

Appendix 1 Matter 11 ID: 7 / 3542 Land at Vearse Farm, Bridport

Technical Note : Transportation and Highways

3rd November 2014

1 Introduction

Brookbanks Consulting is commissioned by Hallam Land Management to provide transportation advice for a proposed development at Vearse Farm, Bridport.

BCL has carried out a detailed review of the transportation networks across Bridport, which included a review of the local and strategic road network capacity. The results of the review have been presented in a draft Transport Assessment (TA), with same being presented to the Highway Agency (HA) and Dorset County Council (DCC).

The purpose of this note is to highlight the findings of this study, highlighting that there are no infrastructure barriers for the delivery of a mixed-use development at Vearse Farm, in accordance with the emerging Local Plan.

2 Transport Review of Vearse Farm

Introduction

Bridport is located within West Dorset, some 25 kilometres west of Dorchester.

The development Land at Bridport is bounded to the west by the A35, north by the B3162 West Road/West Allington and Broad Lane borders the southern edge of the development. A well established residential suburb site, known as Skilling, adjoins to the east.

The A35 runs to the south of the town centre and provides for strategic east–west trips through Dorset. This links the city of Exeter, some 60km to the west, and Bournemouth, also approximately 60km to the east.

The location of the site is indicated in Figure 2a.

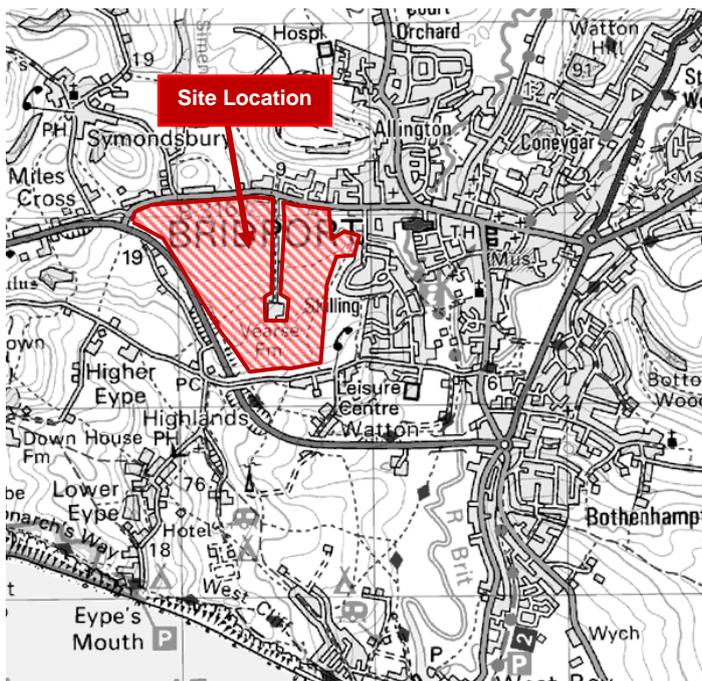


Figure 2a: Site location

The proposal involves the provision of a mixed-use development on the site and incorporates some 4.0ha of land designated for employment use. It is planned that the existing Vearse Farm and Cottage buildings will be demolished and some land remediation will be undertaken to make way for the development.

Consultations to Date

As indicated, in preparation for the potential planning application submission, detailed discussions have been held with both DCC and the HA. Various aspects covering the delivery of the scheme have been discussed with fundamental principles addressed and agreed. This has led to a coordinated approach to agree key aspects of scheme delivery, which have been identified in an agreed Scoping Note.

The consultation process has resulted in working agreements across various areas of the assessment, including the following key areas:

- Location and the form of the access points.
- Methodology to be adopted in order to review the development impacts.
- Trip generation rates to be applied.

DCC has reviewed the TA and have approved the document in principle.

Public Transport Review

A number of public transport routes operate through Bridport. The closest bus stops to the site are located along the B3162 adjacent to the current farm’s site access. This position ensures that the site is located within 400m of a bus stop. A review of the bus routes indicates the following serve the site, as summarised below:

Service	Destination	Frequency
X53	Exeter – Weymouth - Poole Operator: First Group	Mon- Sat Frequency: 120 minutes Sun Frequency: 180 minutes
31	Weymouth - Axminster Operator: First Group	Mon - Sat Frequency: 60 minutes Sun Frequency: 120 minutes

Figure 2b: Key bus routes serving the site

This indicates that there are regular bus services that serve the site, with these serving the town centre and the strategically important conurbation of Exeter.

As indicated earlier, the development will be in accordance to the emerging Local Plan. The level of development suggested delivers the quantum mass that will improve patronage and thus improve viability of the existing route. The development quantum mass is such that a contribution can be secured to improve the existing frequency of services, thus enhancing the attractiveness of the same.

The delivery of the employment land use on the site will further improve the viability of public transport routes, with these types of land uses typically having the opposite travel patterns.

It is concluded that the site will be supported by a comprehensive public transport strategy.

Walking and Cycling Review

In relation to onsite facilities, the masterplan for the site will include numerous walking and cycling routes within the development to provide a comprehensive route network that will comprise both on and off road paths. Highway crossing points will be designed to cater for all types of pedestrian users with the routes lit where appropriate.

The walking and cycling paths will connect the individual housing blocks into the main route through the site that will ensure full connectivity and route choice throughout the development. The existing PRoW network on site will be incorporated into the on site network.

The desire line is expected to be towards the town centre, located to the east of the site. The on site walking and cycling networks will connect into the existing facilities within the local road network to ensure that continuous routes to Bridport are delivered. Discussions have been held with DCC on the improvements necessary to support the proposed development, this has included discussions on improvements to Magdalen Lane.

The Site Promoters are working with the DCC to explore improving existing pedestrian routes in the area to enable better connectivity to the town centre and local services that will benefit existing residents as well as residents of the new development.

It is concluded that the site will be supported by a comprehensive walking and cycling strategy.

Local and Strategic Road Review

The assessment of the highway impacts was based on the methodology contained within the agreed scoping note. The methodology is broadly indicated below:

- Agreed locations of development impact
- Agreed assessment years and growth rate assumptions
- Agreement to committed developments
- Agreed development trip generation based on TRICS
- Agreed trip distribution based on Census travel to work statistics
- Agreement to junction assessment protocols

The above methodology provided a base for the review of the adjacent road network. The junctions that were assessed were:

- Location 1 – West Road with the A35
- Location 2 – West Allington with North Allington
- Location 3 – South Street with East Street and West Street
- Location 4 – East Street with the A35 and Sea Road
- Location 5 – West Bay Road with the A35 and Burton Road

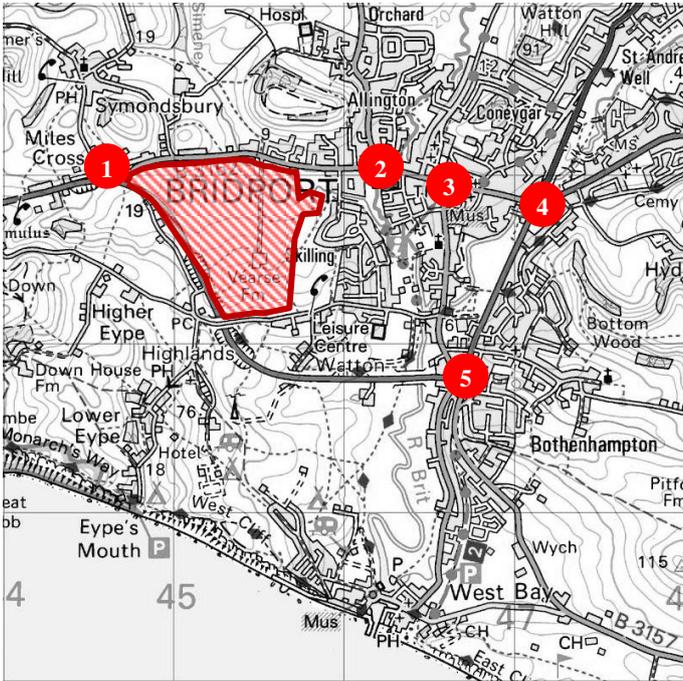


Figure 2c: Locations of potential impact

The results of the junction assessments are summarised below, with the full details presented in the TA.

Location 1 – West Road with the A35

The West Road junction with the A35 is currently a priority T-junction, as indicated in Figure 9a.



Figure 2d: West Road junction with the A35

The operation of this junction has been assessed using the nationally accepted assessment tool – Picady. The results of the junction assessment indicate that the proposed junction will continue to operate well within capacity once the development is completed.

However, the layout of this junction is a subject of local concern regarding safety issues and improvements to this junction are being sought by the community. Two potential options include signalling the current layout or conversion into a roundabout.

The Promoter of this development also has land interests to the west of the A35 that could allow delivery of either option.

The result of the revised junction layout demonstrates that the junction will operate within capacity and alleviate the safety concerns.

The improvement to this junction has been discussed with the HA with no objection in principle being raised.

Location 2 – West Allington with North Allington

This junction is currently a three-arm mini roundabout, as indicated below.



Figure 2e: West Allington junction with North Allington

The assessment of the junction with Arcady demonstrates that with the introduction of development traffic, the predicted RFC marginally exceeds the accepted thresholds of capacity.

The layout and operation of this junction layout has been investigated. This has confirmed that it is possible to improve the layout to provide additional junction capacity, as indicated below.

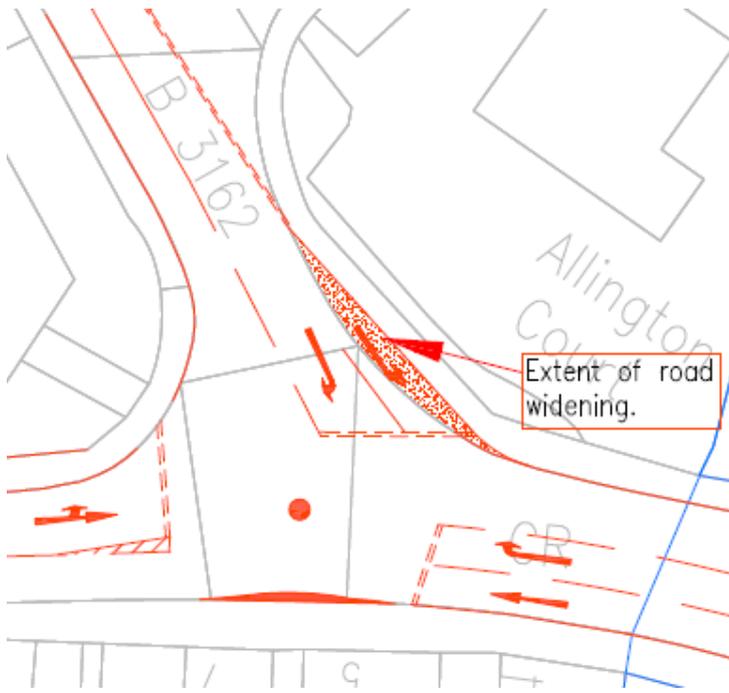


Figure 2f: West Allington junction with North Allington improvement scheme

The revised junction assessment demonstrates that the junction mitigation will operate satisfactorily.

Location 3 – South Street with East Street

The South Street junction with East Street is currently a 3-arm signal controlled junction, as shown below.



Figure 2g: West Street junction with South Street

The review of this junction with the use of Linsig demonstrates that once the development traffic has been incorporated, this junction will operate within acceptable capacity thresholds.

Location 4 – East Street with the A35

The East Street junction with the A35 is currently a roundabout junction, as indicated below.



Figure 2h: East Street junction with the A35

This junction was assessed using Arcady with the development traffic flows included. The results demonstrate that the junction will operate within capacity.

Location 5 – West Bay Road with the A35

The West Bay Road junction with the A35 is currently a standard roundabout junction, as indicated below.

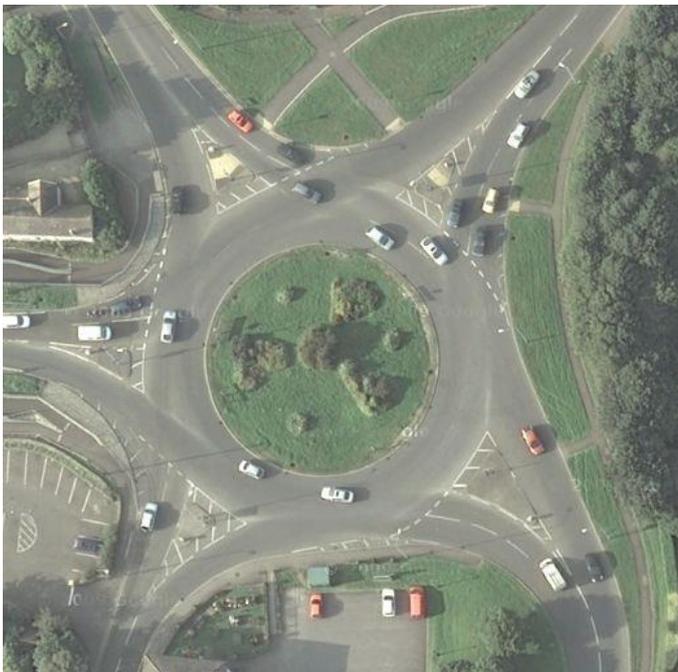


Figure 2i: West Bay Road junction with the A35

This junction was assessed using Arcady with the development traffic flows. The results demonstrate that the junction will operate satisfactorily in the morning and evening peaks for the development scenarios.

In conclusion, the road network has been assessed, taking the development into account. This demonstrates that only the West Allington junction requires an intervention on capacity grounds. The scheme proposals acknowledge the accident issue at Miles Cross and has identified two possible improvements that this development can help to deliver.

3 Summary

This note summarises the findings of the TA drafted in support of a potential planning application for a mixed development on Vearse Farm.

The TA includes a thorough review of the transport networks that would support the development. This has included a detailed review of the operation of the road network, which follows the methodology outlined in the agreed scoping report.

This concludes that a sustainable development can be delivered, with the following elements:

- Public transport strategy that delivers improvements to the existing services
- A site masterplan that connects into the existing walking and cycling infrastructure
- Improvements to the walking and cycling infrastructure as discussed with DCC
- Capacity improvements to the West Allington junction
- Intervention at the Miles Cross junction to respond to road safety issues.

Following the completion of the study, it is concluded that there are no infrastructure barriers to scheme delivery.