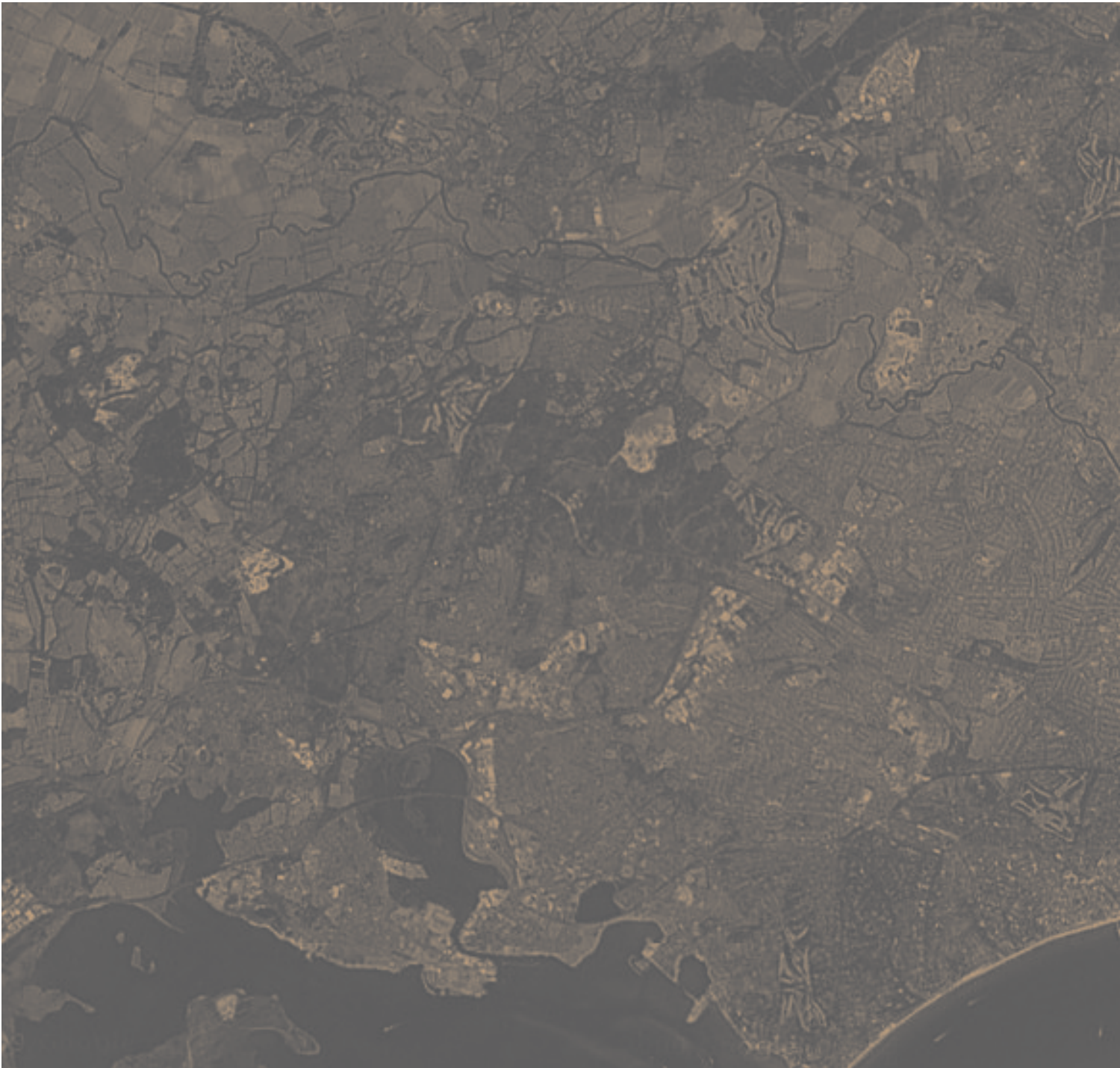


# 07 TRANSPORTATION ANALYSIS







# 07 TRANSPORTATION ANALYSIS

## Introduction

This section of the report examines the relevant transportation issues relating to the new neighbourhoods. It firstly covers general transport policy objectives before looking at the existing and future transport situation in each location. It also makes recommendations as to the suitability of certain areas for development, in relation to their connectivity.

## Transport Policy Objectives

Transport and movement are essential to quality of life in terms of access to a range of services, facilities and opportunities. However, movement demands can have a range of localised and wider impacts. These can include social exclusion (where access to opportunities for certain groups of the population is low), noise, air quality, pollution, severance and the emission of greenhouse gases (a significant contributor to climate change).

Government transport policy broadly focuses on the following overarching objectives for transport:

- Tackle Climate Change
- Support Economic Growth
- Promote Equality of Opportunity
- Contribute to Better Safety, Security and Health
- Improve Quality of Life

Source: Simplified from Delivering a Sustainable Transport System (DfT 2009).

## Planning Policy Guidance 13 (PPG13)

PPG13 focuses on considering land use, transport and movement considerations and implications from an early stage in the development planning process. A key policy aim is to reduce the need to travel, particularly by car. The aim is to assist in a reduction in private vehicle impacts, including congestion. Allied with this, PPG13 also indicates the need for planning for new developments which encourages and supports access by foot, cycle and public transport to and from a range of day to day services and facilities. It highlights the importance of placing development that generates the greatest amount of travel demand in the most accessible locations, for example close to town centres or transport interchanges. Indeed, areas that are already well served by non-car travel alternatives (or with realistic opportunities to be so) should typically be favoured.

## South East Dorset Local Transport Plan

The South East Dorset Local Transport Plan sets out the transportation policies for the area in which all of the new neighbourhood areas of search are located. It was prepared in partnership between

Dorset County Council and the Unitary Authorities of the Borough of Poole and the Borough of Bournemouth and spans the period 2006 to 2011. It highlights the challenges of accommodating housing growth in the area, as well as noting that:

*“This Local Transport Plan concentrates on making better use of the existing transport network, improving access to essential services, promoting public transport, cycling and walking, and more sensible use of the car. Information technology has already altered our lives significantly and we know it can replace the need for some journeys. We are committed to innovative solutions to transport problems and, by providing services in different ways, we can often reduce or eliminate the need to travel”.*

More specific objectives include reducing the impact of traffic in more sensitive locations and developing sustainable communities, to reduce the need to travel. Thus, while urban extensions and other infil development would be required to meet 'traditional' transport planning requirements such as safe and satisfactory access, they would also be expected to improve accessibility, reduce the need to travel (overall and by car) and propose innovative solutions to reduce travel demands and impacts.

## Planning Policy Statement 1 & 3 (PPS 1 & PPS3)

PPS1 and PPS3: re-iterate the importance of accessibility to jobs, health, education, shops, leisure, community facilities, open space, sport and recreation, without the need for use of a private car. PPS1 also reiterates the importance of travel planning for new development in accordance with PPG13.

## Development Location

Important considerations in planning new residential developments include:

- Scale and mix of development (and thereby scope to reduce the need to travel and to support the provision of non-car alternatives)
- Proximity to existing jobs, services and facilities



### Development Design

The design and layout of a development can have significant implications on the propensity of residents and other site users to travel to, from and through it by sustainable modes of transport, reducing car based trips.

Development layout, design details and management strategies are important in supporting a reduced reliance on the private car. Indeed, the South East Dorset Local Transport Plan highlights that new development should support and provide facilities to enable sustainable travel, such as secure, covered cycle parking. Furthermore, both Dorset County Council and the Highways Agency require that the new neighbourhoods in East Dorset are developed with travel planning approaches and principles at the forefront. In practice this means selecting the locations with the best potential for sustainable travel, designing the development to support and facilitate use of these options and requiring the use of travel plans to actively promote the local destinations and non-car travel options available.

- Proximity to existing public transport services, pedestrian and cycle routes
- Match between destinations and routes/ services
- Nature and quality (relative attractiveness) of routes and services

Development in more self-contained settlements (as compared to those that perform a more dormitory function) and where there is better connectivity by public transport is typically favoured. One way of comparing the relative self-containment of settlements is by using a self-containment index. As part of the background work to the Regional Spatial Strategy, Dorset County Council has considered the self containment of Wimborne Minster, Corfe Mullen and Ferndown and West Parley. This is discussed in the settlement specific sections later.

In addition to the above, it is necessary for developers to demonstrate that the residual impact of vehicular trips that would be generated by the new neighbourhood or

infill development can be accommodated on the existing local road network (perhaps by proposing junction or other network improvements).

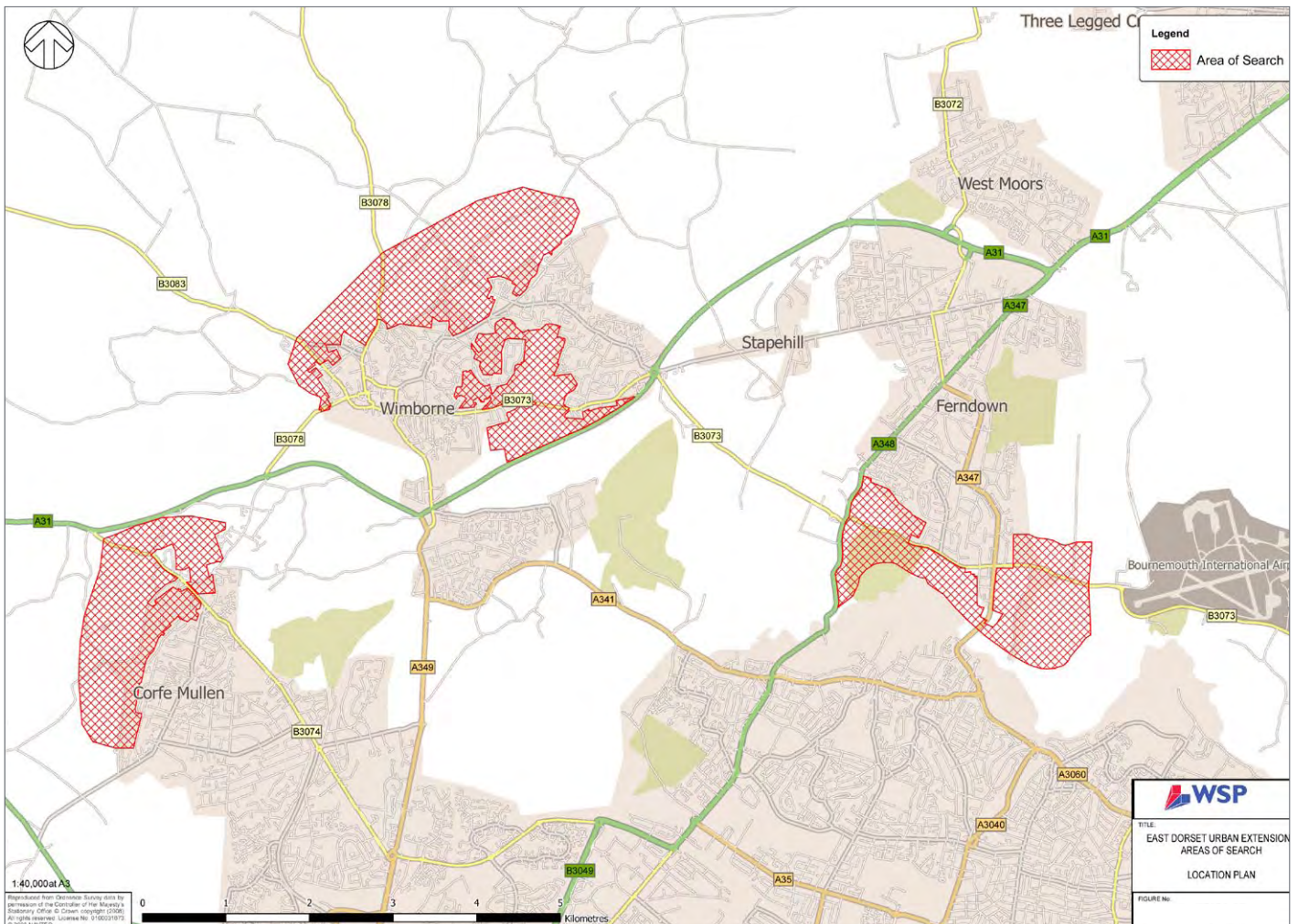
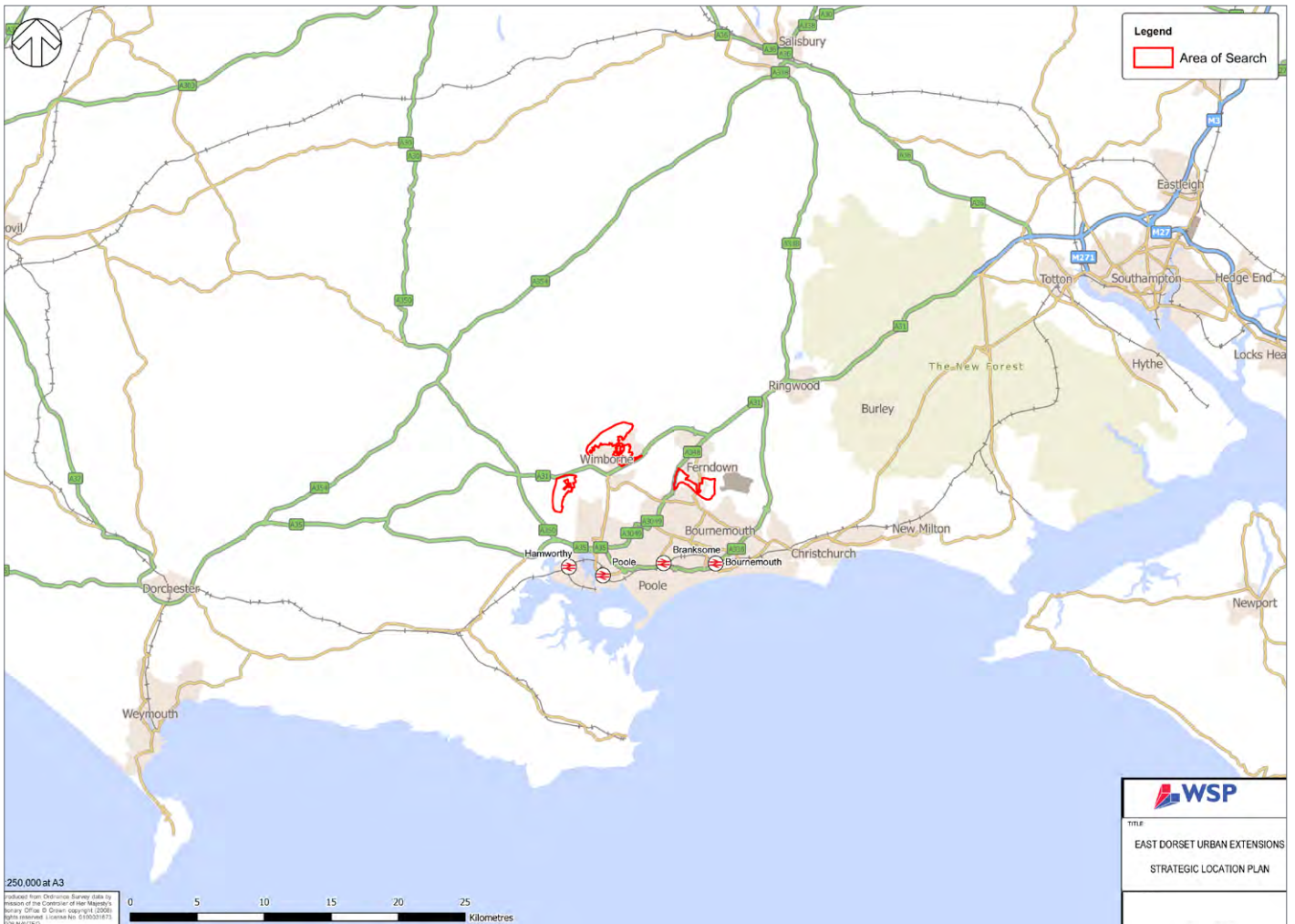
In terms of wider network impacts, work is being undertaken for Dorset County Council (discussed later) to model the transport network within South East Dorset and to identify the most appropriate package of measures to reduce the impacts of both background traffic growth and proposed developments in the area.

There must be confidence amongst the highway authorities (Dorset County Council and the Highways Agency) that required local and wider scale network improvements will be delivered prior to or soon after the proposed new neighbourhoods. As a result, the phasing of the developments against the phasing of transport schemes and proposals may be important in determining which should proceed and when (see later).

Street layouts should be permeable and well connected to adjacent land uses – with the focus on direct links to key destinations (e.g. shops, schools, healthcare, employment destinations and public transport services). Other considerations for street design and layout include pedestrian and cyclist safety. Measures such as 20mph zones within developments can help to promote this. Crime prevention and the creation of overlooked active frontages will further act to encourage travel by sustainable modes of transport.

Dorset County Council (as the applicable highway authority for the sites in East Dorset) promotes the adoption of Manual for Streets principles for new residential developments, including the prioritisation of pedestrian and cycle movements initially, the approach of fitting roads around buildings insofar as possible and of avoiding the promotion of over-engineered solutions to road layouts.





## EAST DORSET HOUSING OPTIONS

### Travel in South East Dorset

The South East Dorset area comprises the Principal Urban Areas of Bournemouth, Poole and Christchurch, along with a number of surrounding settlements. The location of South East Dorset and the areas of search in relation to the strategic road and rail networks can be seen on the plan opposite (left, top). The main east-west strategic road route through the area is the A31(T). This links to the A35 and A350 to the west and the M27 (and onward to the M3 and the

M25) to the east. A more localised plan showing the areas of search is shown opposite (left, below).

The strategic rail routes are primarily between Bournemouth and Poole and towards Hampshire (Brockenhurst) and London to the east. Rail links are also available to Weymouth and Southampton. There are a number of local stations between and close to the urban area. However, none of the proposed new neighbourhoods are located close to

these railway stations and all would require vehicular travel to reach them. Nonetheless, a number of the potential development locations benefit from public transport linkages to railway stations. The table below summarises the rail services in South East Dorset. Whilst the closest station to each new neighbourhood is typically slightly different, all sites are further than walking and cycling distance to stations and, therefore, a single summary of available services is applicable.

Station	Distance from Wimborne Minster / Corfe Mullen / Parley Cross (approximate)	Destination	Journey Time (approximate)	Frequency (approximate weekday)
Bournemouth	18km / 16km / 10km	Brockenhurst	13 to 30 minutes	4 to 5 per hour
		London Waterloo	1hr 50 mins to 2hr 10 mins	2 to 3 per hour
		Birmingham New Street	3hr 3 mins	1 per hour
		Poole	9-12 mins	2 to 3 per hour
		Wareham	23-27 mins	2 per hour
		Weymouth	50 mins to 1 hr 3 mins	2 per hour
Branksome Parkstone (west of Branksome)	14km / 11.5km / 11km	Brockenhurst	22 to 37 mins (from Branksome)	2 to 4 per hour
	11.5km / 9km / 11km	London Waterloo	2hrs to 2hr 37 mins (from Branksome)	3 per hour One is a slow service and it is quicker to change at Southampton
		Poole	7 mins (from Branksome)	2 per hour
		Wareham	19-21 mins (from Branksome)	2 per hour
Hamworthy	15km / 7km / 18km	Brockenhurst	38 to 47 minutes	2 per hour
		London	2hr 13 mins to 2hr 19 mins	1-2 per hour
		Wareham	6 to 11 minutes	2 to 3 per hour
		Weymouth	33 to 41 minutes	2 to 3 per hour
Poole	11km / 8.5km / 13km	Brockenhurst	33 to 42 minutes	3 to 4 per hour
		Bournemouth	9 to 14 minutes	3 to 4 per hour
		London Waterloo	2hr 8 mins to 2hr 44 mins	2 to 3 per hour
		Wareham	11 to 17 mins	2 per hour
		Weymouth	36 to 46 mins	2 per hour

Source: National Rail Enquiries Pocket Timetables for March 2010 (Monday to Friday services that run everyday between the hours 8am to 12pm). Note: Tabulated frequencies are approximate levels of service to the specific stations listed



## EAST DORSET HOUSING OPTIONS

In terms of movement patterns, South East Dorset and the principal urban areas have a non-radial strategic rail and highway structure. As a result, the land uses in the area generate a complex pattern of vehicle movements. In addition, the River Stour influences north/south road based travel in the area, because there are a limited number of crossing points (8) available. Several of these crossings are located in the vicinity of the potential new neighbourhoods, for example, to the south and the west of Wimborne Minster and at Longham.

The South East Dorset Local Transport Plan (LTP) reports that high levels of both north-south and east-west traffic flows (between Poole and Bournemouth and to/from the principal urban area from the outlying settlements such as Wimborne Minster and Ferndown) lead to pressure on key junctions. Trends in traffic flows that are presented suggest that traffic growth continues in the area, but that the rate of growth has decreased, probably as a result of some network saturation, a conclusion supported by the relative growth between more and less congested areas. Some strategic junctions are already at or approaching their capacity and many are forecast to be over capacity by 2016 as a result of traffic growth (Figure 3.1 of the LTP shows volume of over capacity for key junctions that is forecast for 2016).

The LTP suggests that the following junctions in proximity to the proposed new neighbourhoods may be affected as a result of additional development in those locations (see LTP Figure 3.1 at Appendix T1):

- The B3074/ Wareham Road Junction in Corfe Mullen;
- A31 Lake Gates Roundabout (where Julian's Road meets the A31);
- A31 Junctions at South Merley;
- A31 Junction at Canford Bottom (where the B3073 meets the A31);
- B3073/ A347 Parley Cross Junction;
- A348/ B3073 Junction at Longham;
- The A347/A341 Junction to the South of West Parley;
- The A338/ B3073 Blackwater Junction; and
- A number of other junctions along the A347/ A3060 (Castle Lane) corridor to the south east of West Parley towards Bournemouth and Christchurch.

Conversely, LTP Figure 3.1 suggests that the following junctions were forecast to continue to operate satisfactorily at less than 85% capacity in 2016:

- Local junctions to the North of Wimborne;
- Local junctions within the north of Corfe Mullen;
- The B3074/ A31 junction North of Corfe Mullen;
- The A347/ A348 junction within Ferndown; and
- The A31 junctions in the vicinity of Tricketts Cross, to the North of Ferndown.

Prior to abolition of the Regional Spatial Strategy, Dorset County Council and the Highways Agency jointly opposed the development of new neighbourhoods in Dorset unless key strategic infrastructure improvements would be made in a timely fashion to help mitigate their impacts. They wished to identify measures able to satisfactorily address growth impacts (e.g. via improvements to the A31 that were supported by the Regional Funding Allocation and via SEDMMTS) before the new developments were permitted. They are now reviewing this position in light of increased funding uncertainty.

Due to the UK's budget deficit and the changes in governance arrangements being established by the new coalition Government, there is currently significant uncertainty regarding future transport funding (projects to be supported and mechanisms for funding allocations). Although the Government's Spending Review has expressed an in principal priority to fund transport infrastructure schemes required to support economic growth, the schemes that the Government has already publically announced in its 2010 Spending Review that it intends to retain (subject to the usual statutory processes) do not include any of the schemes in South East Dorset. It is primarily the largest urban or national schemes that have been explicitly been addressed in that statement.

The coalition Government is looking to move away from regional governance and has confirmed its intention to abolish Regional Development Agencies

(RDAs) and to establish new Local Enterprise Partnerships (LEPs). The Government proposes to publish a white paper later in 2010 giving additional information about what the LEPs will be and which functions they will adopt from Regional Development Agencies (some RDA functions are expected to be discontinued or to be undertaken at a national level). Public/private partnership proposals for the new LEPs were welcomed for submission to the Government by 6 September 2010. A proposal was submitted for Bournemouth, Dorset and Poole.

Given the new localism agenda, it might be expected that a different approach will be taken to funding major transport schemes than the Regional Funding Allocation (FRA) approach which was previously in place. The Department for Transport has confirmed that it proposes to simplify transport funding, with fewer (but some larger) funds available to Local Highway Authorities. However, as noted above, neither the form of funds to be available, nor the mechanisms for allocating from them is yet known.

All but three major transport schemes that previously had in principal approval nationally (through the RFA and associated major scheme bid process) were put on hold by the new coalition Government. The outcomes of the 2010 spending review and of subsequent decision making processes by the Department for Transport, Dorset County Council and Highways Agency about how to achieve required budget savings could have a significant impact on strategic infrastructure delivery in Dorset (e.g. which schemes might still be progressed with the support of Government funding and when).

Whilst the establishment of a levy-type approach to contributions for local infrastructure has been adopted by the Local Authorities in Dorset, larger schemes would still also require an element of Government funding (in addition to developer contributions). The future of such schemes in Dorset, including the Bournemouth Airport Access and Parley to Cooper Dean scheme, for which DCC was previously undertaking preparatory work, is therefore unclear at present. It is understood that improvements to the Canford Bottom Roundabout (A31), previously being planned by the Highways Agency, are also subject to funding uncertainty.

### Travel to Work

Balanced development in more self-contained settlements may enable residential development to have less impact than that in areas that are more dependent on external destinations. The 2001 Census Travel to Work data provides some indication of travel to work destinations and behaviour of residents of each of the settlements at that time.

Key findings from the 2001 census data obtained from the LTP, SED09 (prepared by Dorset District Council and Poole and Bournemouth Borough Councils to inform the RSS) or extracted from other sources are as follows:

Where future funding is lower than was previously anticipated, SEDMMTS may focus on shorter term, lower cost schemes. Consultation on the Preferred Strategy for SEDMMTS will occur during January and February 2011 and will provide additional indications, in light of the decision making processes during the intervening period, on schemes that might come forward. The final SEDMMTS strategy is not expected to be adopted until late March 2011.

As a result of the changes outlined above, neither Dorset County Council nor the Highways Agency currently has a confirmed position on growth in East Dorset. They will consider the implications of forthcoming funding decisions and of SEDMMTS. In the meantime, the transport and movement impacts of growth and whether and how these can be satisfactorily mitigated remains uncertain. Further consultation will

therefore be required with Dorset County Council and the Highways Agency on these matters during subsequent stages of the master planning project.

- South East Dorset as a whole is relatively self-contained. The LTP states that 94% of employed residents live within the area.
- As would be expected for smaller geographic areas, the individual settlements are less self contained; Corfe Mullen was the least self-contained of the settlements in 2001. It retained just 22% of its working age population (due to a lack of employment opportunities).
- Ferndown and Wimborne Minster also have relatively low levels of self-containment, with index scores of 3.5 and 4.4 respectively. Ferndown is believed to have a low containment score due to high levels of in-commuting. However, it offers the greatest quantity of employment posts available locally for residents.
- Approximately 41% of the working population of Ferndown and 35% of the working population of Wimborne Minster worked in the settlement in which they lived.
- SED09 suggests that flow of commuters to/from Wimborne Minster and Colehill to/from the principal urban area was reasonably balanced (net out-flow 43 commuters);
- In comparison, there were more employment opportunities in and around Ferndown (e.g. Ferndown

Industrial Estate) and, therefore, there was a net inflow of over 1,000 workers in 2001.

The results suggest that given the self containment information and the proximity of Parley Cross to both the Ferndown Employment opportunities and strategic employment allocations at the nearby Bournemouth Airport, it may offer the greatest potential for a sustainable new neighbourhood in travel to work terms (development that minimises car dependence and reduces the need to travel) than Wimborne Minster or Corfe Mullen. Nonetheless, accessibility to public transport and other services and facilities also needs to be taken into account.

<sup>1</sup> A product of dividing the number of those of working age and in employment who live and work in an area by the total number of in and out commuters to the area. The higher the index score the more self-contained the settlement is. SED09 notes that scores under one indicate a settlement is more self-contained, that is fewer people commute to and from the town than commute within it. In addition, because the index takes account of inward commuters, using this methodology, the towns which have the highest proportions living and working within their boundaries are not necessarily the most self-contained. When considering new residential developments, however, the locations with higher internalisation and more local jobs can be expected to offer most sustainable travel to work opportunities for new occupants.

### Comparison of 2001 Census: Travel to Work Mode Share (Including & Excluding Home Workers)

Usual Mode of Travel to Work	Settlement or Area											
	Corfe Mullen			Wimborne Minster			Ferndown			South East Dorset		
	No	% Inc*	% Exc**	No	% Inc*	% Exc**	No	% Inc*	% Exc**	No	% Inc*	% Exc**
Car Driver	3651	71.9	79.5	1760	62.0	68.4	4201	69.7	78.4	126,568	62.9	69.7
On Foot	175	3.4	3.8	437	15.4	17.0	358	5.9	6.7	17,661	8.8	9.7
Car Passenger	314	6.2	6.8	133	4.7	5.2	324	5.4	6.0	11,892	5.9	6.6
Bus	131	2.6	2.9	76	2.7	3.0	102	1.7	1.9	10,149	5.0	5.6
Bicycle	156	3.1	3.4	111	3.9	4.3	204	3.4	3.8	7,871	3.9	4.3
Motorcycle	106	2.1	2.3	39	1.4	1.5	96	1.6	1.8	3,291	1.6	1.8
Train	29	0.6	0.6	7	0.2	0.3	27	0.4	0.5	2,370	1.2	1.3
Taxi	0	0.0	0.0	0	0.0	0.0	15	0.2	0.3	504	0.3	0.3
Other	30	0.6	0.6	10	0.4	0.4	29	0.5	0.5	1,161	0.6	0.6

\* Percentage including home workers. \*\* Percentage excluding home workers.



## EAST DORSET HOUSING OPTIONS

Data on mode of travel to work is also available from the 2001 Census. This is now somewhat dated, but offers some indication of the relative availability and attractiveness of different modes of travel (and of car dependence) at that time. The table (on the previous page) summarises this information.

The table suggests that Corfe Mullen was the most car dependent of the settlements in 2001, with a car driver mode share of 79.5%. This was closely followed by Ferndown with a share of 78.4%, although a higher incidence of home working in Ferndown increased its overall sustainability in comparison to Corfe Mullen. Wimborne Minster was the least car dependent of the three settlements.

The data suggests that significantly higher levels of commuting by foot and cycle are apparent in Wimborne Minster. For example, walking mode share exceeded double that in the other settlements. Similarly, levels of cycle use were as high as the overall SED level and exceeded those in Ferndown or Corfe Mullen. Bus use was significantly lower in all of the settlements than in SED as a whole, with the highest levels of use again for Wimborne Minster. Train use was low for all three of the settlements.

As noted earlier, the 2001 Census information is now somewhat out of date. New strategic models are being built for the area and are set out in Appendix 1

### Proposed Highway Improvements

There are a number of proposed highway improvements in the SED area that were previously considered likely to have direct relevance to one or more of the new neighbourhoods. These are as follows.

*Bournemouth Airport Access and Parley to Cooper Dean* - this scheme was proposed to include a range of improvements along the B3073 corridor, including a third (possibly High Occupancy Vehicle (HOV)) lane, a new junction arrangement at Parley Cross and at Chapel Gate and at the A338 Blackwater Junction. The scheme had been allocated approximately £28 Million funding in principle by the Government through the Regional Funding Allocation (RFA), with approximately 60% of this due to be spend before the end of the RFA2 period (e.g. by 2019). The overall scheme has an estimated cost of £63m. Therefore, RFA funding would have needed to be supplemented by other sources, such as developer contributions and capital already accrued by the County Council. While the scheme was programmed for 2016 to 2021, DCC considered that some elements may come forward earlier than 2016.

Obtaining full scheme funding would have always been dependent upon demonstrating the Major Scheme Business Case to the Department for Transport (DfT). However, the future of the scheme is now particularly uncertain pending the outcome of the Government's Comprehensive Spending Review. Given that part of the funding has been allocated via the County Council and developer contributions in the area (e.g. from development at the airport business park) it remains likely that at least parts of the package will be delivered. Nonetheless, there is a risk that the package will need to be revisited if the scheme is no longer considered a priority by the incoming administration.

Historic and recent work has been undertaken in designing a gyratory system at Parley Cross. The most recent work has been undertaken by Peter Brett

Associates (PBA) on behalf of Manchester Airport Group and is due to report shortly. The work was based on the development of approximately 42,000sqm of office/ industrial development and passenger growth at the airport. The design prepared by PBA has not yet been fully tested.

DCC would like to take a longer term view for the Bournemouth Airport Access and Parley to Cooper Dean Scheme (e.g. design the junction to accommodate a higher level of future economic growth at the airport). Assessment work undertaken by DCC's highway consultants so far has focussed on improvements to and in the vicinity of the A338 (the eastern end of the Corridor). Nonetheless, further work assessing needs and options for Parley Cross may occur shortly.

Dorset County Council favours a transport solution for the junction that is integrated with and to some degree led by the development proposals in this location. The junction scheme must serve its purpose in increasing capacity on the important link to/from the airport and to/from the conurbation. It must however meet other objectives such as improving opportunities for pedestrian and cycle movements.

*A31 from Ameyford Roundabout to Merley Roundabout* - this was a proposal for dualling of the single carriageway stretch of the A31 and was identified as a medium term commitment within the South West Regional Funding Advice document. 75% of the estimated spend was forecast for the period 2019 to 2026 (RFA 3), suggesting that if they has been progressed as previously intended the improvements would not have been in place for at least 10 years (2020 onwards). Funding for this



Aerial image of Canford Bottom Roundabout

scheme is also now subject to significant uncertainty pending the outcomes of the current Government's Comprehensive Spending Review.

*Highways Agency Schemes for Canford Bottom and Merley South Roundabout* - the Highways Agency was previously considering improvements to this junction, including future major schemes and an 'interim' option (new Hamburger type junction layout) which would be focussed on managing Olympic related traffic and/or alleviating existing problems. The interim scheme would not release additional capacity to accommodate new development. As for the other major

schemes, the future funding of either scheme is very uncertain.

#### **Car Parking**

Dorset County Council has recently published new residential car parking guidance and standards for the County. These do not prescribe the number or nature of spaces to be incorporated into a specific development. This is because the most suitable number of spaces will depend on the levels of 'allocated' as compared to 'unallocated' parking (reflecting different efficiencies of use). Instead, the guidance and calculator tool allows a number of acceptable options to be derived depending

on site location and the number of spaces that will be allocated to specific dwellings. This allows flexibility to a developer on the number of allocated spaces, but adjusts the unallocated number accordingly, such that an optimum level of spaces for the types of provision proposed is reached.

## EAST DORSET HOUSING OPTIONS

### WIMBORNE MINSTER

#### Wimborne Minster

Wimborne Minster is located north of the A31 between the Lake Gates and Canford Bottom Roundabouts and North of Merley. The settlement offers a range of day to day facilities and services, reducing the need for residents to travel for many purposes.

SED09 reports that in 2001 approximately 35% of the working population of Wimborne Minster were employed within the town. 2001 census data suggests that approximately 55% of Wimborne Minster's workforce population remained within East Dorset. Approximately 20% travelled to work in Poole and 9% to Bournemouth. 5.9% worked in the Stapehill ward of East Dorset (where the Ferndown Industrial Estate is located). These key employment destinations correspond well with available bus services to/from Wimborne Minster.

In 2001, Wimborne Minster had lower car ownership than the County average (only 17% of households across the County had no access to a car, compared to over 26% in Wimborne Minster). Average car ownership was 1.1 cars per household, compared to 1.3 across the County as a whole. These results partly reflect the rural nature of the County and the urban location of Wimborne Minster's population.

#### Existing road and traffic conditions

Wimborne Minster is the only potential new neighbourhood area located north of the A31 Trunk Road and just north of the River Stour. A number of the river crossings around Wimborne Minster have heritage status – e.g. the listed Canford Bridge.

The main route out of Wimborne Minster towards Poole and Bournemouth is via the Canford Bridges, via Merley South Roundabout and on towards the A341 and A349 Gravel Hill towards Poole or eastwards, via the A341 or other routes into Bournemouth.

A secondary route out of Wimborne Minster towards Bournemouth is via Canford Bottom Roundabout from the east of Wimborne Minster. The B3073 through Wimborne Minster continues on towards West Parley to the east of Canford Bottom, via Ham Lane and Christchurch Road and links to a number of other north-south routes further east.

Wimborne Minster has an attractive town centre, but consequently narrow streets and a constrained road network, particularly in the centre of the town, where there are sections of one way working to respond to this.

The key junction assessments presented within the LTP suggest that in the vicinity of the Wimborne Minster area of search there is likely to be no critical congestion impacts at the closest junctions.

However, the potential impacts on local junctions within Wimborne Minster require further consideration (in light of the findings of the Wimborne Transport Model Outputs) and to demonstrate that sufficient improvement is possible to address any issues identified. Modelling is currently underway of the potential impacts of potential developments within Wimborne Minster. The findings must inform future stages of the master planning project and will identify off-site strategic highway impacts of the growth.

In the vicinity of the potential development area to the west of Wimborne Minster there are a number of more localised junctions that are constrained by the existing built form. These include the mini roundabout between Victoria Road and Julian's Road. Subject to land ownership, no junction capacity issues are anticipated with local junctions to the north of Wimborne Minster which cannot be addressed by improvements associated with any new neighbourhood. However, there are also a number of junctions to the south east of the town that have been shown by a recent Transport Assessment (to support the planning application for the new Waitrose food store) to be approaching their capacity. In addition, development to the east of Wimborne or close to Colehill could have particularly significant impacts on the Canford Bottom Junction. It will be essential that the impact of any new development in Wimborne Minster on these junctions is further assessed. Further development will only be appropriate subject to feasible improvements to sufficiently mitigate these impacts to the satisfaction of DCC. When available, the Wimborne Model outputs will provide greater clarity on the nature and implications of these matters.

#### Existing Public Transport

##### Rail

There is no rail station in walking or cycling proximity to Wimborne Minster. The closest railway station to the site is approximately 11km away. Poole Railway Station is located close to Poole Bus Station and can be reached via the number 3 bus service from Wimborne Minster. Bournemouth Railway Station can be reached via the number 13 bus service, although the journey time is approximately 50 minutes from Wimborne Minster.



Approximate Frequency of Key Bus Routes to / from Wimborne Minster				
Route	Time	Monday to Friday	Saturday	Sunday
3	Daytime	Every 15 mins to / from Poole Either via Merley or Corfe Mullen (e.g. half hourly frequency to each).		Half Hourly
	Evening	Hourly		
13	Daytime	Every 30 mins Towards each of Bournemouth and Wimborne		Every 30 mins Towards each of Bournemouth and Wimborne
	Evening	Hourly or less frequent from approximately 18.15 or 18.45 onwards	Hourly or less frequent from approximately 19.40	None
88	Daytime	Circuit commences approximately every 40 minutes* from 09.00 to approx 15.00	Circuit commences every 40 minutes* from 09.00 to approx 15.40. Last return arrival 17.30	None
	Evening	None		

Source: Wilts and Dorset/ Traveline South West.

\*Calls at the square twice per circuit. There is a longer gap in the middle of the day of around an hour and a half.

Minster. The key service for the area of search is the number 3 service which runs every 15 minutes to/from Wimborne Square and Poole, either via Corfe Mullen or Merley. In addition, the number 13 bus service runs from the centre of Wimborne Minster (the Square) towards Bournemouth via Parley Cross. The square is a short walk from the western part of the area of search and approximately 10 to 15 minutes walk from the central parts of the northern area of search. It is however, some distance from the areas of search to the East of Wimborne Minster. Furthermore, the 13 bus service does not use Leigh Road and therefore would offer no service to development in East Wimborne or South of Colehill.

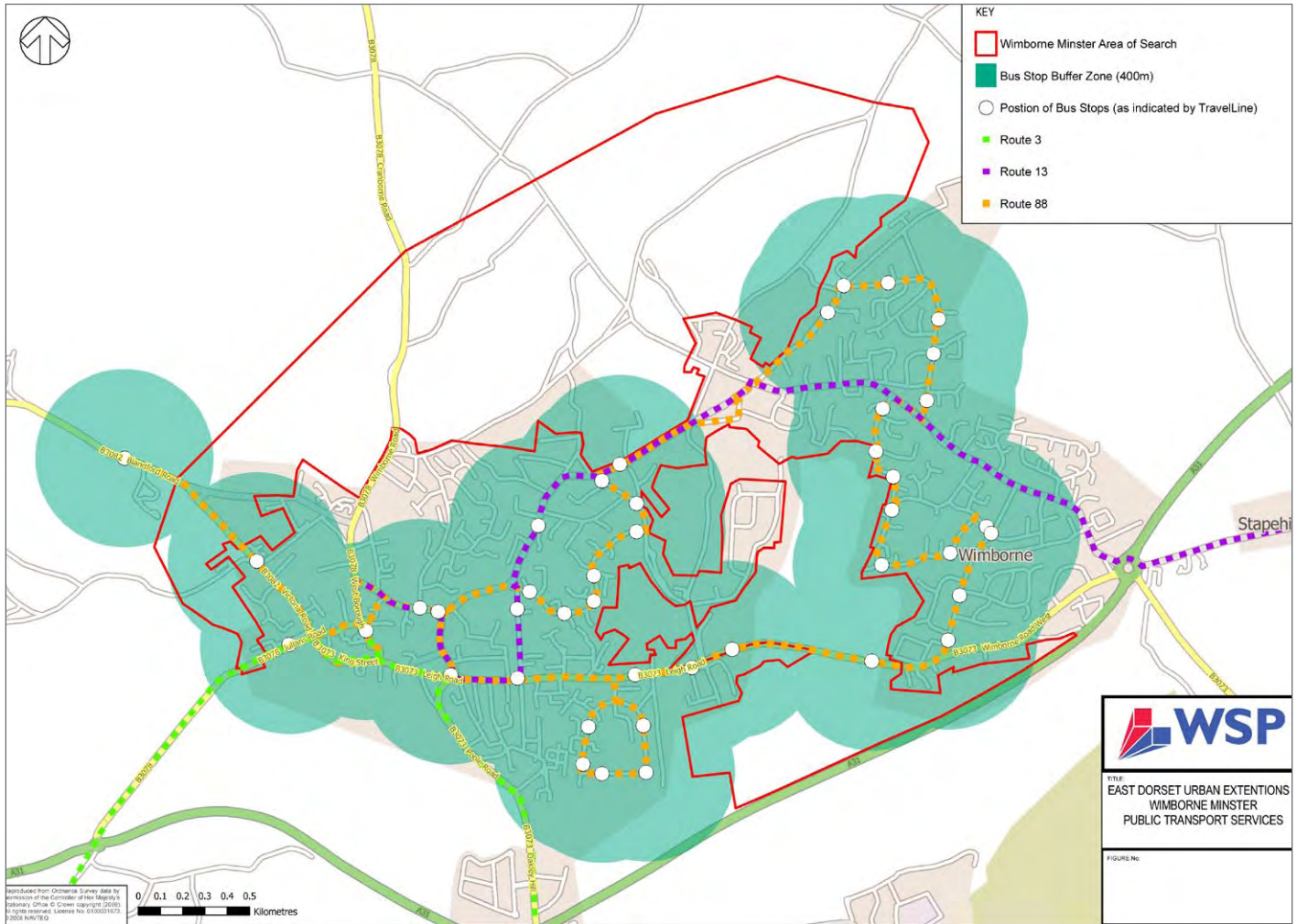
The 88 route is a town circular service that runs around the town to/from Colehill and returns to the Square before running to/from the Queen Elizabeth (QE) School via the Victoria Hospital. A single weekday circuit to/from Colehill takes just under half an hour.

On Saturdays, three services per day continue to/from Bournemouth from Colehill, calling at Ferndown, West Parley, Hurn, the Royal Bournemouth Hospital and the Castlepoint shopping centre.

In addition to this, there are a number of less frequent services to/from and within Wimborne Minster. These include (but are not limited to) the 83 route which runs at a frequency of approximately

every one to two hours on weekdays to/from Shaftesbury and Blandford Forum, via a number of smaller settlements (e.g. Charlton Marshall) and the 322 route which is a very low frequency service offering a single service on a Friday from Poole Railway Station to Dorchester, via Wimborne Minster and a number of other smaller settlements.

**EAST DORSET HOUSING OPTIONS  
WIMBORNE MINSTER**



The plan (above) shows the regular (e.g. daily) bus services to/from and within Wimborne Minster. It also shows the areas that fall within 400m (as the crow flies) of the existing bus stops on these routes. Given that there are currently no roads/routes through the potential development sites, these buffers have been used instead of route isochrones. This is because the route isochrones do not show the area that would be accessible if sites were developed with permeable internal layouts for pedestrians.

The plan shows that the most accessible area to existing bus services is that to the southern end of the western part of the area of search, as well as the area South East of Wimborne and Colehill.

It can be seen that public transport improvements would be required in order to deliver an accessible development to the north of Wimborne Minster, which might also be planned to benefit possible future redevelopment of the Stone Lane Industrial Estate. Potential means of delivering this could possibly be via extension of one of the following services:

- 88 circular route when on its western leg to/from the Hospital and Queen Elizabeth School, potentially with linkage via the Stone Lane Industrial Estate; or
- The 3 service that currently terminates in the town centre to terminate (at least for some runs) within the new neighbourhood.

Extension of the 3 service that runs via Merley, to terminate within the North Wimborne Sites, would most likely be the preferred solution.

Two similar options are available for the Wimborne Minster East area. A similar extension of the 3 service via Corfe Mullen should be sought to terminate in this area.

Public transport accessibility to the East Wimborne Minster Area Site would be best achieved by routing buses into (or through) the site, either to terminate there or to route via the site (using the primary access and/or a secondary bus priority link to Parmiter Drive). Subject to timetable improvement options being feasible (see discussion below), the 88 route could pass through the site without any loss in accessibility to stops for existing Wimborne and Colehill residents.

The benefit of route 3 extensions is that they would provide public transport services to/from Poole as well as improved connections to/from Wimborne Town Centre.

In addition, a number of the proposed sites in Wimborne Minster could potentially be served by the existing or an improved 88 service. For most of the sites under consideration, however, this would require timetable changes and additional vehicle(s) to operate on the 88 route. There is currently very little time available within the 88 timetable to support additional stops or diversions. The St Margaret's close site might be suitably served through the provision of improved stops on the existing route, without any substantial alteration being required to the timetable. Provision for the other sites, however, would be less straightforward.

The existing 88 route also passes the developable parcels of land adjacent to Leigh Road (East Wimborne Minster). However, only the edge of the site would be usefully served by the existing service because, as noted before, there is no slack within the existing timetable to offer a straightforward extension of the 88 route via the site.

Whilst amendments to the 88 route might assist in improving public transport accessibility to some sites, there are a number of difficulties in achieving suitable improvements:

- The service only runs at a 40 minute frequency at present;
- There is very little flexibility within the current timetable;
- The service is supported by Dorset County Council (e.g. is not a fully commercial service); and
- The timetable is better suited to providing for daytime journeys than for commute trips.

As a result, additional vehicle(s) and timetable enhancements would be needed for the service to benefit most of the new sites.

The preference would therefore be for development that is served by the existing Number 3 route (close to Julian's Road) and/or for sites that can be served by extensions to the Number 3 service. These might include each of the larger proposed new neighbourhood sites and/or other sites that can be conveniently served en-route to/from one of these.

It is proposed that if possible a coordinated package of improvements should be planned for the 88 route, to be part funded by each of the relevant developments coming forward and in order to offer the best viable overall level of service for new and existing residences. As noted above, extension of the Number 3 service should also be sought for each of the larger new neighbourhood sites to the north and east of the town.

Options for providing public transport accessibility to each site will need to be further explored and appropriate improvements agreed with DCC as part of the development planning process. All options would of course be subject to suitable master plans, the agreement of operators and commercial viability,

informed both by the number and location of dwellings proposed and other factors influencing the cost or attractiveness of such improvements.

### **Park and Ride**

There is no park and ride site serving Wimborne Minster. There is an existing park and ride site at Creekmoor (south of Corfe Mullen) which is only operational at Christmas and at other times for use of Poole Borough Council and Poole Hospital employees.

There have been some past proposals for a future Park and Ride site at Mannings Heath to the east of Poole. It is possible that this could provide an alternative to car based trips from Poole and areas north of it (e.g. Wimborne Minster or Corfe Mullen) towards Bournemouth. If a site is delivered in this location then it could potentially offer some opportunity for transfer to Park and Ride that could reduce pressure on the east-west routes through the principal urban area. There is currently no certainty that the site will be delivered or of likely timescale.

### **Public Transport Improvements**

There are currently no known public transport improvements planned for Wimborne Minster.



## EAST DORSET HOUSING OPTIONS

### WIMBORNE MINSTER

#### Walking and Cycling

Walking is typically considered a viable mode of travel for trips of up to 2km (IHT guidelines), although propensity to walk varies by journey purpose. Walking forms a portion of many trips either to/from bus stops or car parks. An accessible walking environment offering direct and attractive routes is important for all new developments.

The plan (opposite, top) shows the public rights of way within and adjacent to the areas of search. It can be seen that there are a number of public rights of way through the areas of search that would need to be retained or replaced/improved where applicable within any future master plan.

The plan (opposite, below) shows the location of the areas of search in relation to the town or district centre. The figure shows distance buffers (as the crow flies) from the town centre at 400m, 800m,

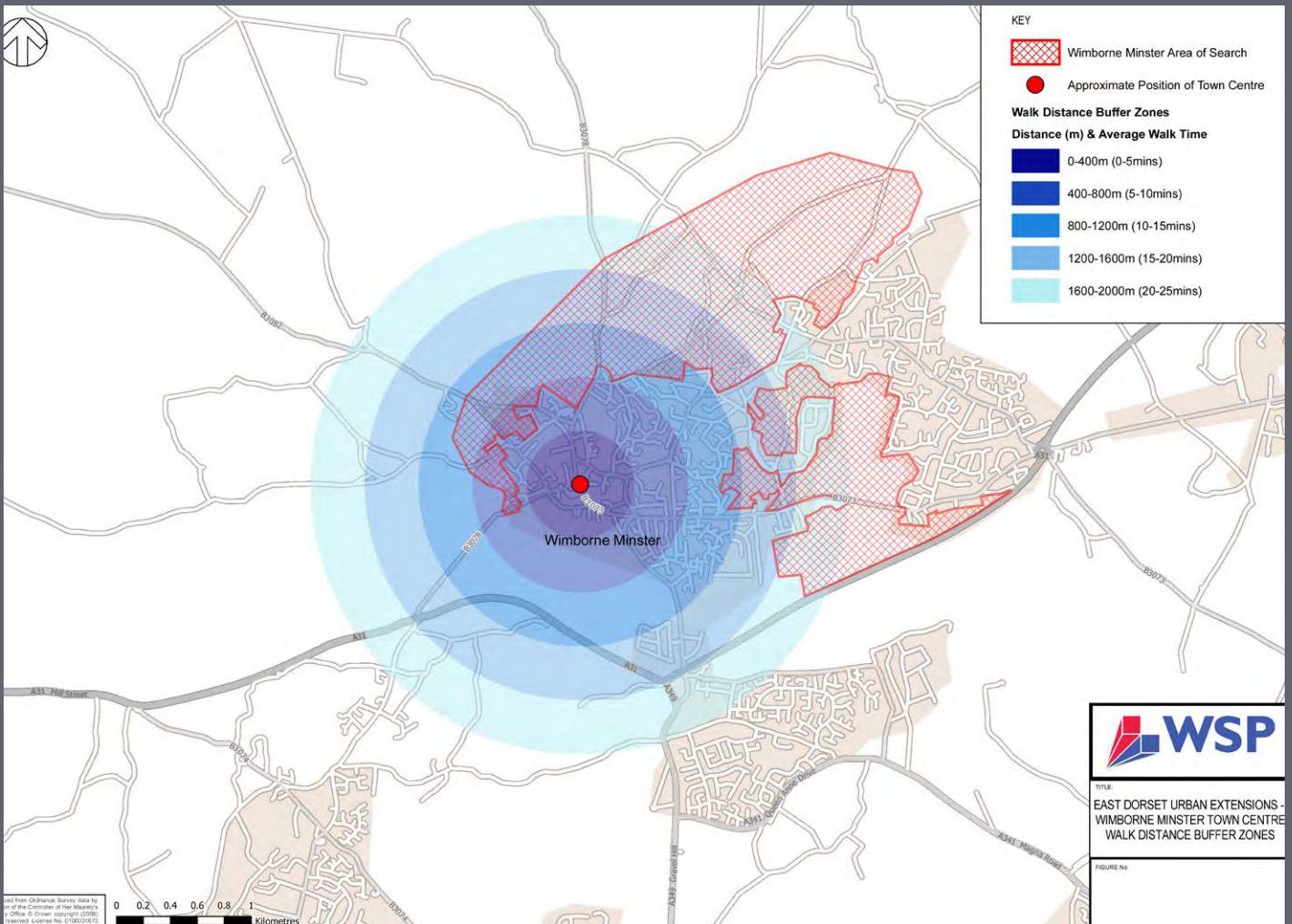
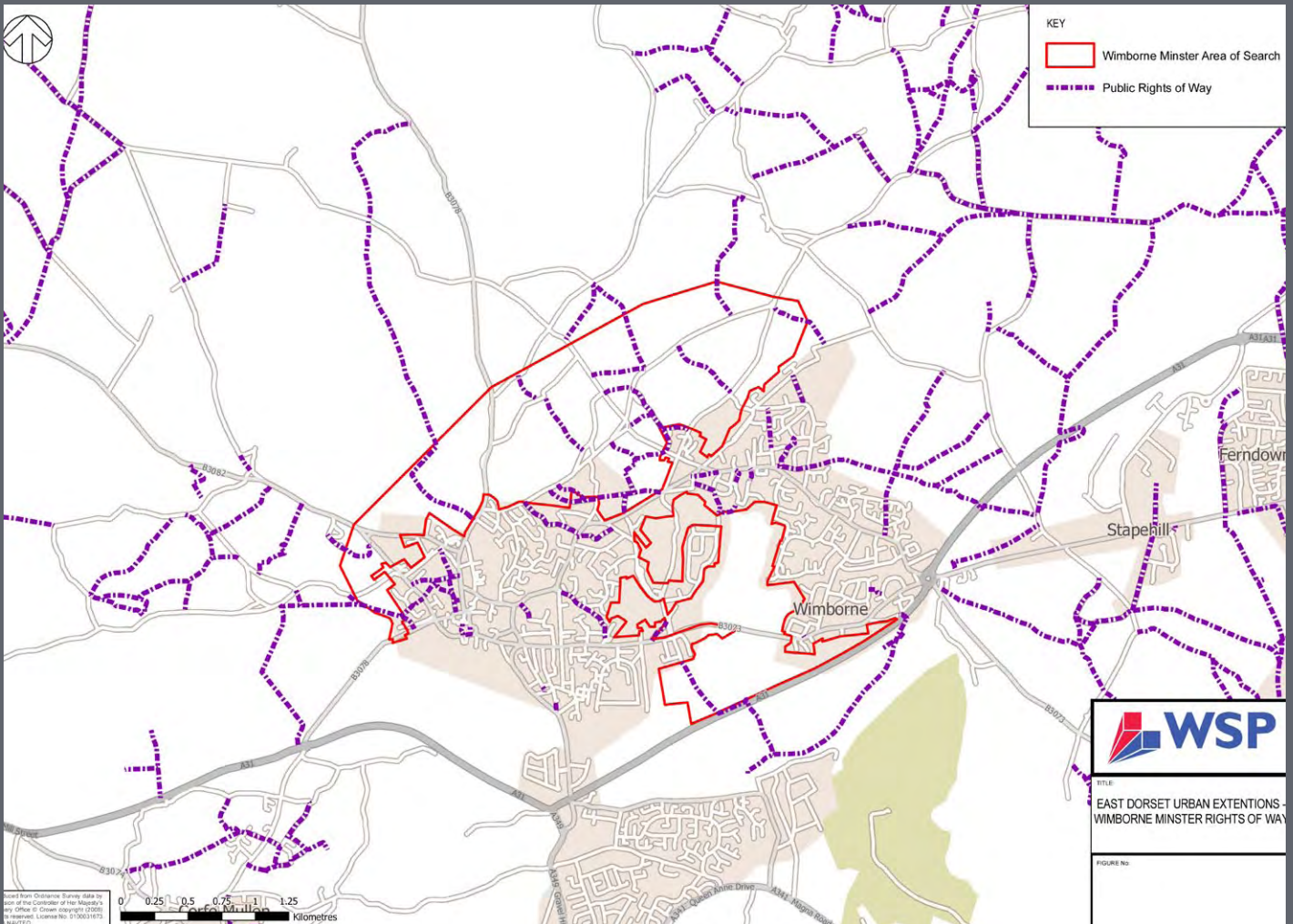
1,200m, 1,600m and 2km distances. 2km is generally considered to be the maximum walking distance for purposes such as sightseeing and travel to work (PPG13 and IHT Providing for Journeys on Foot). However, 1.2km is generally considered to be the maximum distance for a range of other trips and 800m for trips to town centres (IHT Providing for Journeys on Foot).

It should be noted that actual walking distances can typically be up to 1.6 times as far as the crow flies distances, as a result of the need to follow available routes. Nonetheless, there are reasonably direct walking routes both to the north of the town centre and to the west, meaning that the buffers are likely to act as a reasonable guideline as to the most suitable areas for development in terms of walking accessibility by distance and walking time. It can be seen that much of the western and a small part to the south of the northern area of search fall within

approximately 1.2km of the town centre. The eastern area is, however, at least 1.2km and more realistically around 1.6km to 2km from the town centre. Indeed, the actual distance along available walking routes from the southern end of Parmiter Drive has been measured and falls almost 2km from the site.

The plans on the following pages show which parts of the areas of search fall within established walking distances of key facilities within the settlements. Such catchments are:

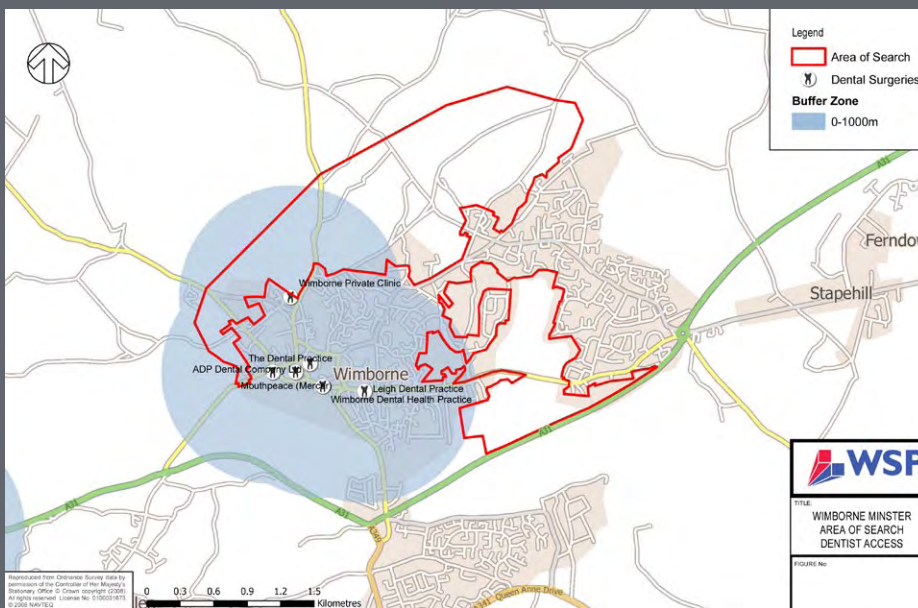
- Primary/ Lower school – 600m (RPG10); 1000m (SEEDA checklist);
- Middle/ Upper/ Secondary school – 1.2km (Barton) and 2km (IHT Guidelines for Providing for Journeys on Foot);
- Hospital – 1000m (SEEDA checklist, Barton);
- Doctor's Surgery - 1000m (SEEDA checklist, Barton);





## EAST DORSET HOUSING OPTIONS

### WIMBORNE MINSTER



Wimborne Minster - Access to Dentists

- Dentist - 1000m (SEEDA checklist, Barton); and
- Employment – 1km and 2km (IHT Providing for Journeys on Foot).

Overall, these plans plus those on the previous pages show that:

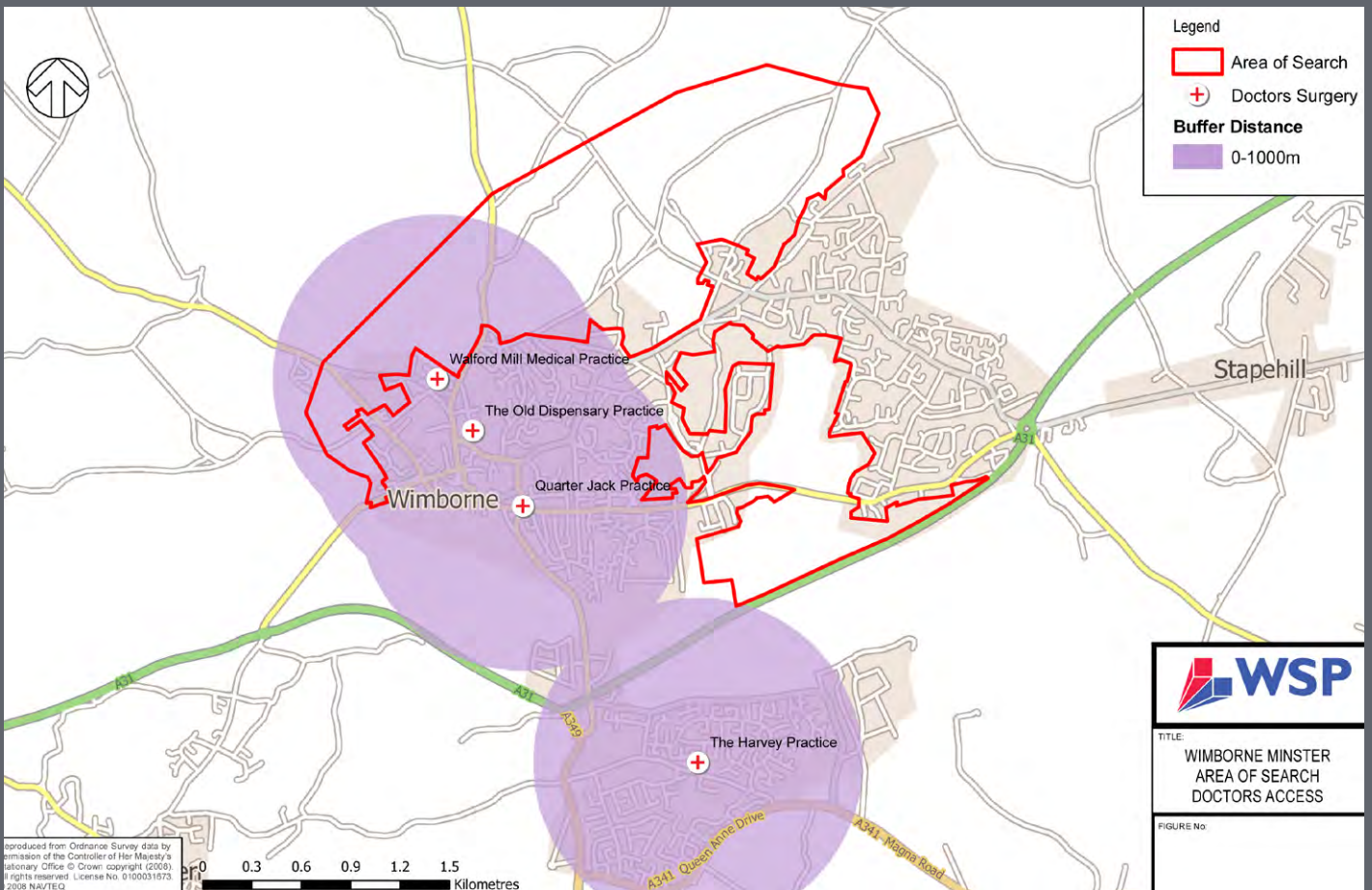
- The very southernmost section of the area of search (e.g. the Cuthbury Allotment site) and other small areas close to the conurbation (e.g. the southernmost part of the northern area of search) fall within a recommended 800m walking distance of the town centre. Some additional parts of the area fall within 1.2km, a distance within which development would be preferable to that in locations even further afield. Land south of Colehill would, however, be within approximately 1.2km of Colehill.
- Only the westernmost section of the area of search land south of Leigh Road and land just off St Margaret's Hill fall within 400m of a regular (daily) bus service.
- The westernmost section of the area of search and the eastern area of search are in closer proximity to an existing nursery school. Parts of the central and western parts of the area of search are within 1km (as the crow flies) of the Dumpton Nursery School and the Wimble Pre-school. The Tops Day nursery is within walking distance of much of the eastern area of search.
- The western and eastern parts of the area of search, as well as land south of Colehill, fall within walking distance of a primary school, as do proposed infill developments west and north of the town centre. The area of search south of Leigh Road (with the exception of land south of Colehill) falls more than 1km (maximum preferable walking distance) of a primary school.
- In terms of distance, all areas of the town are located within a reasonable maximum walking distance of a school. Areas in the western part of the area of search are within 1.2km of the Queen Elizabeth Upper School.
- Both the western and central parts of the area of search are within approximately 1km of local healthcare facilities (Doctor or Dentist). The eastern and eastern parts of the area of search fall beyond 1km from local health facilities.
- Only the most south western section of the western part of the area of search falls within 800m of the town centre facilities, although all but the most northern part of the area falls within 1.2km. The eastern and central parts of the area of search are over 1.2km from the town centre facilities and exceed 2km in some locations.
- The whole of the western part of the area of search falls within approximately 2km of the town centre employment opportunities. All but the northernmost section of the central part of the area of search fall within this distance. The whole of the eastern part of the area of search and parts of the South Eastern area of search fall beyond 2km of the town centre.

Similarly, cycling can typically replace journeys of up to 8km in length (IHT guidelines) and even beyond, subject to the availability of suitable routes.

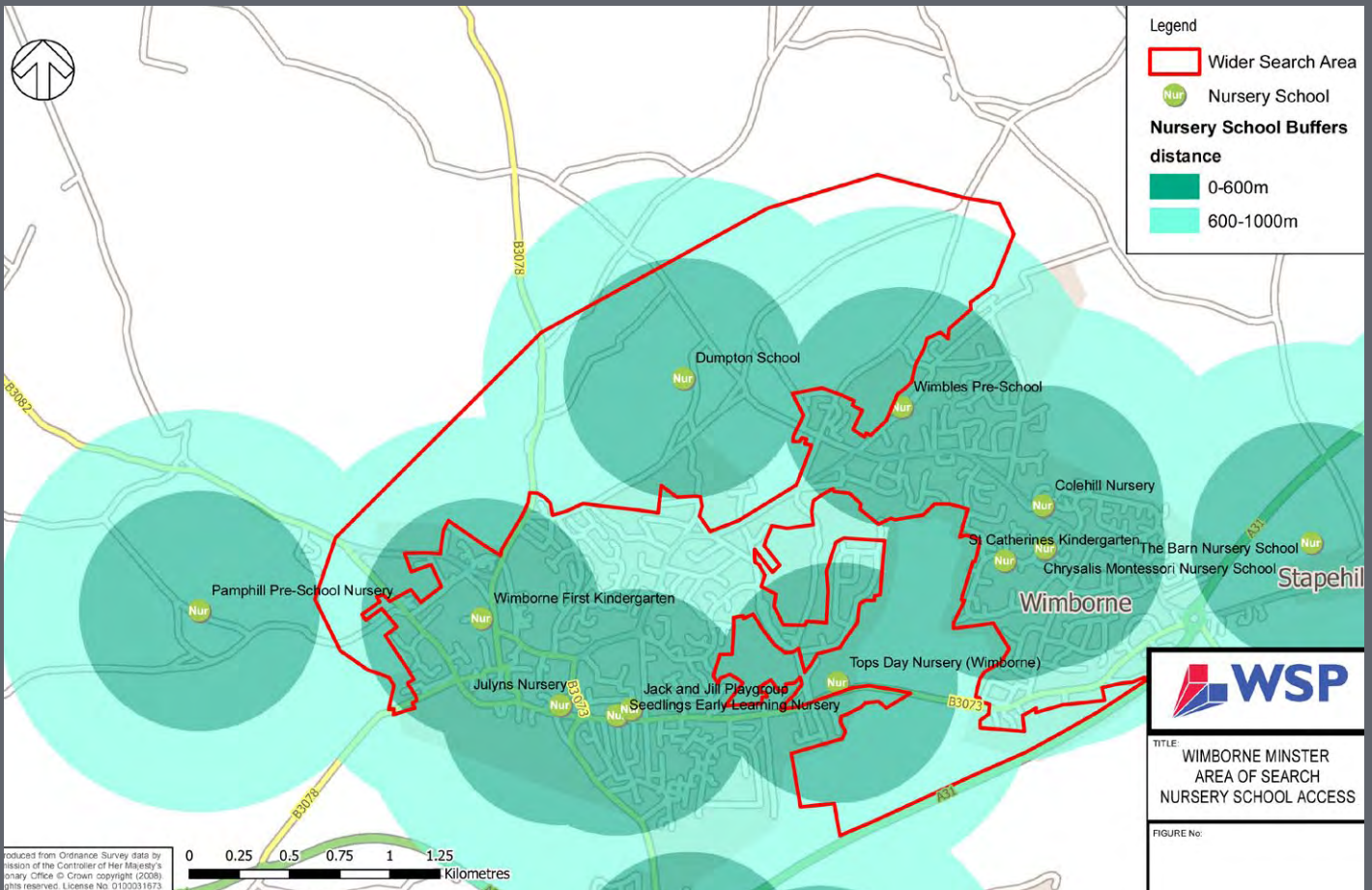
A number of cycle improvements have been recently implemented in the vicinity of the Queen Elizabeth School, along St Margaret's Hill and Stone Lane. DCC and EDDC consider that any development to the north of Wimborne Minster should deliver a new and more direct cycle linkage to the school, via a new crossing of the River Allen.

It is understood that DCC plans to extend the new cycle lane in the vicinity of the Queen Elizabeth School along the northern side of Stone Lane as far as the traffic lights with West Borough. This will improve accessibility to/from the Stone Lane Industrial Area site by bicycle. Improvements along St Margaret's Hill to link into the new facility are also under consideration.





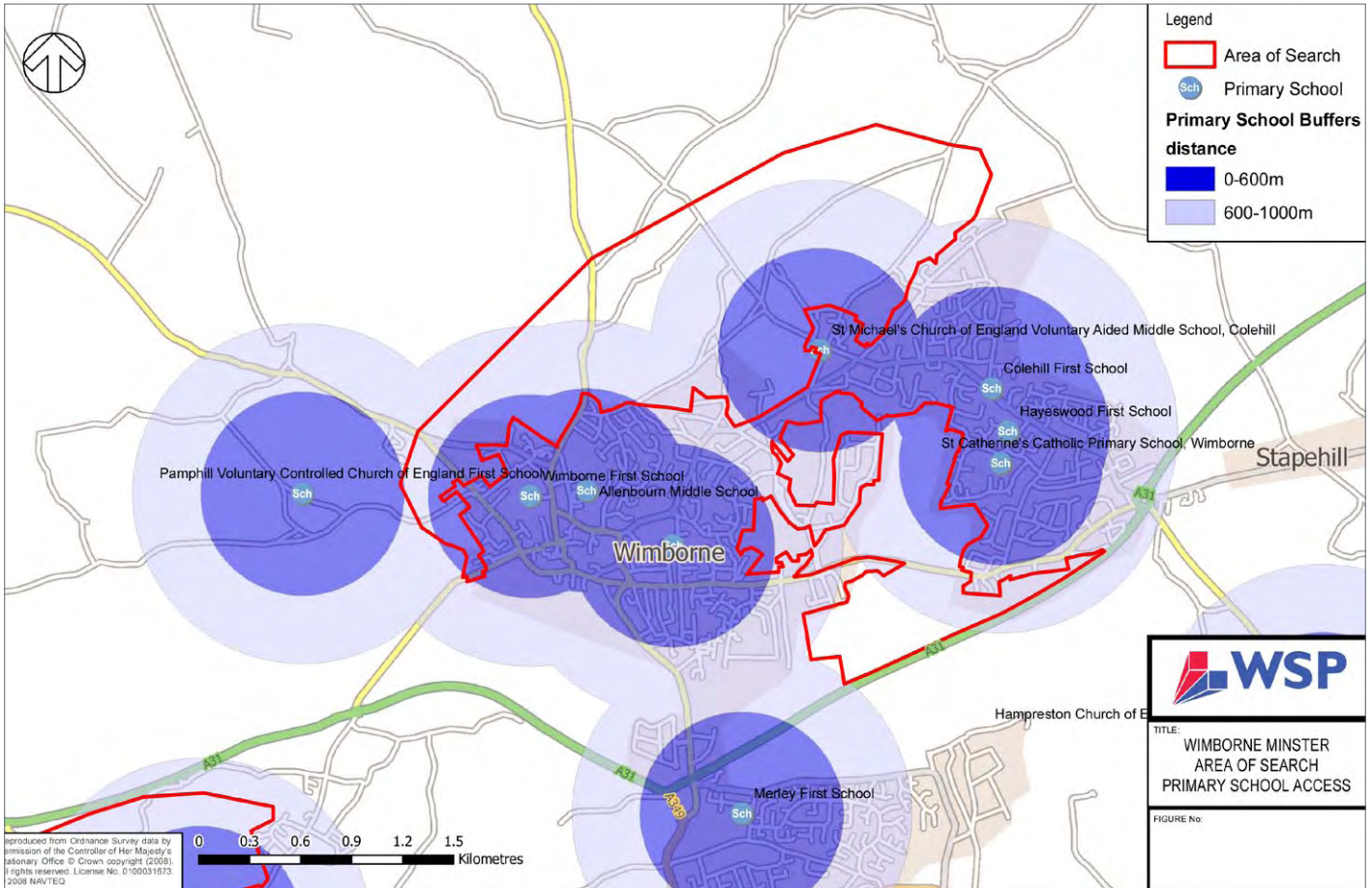
Wimborne Minster - Access to Doctors



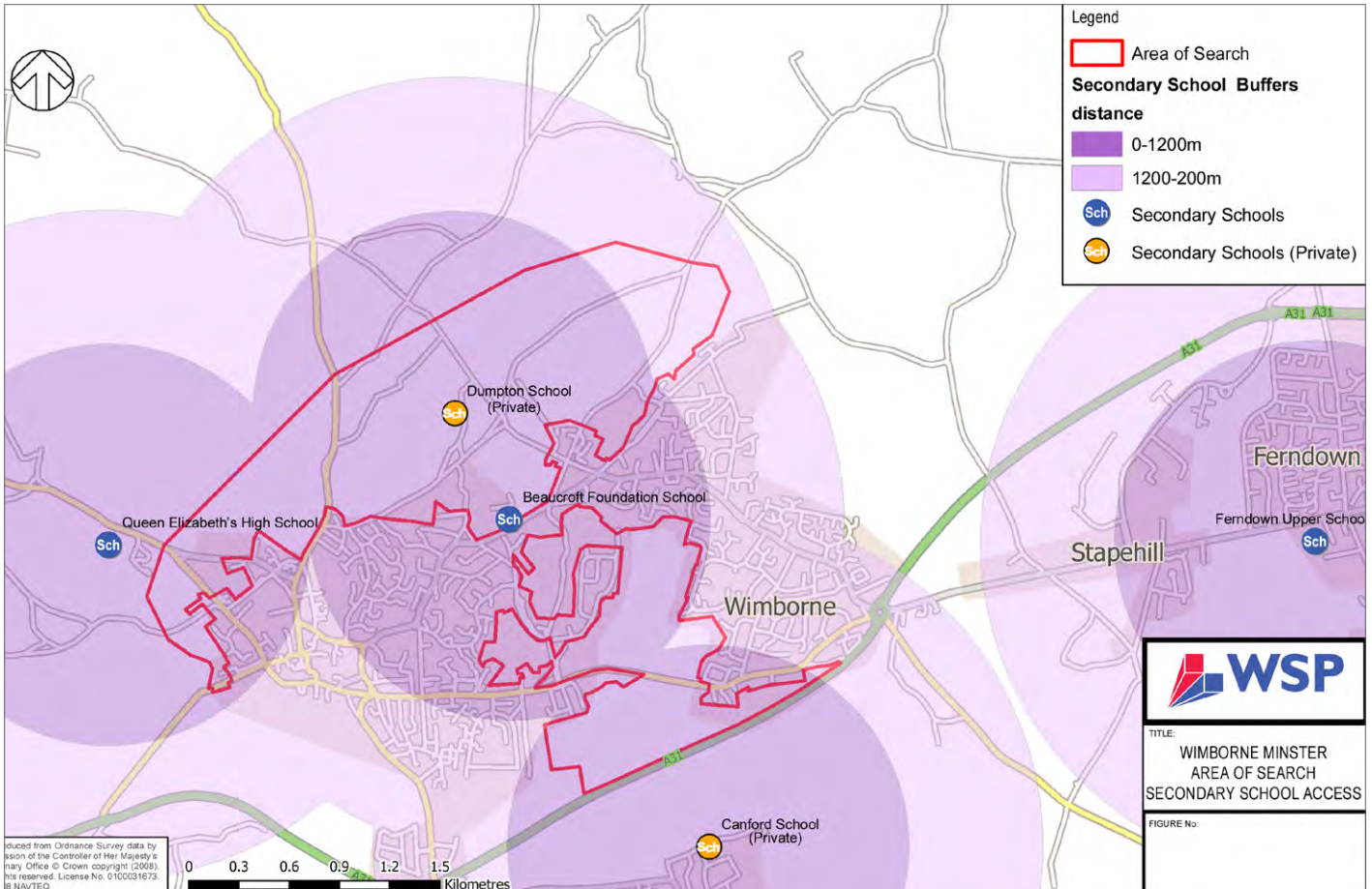
Wimborne Minster - Access to Nursery School



# EAST DORSET HOUSING OPTIONS WIMBORNE MINSTER

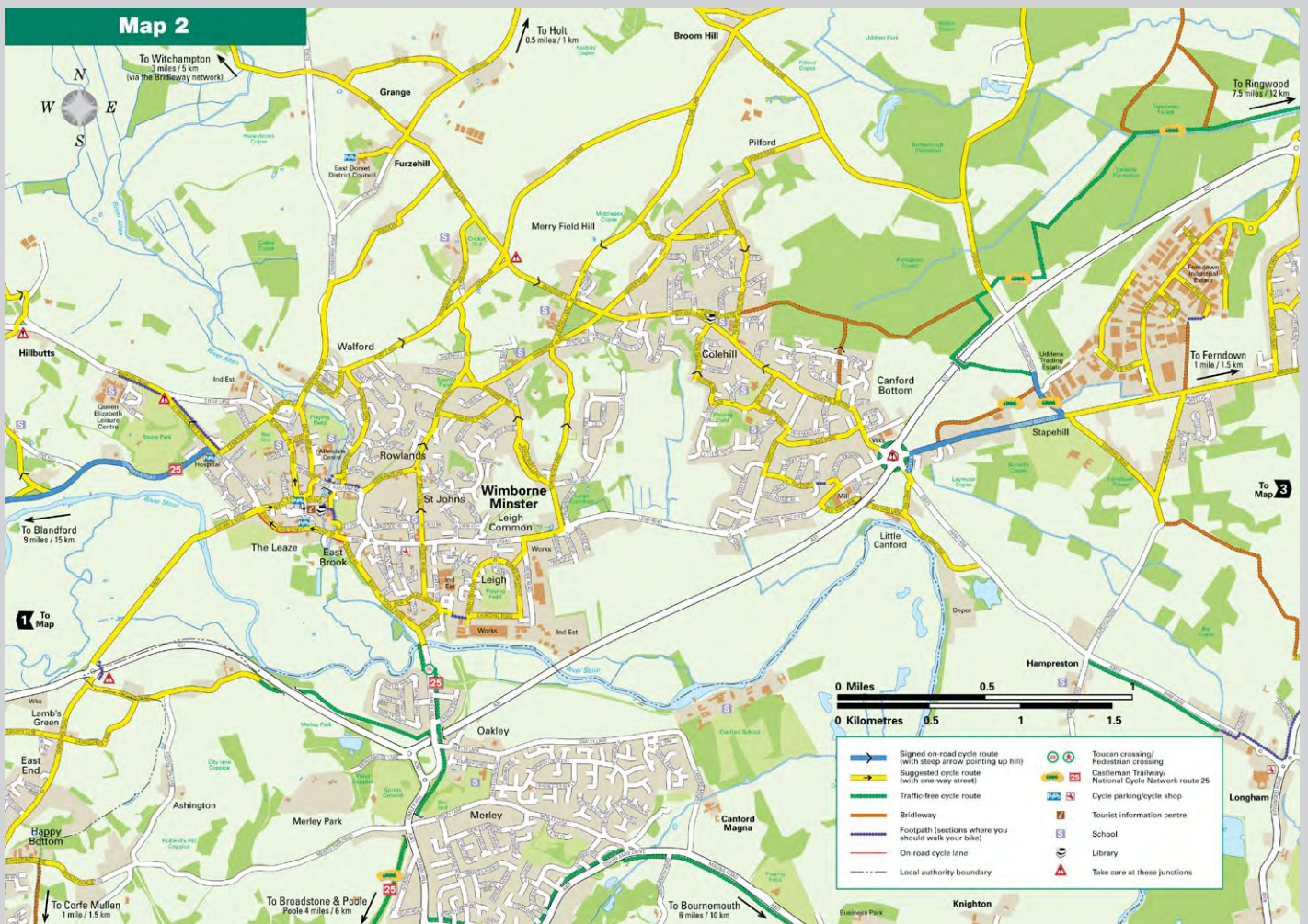


Wimborne Minster - Access to Primary School



Wimborne Minster - Access to Secondary School





The plan, above, shows the most recent cycle network map published for the Wimborne Minster area. This gives an indication of the recommended, signed and off-road cycle network that exists within Wimborne Minster.

There are a number of points to note in relation to Wimborne Minster with regard to cycling.

In terms of topography, the western part of the northern area of search is generally flat towards its southern end, including the link to the town centre. It rises as you move north through the area of search past Cowgrove Road towards Stone Lane. The land then falls away beyond Stone Lane towards the River Allen. Land immediately north of the River Allen is relatively flat initially, before again rising away from Wimborne Minster, towards the east.

Land towards the south east of Wimborne Minster is relatively flat, although there are areas that might be considered more hostile to cyclists to the east of the town centre and slightly less direct routes might be required for cyclists from this area to reach the town centre.

Land to the east of Wimborne Minster is generally flat to the south of Leigh Road but rises steeply to the north.



## EAST DORSET HOUSING OPTIONS CORFE MULLEN

### Corfe Mullen

Corfe Mullen is located north of Poole and north west of Bournemouth, to the south of the A31. 2001 Census Travel to Work data provides an indication of the key commuting movements to/from Corfe Mullen. Overall, the settlement has been calculated by DCC (as set out within SED 09) as having a low level of self containment with only 22% of the 5,137 workforce population living and working in the settlement (2001). There is little in the way of employment opportunities in Corfe Mullen and this leads to high net out-commuting (approximately 4,000 resident out-commuters).

The two main destinations for commuters from Corfe Mullen according to the 2001 census data were Poole (around 1,900 residents) and Bournemouth (around 500 residents).

Whilst in-commuting is low, it is notable that of the 500 in-commuters to Corfe Mullen over 45% were residents of Poole. The importance of Poole as an employment destination and to a lesser extent employee source indicates the particular importance of high quality and competitive public transport linkages to/from Poole.

In 2001, Corfe Mullen had higher car ownership than the County Average (only 9.2% households in Corfe Mullen had no access to a car, compared to 17% across the whole county). In addition, almost half of all households had access to two or more vehicles (over 50% in north Corfe Mullen), suggesting high levels of car dependency. This is likely to partly reflect the younger population than in Wimborne Minster, the relatively lower level of public transport and the fact that Corfe Mullen supports a narrower range of local services and facilities, as a settlement, than the town of Wimborne Minster.

### Existing road and traffic conditions

Corfe Mullen benefits from easy access to the A31 trunk road to the north and to the A350 towards Blandford Forum. The B3074 runs through the centre of Corfe Mullen and provides a direct link to the A31 to the north and joins the B349 to the South. The B349 provides a direct route to Poole and connection to a number of routes into Bournemouth, such as the A35.

An initial transport assessment undertaken for the Pardy's Hill area of Corfe Mullen by DCC suggests that based on historic travel to work data, in addition to increased numbers of vehicular trips to/from Poole (around 35% development trips in the AM Peak), new development in the settlement would lead to increased movements on the A31 east of Corfe Mullen

Figure 3.1 of the Local Transport Plan suggests that the only local junction which was forecast to be over capacity by 2016 was the A3470/ Wareham Road Junction towards the north of Corfe Mullen, suggesting that improvements at this junction may need to be considered in

association with any new neighbourhood. Other key junctions within Corfe Mullen were forecast to operate at or beneath 85% of their capacity.

The findings of the South East Dorset Multi-modal Transport Study modelling work currently underway will enable more reliable identification of locations where capacity issues are liable to arise due to background traffic growth, already committed developments and the additional development assessed within this report.

### Existing public transport

#### Rail

There is no rail station in walking or cycling proximity to Corfe Mullen. The closest railway station to Corfe Mullen is Hamworthy (7km away), although this offers a lower level of service and station facilities than the larger stations such as Poole. Poole Railway Station is located close to Poole Bus Station and, therefore, can be reached via the number 3 bus service from Corfe Mullen (approximately 18 to 24 minutes from the south and north of the settlement respectively).

#### Bus

The main bus route to and from Corfe Mullen is the number 3 service, operated by Wilts and Dorset. The route is from Poole to Broadstone, Merley or Corfe Mullen and on to Wimborne Minster. The level of service of the route is summarised in the table below.

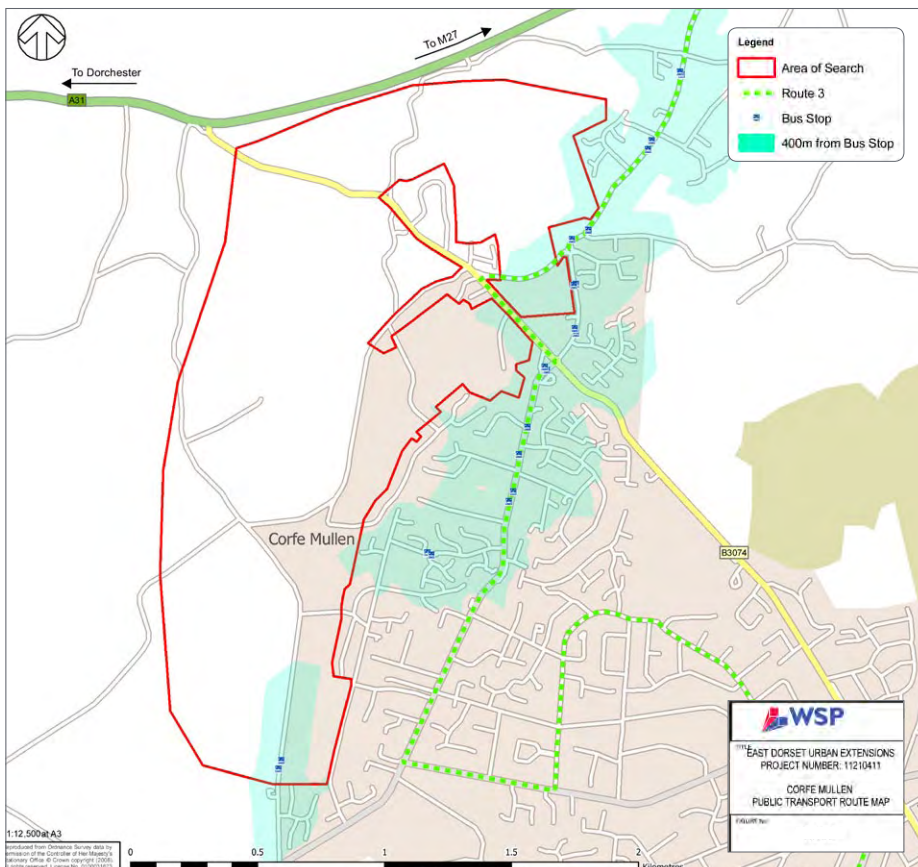
Number 3 Bus Route: Frequencies to / from Corfe Mullen			
Time	Monday to Friday	Saturday	Sunday
Daytime	Every 30 mins Towards each of Wimborne Minster and Poole . From 06:32 to 18:52 towards Poole. From 06:46 to 18:24 towards Leigh Road.		Hourly
Evening	None after 7pm		

Source: Wilts and Dorset/

The timetabled journey time from Corfe Mullen to Poole is approximately 18 to 24 minutes

The timetabled journey time from Corfe Mullen to Wimborne Minster is approximately 7 to 13 minutes.

## EAST DORSET HOUSING OPTIONS CORFE MULLEN



The plan (above) shows the route of the number 3 bus service through Corfe Mullen and the bus stop locations. The plan shows 400m buffers around the bus stops. IHT guidelines state that 400m is the desired maximum walking distance to a bus stop between the hours of 7am and 7pm. DCC's Public Transport Officer has also noted that he would assess potential developments in relation to this distance threshold. As with Wimborne Minster the plan shows buffers rather than isochrones. The existing public transport accessibility to different parts of the area of search is discussed further in the walking and cycling sections later. These sections also discuss additional factors that affect opportunities for walking, cycling and public transport use (eg. gradients)

In addition to the above, there are a number of less frequent services to/from and within Corfe Mullen. These include: the 83 route which runs one service in each direction Monday to Friday during the afternoon via Corfe Mullen to/from

Blandford Forum and Wimborne Minster; the 314 route which is a very low frequency service operating a single journey to/from Salisbury and Blandford Forum on a Tuesday; and the 322 route which is again a very low frequency service offering a single service on a Friday from Poole Railway Station to Dorchester, via Corfe Mullen and a number of other smaller settlements.

### Park and Ride

There is no park and ride site serving Corfe Mullen. There is an existing park and ride site at Creekmoor (south of Corfe Mullen) which is only operational at Christmas and at other times for use of Poole Borough Council and Poole Hospital employees.

As referred to in the Wimborne Minster section, there have been some past proposals for a future Park and Ride site at Mannings Heath to the east of Poole. It is possible that this could provide an alternative to car based trips from Poole and areas north of it (e.g. Corfe Mullen)

towards Bournemouth. If a site is delivered in this location or the Creekmoor site becomes a fully operational public site in future, then it could potentially offer some opportunity for transfer to park and ride that could reduce pressure on the east-west routes through the principal urban area. If future residents of Corfe Mullen work at the hospital or for Poole Borough Council, then they could also use the Creekmoor Park and Ride site as a non-car travel option.

### Proposed Public Transport Improvements

There are no known public transport improvements proposed in Corfe Mullen at present.

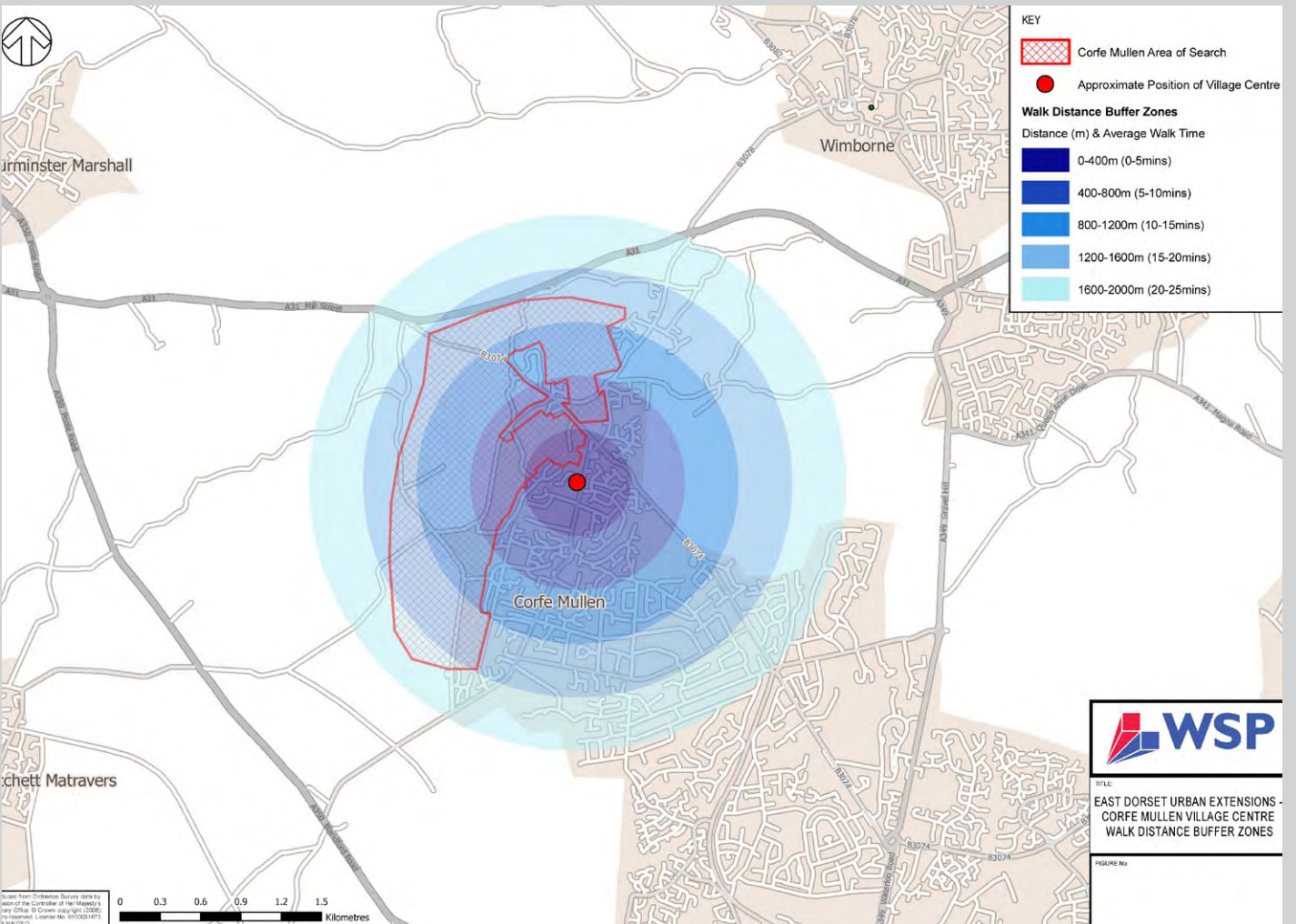
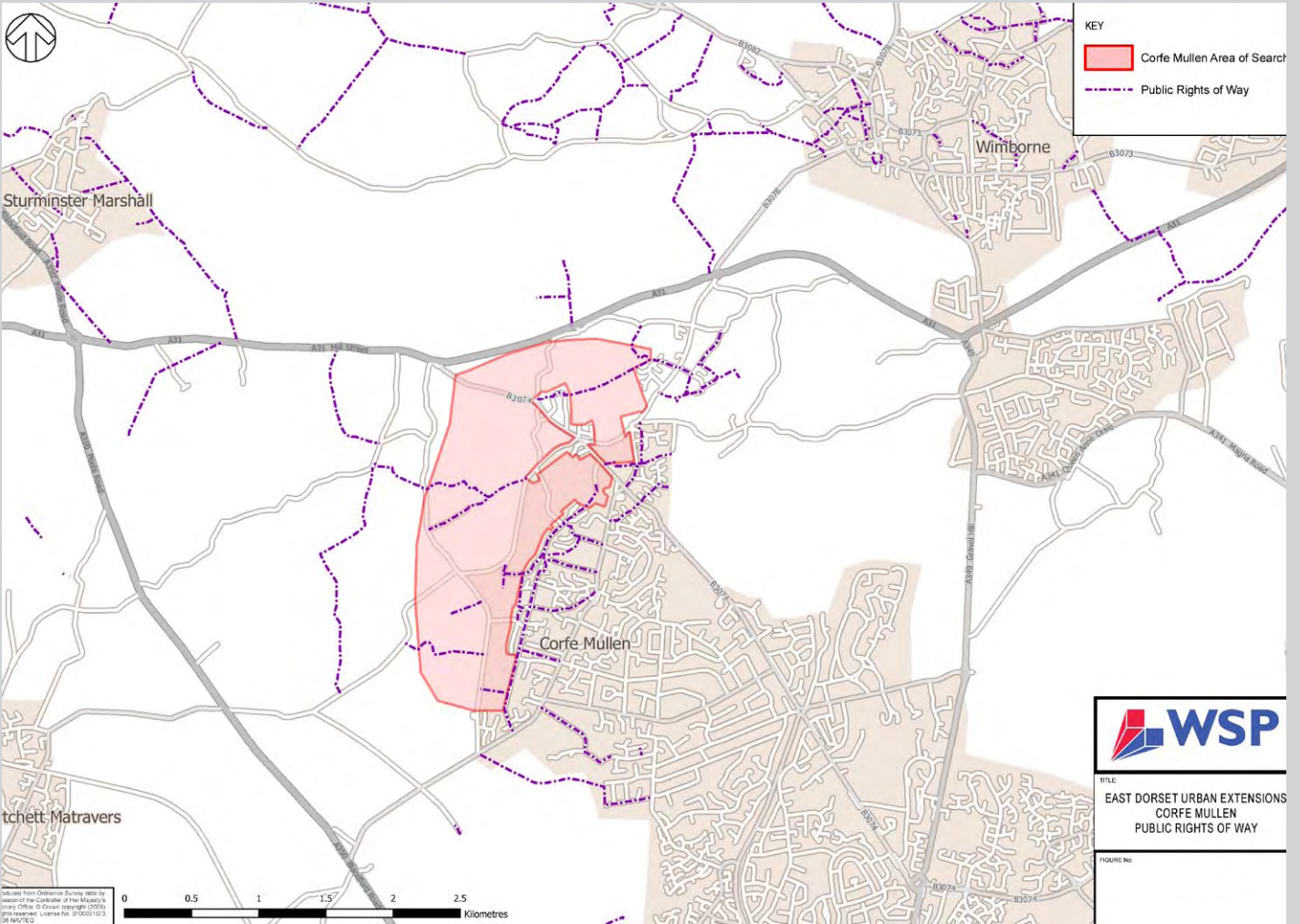
### Walking and Cycling

The plan (opposite, top) shows the public rights of way within and adjacent to the Corfe Mullen area of search. It can be seen that there are a number of public rights of way through the area of search that would need to be retained or replaced/improved where applicable within any future development master plan.

The plan (opposite, below) shows the location of the areas of search in relation to the centre of Corfe Mullen. As with Wimborne Minster it shows distance buffers (as the crow flies) from the centre at 400m, 800m, 1,200m, 1,600m and 2km distances. It can be seen that a small part of the area of search to the west of the B3074 (in the north of Corfe Mullen) falls within the approximate 800m walking distance and a wider part of the area of search to the west and north within 1.2km (approximately 15 minute walk).

Nevertheless, distance is only one factor in propensity to walk and cycle. There is a significant gradient to the west of Corfe Mullen and on the whole, land to the west of the B3074 and parts of Wareham Road fall to a significantly lower level than the main settlement centre. This would be likely to preclude most journeys by cycle (gradient greater than 5%) and discourage many journeys on foot from this area. In particular, these areas would be effectively inaccessible by public transport for elderly and infirm. Conversely, areas of search to the east of the B3074 are not subject to such a significant level difference.

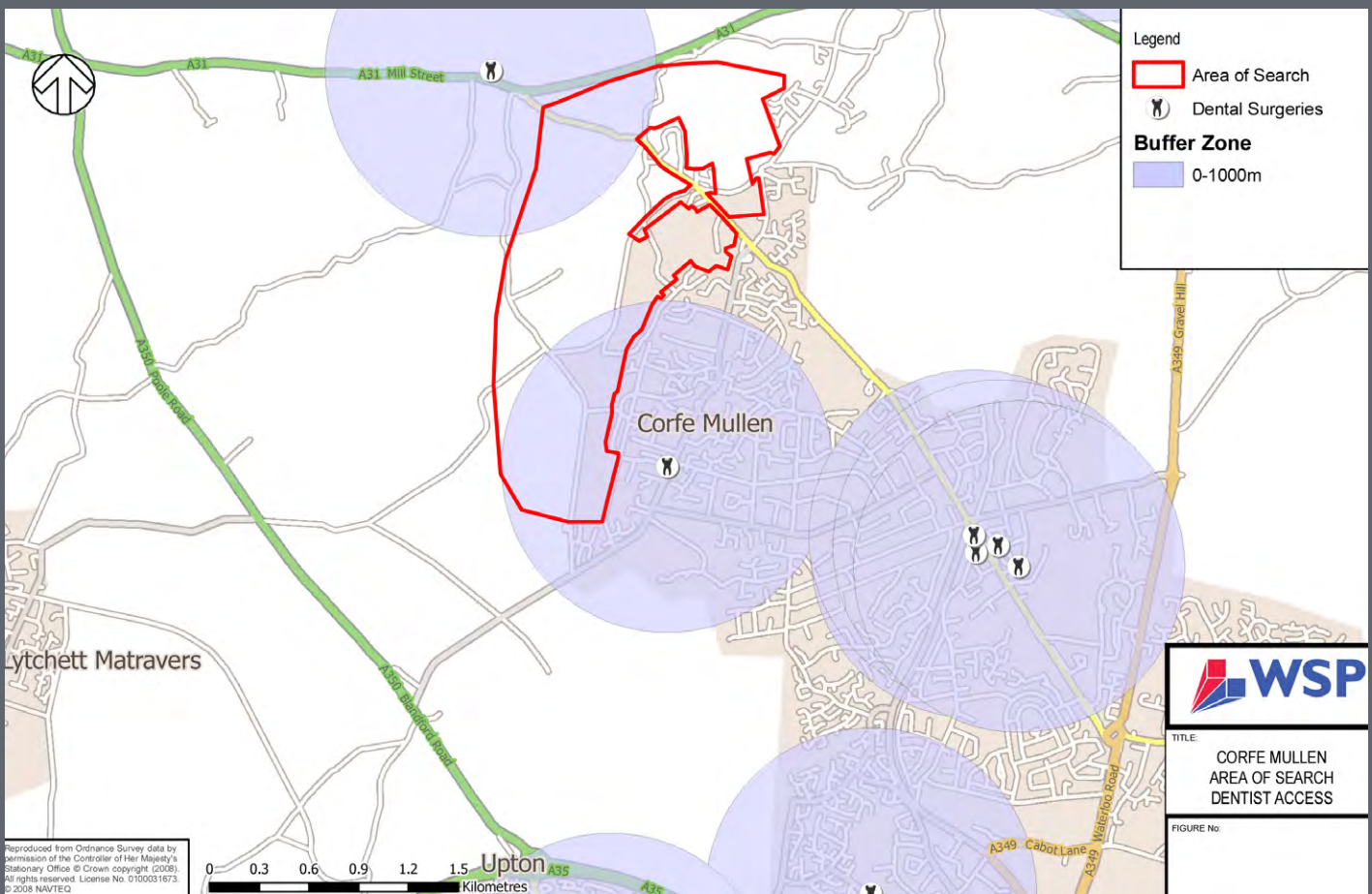






## EAST DORSET HOUSING OPTIONS

### CORFE MULLEN



Corfe Mullen - Access to Dentists

Whilst land adjacent to the west and north west of Corfe Mullen may appear well located in relation to the centre of the settlement, land bounded by Haywards Lane and Pardy's Hill may in fact offer significantly lower levels of non-car accessibility than it would appear from a plan. Furthermore, the existing pedestrian linkages into this part of the areas of search to/from the centre and bus stops suffer from low levels of passive surveillance which could generate perceptions of low personal security, further discouraging trips on foot. Overall, the topography and access issues could mean that development in this location would be contrary to Government Policy, failing to offer travel choice to residents.

The plans on the following pages show which parts of the areas of search fall within established walking distances of key facilities (as set out previously).

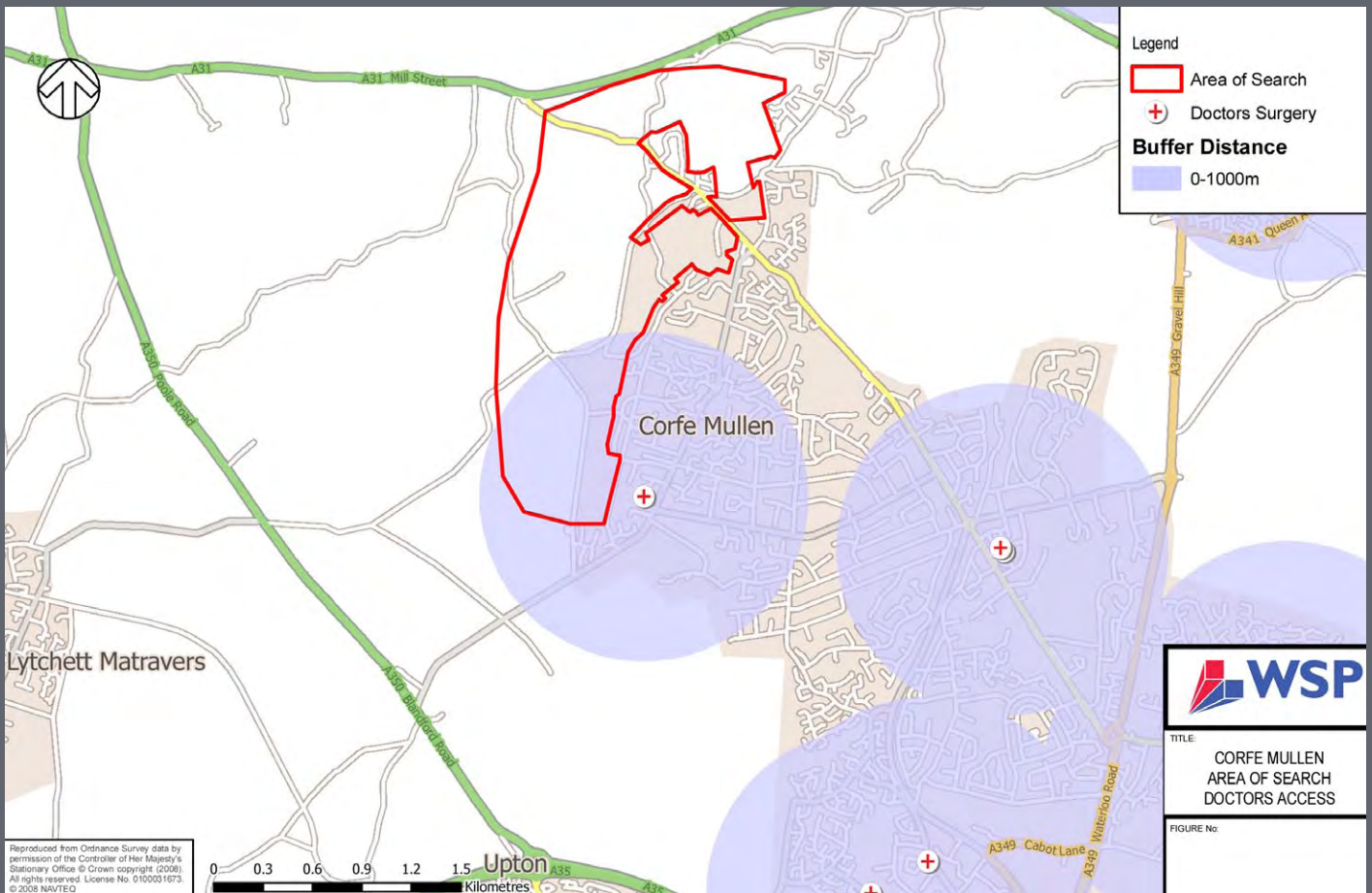
Overall, these plans plus those on the previous pages show that:

- Only the eastern most sections of the northern parts of the areas of search fall within approximately 400m of a daily bus service.

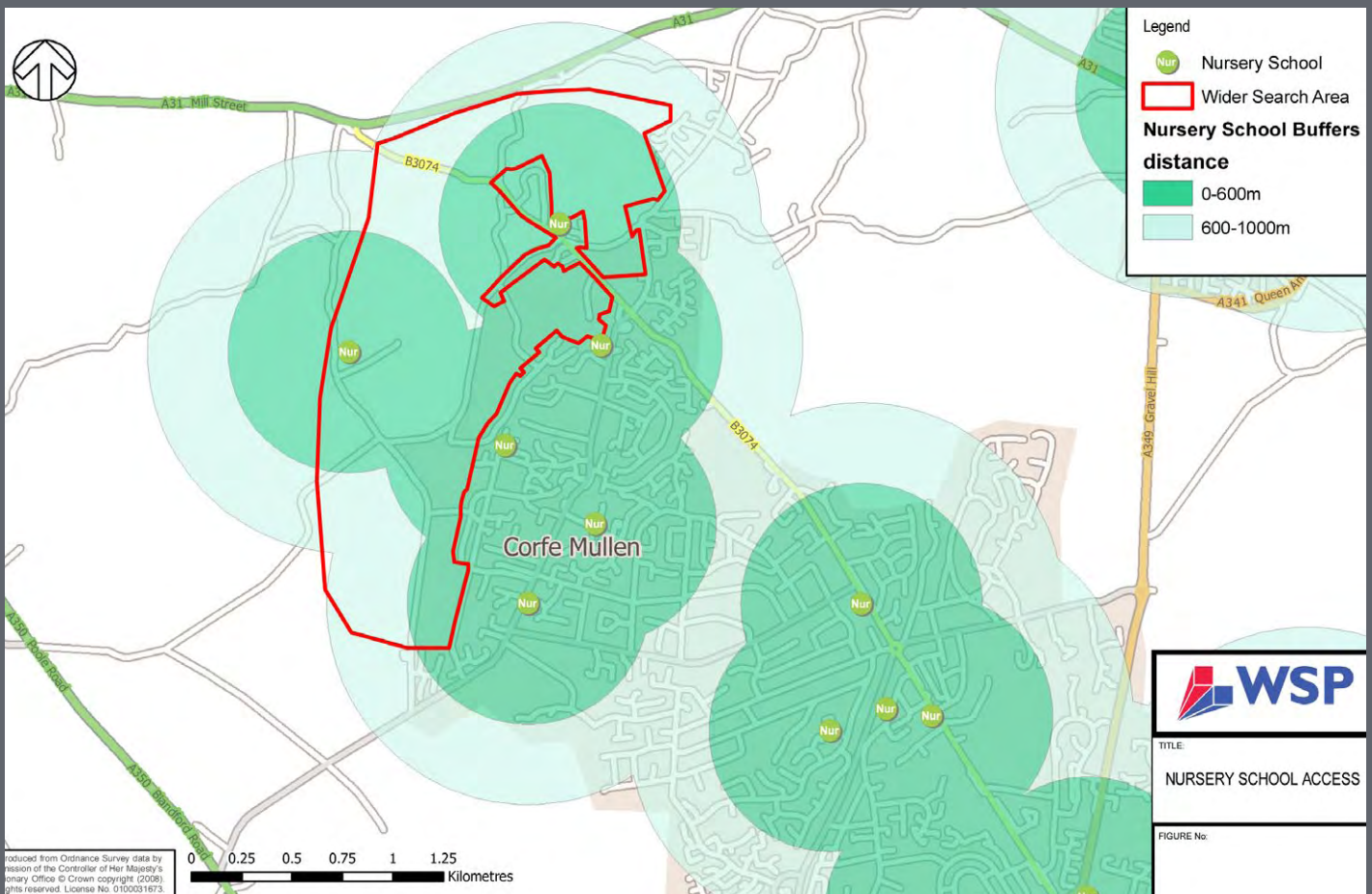
- The eastern parts of the areas of search fall within 600m of nursery childcare. Most of the remainder of the area falls within 1km.
- The eastern section of the northern part of the area of search is within approximately 600m of the Lockyers Middle School. The eastern section of the southern part of the area of search falls within approximately 600m of Henbury View First School. Much of the area beyond this falls within approximately 1km of these schools.
- The southern most section of the southern part of the area of search falls within approximately 1km of existing local healthcare facilities (doctors and dentists).
- None of the southern part of the area of search falls within 800m of the centre. Parts of it fall within approximately 1.2km. The easternmost sections of the northern part of the area of search falls within 800m of the village centre.
- There are no significant concentrations of employment opportunities within Corfe Mullen.

Similarly, cycling can typically replace bus journeys of up to 8km in length (IHT guidelines) and even beyond, subject to the availability of suitable routes. As noted above, there is a significant level difference between land to the west of Corfe Mullen and the existing village centre and Lockyers School and route 3 bus services. These factors would tend to discourage cycle journeys except from the northern part of the area of search and the very southern sections of the southern part of the area of search.

No known cycle improvements are proposed in Corfe Mullen.



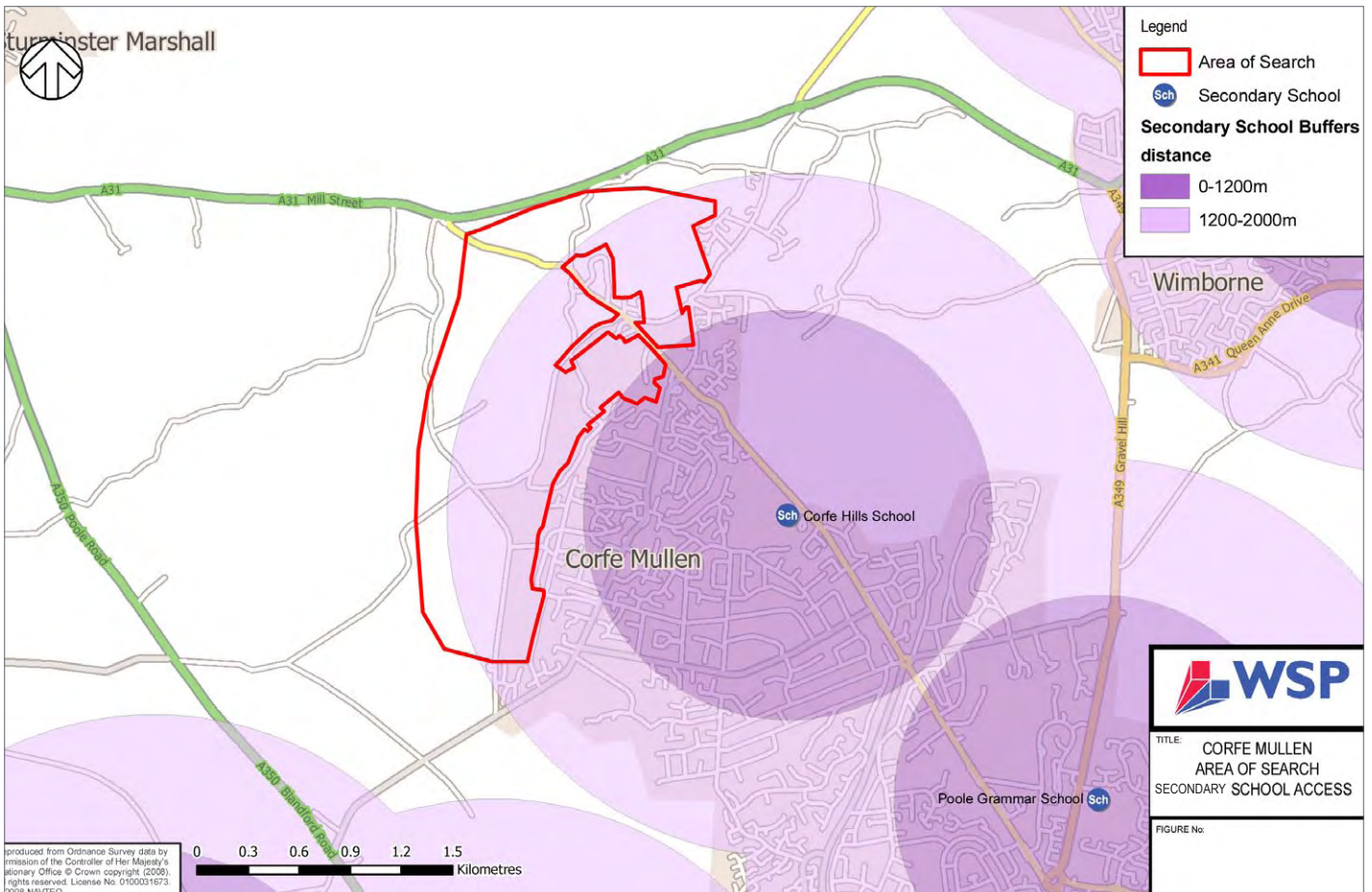
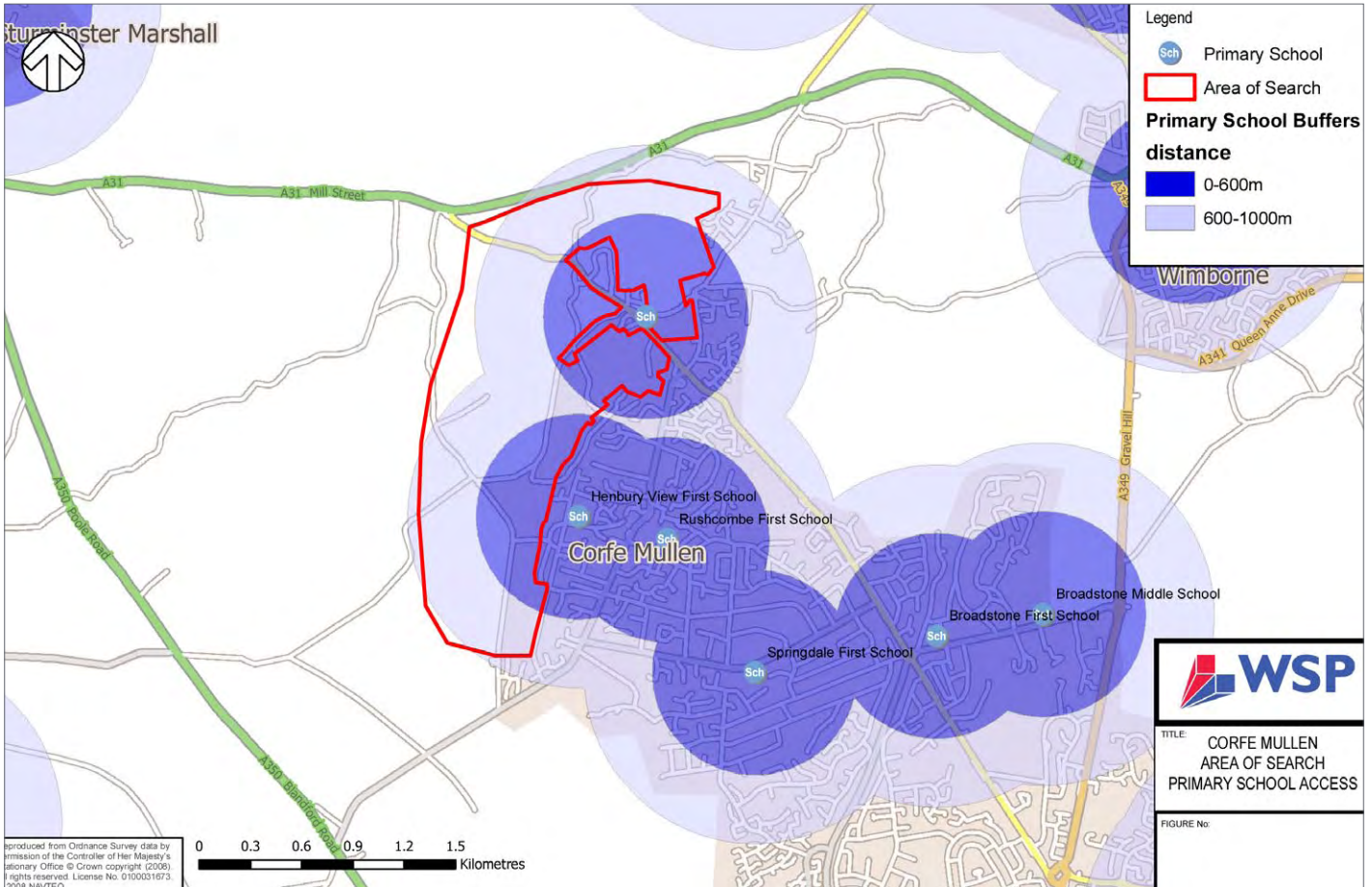
Corfe Mullen - Access to Doctors



Corfe Mullen - Access to Nursery School



# EAST DORSET HOUSING OPTIONS CORFE MULLEN







The plan above shows local and regional cycle routes in the vicinity of Corfe Mullen. The plan identifies quiet routes suggested for cycling and shows facilities such as crossings. Consideration of the connections and integration with this network will be an important consideration for the development masterplan, although potentially less so than in Wimborne Minster or Ferndown and West Parley, given the narrower range of destination options within cycling distance. Nonetheless, connections to routes out of Corfe Mullen towards Bournemouth and other settlements will be important.

## EAST DORSET HOUSING OPTIONS FERNDOWN AND WEST PARLEY

### Ferndown and West Parley

West Parley adjoins the settlement of Ferndown, together comprising a single built-up area south of the A31. Although Ferndown has gained new facilities through substantial expansion during the 1970s and 1980s, West Parley has more limited facilities comprising a parade of shops located at Parley crossroads (known as Parley Cross). Ferndown has a large industrial estate providing local employment opportunities for many residents in the area. The airport business park also lies in close proximity to West Parley.

In 2001 approximately 41% of the working population of Ferndown and West Parley were employed within the settlement. According to 2001 census data, approximately 50% of the working population were employed within East Dorset. Approximately 16.9% travelled to Bournemouth for work, a further 14% to Poole, and 7% of commuters travelled to the

nearby ward of Stapehill (where the Ferndown Industrial Estate is located). These are, therefore, the key employment destinations to which public transport and cycle routes are expected to be of greatest importance.

In 2001, Ferndown and West Parley had higher levels of car ownership than the County Average (only 17% households across the County had no access to a car, compared to 13% in Ferndown and West Parley). Average car ownership was 1.42 cars per household, compared to 1.3 across the County as a whole.

### Existing Road and Traffic Conditions

There are three key strategic roads that pass through the urban area of Ferndown and Parley; these being the A348 Ringwood Road (a north to south alignment), the A347 New Road (north to south alignment), and the B3073 Christchurch Road (east to west alignment).

There is significant pressure on the existing transport network, with the heavily trafficked A347 providing a link between Bournemouth and the nearby Bournemouth Airport and the A348 further north at Ferndown. The B3073 and A347 meet at Parley crossroads, a signalised junction central to the area of search and potential development sites. Parley Cross already operates at capacity, with modelling carried out for the Sub-Regional Study indicating that these conditions will worsen by 2016.

Figure 3.1 of the LTP suggests that the double roundabout junction between the A348 and the B3072 at Longham is also forecast to exceed its capacity by 2016. SEDMMTS will specifically be looking at options for the Longham Double Mini-roundabout as one potential element of the package of improvements that may be proposed as part of the preferred option. SEDMMTS modelling is currently underway and it is understood that consultation on a preferred strategy is currently due to occur early in 2011. Given the uncertainty linked to the Comprehensive Spending Review, this consultation is likely to occur in 2011, rather than during Autumn 2010 (as previously envisaged).

As yet, no decision has been reached on the precise form or detail of improvements required for Parley crossroads. During the last decade DCC has explored various options for improving the layout and performance of Parley crossroads, including creating a gyratory arrangement for the junction.



Given expected passenger growth and proposed developments at and around Bournemouth Airport (e.g. at Aviation Park West), consultants working on behalf of Manchester Airport Group are exploring potential improvements to accommodate airport passenger growth and in the region of 42,000sqm of employment development.

DCC's consultants are also expected to consider potential schemes in relation to the Bournemouth Airport Access and Parley to Cooper Dean transport package, along with their relationship to wider improvements along the B3073 (including high occupancy vehicle lanes and a number of route and junction improvements to the east of the corridor). It is possible that a scheme for Parley crossroads could be worked up relatively early within the wider package of improvements and regardless of the uncertainty of the overall transport package.

### Existing Public Transport

#### Rail

There is no rail station in walking or cycling proximity to Ferndown and West Parley. The closest railway station to the site is approximately 10km away. Bournemouth Station is accessible from West Parley via the number 13 bus service.

#### Bus

The main bus service to and from West Parley is the number 13, operated by Wilts and Dorset. The route links West Parley to Northbourne, Moordown, Bournemouth Railway Station and Bournemouth town centre to the south and to Ferndown town centre, post office, industrial area, Canford Bottom, Colehill and Wimborne Minster to the north west.

Approximate frequencies of this route to/ from West Parley are summarised in the table below. The timetabled journey time from West Parley to each of Bournemouth or Wimborne Minster is approximately 26 minutes. The timetabled journey times

from West Parley to Ferndown town centre, post office and industrial area are 5, 7 and 12 minutes respectively.

The number 13 service is located in good proximity to areas of land around West Parley, but are not conveniently located from sites further west (e.g. Longham).

In addition, a new bus service came into operation via Parley Cross in April 2010. The number 29 route is operated by Transdev (Yellow Buses) and links Bournemouth (Gervais Square), Bournemouth Railway Station, West Parley, Ferndown, Tricketts Cross and West Moors.

In addition, the 37 bus service runs along the A348 (Ringwood Road) and past the Ferndown sites. The service only operates hourly on weekdays and links Poole, Longham, Ferndown and Verwood.

#### Daily Bus Route Frequencies to / from West Parley / Ferndown

Service	Time	Monday to Friday	Saturday	Sunday
13 (Wilts & Dorset)	Daytime	Every 30 mins towards each of Bournemouth and Wimborne		5 Buses per day
	Evening		2 buses after 19.40	No Service
29 (Transdev Yellow Buses)	Daytime		Hourly	No Service
	Evening		None after around 18:15 to 19:00 pm (depending on direction)	No Service
37 (Wilts & Dorset)	Daytime		Hourly	No Service
	Evening		No Service	No Service

Source: Wilts and Dorset

Note: The table summarises daily services only.

**EAST DORSET HOUSING OPTIONS**  
**FERNDOWN AND WEST PARLEY**

The plan (below) shows the regular (e.g. daily) bus services to/from Ferndown and West Parley. It also shows areas that fall within 400m (as the crow flies) of the existing bus stops on these routes. Land to the east and west of the A347 (New Road) may offer the greatest scope for high quality public transport access to the new neighbourhood from the outset. The 37 route along the A348 currently provides an hourly service, whereas the number 13 via Parley Cross runs at a half hourly frequency at present, offering a higher level of service. It is also understood that there is greater likelihood that the number 13

service will be enhanced in frequency in the short to medium term than the number 37 service. To the east of the A347, the 400m buffer correlates approximately with the area of search as far as Church Lane.

Land to the east of the A348 and north of the B3073 also offers development within 400m of an existing bus service, although the difference in service frequencies is highlighted. Bus stop location and infrastructure enhancements (including provision of safe crossing opportunities to northbound bus stops) would be required for the 37 route to suitably serve the site. Service frequency improvements would also likely be required to support any development in the western part of the area of search.

Locations midway between the A347 and A348 are not served by any daily public transport at present. Development towards the middle of the area of search would therefore fail to offer accessibility by public transport, unless any new services to run east/west along the B3073 come forward in the interim. There are currently no known improvements of this nature.

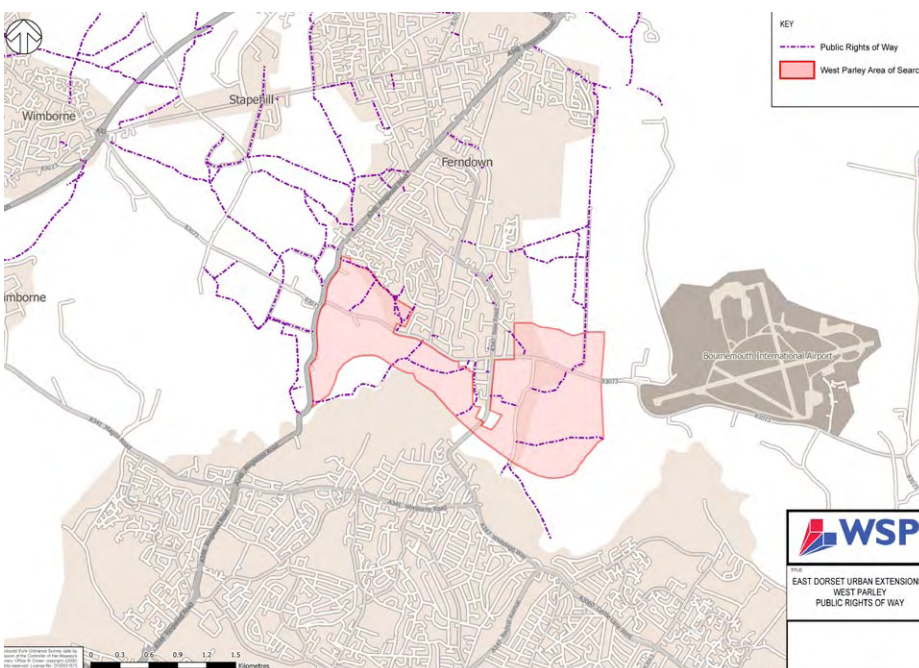
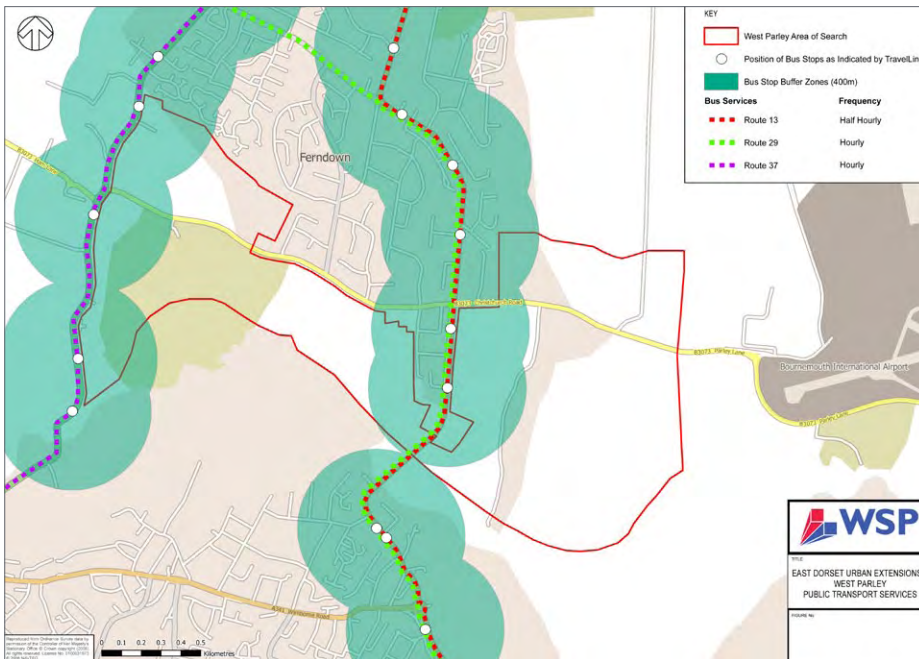
Land immediately east and west of the A347 should therefore be favoured in terms of public transport accessibility.

**Park and Ride**

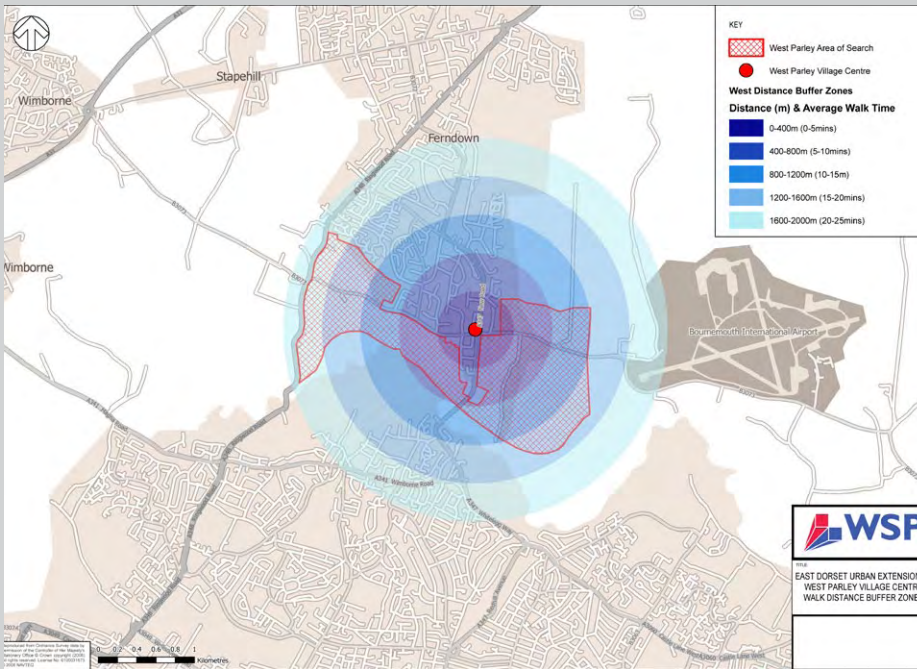
There is no park and ride site serving Ferndown and West Parley.

**Walking and cycling**

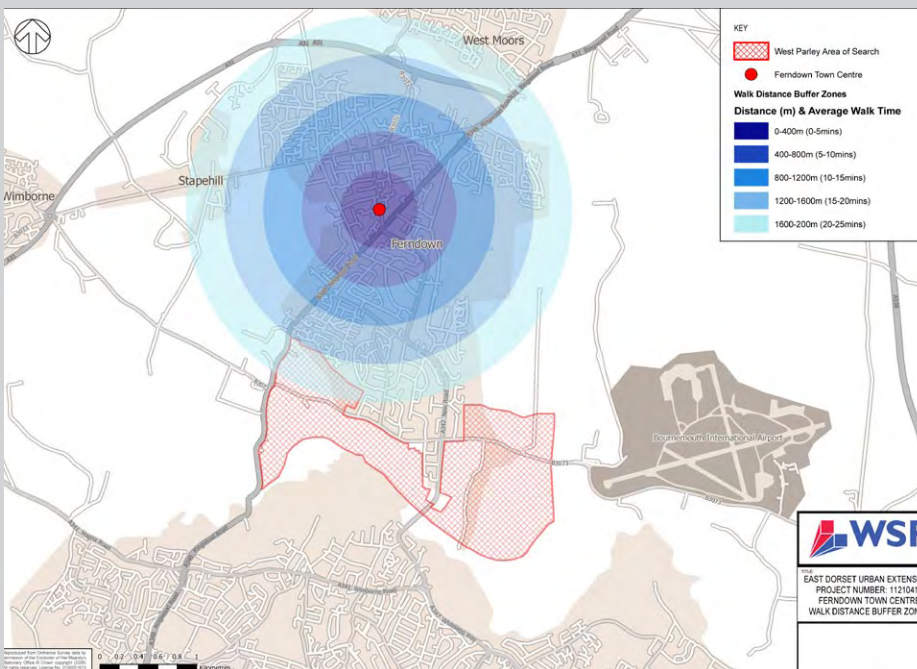
The plan (below) shows the public rights of way in Ferndown and West Parley. These offer additional connections between the existing built area and key destinations. Where applicable, the public rights of way should be maintained or suitably diverted (without reducing their ability to provide direct linkages to key destinations) within the new neighbourhood masterplans.







The plan (left, top) provides 400m incremental buffers centred on the village centre at West Parley, to illustrate the extent of the potential development areas that are within an acceptable walking distance of the local facilities at West Parley.



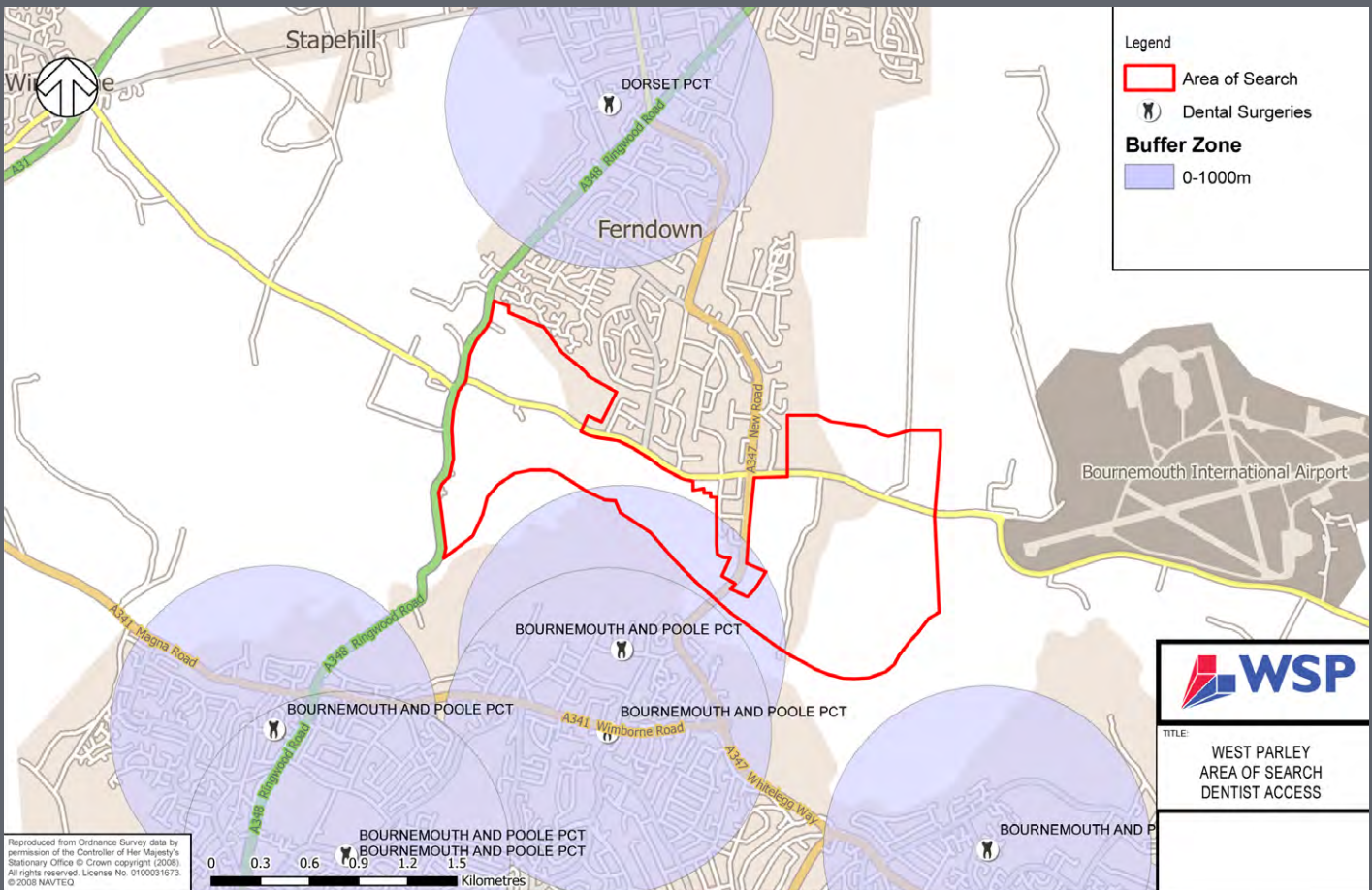
The plan (left, below) shows the relationship of the area of search to Ferndown town centre where additional facilities are located. It shows that the full area of search is located within 2km of Parley crossroads, equivalent to a 20-25 minute walking time. However, propensity to walk to town centres and local retail facilities is expected to be significantly less than the 2km desired maximum walking distance. IHT guidelines for providing for journeys on foot suggest a maximum walking distance of 800m. The SWRDA checklist suggests distances of 500m (food shop) to 1km (pharmacy, cash point) for the types of facilities found at local centres. It can be seen that land closest to the A347 is most favourable for access to local facilities at West Parley.

The employment area at Aviation Park West (employment area) falls within 2km maximum commuting distance on foot of land to the east of West Parley.

The town centre of Ferndown is 1.6km from the western most part of the area of search. Only the section of land north of the B3073 and east of the A348 is located within 2km of the town centre, trips to the town centre from this location would be unlikely. Trips from other parts of the area of search on foot would be possible. It can nonetheless, be concluded that no part of the area of search provides good accessibility to facilities within the town centre of Ferndown on foot. All development areas will rely on accessibility on foot to local facilities at Parley Cross, as well as accessibility by cycle and public transport.



## EAST DORSET HOUSING OPTIONS FERNDOWN AND WEST PARLEY



Ferndown and West Parley - Access to Dentists

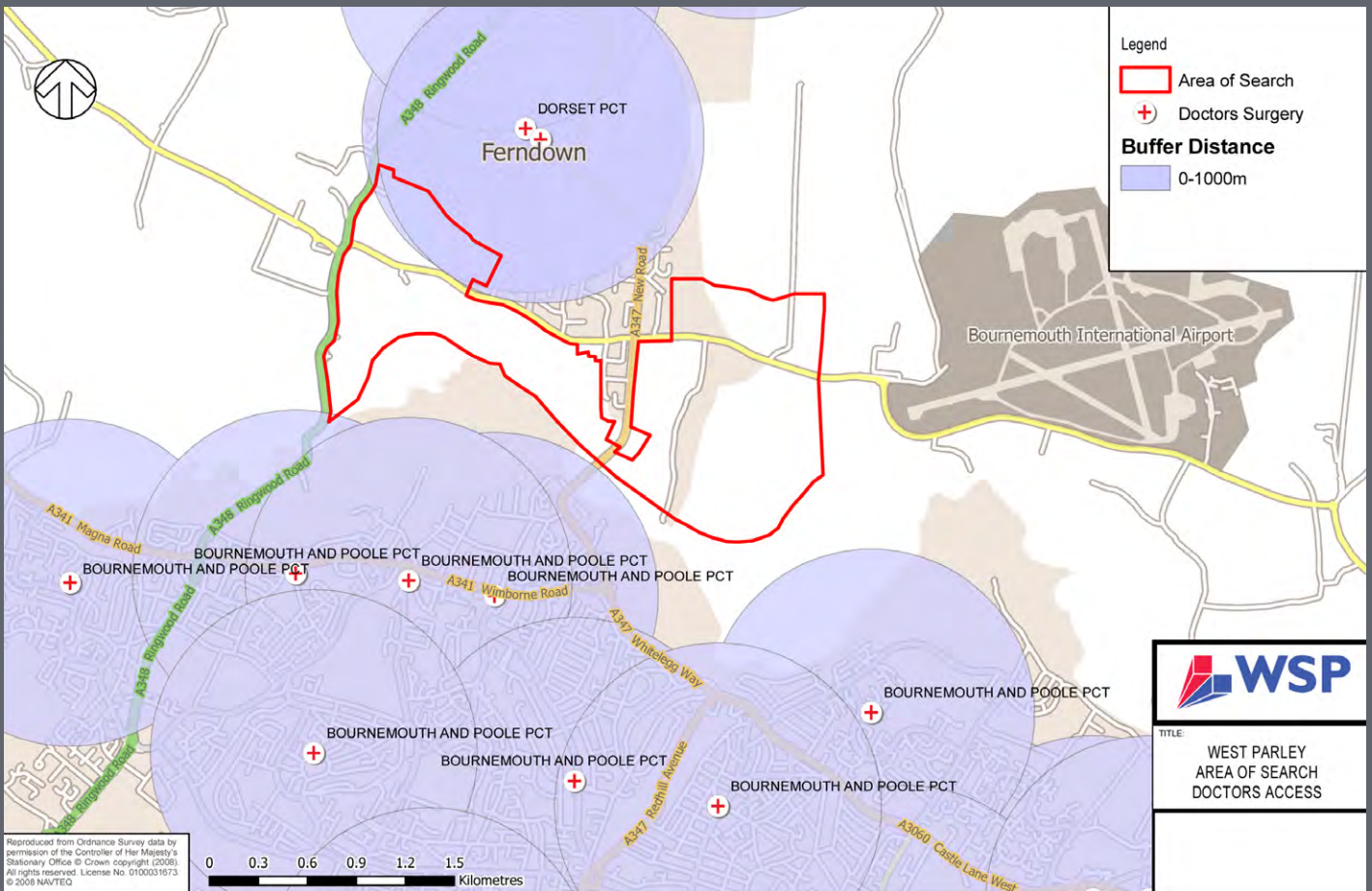
The plans on the following pages show which parts of the areas of search fall within established walking distances of key facilities (as set out previously).

Overall, these plans plus those on the previous pages show that:

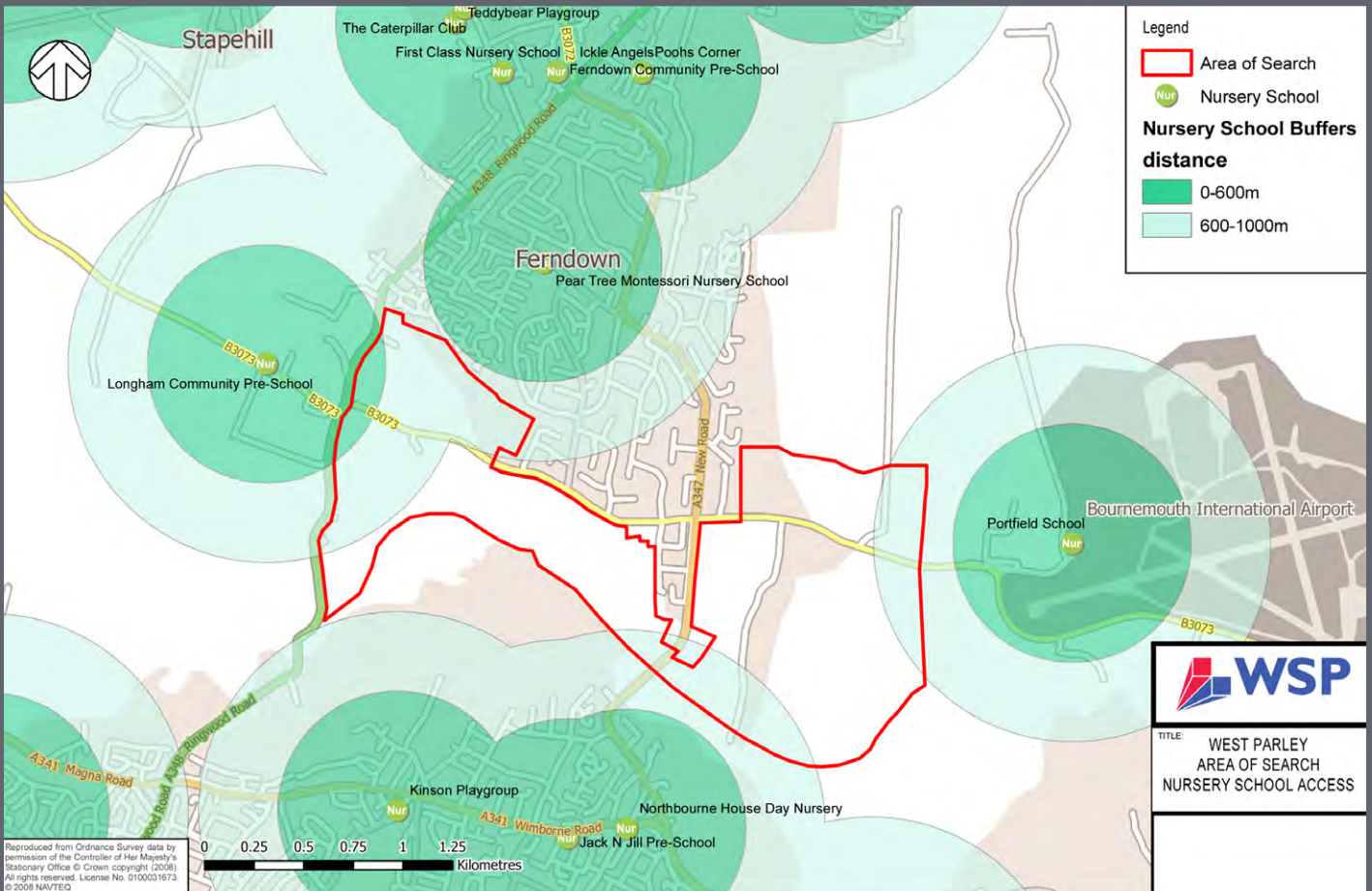
- Only the western section of the western part of the search area and the western section of the eastern part of the area of search falls within 400m of the Number 13 bus route.
- Only a small section of the western part of the area of search falls within 1km of existing nursery facilities.
- Only the north section of the western part of the area of search falls within 1km of primary education.
- Only the northern section of the western part of the area of search falls within approximately 2km of existing secondary education.
- All areas of search are beyond 1km of existing local healthcare facilities, with the exception of the most northern section of the western part of the area of search (dentist) and parts of the other areas of search that technically fall within approximately 1km of facilities in North Bournemouth (although walking trips are considered unlikely).
- Sections of the eastern and central parts of the areas of search are within 800m of local facilities at Parley Cross. Only the eastern section of the western part of the area of search is within 1.2km.
- All of the area of search is more than 1.6km from Ferndown town centre. The northern section of the western part of the area of search falls within 2km.
- The eastern part of the area of search falls within 2km of the edge of the Airport Business Park. The other areas are more than 2km from the business park.

Similarly, cycling can typically replace journeys of up to 8km in length (IHT guidelines) and even beyond, subject to the availability of suitable routes. West Parley is relatively flat, increasing the appeal of cycling from and within the potential development areas.





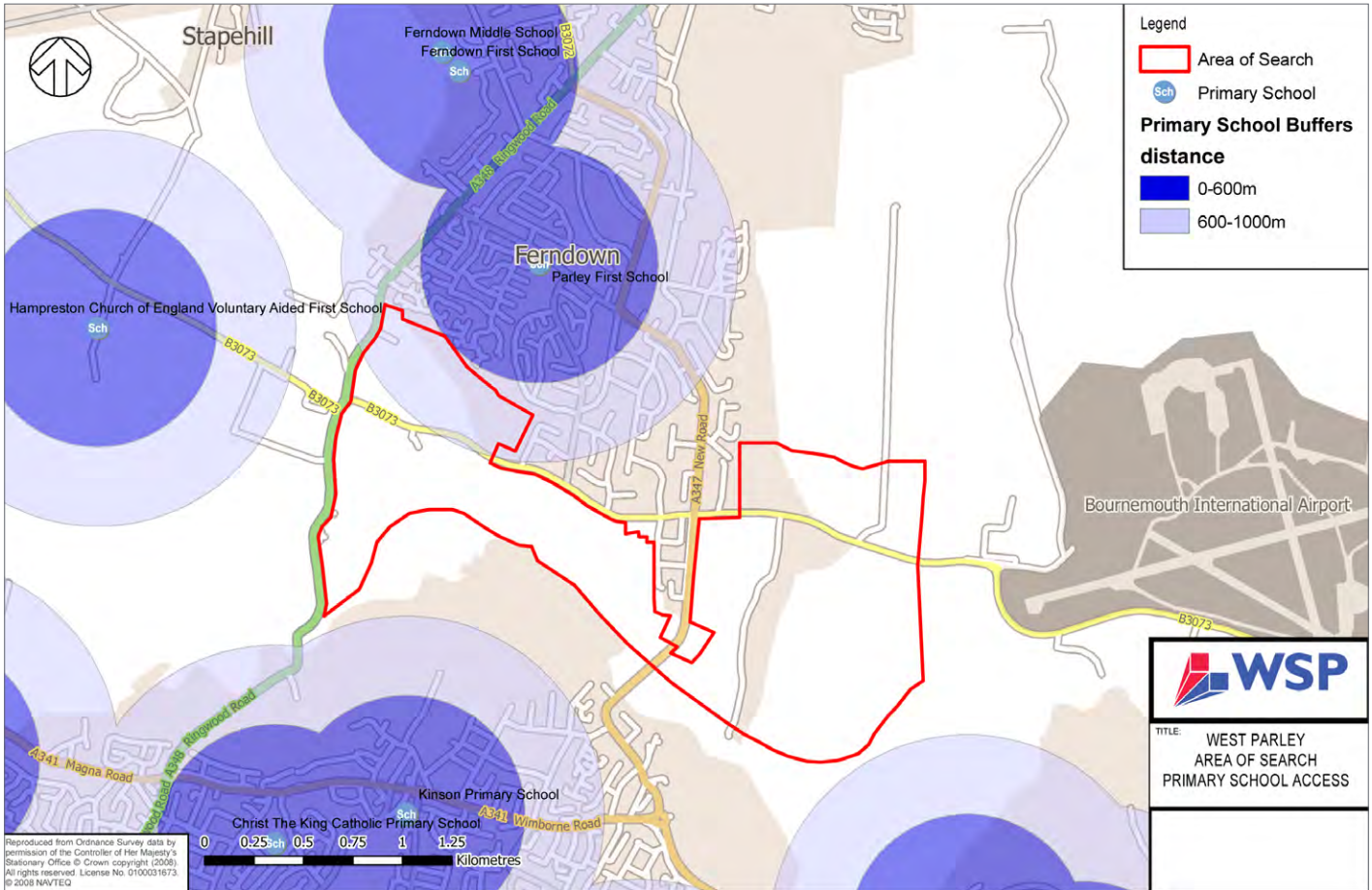
Ferdown and West Parley - Access to Doctors



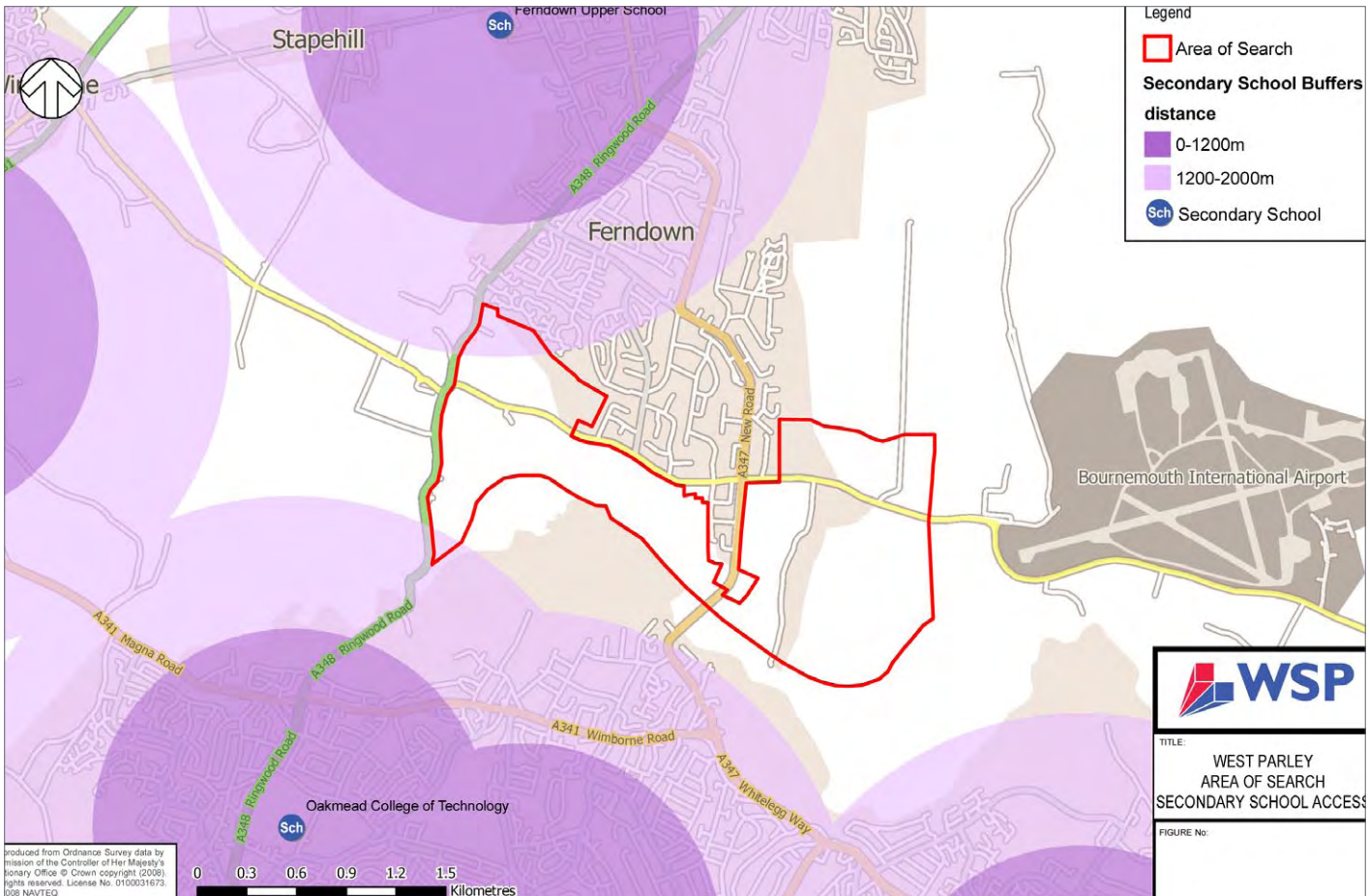
Ferdown and West Parley - Access to Nursery School



# EAST DORSET HOUSING OPTIONS FERNDOWN AND WEST PARLEY



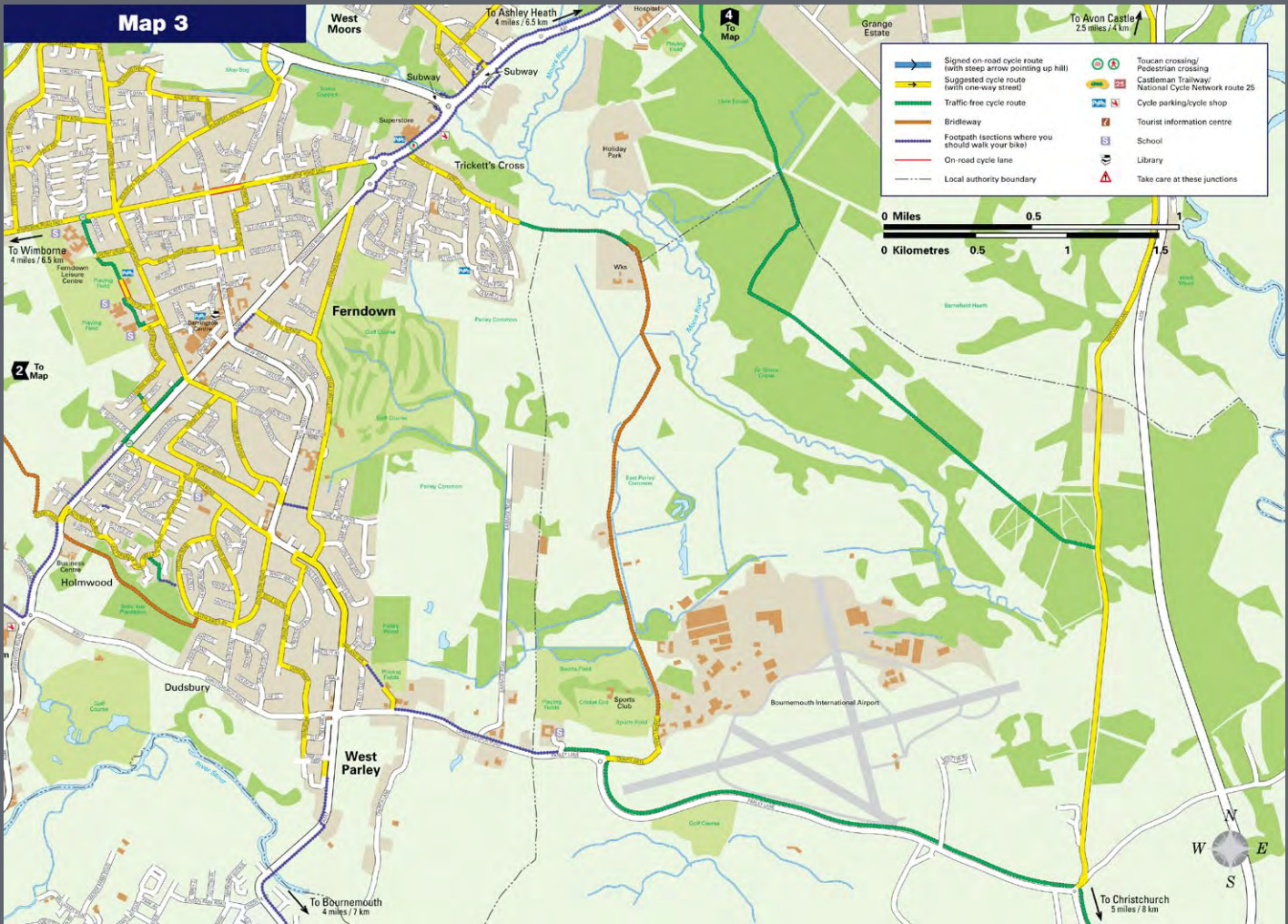
Ferndown and West Parley - Access to Primary School



Ferndown and West Parley - Access to Secondary School



# Map 3





## EAST DORSET HOUSING OPTIONS

The plans (on the previous page) show the regional cycle routes in the vicinity of Ferndown and West Parley and the local cycle networks that existed until relatively recently in the area. A recently implemented shared pedestrian and cycleway along the B3037 has improved accessibility east of West Parley.

The shared footway/cycleway has recently been installed by DCC to the south of the B3073 running east-west between Parley Cross and Chapel Gate. It provides an off-road connection from West Parley to the Airport Business Park, where existing businesses are located and new employment development is proposed. There is the potential to link this in future with Ferndown town centre and Ferndown Industrial Estate to the west. It is expected that development in the western part of the area of search would be required to contribute towards improved East/West linkages.

There are a number of points to note in relation to Ferndown and West Parley regarding cycling.

In terms of topography, the eastern part of the area of search is invariably flat, including the B3073 Christchurch Road and the new shared cycle and footway along the southern side of the B3073 from Parley Cross to the Aviation Park West and onwards via the existing off road link to the north of the B3073 towards the airport.

The central parts of the area of search are more varied in topography. Land adjacent to the existing urban area west of the A347 is higher than the eastern area, however, it is not at a gradient that would be expected to discourage walking or cycling.

The western part of the area of search beyond the hill just west of Parley Cross is relatively flat. The B3073 provides a walking route to the parade of shops at Parley Cross. However this area is further from the facilities than the central or eastern parcels of land, with walking times reaching up to 25 minutes from the most western points within the search area. One benefit of the area north of the B3073 and east of the A348 is the potential to provide cycle linkages through the existing

residential areas towards Ferndown town centre, as an alternative location for day to day destinations.

Overall, the topography is not considered to pose a significant barrier to walking or cycling in Ferndown and West Parley. The proximity of any new development to the existing facilities and services, including regular public transport, is, therefore, of great importance, along with good quality connections between any new neighbourhood and existing bus stops, pedestrian and cycle routes.

Given the wide area of search, it is not possible to comment on the quality and nature of all pedestrian/ cycle routes to/ from the area of search. Notwithstanding this, the eastern parts of the areas of search offer the greatest potential scope for pedestrian trips to/from existing local facilities at West Parley and the northern part of the western area of search offers greatest propensity for walking trips to/from Ferndown town centre. Cycling to/from the town centre and employment opportunities at Ferndown Industrial area may be possible from many parts of the area of search, subject to linkages to the existing cycle network furthermore there is a new cycleway to Bournemouth Airport along Christchurch Road, from Parley Cross.

### Development Phasing

As noted earlier, consideration must be given to acceptable phasing of new neighbourhoods in transport terms, taking account of anticipated timescales for proposed transport improvement schemes.

SEDMMTS modelling is not yet complete or available to inform the master planning process. In advance of the SEDMMTS modelling results, DCC has advised that the Atkins report must be considered when assessing the suitability and phasing of potential new neighbourhoods in East Dorset.

The 2008 report was prepared to compare the relative impact of the Secretary of State (SoS)'s proposed changes to the RSS (increase in dwelling allocations) upon the road network in South East Dorset, based on the existing SED transport model that will be replaced by the new model being built as part of the SEDMMTS.

The assessment compared the likely outcomes of the following three scenarios using the available model:

- Background Traffic Growth (increased trip making as a result of increased income and changes in fuel costs);
- Background Traffic Growth plus the Draft RSS development allocations;
- Background Traffic Growth plus the revised (higher) RSS development allocations.

It must be noted that recent national travel surveys show a reduction in trip-making as a result of current economic circumstances (e.g. background growth may occur less slowly than previously anticipated within the context of strong economic growth).

It compared each option with the assumption of either a 'low intensity' or 'high intensity' package of transport improvements. In advance of suitable schemes being identified and worked up through SEDMMTS, these were assumed for the purpose of the report's assessment to be as follows:

- **Low intensity:** Early improvements to the A31 Canford Bottom Roundabout (to form a Hamburger type Junction arrangement); B3073 improvements at Parley Cross, Hurn Roundabout and its Blackwater Junction with the A338; and LTP schemes programmed for SED;
- **High intensity:** A338 link road and widening to 3 lanes; A31 dualling and more significant improvements to Canford Bottom Roundabout (e.g. Grade Separation); Prime Transport Corridors (although not modelled in the existing transport model); and A31 to Poole link road.

The report also compared some alternative phasing options, including:

- Prioritising development south of the A31; and
- Delaying development in either the whole area or in East Dorset only.

The report forecasts that a significant reduction in network performance (e.g. large reduction in average vehicles speeds on the network during the AM peak hour) can be expected as a result of background traffic growth, even without allowing for the impacts of additional development proposals that were previously envisaged as a result of the now revoked RSS. The deterioration was forecast to be most rapid between 2002 and 2011, but to continue (at a slower rate) thereafter. If adjustments are made to assume that demand will be elastic (e.g. some trips will not be made, some will take a different route or be undertaken outside the peak period as a result of the increased travel costs, creating peak spreading) then these impacts would be reduced, yet still significant.

Of particular relevance to the EDDC masterplanning project from this report, is that key locations of existing and forecast congestion include the B3073 approaches to Parley Cross (from the North and East) and the A31. Both the low and high intensity transport packages would help to address these issues, particularly at a local level.

The reduction in average network speeds that resulted from development proposed in the now revoked RSS was significantly greater than the minor improvement possible from the High Intensity transport package as compared to the Low Intensity package. In addition, both of the forecast reductions in average network speeds (whilst important) were less significant than the reduction in network speeds as a result of background traffic growth. The SEDMMTS will allow the more localised changes and impacts of transport proposals to be better assessed.

In terms of phasing, the analysis reports that:

- **Development south of the A31 until 2016:** The results of this test were inconclusive based on the modelling results. Atkins considered this to result from the fact that the model is a road network only model and could not take full account of the relative potential for mode shift away from car between the development locations. Nonetheless, they suggested that the sites south of the A31 are more likely to accommodate mode shift and to generate relatively lower transport impacts, as a result of their proximity and functional links to the conurbation.
- **Postponing a greater proportion of development until post 2016:** The conclusions drawn by the report are that there could be some benefit in limiting development prior to 2016 across the whole study area. Conversely, however, delaying development in the East Dorset part of the County is suggested by the report to have negligible benefits.

The Atkins recommendation to continue to assess the merit of phasing development that is south of the A31 to occur first does have some logical grounding (particularly in terms of impacts on the A31). It is important that the findings of SEDMMTS are consulted to inform development phasing once available.

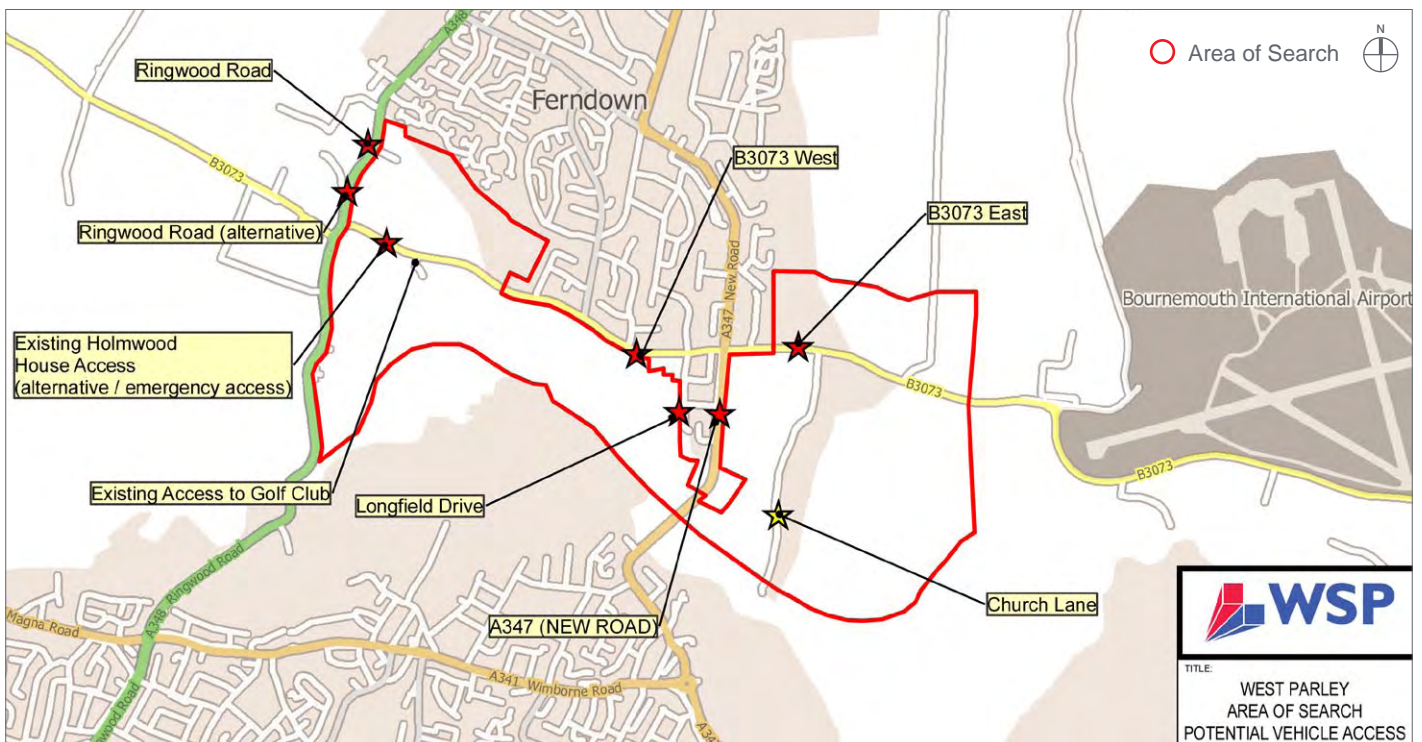
Although development in Corfe Mullen appears likely to be more reliant on outbound travel to work trips than at the other two sites, the 2001 travel to work data does suggest a very strong functional link with Poole and to a lesser extent Bournemouth, potentially enabling mode shift. Nonetheless, there remains a risk that unless development is accessible to bus routes, those routes suffer from further viability issues or sufficient effort is not given to increasing uptake then this potential might not be readily realised. These requirements should be important in assessing development locations and requirements within Corfe Mullen.

Whilst travel to work trips from Wimborne Minster in 2001 were more commonly undertaken by non-car modes than from the other two settlements and the town was more self contained than Corfe Mullen, it must be noted that any new residential dwellings could be expected to lead to an increased number or outbound travel to work trips, with the increase being greater where the growth in dwellings will not be matched by any increase in job opportunities. Inclusion of new employment development proposals east of Brook Lane Industrial area as part of the development planning process might act as one means of reducing this risk. Furthermore, in spite of any mode shift opportunities (particularly from the south western sites), many of these trips would be expected to be taken by car and to cross and/or otherwise impact on the A31. In terms of non-work trips, however, Wimborne could be expected to offer greater scope for self containment than Ferndown and West Parley or Corfe Mullen.

Ferndown and West Parley is considered able to offer the greatest opportunity for the localisation of travel to work trips (that tend to be a significant proportion of AM peak hour trips, alongside education), because there are also proposals for employment growth that will be within cycling distance. Indeed, net in-commuting currently occurs to the area. There is also potentially a greater chance of viable public transport service level improvements in this location. Trips from Ferndown and West Parley can also be expected to be less likely to impact on the A31 than trips from Wimborne. It would be necessary that network improvements in this location were delivered prior to or alongside any possible new neighbourhood, particularly given the significant congestion issues forecast here by the modelling forecasts.



## EAST DORSET HOUSING OPTIONS



Ferndown and West Parley Area of Search, Potential Vehicle Access

### General Principles

The new neighbourhoods should benefit from:

- Prioritisation of development locations that best offer:
  - Accessibility to existing commercially viable public transport services that link the site to key destinations;
  - Where access to existing commercial bus services is not possible, sites should be favoured that are reasonably able to offer such services in the short to medium term;
  - Good existing connection to (or can be practically connected with) existing pedestrian and cycle networks;
  - Access to a choice of key day to day facilities and services on foot;
  - Access to a choice of key day to day facilities and services within cycling distance; and
  - Access to good quality routes to/ from these facilities and/or routes that could reasonably be upgraded;
- Travel planning principles and requirements considered and designed into new neighbourhoods early in the process.
- Internal layouts that offer:
  - Master Plan Design User Hierarchy (reference Manual for Streets):
  - Pedestrians
  - Cyclists
  - Public Transport Use
  - Service Vehicles
  - Other motor traffic
- Permeable layout for pedestrians and cyclists, offering direct linkages to on-site facilities and connections to direct off-site routes to other services (including bus stops);
- Where possible, layouts that offer Filtered Permeability (speed, distance, convenience advantage for sustainable modes);
- A direct and suitably designed route through the site for public transport vehicles (where applicable - e.g. for sites that do not benefit from existing provision or which are otherwise large enough to warrant route diversion without loss of service to existing residents), ideally without the need for vehicles to turn and retrace their route and where possible offering priority for public transport vehicles;
- Where applicable, a layout that provides for the desire lines of equestrian users (horse riders);
- The most appropriate form of access junction(s) will depend on the scale of development proposed for any particular land parcel, the access junction location (e.g. type of road, visibility), the level and type of traffic it will need to accommodate (e.g. private cars, buses, refuse vehicles) and its relationship to surrounding junctions (e.g. junction forms should usually be in keeping with surrounding junction types); and
- Parking provision must meet the requirements of DCC's parking standards, offering a suitable mix of allocated and unallocated parking spaces.

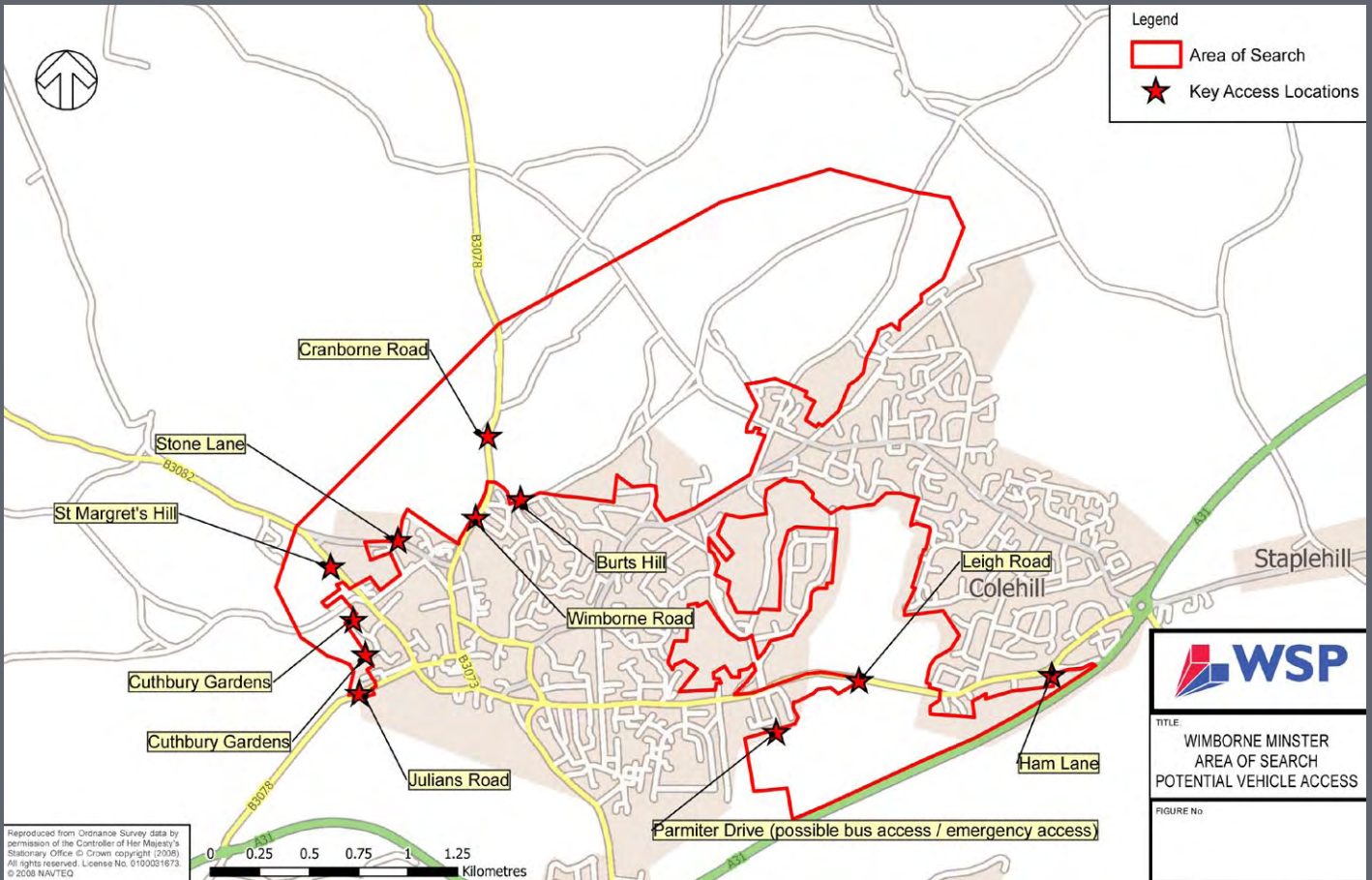
### Vehicular Access

Vehicular access requirements for the master plans should be as follows:

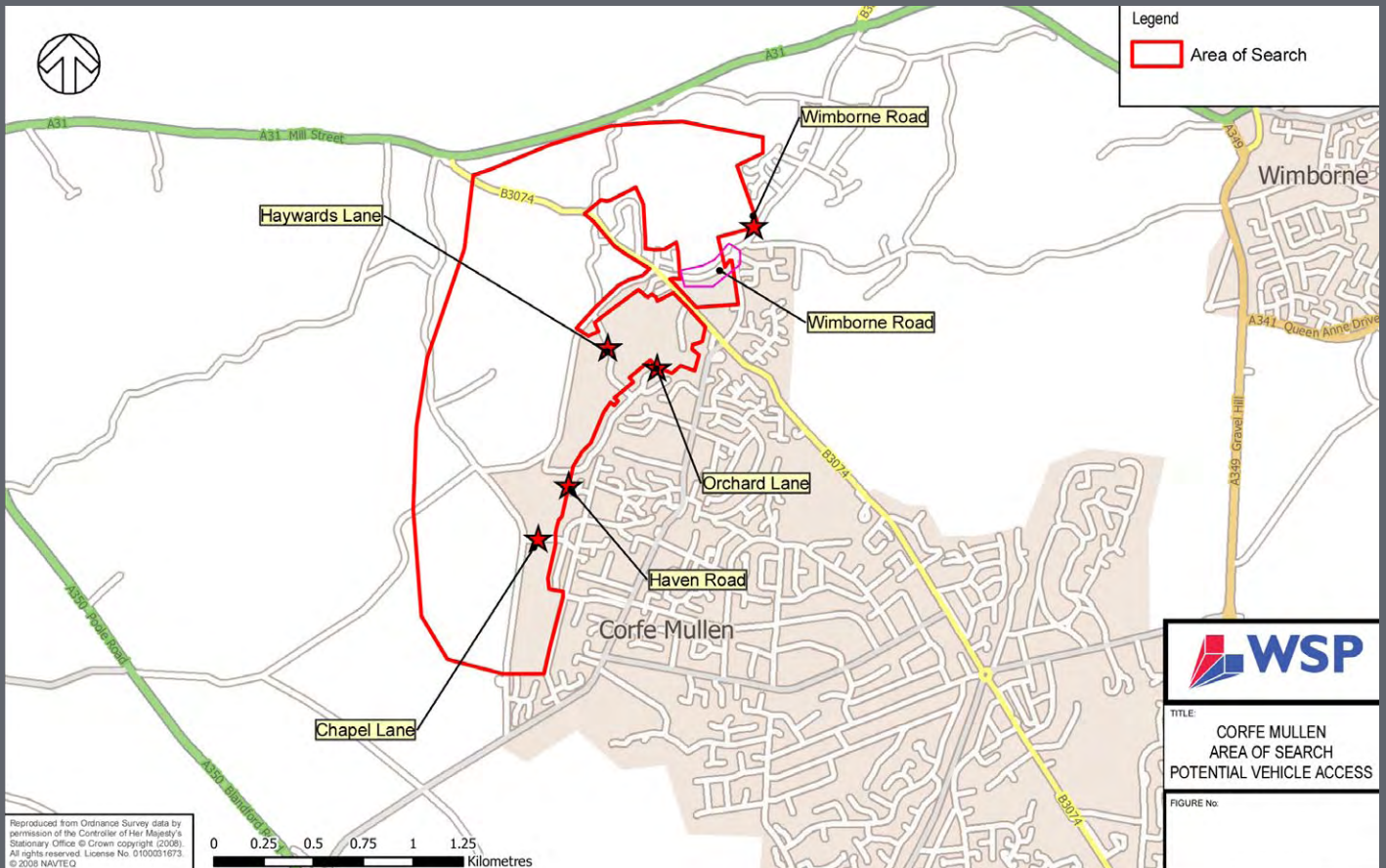
- Site layout and design that meets the guidance set out within Manual for Streets;
- When road safety is not compromised, DCC will embrace creativity and innovative design where possible;

Potentially acceptable points of vehicular access to the Wimborne Minster land parcels are shown on the plans opposite. These have been informed by initial site visits and in consultation with the highway authority - Dorset County Council. It is noted that the identified locations are focussed on the parts of the areas of search which are best located in association with the rest of the settlement. Wider points of access away from the built up areas have not been explored at this stage. Although it is considered at this stage that there is a good chance of identifying an acceptable access junction solution in the vicinity of the identified locations, it is noted that they must be subject to further assessment of their safety and capacity.





Wimborne Minster Area of Search, Potential Vehicle Access



Corfe Mullen Area of Search, Potential Vehicle Access



## EAST DORSET HOUSING OPTIONS

Considerations in relation to access to individual settlements are discussed briefly below.

### **Wimborne Minster:**

Subject to location, design and land ownership, satisfactory access to the area of search is likely to be possible from Cuthbury Gardens, Julian's Road, St Margaret's Hill, Leigh Road, Ham Lane and/or Wimborne Road/Cranborne Road.

**Cuthbury Gardens** is accessed from Victoria Road with adequate visibility within the 30mph speed limit area. Julian's Road is straight in alignment between Julian's Bridge and the mini-roundabout in the east, and existing vehicle speeds are low on this stretch of road due to the narrow width of carriageway over the bridge, and the presence of the junction to the east. In physical terms a point of access somewhere in this location should be possible with adequate visibility. DCC has no objection to infill development to the South of Julian's Road (e.g. continuation of premises access to new units directly from Julian's Road as previously). The extent of new access towards the West would be limited due to visibility requirements and the constraint posed by the brow of the adjacent bridge over the river. Nonetheless, development as far as the existing allotment access should be permissible and the development proposals should facilitate improvement to the access track to the allotments. Vehicular access would not be suitable via Cowgrove Road or Old Road due to poor visibility.

Increased use of the **St Margaret's Close/St Margaret's Hill** junction to access an extension to the existing cul-de-sac in this location would also be accepted by DCC for the proposed level of units.

Access to the **Stone Lane industrial area** is currently good in terms of visibility. DCC reports that there are some issues at present with goods vehicles that are entering or leaving the site over running the pavement (due to the narrow width of the current access road from Stone Lane). Re-development would change the nature of traffic entering and exiting the site (e.g. less heavy vehicle movements). In addition, EDDC has ownership of the two dwellings just west of the existing access junction which could allow a widening of the access road to accommodate full width footways (minimum 1.8m) on both sides of the access road. Widening of the access would enable larger vehicles (e.g. fire engine, refuse or delivery vehicles) to satisfactorily access the site, albeit that they would be expected to access the site infrequently and that occasional over-running might be acceptable.

Any access from **Burt's Hill** would need to be south of the Conservation Area and should be sensitively designed so as not to impinge upon it. Furthermore, the derestricted speed limit on Burt's Hill would necessitate an extension of the speed limit beyond the new access point and/or significant visibility splays.

At present, the 30mph speed limit on Wimborne Hill extends just north of its junction with Burt's Hill. It is then derestricted. Amendment of the speed limit beyond this point should be considered in association with any development proposals in this part of Wimborne Minster. The assessment must take into account the engineering changes required to support such a change. The most suitable form of any access with Cranborne Road would in turn be influenced by this assessment. The requirement for and the deliverability of other off-site junction improvements to mitigate the impact of

new trips generated by any proposed new neighbourhood at Wimborne Minster will be assessed using the Wimborne Transport Model (currently underway).

In addition to capacity assessments for the local and strategic highway networks, other highway impacts linked to the development should also be considered and where necessary suitably mitigated. For example, the level and routing of traffic from the North Wimborne Site towards the Principal Urban Area and strategic road network will need to be assessed. Outputs from the Wimbourne Transport Model should be considered in terms of the potential extent and nature of off-site traffic impacts (e.g. rat running through Colehill). Consideration of associated impacts of changes in traffic levels and route choices will also be required (e.g. any negative implications in terms of safety or severance). Off-site highway works may be required to encourage development traffic to use the most suitable routes available (and/or to discourage or prevent use of less suitable or more sensitive routes). Additionally, measures to satisfactorily mitigate any residual impacts could be required.

A primary access to the land **East of Wimborne** should be possible from Leigh Road. There is a wide highway boundary all the way along Leigh Road in its vicinity and subject to work to cover the existing brook and remove the wall where it passes beneath Leigh Road, visibility standards should be achievable in this location even with the existing 40mph speed limit.

Bus priority and/or emergency access to the site East of Wimborne Minster would be possible via the existing residential street of Parmiter Drive. Additional pedestrian/cycle access would be provided via Brookside Road.



Aerial image of Stone Lane Industrial Estate



**Corfe Mullen:**

Subject to location, design and land ownership, satisfactory access to the area of search is likely to be possible from Wimborne Road, Haywards Lane or Chapel Lane and may be possible from locations on other roads west of the village (e.g. Broadmoor Road or Waterloo Road). However, as discussed below the wider connections from these land parcels into the settlement and on to other routes also require consideration. There are a number of locations on **Wimborne Road** where satisfactory access could be possible, although in most places to the north of the road, vegetation clearance would be required to achieve satisfactory visibility.

Satisfactory access would be very difficult to achieve from Pardy's Hill, Sleight Lane or Blandford Road north of Pardy's Hill, primarily due to the gradients in this location and their impact on achieving satisfactory visibility. It would be undesirable to increase traffic at the Pardy's Hill Junction and any increase at the Sleight Lane/ Blandford Road junction would be unacceptable given the extremely poor visibility at this junction. Secondary access to the area of search may be possible from **Orchard Lane** or **Haven Road**. Satisfactory access via Newtown Lane or Ridgeway would not be possible.

In general, there is a lack of opportunity towards the north west of the area of search to provide vehicular linkage into the settlement. Regardless of localised access to land parcels within this part of the area of search, the main connections to/from the village and main vehicular routes beyond are via the Pardy's Hill/ Blandford Road junction or Chapel Lane. Chapel Lane is further south and more remote from the village facilities. It does, however, benefit from gentler gradients and more acceptable vehicular routes on which to increase traffic into the village than the areas further north. The nature of the vehicular access routes to/ from the central area of search, coupled with the extremely poor opportunities for access to either public transport stops or other facilities by foot or cycle from this part of the area of search pose the risk that any development would be unacceptably isolated and physically separated from the existing settlement. In turn, a likely outcome would be a car dependent new neighbourhood, contrary to both sustainability objectives and policy requirements.



Aerial image of Lockyers School



## EAST DORSET HOUSING OPTIONS

### Ferndown and West Parley:

Subject to location, design and land ownership, satisfactory access to the area of search is likely to be possible from the A347 and B3073. The **B3073** is governed by a 40mph speed limit in the vicinity of the area of search, therefore resulting in substantial visibility requirements for new access junctions along this route. There are several properties along the southern side of the B3073 in the eastern part of the area of search area restricting the possible locations for linking the development site in to the local highway network.

The **A347** bisects the site between the eastern and central parcels, and could provide access into the site. Proximity to the Parley crossroads means that consideration of the emerging plans for this junction is required in addition to meeting requirements within the current highway configuration.

Secondary access from **Longfield Drive** or **Church Lane** may be possible; however Church Lane is currently narrow, without footways and confined in places. A linkage for cyclists may be more appropriate than for vehicular traffic. There are existing properties lining Church Lane, with infrequent gaps in the built form presenting limited opportunities to provide a junction that would meet visibility requirements. There are some limited opportunities to the western side of Church Lane to form a new access between the existing buildings, however, vegetation clearance would be required. As noted above, the current nature of Church Lane reduces the suitability of the road for vehicular access

and a non-vehicular linkage may be more appropriate. Church Lane is currently a cul-de-sac used entirely for access to the properties along it, including private residences, a day care centre, a caravan park and the church. Opportunities for improving it to accommodate more than very small increases in vehicular traffic would be likely to be limited by the existing built form and alternative vehicular access arrangements would be preferable given the strategic nature of the B3073.

The masterplan process needs to take into account the Bournemouth International Airport Access and Parley to Cooper Dean transport package (in spite of its current uncertainty), including the potential for a third lane along the B3073 (probably for high occupancy vehicle and bus use) and the need for a new junction configuration at Parley Cross.

It should be possible to form a new access to the Holmwood House site in the vicinity of the **existing layby on the A348 Ringwood Road** or at a point further south. The preferred location may well be dictated by non-transport considerations and constraints on the route of any access road to the north of the Longham Business Centre. A key constraint on development in this location would be existing capacity issues along Ringwood Road and ensuring (through capacity testing/ network modelling) that a new junction in this location would not negatively impact on the operation of adjacent junctions (e.g. queuing back onto the Longham Double Mini Roundabouts).

Development in the vicinity of Ferndown and West Parley (as previously discussed) will be subject to the findings of SEDMMTS and the potential to address the existing capacity issues in this area, including at the Longham Roundabouts. This would be a pre-requisite for additional development that would generate further traffic in this location.

Access proposals should ideally incorporate proposals to offer higher quality and more convenient bus stops on the A348 than those currently existing on the 37 route and should support crossing movements by residents wishing to reach northbound bus stops.

Vehicular access to Holmwood House or other parts of the area of search here would also be possible from Christchurch Road, either:

- Secondary/ emergency access to the Holmwood House site (where the existing access to the house is located); and/or
- In the location of the existing Nursery access, just south of Belle Vue Plantation.



Aerial image of Parley Cross roads



### **Pedestrian Access**

Pedestrian access principles for the masterplans should be as follows:

- In accordance with Manual for Streets principles, new neighbourhoods should be designed according to a hierarchy of users, with the needs of pedestrians and cyclists considered prior to vehicular access.
- Direct pedestrian routes should be provided within and through the new neighbourhood(s), regardless of the precise form of these.
- Layouts should not only be permeable but should also be well connected to existing facilities and routes;
- Pedestrian routes should be Conspicuous (benefit from natural surveillance/overlooking); Connected (form part of a network of routes and go to the places residents will want to walk to), Comfortable (e.g. with well finished surfaces), Convenient (e.g. direct) and Convivial (attractive and/or interesting to walk along<sup>2</sup>;
- Some offsite widening of footways and/or new crossing facilities (controlled or uncontrolled) may be required in association with some of the new neighbourhoods, where this is necessary to offer good accessibility to services and facilities, including bus stops.
- The majority of each new neighbourhood should be within 400m walk of a bus stop for a regular (e.g. daily and ideally half hourly or better) bus service.
- All development should fall within 1km of a bus stop on a regular bus route.
- Development benefitting from an existing commercial bus service that would be consolidated by the development should be favoured.
- Following these locations, development parcels should then be favoured that either:
  - Require a slightly longer (but attractive) walk to an existing regular commercial bus service (the more frequent the better); or
  - Can be made accessible by a new or extended bus service in association with the development (e.g. can support a commercially viable service in the short to medium term).
- Pedestrian routes should be available to all bus stops closest to each new neighbourhood that provide access to a regular service and are likely to be used by residents.
- Where quality can be improved, upgrades should also be delivered to these bus stops.
- Design should meet DCC's requirements for new development and accord with those set out in Manual for Streets, provided that safety is maintained
- Key pedestrian and cycle routes should be clearly signed or made obvious through other aspects of the design and layout to assist way finding;
- The needs of different users should be considered in the design of pedestrian routes or facilities, to ensure Disability Discrimination Act Compliance; and
- Internal design should encourage low vehicle speeds to create an environment that is safer, more comfortable and more attractive for pedestrians and cyclists.

<sup>2</sup> Tolley 2003

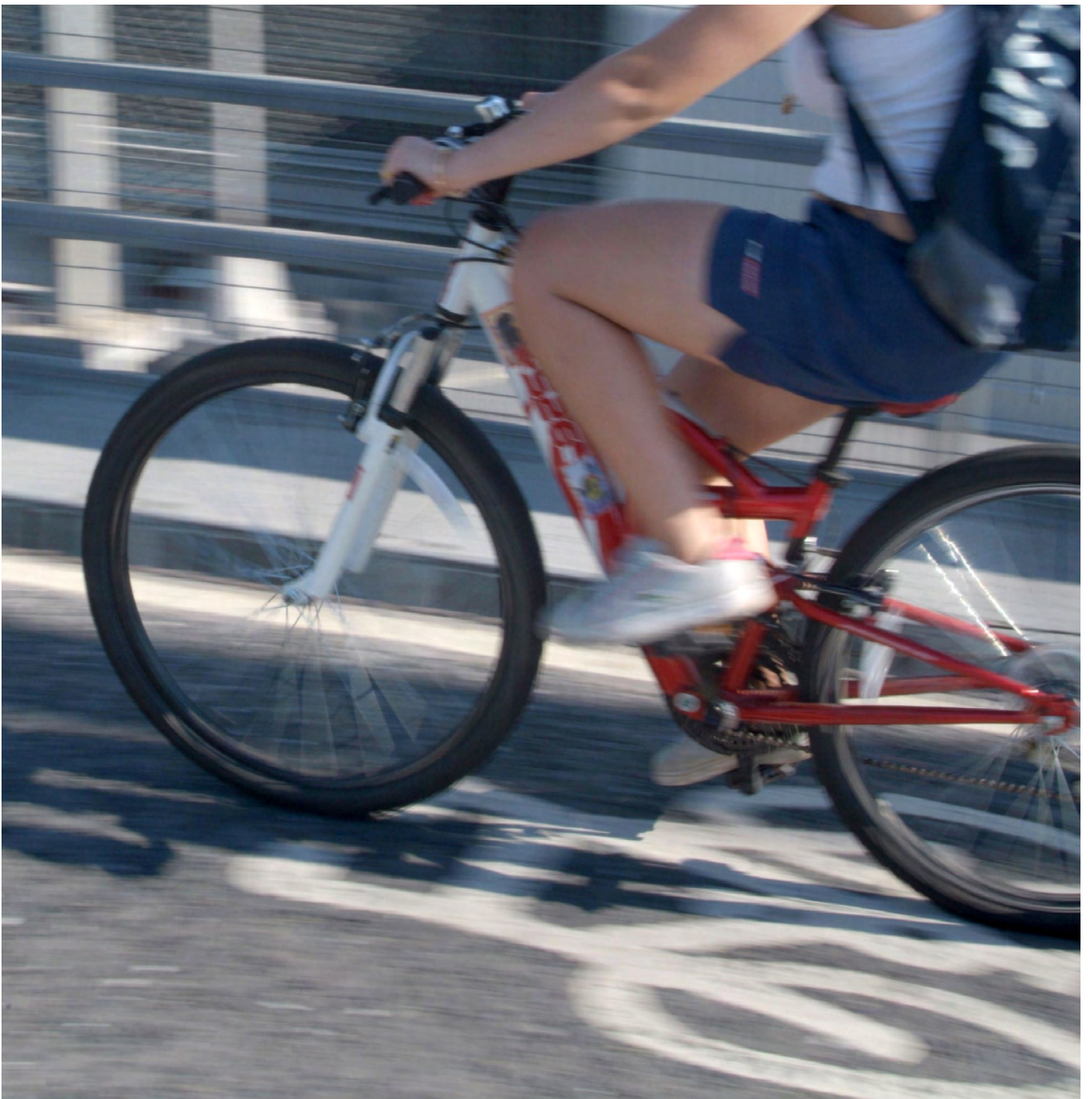




**Cycle Access**

Cycle access principles for the master plans should be as follows:

- Developments should be permeable to cycle movements and ideally more permeable for pedestrians and cyclists than they are to private vehicles (offering filtered permeability).
- The master plans should offer excellent levels of connectivity to the existing cycle networks
- Cycle routes should be suitably surfaced (to ensure a comfortable ride for cyclists), well connected to existing networks and avoid excessive gradients or sharp changes in direction.
- Cycle parking should be provided within or for all new residences and should be covered, lit and secure. It should be as convenient to access a cycle as it is a vehicle.
- Cycle parking should be provided at key destinations within the new neighbourhoods (e.g. to provide for any onsite facilities that existing and nearby residents may wish to cycle to) and should be conveniently located for access to the buildings.





**Public Transport Access**

Public Transport Access principles for the master plans should be as follows:

- The majority of new residents should live within 400m of a regular daily bus service (e.g. 30 minute frequency or more), either that already exists or can be provided in association with the development.
- Any new neighbourhood in South Wimborne Minster, Ferndown and West Parley or Corfe Mullen should be located to capitalise on available bus routes (e.g. the 3 and 13 routes), with bus stop improvements or relocations considered where required in association with development.
- Development to the North West of Corfe Mullen should be avoided as a result of physical separation from existing village amenities and bus routes as a result of steep gradients in this location and because it is highly unlikely that new services could realistically be introduced to provide for these areas.
- Any development to the south of the Corfe Mullen area of search (Chapel Lane) should be subject to the viability of rerouting the number 3 bus service to offer public transport accessibility (e.g. via Henbury View Road, Hillside Road and Heckford Road).
- Any extension to the North of Wimborne Minster should be subject to the viability of public transport improvements to make the site accessible by public transport, ideally through extension to the number 3 and/or 13 service or perhaps through changes to the number 88 service and routing.
- Public transport accessibility to/ from sites should be promoted from the outset when marketing any new neighbourhood and services should ideally be available from the outset of occupation unless DCC agrees to a separate timescale on a case specific basis.

