15	11.3%
Local councillor	2	1.5%
Business	0	0.0%
Organisation	0	0.0%
Other - please specify	3	2.3%

Overall, the majority of responses came from Milborne St Andrew residents (85.0%, 113), demonstrating very strong engagement from those living within the village and most directly affected by the proposals. A smaller proportion of responses were submitted by other Dorset residents (11.3%, 15), indicating some interest from beyond the immediate area, likely reflecting regular users of local roads or community connections. Representation from local councillors was limited (1.5%, 2), while there were no responses from businesses or organisations. A small number of participants identified themselves as “Other” (2.3%, 3), suggesting minimal engagement from stakeholders outside the main residential and geographic categories.

Respondent type:	Business/organisation name:
Milborne St Andrew resident	Also a business
Local councillor	Milborne St Andrew PC

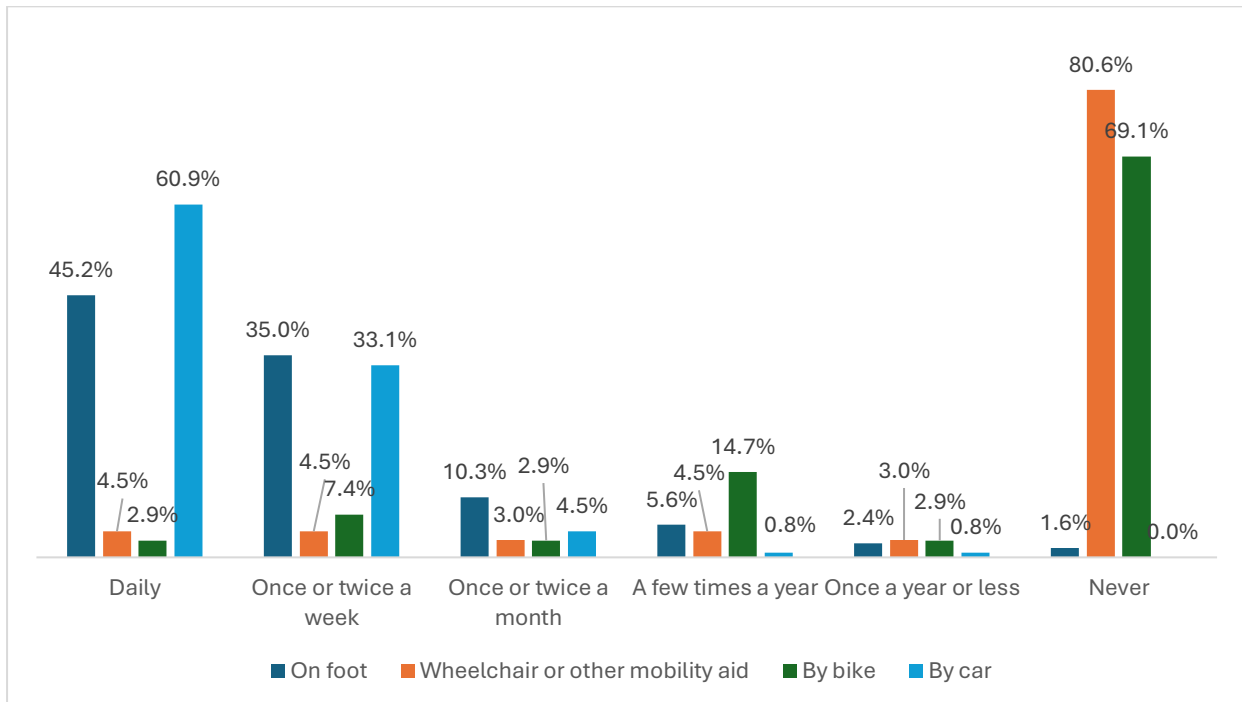
Other:
Family in Milborne St Andrew
Resident local
I spend a lot of time in milborne because my family lives there

Road user
Lifetime resident
Work at the [redacted]
resident

Q2. How do you travel on the A354 through the village?

Base: n-126 (on foot), n-67 (wheelchair or mobility), n-68 (by bike), n-133 (by car)

Summary chart



	On foot		Wheelchair or other mobility aid		By bike		By car	
Frequency of travel	Total	%	Total	%	Total	%	Total	%
Daily	57	45.2%	3	4.5%	2	2.9%	81	60.9%
Once or twice a week	44	35.0%	3	4.5%	5	7.4%	44	33.1%
Once or twice a month	13	10.3%	2	3.0%	2	2.9%	6	4.5%
A few times a year	7	5.6%	3	4.5%	10	14.7%	1	0.8%

Once a year or less	3	2.4%	2	3.0%	2	2.9%	1	0.8%
Never	2	1.6%	54	80.6%	47	69.1%	0	0.0%

The results show that the A354 is used very frequently by respondents, particularly by car. A clear majority travel by car daily (60.9%, 81) or once or twice a week (33.1%, 44), indicating the road's importance for regular local journeys. Walking is also common, with 45.2% (57) travelling on foot daily and a further 35.0% (44) doing so once or twice a week, reflecting the road's role as a key pedestrian route within the village. Use of mobility aids and cycling is much lower overall, with 80.6% (54) never using a wheelchair or mobility aid on the route and 69.1% (47) never cycling through the village, suggesting that active travel modes may be constrained or less accessible.

Daily walking is most prevalent among residents aged 25–49, with 57.1% (12 respondents) reporting that they walk through the village every day. This compares with 38.7% (17) of those aged 50–64 and an overall average of 45.2% (57 respondents).

Walking levels are also relatively high among older residents, with nearly half of those aged 60+ (49.0%, 24) walking through the village daily, slightly above the overall average. In contrast, daily car use is lower among respondents aged 60+ (51.0%, 26) compared to the overall results.

However, daily walking is less common among respondents who identify as disabled (36.4%, 8), compared with 45.2% (57) of respondents overall. They are also slightly less likely to travel by car daily (54.6%, 12) in contrast to overall (60.1%, 81).

Q3. If you travel by foot or use a mobility aid, what is the main purpose?

Base: n-115



Option	Total	Percent
Going to school	3	2.6%
Accessing shops	70	61.0%
Accessing the pub	86	74.8%
Accessing the village hall and play area	64	55.7%
Recreational (for example, going for a walk)	87	75.7%
Other - please specify	11	9.6%

Travel by foot – Other comments
Walking around local area
Accessing residents' houses and the church
Bus stops with the children for school and walking the dog
Picking up children from the bus stop
Visiting friends and family
Visiting friends
Work
Church
Church
My son walks from [redacted] to the pub 3 times a week from the bus
going to work
Visiting elderly parent on other side of the village

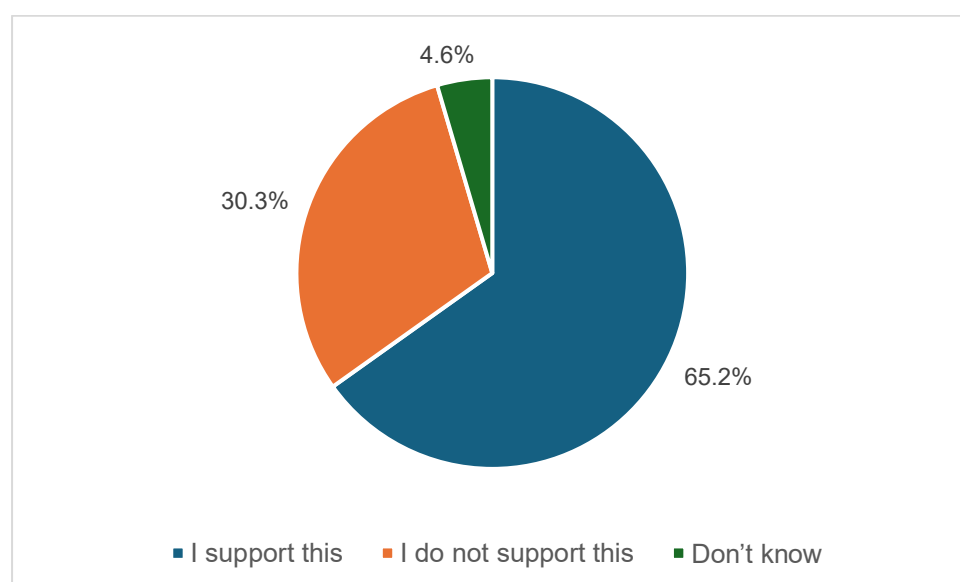
Among respondents who travel on foot or with a mobility aid, journeys are primarily linked to day-to-day village activity and recreation. The most common purposes were recreational walking (75.7%, 87) and accessing the pub (74.8%, 86), followed closely by accessing shops (60.9%, 70) and the village hall and play area (55.7%, 64). Travel for school accounted for a very small proportion (2.6%, 3). 9.6% (11) selected “Other”. This highlights the importance of the A354 as a central route supporting community life, leisure, and access to local facilities.

Respondents who identify as disabled are more likely to walk or use mobility aids to reach key village destinations, including shops (71.4%, 15) and the pub (90.5%, 19), compared with 61.0% and 74.8% respectively among the overall sample.

Female respondents are more likely than male respondents to walk or use mobility aids to access local services, including shops (67.7% female vs 50.0% male) and the village hall (64.2% female vs 43.2% male), indicating a greater reliance on village walking routes among women.

Q4. What are your views on a permanent build-out feature to narrow the road similar to the above proposal?

Base: n-132



Option	Total	Percent
I support this	86	65.2%
I do not support this	40	30.3%
Don't know	6	4.6%

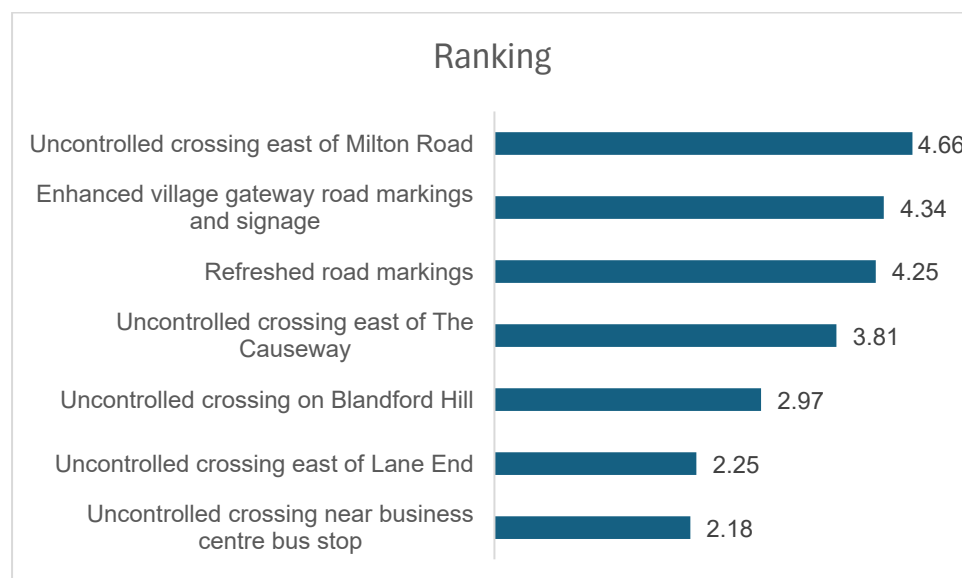
There is majority support for the proposed permanent build-out feature. Nearly two-thirds of respondents support the proposal (65.2%, 86), suggesting broad acceptance of measures to narrow the road. However, 30.3% (40) do not support the feature, indicating a notable minority with concerns, while a small proportion remain unsure (4.6%, 6). Overall, there is general support, alongside stakeholder feedback that will help inform the design stage.

Across the demographic groups, support for the permanent build-out is highest among residents aged 50–64, with 68.9% (31) in favour. This compares with 56.0% (14) of those aged 25–49 and an overall level of support of 65.2% (86).

Support is also slightly higher among respondents who identify as disabled, with 69.6% (16) supporting the permanent build-out, compared with the overall average of 65.2% (86).

Q5. There is also budget to explore some other options in the village to improve traffic management.

Base: circa n-121



Item	Ranking
Uncontrolled crossing east of Milton Road	4.66
Enhanced village gateway road markings and signage	4.34
Refreshed road markings	4.25
Uncontrolled crossing east of The Causeway	3.81
Uncontrolled crossing on Blandford Hill	2.97
Uncontrolled crossing east of Lane End	2.25
Uncontrolled crossing near business centre bus stop	2.18

When asked to prioritise additional traffic management measures, respondents showed the strongest preference for an uncontrolled crossing east of Milton Road, which received the highest average ranking (4.66). This was followed by enhanced village gateway road markings and signage (4.34) and refreshed road markings (4.25). An uncontrolled crossing east of The Causeway received a mid-range ranking (3.81), indicating moderate support relative to other options. Crossings in other locations received lower rankings, particularly east of Lane End (2.25) and near the business centre bus stop (2.18). This suggests that respondents favour visibility, gateway treatments, and key pedestrian crossing points over a wider distribution of measures across the village.

Q6. Do you have any other comments about the proposal?

Base: n-72

The general comments have been coded and themed, which can be seen in the table below.

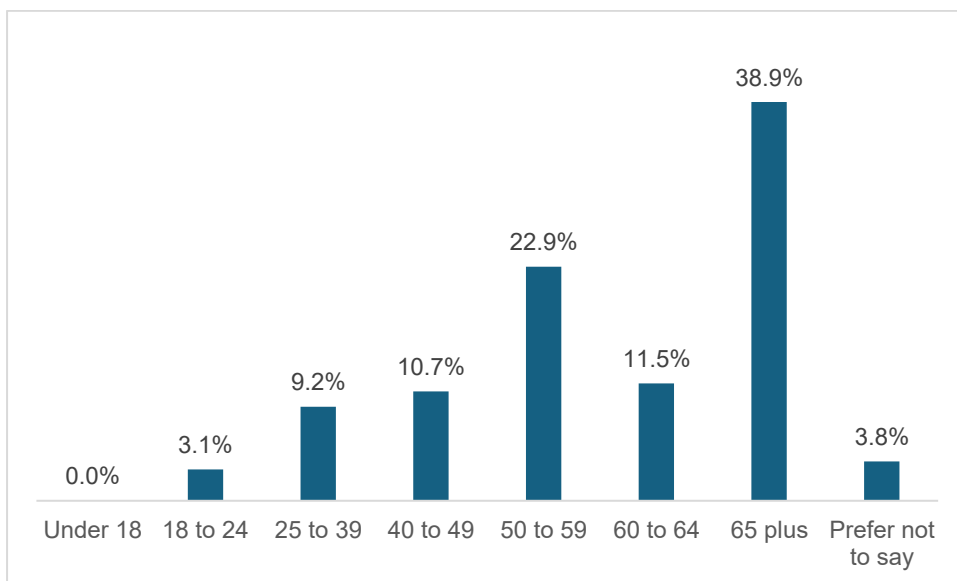
Theme	Total
Milton, Dewlish Road, Chapel Street Dorchester, A354 mentioned	30
Opposed to proposal	25
Road safety/village safety	23
Calls for 20mph / speed limit changes/ -mph buffer	20
Traffic/Queuing / gridlock	19
Will cause more accidents	15
Speed enforcement (cameras, police)/promote lower speeds	15
Supportive of proposal	13
Pedestrian safety (children, elderly, wheelchair users)	13
Road narrowing / priority system criticised	11
Trial not undertaken in summer	10
Air pollution / fumes/ hay	9
"Worked fine historically"/no accidents	9
Long-term residency cited	9
Pub/walking to the pub	9
Flooding / drainage risk	7
Vehicle collision risk (blind bends, queues)	6
Excessive vehicle speed/road speed signage	6
Junction access difficulties	5
Controlled crossing requested	5
Pavement widening supported	5
Big lorries	5
Driver behaviour / road rage	4
Lack of accident evidence/want to see stats	4
Maintenance instead (potholes, drains, verges)/road markings	4
Feeling locals not listened to	4
Additional signage	4
Waste of money	4
Bus stop / parking conflicts	3
Gateways / warning signage/traffic lights installed	3
Key crossing points identified	3
Noise impacts	3
Parish council position referenced	3
Funding queries/waste of money	3

Flooding/heavy rain	3
No view / N/A	2
Emergency vehicle access	2
Cyclist safety	2
Another summer trial	4
Parking enforcement / yellow boxes	2
Chop-shop garage parked/garage near junction	2
Royal oak traffic, wants pedestrianised	2
Footpath	2
People who live near pub walk down the narrow and are scared	2
House prices affected	2
Serious traffic lorries and trucks and tractors	2
Other	21

Demographics

Q7. Please select your age group.

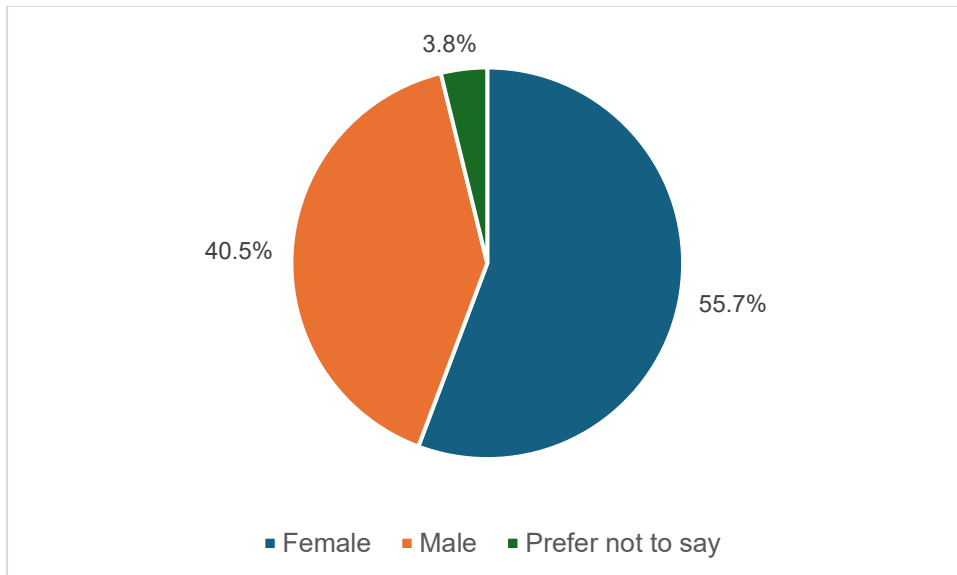
Base: n-131



Option	Total	Percent
Under 18	0	0.0%
18 to 24	4	3.1%
25 to 39	12	9.2%
40 to 49	14	10.7%
50 to 59	30	22.9%
60 to 64	15	11.5%
65 plus	51	38.9%
Prefer not to say	5	3.8%

Q8. What is your sex?

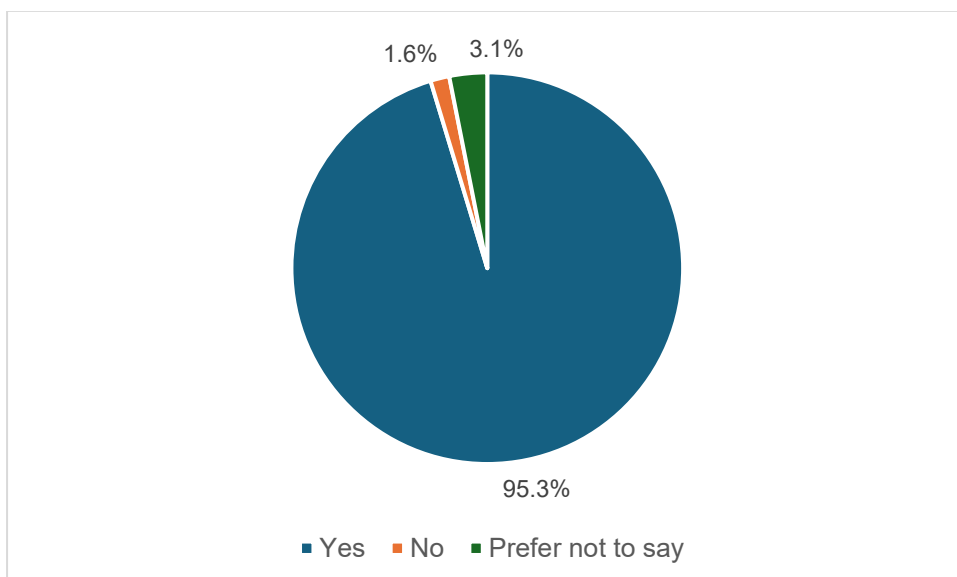
Base: n-131



Option	Total	Percent
Female	73	55.7%
Male	53	40.5%
Prefer not to say	5	3.8%

Q9. Is the gender you identify with the same as your sex registered at birth?

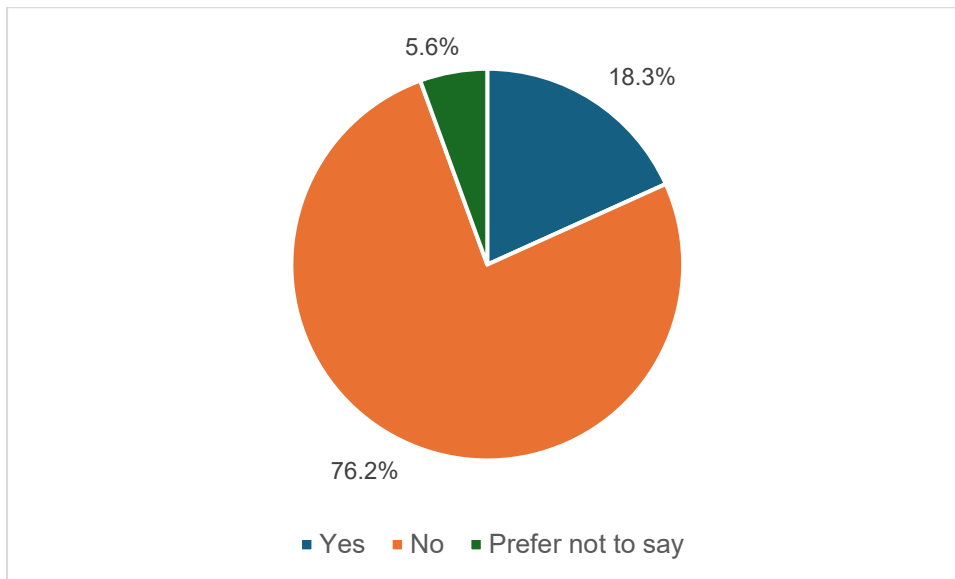
Base: n-128



Option	Total	Percent
Yes	122	95.3%
No	2	1.6%
Prefer not to say	4	3.1%

Q10. Do you consider yourself to be disabled as set out in the Equality Act 2010?

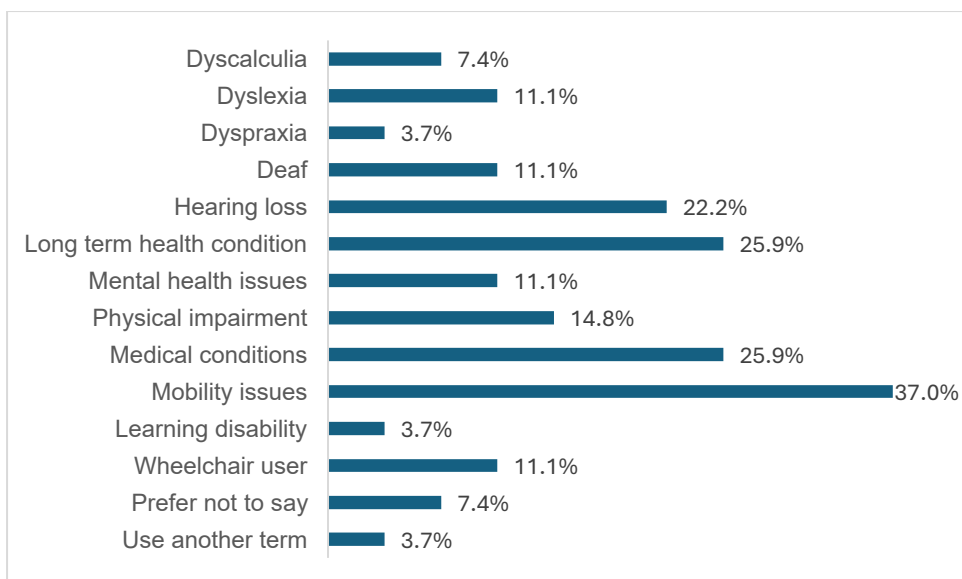
Base: n-126



Option	Total	Percent
Yes	23	18.3%
No	96	76.2%
Prefer not to say	7	5.6%

Q11. If at the previous question you stated you consider yourself to have a disability, please state the type of disability which applies to you.

Base: n-27



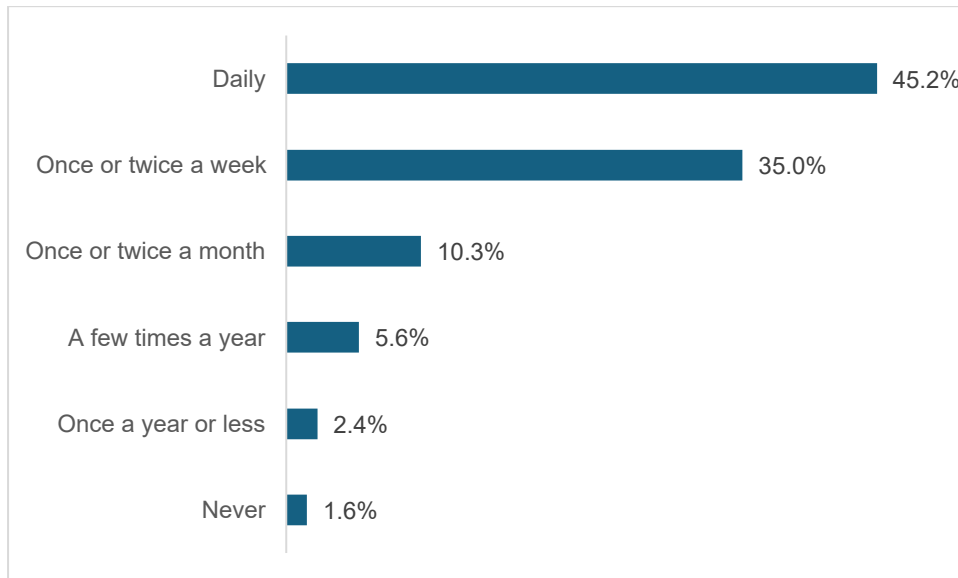
Option	Total	Percent
Attention Deficit Disorder (ADD)	0	0.0%
Attention Deficit Hyperactivity Disorder (ADHD)	0	0.0%
Autistic Spectrum Conditions	0	0.0%
Blind	0	0.0%
Dyscalculia	2	7.4%
Dyslexia	3	11.1%
Dyspraxia	1	3.7%
Deaf	3	11.1%
Hearing loss	6	22.2%
Long term health condition	7	25.9%
Mental health issues	3	11.1%
Physical impairment	4	14.8%
Sign Language User	0	0.0%
Visually impaired	0	0.0%
Medical conditions	7	25.9%
Mobility issues	10	37.0%
Learning disability	1	3.7%
Specific learning differences	0	0.0%
Wheelchair user	3	11.1%
Prefer not to say	2	7.4%
If you prefer to use another term, please write in the box below	1	3.7%

Appendix

Q2. Breakdown of individual statements with charts

Q2. How do you travel on the A354 through the village? – On foot

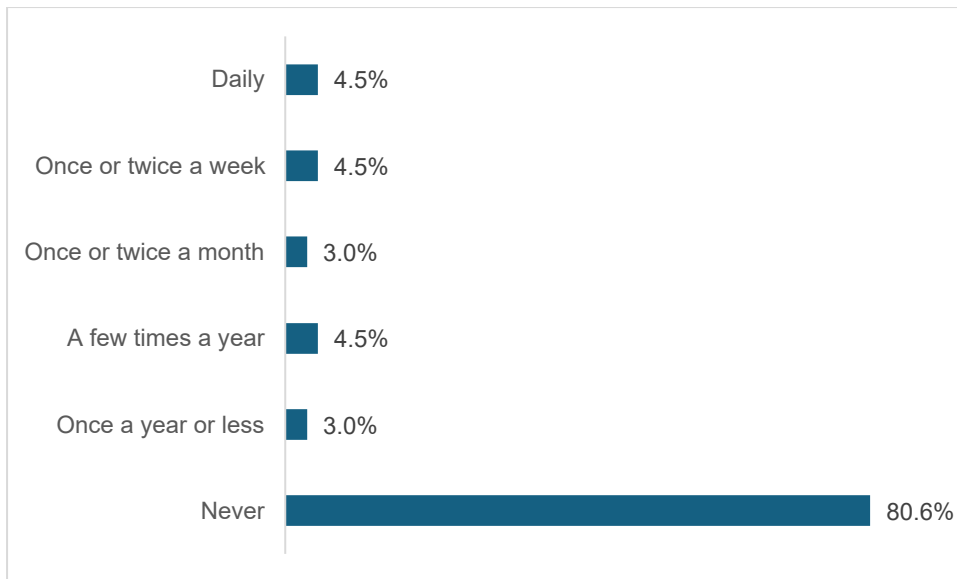
Base: n-126



Option	Total	Percent
Daily	57	45.2%
Once or twice a week	44	35.0%
Once or twice a month	13	10.3%
A few times a year	7	5.6%
Once a year or less	3	2.4%
Never	2	1.6%

Q2. How do you travel on the A354 through the village? - Wheelchair or other mobility aid

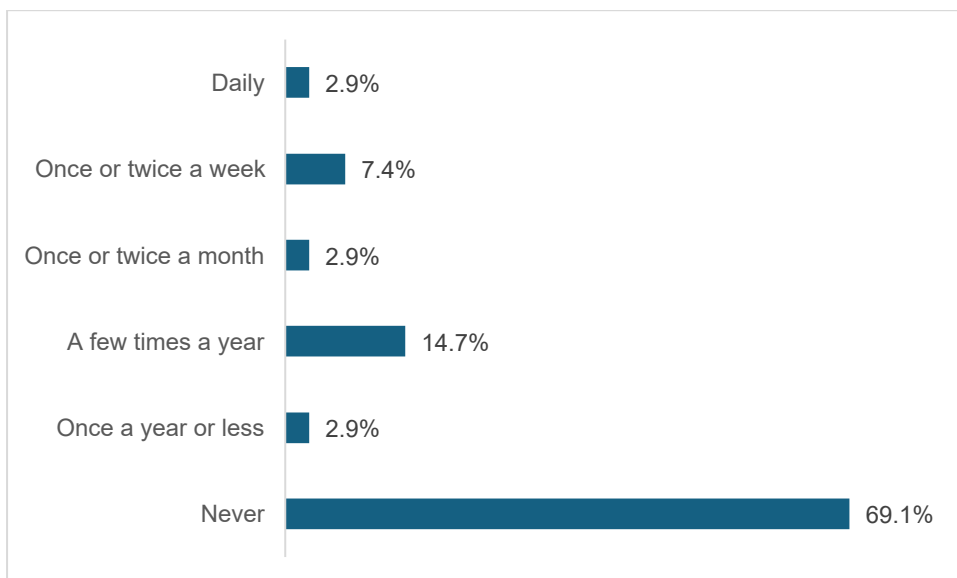
Base: n-67



Option	Total	Percent
Daily	3	4.5%
Once or twice a week	3	4.5%
Once or twice a month	2	3.0%
A few times a year	3	4.5%
Once a year or less	2	3.0%
Never	54	80.6%

Q2. How do you travel on the A354 through the village? - By bike

Base: n-68

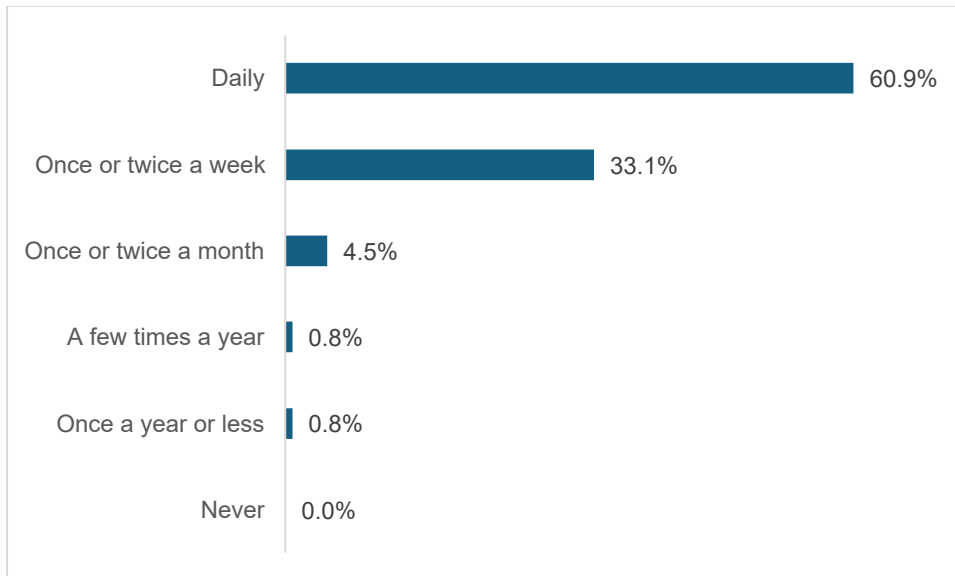


Option	Total	Percent
Daily	2	2.9%
Once or twice a week	5	7.4%
Once or twice a month	2	2.9%

A few times a year	10	14.7%
Once a year or less	2	2.9%
Never	47	69.1%

Q.2 How do you travel on the A354 through the village? - By car

Base: n-133



Option	Total	Percent
Daily	81	60.9%
Once or twice a week	44	33.1%
Once or twice a month	6	4.5%
A few times a year	1	0.8%
Once a year or less	1	0.8%
Never	0	0.0%