

WEST DORSET, WEYMOUTH AND PORTLAND LOCAL PLAN EXAMINATION

FURTHER STATEMENT

MATTER 7 - COMMUNITY NEEDS AND INFRASTRUCTURE

Issue 7.1. Is there sufficient detail in the Local Plan covering the key areas of infrastructure provision including type, cost, funding sources and timescales for delivery?

Issue 7.3. Does the policy framework provide an effective basis for assessing traffic issues?

Reference No. 914 **WEYMOUTH CIVIC SOCIETY**

Section 6.6 (para. 6.6.4), p. 76. - Local Transport Needs

Further to the points raised in our representation in respect of Local Transport Needs, we do not think that there is sufficient detail in the Local Plan to cover the need for appropriate alternative access to Portland. This would be provided by the Western Relief Road from the Chickerell Link to Ferrybridge. This whole route was carefully designed in detail many years ago. Since then, it is widely accepted that traffic problems have been exacerbated along the current routes through the built-up areas of the town. We think it important that there should be an assessment of these problems associated with the existing situation, and plans put in place to safeguard land to alleviate them.

Ever since the closure of the naval base, Portland Harbour has seen increasing development of various kinds. A very large area of land is set aside at Osprey Quay for further development, for which active efforts are made to attract much-needed employment uses. Added to this are the important and ever-increasing numbers of cruise liners visiting the port, which generate a high volume of coach traffic on each occasion. Looking to the future economy of the Island, two major cultural/tourism projects are proposed – the MEMO Project and Jurassica - each of which expects to generate substantial numbers of visitors.

The current route via Westwey Road, the steep incline of Boot Hill and on to Portland Road is clearly unsuitable for the heavy traffic it is required to accommodate. Likewise the hill at Lanehouse Rocks Road and the tortuous way past Wyke Church are an unsuitable alternative. The pollution levels generated by heavy vehicles and others, especially on Boot Hill, are undesirably high and are likely to have a damaging effect on the well-being of local people. The new development of sheltered accommodation currently under construction fronting the ASDA crossroads at the foot of Boot Hill, and the existing sheltered homes on the hill itself, are in locations which see some of the worst problems of exhaust fumes from vehicles either stationary or slowly moving uphill.

The consistently poor experience of traffic congestion and pollution in the town on the current through routes to Portland, especially in the summer months, is demonstrated by the overwhelmingly poor opinion of the situation among the general public, evident through the many complaints by residents in correspondence and articles in the local press.

We do not think that the policy framework provides an effective basis for assessing traffic issues. There is no argued assessment concerning the need for a Western Relief Road, notwithstanding the fact that it has been retained in the adopted Local Plan for Weymouth and Portland (Saved Policy) throughout until the present time, and despite the obvious problems of traffic on the existing routes through the built-up parts of Weymouth.