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PURBECK LOCAL PLAN REVIEW

Dear Sue,

I am writing in respect of the Local Plan Review on which you have been consulting Highways England over the past few months.

We are now in a position to be able to respond more fully, given the work you have commissioned (undertaken by Systra) as well as that completed by our consultants, CH2M.

Modelling Review

The modelling work completed by Systra and CH2M examines the impact of a number of differing growth options on a number of junctions on the Strategic Road Network (SRN) that are likely to be impacted by the plan as follows:

- Bere Regis Roundabout;
- Roundhouse Roundabout;
- Lake Gates Roundabout (Wimborne);
- Stinsford Roundabout; and
- Max Gate.

I understand that you will publish the technical reports produced by Systra and CH2M separately so I will not go into a detailed review of the methodology employed here. Nevertheless, I can confirm that we are satisfied with the approach and inputs to both studies.

In terms of the outputs from the modelling work, both studies show that the SRN is heavily congested as a result of background traffic growth (which is forecast to be ~16% from the period 2017 – 2033).

Indeed, at most junctions the models show that these operate at or over capacity in the present day, albeit not always with high levels of associated queuing and delay. By the end of the local plan period (2033) junction operation worsens and the addition of traffic associated with the local plan makes conditions worse.

In particular, there is a significant increase in queuing on the A352 approach to the Max Gate junction, particularly in the PM peak. However, the modelling shows that the queuing is on the local road network.

Overall, the level of detriment on the strategic road network caused by the addition of local plan traffic is considered in general by Highways England not likely to be severe and as such it is unlikely that mitigation would be required to support the growth planned, especially as you have now informed us that the overall level of growth proposed will be lower than originally envisaged.

Conclusions

In summary, we are content that the work undertaken demonstrates that the addition of traffic related to the growth proposed in the local plan is unlikely to result in a severe impact on the SRN and therefore that mitigation to support it is unlikely to be required.

I trust that this provides sufficient clarification and comfort as the plan moves forward with regards the Strategic Road Network.

Yours sincerely,



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cc Graham Stevenson, CH2M
Anna Lee, Purbeck DC
Andy Roberts, Highways England
John Henderson, Highways England