

ST MARY'S HILL,

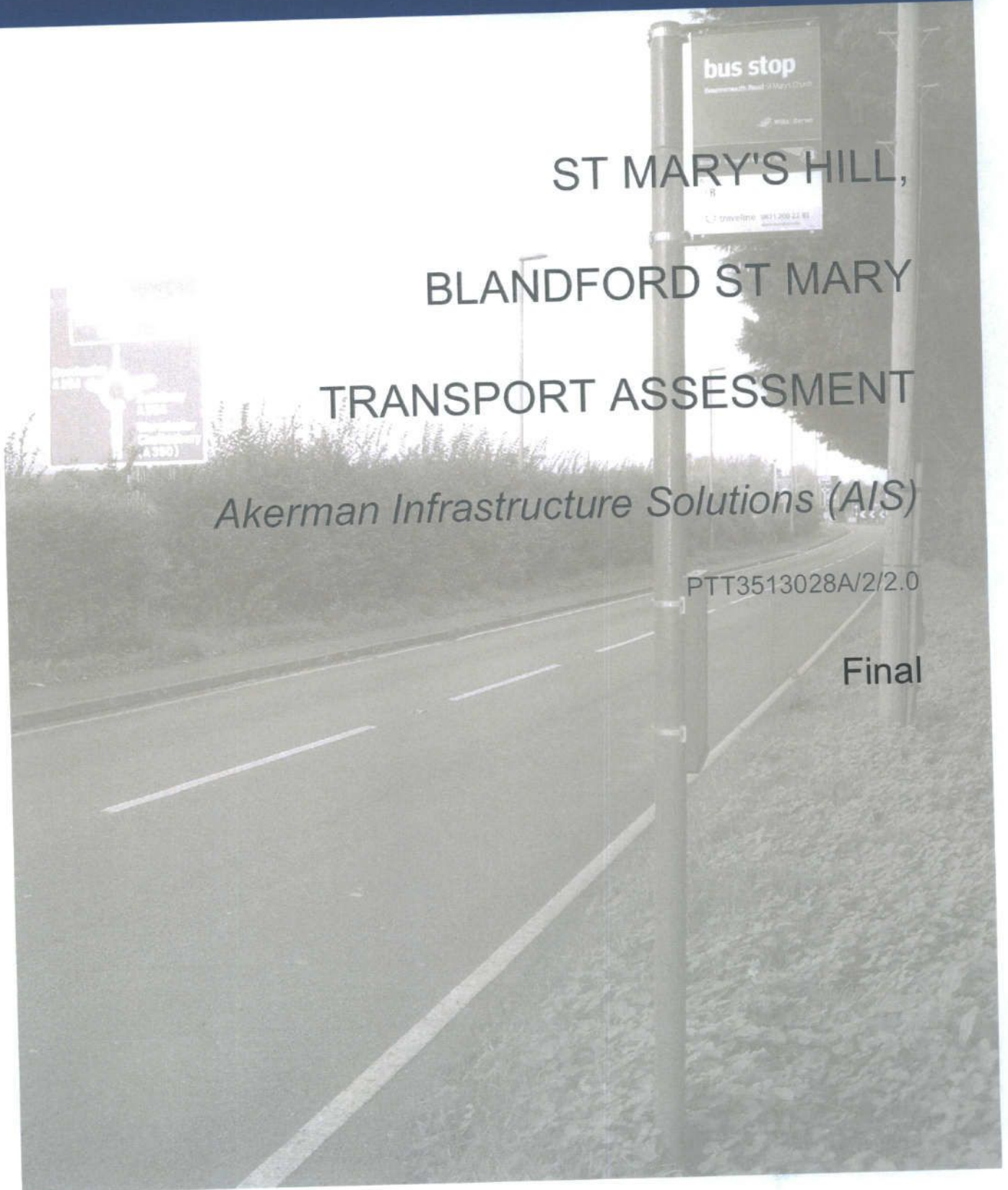
BLANDFORD ST MARY

TRANSPORT ASSESSMENT

*Akerman Infrastructure Solutions (AIS)*

PTT3513028A/2/2.0

Final



# St Mary's Hill, Blandford St Mary Transport Assessment

PTT3513028A/2/2.0

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## **EXECUTIVE SUMMARY**

### Introduction

Parsons Brinckerhoff has been appointed to undertake a Transport Assessment in order to examine the impact of the St Mary's Hill development on the local highway infrastructure in Blandford St Mary. The requirements and scope of the Transport Assessment were agreed with Dorset County Council through the issue and approval of a scoping report.

The Transport Assessment considers the impact of a proposed development of 350 dwellings on a 27 acre site adjacent to the A354 and A350 and its impact on the highway network in conjunction with the additional impact generated by other committed developments in the area.

The Transport Assessment also considered the current facilities for cyclists and pedestrians and the potential need for improvements to ensure adequate connectivity between the development and the Blandford conurbation. The Transport Assessment concludes that with the exception of the Stour Park/Bournemouth Road roundabout, the existing highway infrastructure can accommodate the combined forecast traffic flows generated through general growth, committed development and the proposed development at St Mary's Hill.

### Findings

Although the Stour Park/Bournemouth Road roundabout exceeds capacity in the 2025 forecast PM peak scenario (with and without the proposed development), the contributory traffic from the proposed development is only one vehicle every 10 minutes on the one approach arm that operates over capacity at the junction. The capacity issue predicted is due to background growth and committed development impact. The proposed St Marys Hill development impact on the junction is insignificant in comparison. Therefore, no improvements to the existing highway infrastructure are considered necessary apart from the new access junctions associated with the development.

Personal Injury Collision data was obtained for both the A350/A354 and Bournemouth Road/Stour Park roundabouts for a five year period between September 2008 and August 2013. A total of 7 personal injury collisions accidents were observed, none of which were pedestrian related. An analysis of the collision activity at both junctions in comparison to national averages concluded that there was no significant road safety issues with the roundabouts, with the number of collisions recorded being significantly less than the national average.

The impact on the A31 trunk road network (at its junctions with the A354 and A350), from the proposed development will be insignificant due to dispersion of traffic between the site and the trunk road.

The pedestrian route from the site to Blandford Forum crosses the A354. The development is suitably located so that Blandford Forum Town Centre and the local amenities are both within convenient walking distance.

Dorset County Council has expressed concern that the existing pedestrian crossing over the A354 is not adequate for pedestrians to cross due to the strategic nature of the A354. During the site visit in November 2013 it was observed that the crossing point operated safely and efficiently, with cars slowing down before the roundabout with good visibility on approach to the junction. These observations, coupled with the collision data which showed no collisions involving pedestrians over a five-year period and a less than average number of collisions at the junction, suggests the crossing currently provides safe passage over the A354 towards the town centre.



A further investigation of existing pedestrian and cyclist's movements at the junction identified a total of 2 pedestrian movements in the 08:00-09:00 peak and 6 (3 pedestrian and 3 cyclists movements) in the 17:00-18:00 peak hours crossing the arm. The proposed development will generate a total of 67 AM peak and 59 PM peak hour pedestrian trips from the site. Assuming all pedestrian trips from the proposed development used the existing dropped kerb crossing on the A354 in each peak, this equates to approximately 1 additional trip every minute in each peak hour.

The National Planning Policy Framework published in March 2012 by the Department of Communities and Local Government states that any improvements to the transport network should cost effectively manage the impacts of the development. Developments should only be refused on transport grounds where the impacts are so severe that major improvements works would be necessary. It is therefore considered that any mitigation proposals that are not proportionate to the impact of this residential proposal are not justified.

#### Mitigation Proposals

It is appreciated that the increased pedestrian movements from the site will increase the demand of the existing uncontrolled crossing on the A354 approach to the junction. Dorset County Council will be consulted with regards to the current Transport Assessment findings and to determine whether they still consider that an alternative crossing (footbridge, subway or new at grade crossing) is required on the A354. Subsequent clarification on the type of crossing proposed will be included in the Formal Transport Assessment.

Minor improvements (traffic signing and street lighting) will be provided to pedestrian routes from the development to the town centre encouraging walking and cycling as an alternative to other transport modes as well as shared use footway/cycling facilities in various locations. In addition a bus lay-by will be introduced on the A350 (northbound) enabling public transport users to have a safer boarding and alighting area as well as allowing other traffic to move more freely on the main road. An uncontrolled crossing of the A350 adjacent to the existing southeast-bound bus stop will also be provided connecting users of the A350 southbound service to the site.

A separate Travel Plan document has also been produced which sets out the various forms of non car travel accessible to and from the site and how this development proposal, and supporting soft mitigation measures, enhance this. The Travel Plan will identify the appointment of a Travel Plan Coordinator who will monitor the performance of the site, ensuring measures are successfully implemented and targets are achieved.

#### Conclusion

It is concluded that the proposed development and recommended improvements satisfy all the planning policy requirements and therefore show no reason, on transport and highway grounds, why development at St Marys Hill should not receive planning consent.

## **1 INTRODUCTION**

### **1.1 General**

- 1.1.1 Parsons Brinckerhoff has been appointed by Akerman Infrastructure Solutions (AIS) to produce a Transport Assessment and accompanying Travel Plan in support of a planning application to construct 350 dwellings on a site in Blandford St. Mary, south of the A350/A354 roundabout. Blandford St. Mary is a village in North Dorset, on the south bank of the River Stour, opposite the town of Blandford Forum. The location of the proposed development site within Blandford St. Mary can be seen in Figure 3-1.

### **1.2 Background**

- 1.2.1 In May 2013, Parsons Brinckerhoff was commissioned by AIS to undertake detailed junction modelling of the A350/A354 roundabout and the two future access points to the development site, to give an indication of the impact of building 200 dwellings at the development site and their consequential impact on the A350/A354 roundabout (see Appendix 1).
- 1.2.2 Since that time, the proposed number of dwellings has increased to 350 dwellings, necessitating a full Transport Assessment. In addition, the committed developments which were previously omitted from any assessment work; planned by Tesco, the Hall & Woodhouse Brewery, and Persimmon Homes, have now been taken into consideration in conjunction with the proposed residential development.
- 1.2.3 Due to the size of the development, it was also considered necessary to produce a Travel Plan (Report Ref PTT3513028A/3/2.0), which has been produced separately to this Transport Assessment.

### **1.3 Scoping**

- 1.3.1 *National Planning Policy Framework (NPPF) (2012)* outlines the requirement for planning applications for developments likely to create significant amounts of movement to be accompanied by Transport Assessments, to examine the impact the development may have upon the local highway network. The NPPF also suggests a Travel Plan should be provided in conjunction with a Transport Assessment.
- 1.3.2 According to the NPPF; a Transport Assessment should not only examine the transport implications of the development, but also assess how the development will encourage sustainable modes of travel. In line with the framework, this assessment will scrutinise how suitably located the site is to encourage travelling sustainably.
- 1.3.3 To agree the contents of the Transport Assessment and Travel Plan, a scoping note was produced for the Transport Assessment and Travel Plan in September 2013, which was approved by Dorset County Council. A copy of the scoping note and any relevant email correspondence is included in this report as Appendix 2.

### **1.4 Purpose**

- 1.4.1 The purpose of this Transport Assessment is to examine the potential impact the development of 350 dwellings may have upon the local area, in terms of the impacts of the increased trip generation associated with the development. The assessment will consider the effect the greater number of trips may have upon the local highway network, in particular the A350/A354 and Bournemouth Road/Stour Park roundabouts

near the site. The assessment will consider the development's trip generation in conjunction with the extra traffic generated by other committed developments.

1.4.2 The assessment will detail the current transport infrastructure near to the site, including the current network for cyclists and pedestrians. As previously mentioned, the impact of the traffic generated by the housing will be examined, and proposed mitigation measures (if required) will be outlined for any issues that may arise from the development.

1.4.3 After consultations with Dorset County Council, the main qualm which arose about the site's location was its connectivity with Blandford Forum town centre for pedestrians. The existing accessibility for potential residents will be examined in this assessment, and the need for improvements, if such a need becomes apparent, will be identified.

## 1.5 Structure

1.5.1 This Transport Assessment is structured in the following way:

**Sections 2 - Policy Background** - this section will briefly outline the national, regional and local policies which are relevant to the development, and to which the development must adhere.

**Section 3 - Existing Conditions** - this chapter describes the current local highway network, public transport provision, and conditions for pedestrians and cyclists. It also has a section about Personal Injury Collisions which have occurred within the past five years in close proximity to the site.

**Section 4 - Proposed Development** - this section illustrates what the development will involve, and the expected trip generation of the housing development.

**Section 5 - Committed Development** - this section looks at developments which have been granted planning permission in Blandford Forum and Blandford St. Mary, as the traffic generated by these must be considered in conjunction with that caused by the new housing on the highway network.

**Section 6 - Junction Capacity Assessments**- this chapter examines the results of the junction modelling of the two roundabouts in the immediate vicinity of the site, and the two proposed access points to the site.

**Section 7 - Mitigation** – this section sets out any necessary mitigation measures that have been identified as a result of the work undertaken.

**Section 8 - Conclusions** - the final chapter evaluates the overall impact of the proposed housing development on the local highway network, not only in terms of junction capacities but also for pedestrians and cyclists.

**2 POLICY BACKGROUND****2.1 General**

2.1.1 This section outlines various national, regional and local transport policies relevant to the development at St Mary's Hill.

**2.2 National Policy**National Planning Policy Framework (2012)

2.2.1 The *National Planning Policy Framework* (NPPF) was published in March 2012 by the Department of Communities and Local Government, and was designed to consolidate all national policy statements and guidance notes into a single, simpler document.

2.2.2 The NPPF superseded *Planning Policy Guidance 13: Transport* (PPG13) (2001), which first introduced Transport Assessments (TAs) to replace Traffic Impact Assessments, which were primarily focused on car travel. TAs, however, were designed to place emphasis on the more sustainable methods of transport, such as walking, cycling and public transport.

2.2.3 The NPPF echoes PPG13 in that it states planning applications for developments likely to create significant amounts of movement should be supported by a TA or Transport Statement (TS).

2.2.4 At the heart of the NPPF is a focus on promoting sustainable development. Chapter 4 of the framework is titled *Promoting Sustainable Transport* and suggests that new developments should be placed in opportune locations, to facilitate the use of sustainable transport modes, to in turn reduce the need for major transport infrastructure. The framework recommends strategically locating large scale residential developments, such as at Blandford St. Mary, within walking distance of schools and local shops. Here, the NPPF builds upon PPG13, which focused heavily on where new developments should be situated to best integrate planning and transport at the national, regional and local level. Locating a new development near to where there is access to services, jobs and leisure will promote travel by sustainable means, and reduce the need to travel by car.

2.2.5 The NPPF also states that any improvements to the transport network should be cost effective when reducing of the impacts of the development, and that developments should only be refused on transport grounds where this is not the case; where the impacts of the development are so severe that major improvements would be required.

2.2.6 The framework suggests that a Travel Plan (TP) should be required in conjunction with a TA, as they are key tools in facilitating sustainable transport movements from large developments. Sustainable transport measures are set out in the TP which accompanies this planning application.

Guidance on Transport Assessment (2007)

2.2.7 The Department for Transport's *Guidance on Transport Assessment* was published in March 2007, and intended to provide guidance for local authorities and developers on what was involved in the process of creating TAs.

- 2.2.8 In Appendix B of the document there are suggested thresholds for when a full TA or simplified TS is required, and the recommended levels of detail required in the assessment. The appendix recommends that for new developments where more than 80 dwellings are being constructed, a TA is necessary to address the likely significant transport impacts. Considering the development in question is a proposition to build 350 dwellings, a TA was deemed necessary to address the potential transport implications in Blandford St. Mary.

Guidelines for Providing for Journeys on Foot (2000)

- 2.2.9 *Guidelines for Providing for Journeys on Foot*, published in May 2000, provides advice on how to implement walking measures as part of an integrated transport network.

- 2.2.10 *Guidelines for Providing for Journeys on Foot* suggests the desirable, acceptable and preferred maximum walking distances for pedestrians to common facilities. This includes walking to work or school, into a town centre, or to a bus stop or train station. Table 2-1 shows the desirable, acceptable and preferred maximum distances as recommended by the Institution of Highways and Transportation (IHT).

	Town Centres (m)	Commuting/School (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Table 2-1: Suggested Acceptable Walking Distance (IHT, 2000)

Guidelines for Planning for Public Transport in Developments (1999)

- 2.2.11 *Guidelines for Planning for Public Transport in Developments* was published in March 1999 by the Institution of Highways and Transportation (IHT), and includes guidance on how close the nearest bus stop should be from a development. The guidelines recommend that the maximum walking distance to a bus stop should not exceed 400 metres, and preferably be no more than 300 metres.
- 2.2.12 The guidelines do however stipulate that direct bus routes should not be sacrificed due to walking distances being a little over 400 metres; ergo, bus services should not be altered to suit the development unless the walking distance to the nearest bus stop far exceeds 400 metres.

**2.3 Regional Policy**

Regional Planning Guidance (RPG 10) for the South West (2001)

- 2.3.1 Published in September 2001, the *Regional Planning Guidance (RPG 10) for the South West* set out a planning strategy for the region up to 2016 and beyond.
- 2.3.2 Within the RPG, there is a section which outlines the Regional Transport Strategy (RTS), which was designed to provide a transport framework for Local Transport Plans and development plans in general. The RTS also saw integration of transport and land use planning as key in promoting sustainable travel choices. Policy TRAN 1

aimed to reduce the need to travel by situating developments where there is already a good choice of travel by sustainable means, for example in existing towns where shorter journeys are easily achievable.

- 2.3.3 Also relevant is Policy Tran 10: Walking, Cycling and Public Transport, which aims to increase the number of people walking, cycling or using buses and trains. This could be achieved, according to the framework, by ensuring new major developments were realistically linked to existing walking, cycling and public transport networks. The framework also builds on this strategy by suggesting existing networks, services or conditions could be further developed to meet the needs of both the current community, and those of the residents of the new housing development.

## 2.4 Local Policy

### The New Plan for North Dorset (2010)

- 2.4.1 *The New Plan for North Dorset* (The Draft Core Strategy and Draft Development Management Policies) was published in March 2010 as part of the Local Development Framework (LDF) for North Dorset. The document covers the period up to 2026, and provides a strategic framework and guidelines for where in the district development should go.

- 2.4.2 With regards to Blandford Forum, the New Plan pinpoints the town as a key centre for growth in the district, especially in terms of housing development. The plan suggests Blandford Forum and Blandford St. Mary will accommodate about 21% of housing growth in the district, or about 1,500 new houses between 2006 and 2026, reflecting Blandford Forum's importance as one of the main centres in the district.

- 2.4.3 The New Plan addresses the impact projected growth in North Dorset will have upon the existing highway networks, as well as upon the current pedestrian and cycle networks. The Plan states that developments should seek to make best use of the existing transport network, improving it where necessary, as opposed to constructing new infrastructure, which is costly. The growth of Blandford Forum and Blandford St. Mary will in the future be constrained by environmental factors, which amplifies the need to make best use of existing transport networks.

- 2.4.4 The New Plan also states that in Blandford Forum and Blandford St. Mary, emphasis should be placed on providing better facilities for walking and cycling between residential areas and key destinations.

- 2.4.5 The New Plan is also relevant here as it outlines how, in order for new development proposals to be permitted, they will require, when appropriate, either a Transport Assessment or Transport Statement. If these documents are not necessary, a valid statement justifying why would be required.

### North Dorset District-Wide Local Plan (2003)

- 2.4.6 The *North Dorset District-Wide Local Plan* was adopted in January 2003, and similarly to the New Plan, identified Blandford Forum and Blandford St. Mary as locations for major sustainable growth.

- 2.4.7 This document, although published in 2003 and end dated 2011, makes up some of the evidence base for the *North Dorset District Local Plan 2011 to 2026 Part 1*, which is still in the pre-submission stage (as of 5 December 2013).

- 2.4.8 Policy 1.2 is relevant as it adheres to where development should be focused within towns in North Dorset, in order to encourage residents to travel sustainably. Proposed housing developments, according to the document, should be situated within: 'a distance beyond which people are not likely to walk or cycle into the town centre (assessed to be approximately 1.6km (1 mile))'.
- 2.4.9 Also relevant are policies 5.7 and 5.8, which outline the importance of situating a development where there is already adequate provision for cyclists and pedestrians. Positioning a development in such a place will encourage sustainable travel for shorter journeys. If a development is proposed for a location where cyclist and pedestrian needs are not suitably met, improvements should be made to provide for these modes of travel.
- 2.4.10 Policies 1.2, 5.7 and 5.8 are all on North Dorset District Council's list of 'Saved Policies', meaning the policies have remained part of the region's statutory development plan beyond the end date of 2011. These policies will therefore remain pertinent until they are replaced.
- Local Transport Plan 3 (2011)
- 2.4.11 *Local Transport Plan 3 (LTP3)* for Bournemouth, Poole and Dorset came into effect in April 2011 and covers the period 2011 to 2026.
- 2.4.12 Policy LTP A-1 is reflective of the plan's clear focus on encouraging the use of alternative modes of transport to the car. The plan suggests doing so by locating new housing in areas where people can access services with less need to travel, and where necessary travelling is only over shorter distances. Developments should make best use of the existing transport network and infrastructure, ensuring the development is connected to the local network.
- 2.4.13 Policy LTP A-2 of the plan suggests increasing the opportunity to travel sustainably, which could be achieved by situating new housing developments in areas where there is access to a quality and reliable public transport system. Alternatively, "greener" travel choices could be promoted by locating a housing development where there is supporting infrastructure for walking and cycling. If there is not an adequate provision of said infrastructure, LTP3 lobbies introducing additional facilities in order to encourage reduced travel by car.
- North Dorset Local Plan – 2011 to 2026, Pre-submission Document, November 2013
- 2.4.14 Although this is currently a draft document, Policy 16 identifies that linkage improvements are required to the Sterminster Trailway which borders the proposed site. The plan states that... "Better linkage is required to the part of the Trailway south of Blandford, which is likely to include a crossing of the A354 and improved signage through the town." (Para. 8.4.2, North Dorset Local Plan – 2011 to 2026, Pre-submission Document, November 2013.)

North Dorset Local Accessibility Study (2010)

- 2.4.15 The final relevant piece of local policy is the *North Dorset Local Accessibility Study*, published in March 2010.
- 2.4.16 The study is significant as it highlights the importance of access to food shopping, and in particular the access to supermarkets. Food shopping is an activity which is regularly undertaken by a household, so access to a supermarket or local amenities should be considered when deciding where to place a new housing development. To avoid a reliance on the use of private cars when completing such an activity, the closer the food shop is to housing, the better.
- 2.4.17 The study also outlines how access to facilities where food can be purchased is especially significant to the elderly or those of impaired mobility.



**3 EXISTING CONDITIONS****3.1 General**

3.1.1 Blandford St. Mary is a village in central Dorset on the south bank of the River Stour. Immediately north of the River is the town of Blandford Forum. Both the town and the village fall within the North Dorset district of the county, and are situated approximately 18 miles (29km) from the centre of Bournemouth to the south-east, 16 miles (26km) from Dorchester to the south-west, and 21 miles (34km) from Yeovil to the north-east. There are a few small settlements near Blandford St. Mary, most notably the village of Charlton Marshall to the south east of the development site.

3.1.2 A site visit to Blandford St. Mary was undertaken on 7 November 2013 to survey the existing conditions surrounding the site. All photographs in the following section were taken during this site visit.

**3.2 Site Location**

3.2.1 The development site is situated just south of the village of Blandford St. Mary, and approximately 0.6 miles (1km) south of Blandford Forum. The proposed site is 27 acres of farmland immediately south-west of the roundabout which connects the A354, A350, and Bournemouth Road, the main road through the village. To the south and west of the development site is farmland, and to the east some residential properties situated off the A350.

3.2.2 The proposed residential development is located within a five minute walk to the Tesco superstore 300 metres away, providing the residents with excellent accessibility to local facilities.

3.2.3 There are two proposed access points to the site, one near the roundabout off the A350, and one off the A354.

3.2.4

The development site within Blandford St. Mary is shown in red in Figure 3-1. The proposed access points are indicated by the red arrows.

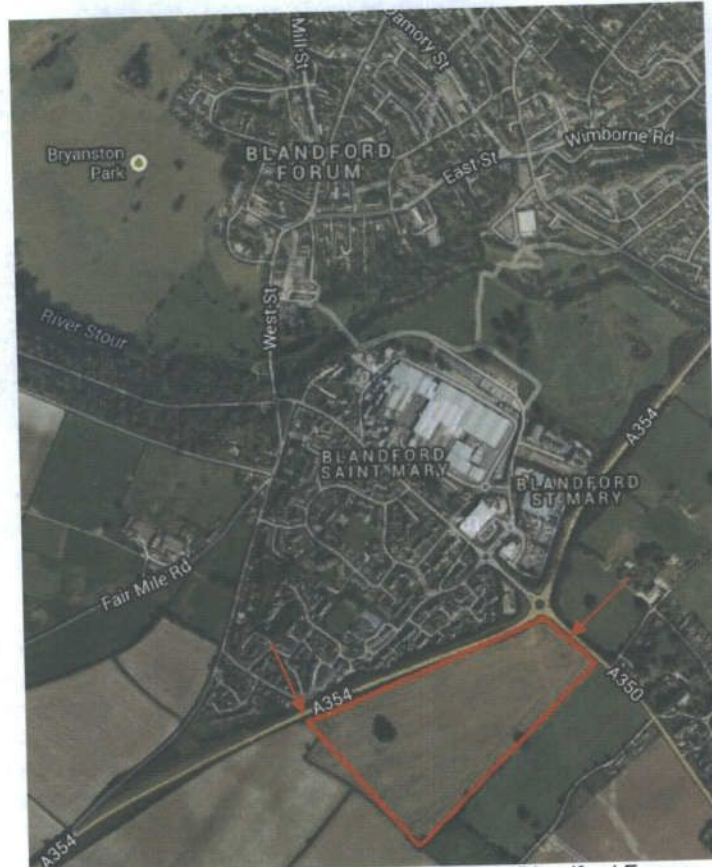


Figure 3-1: Proposed Development within Blandford Forum

3.3

### **Pedestrian and Cycle Network**

3.3.1

There are no footways on either side of the A354, which runs alongside the northern edge of the site, but the A350 has a footway along the north-east edge of the development. The A354 north of the site can be crossed at the roundabout over the central island (see Figure 3-2), as there are dropped kerbs at this location. Although the A354 has a speed limit of 50mph south of the roundabout, vehicles approaching the roundabout slow down a considerable distance before the roundabout. During the site visit it became apparent that adequate visibility at the crossing, coupled with the cars slowing down, ensured safe and reasonable crossing conditions.

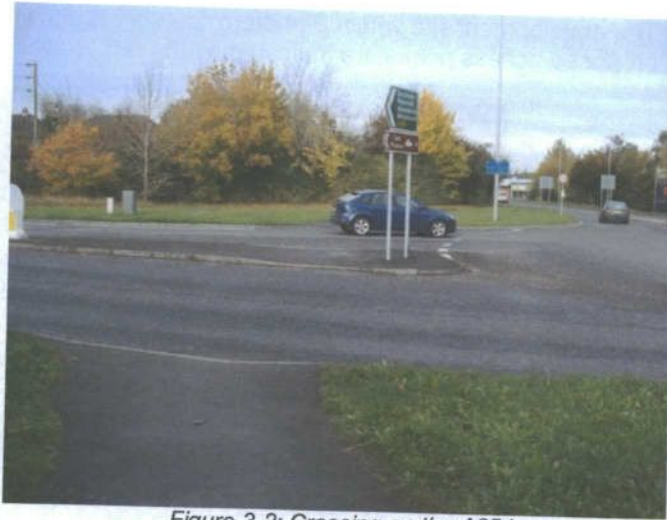


Figure 3-2: Crossing on the A354

3.3.2 After crossing the roundabout, pedestrians can continue down Bournemouth Road, which provides access to the Tesco supermarket, Homebase, and central Blandford St. Mary. It is also the direction pedestrians would walk to get to Blandford Forum town centre.

3.3.3 For pedestrians walking to Blandford Forum town centre from the development site, the quickest way would be a traffic free route through Langton Meadows, an open area which crosses over the River Stour into Blandford Forum. This walk is about 0.6 miles (1 km) in length, and took approximately 10-12 minutes to complete during the site visit. This route from the proposed development site involves crossing the A354 and Bournemouth Road via existing uncontrolled crossings located at the west side of Blandford St Mary Roundabout and to the south of the Bournemouth Road/Stour Park roundabout respectively. Pedestrians may be disinclined to take this route to the town centre, however, as there is no lighting through the park. In addition, the signage to the town centre is fairly poor, as there are only signs at the beginning and end of the route through the meadows. The footway/cycleway through Langton Meadows is shown in Figure 3-3.



Figure 3-3: Footpath through Langton Meadows to town centre

3.3.4 The footpaths are generally in adequate condition, and the dedicated footway/cycleway through Langton Meadows; apart from the aforementioned lack of lighting, is well maintained and wide enough to support a number of pedestrians and cyclists.

- 3.3.5 There are three routes of the National Cycle Network which can be accessed in Blandford Forum; Routes 25, 250 and 253. Route 25 runs from Bournemouth through Blandford Forum and Gillingham and links with Route 24 near Longleat. Route 250 is a fairly short route which runs from near Sturminster Marshall in the south to Sturminster Newton, north of Blandford Forum. Lastly, Route 253 runs in a loop taking in Blandford Forum, Shaftesbury, Gillingham and Sturminster Newton.
- 3.3.6 There are no dedicated cycle paths around the development site, and it was observed both in the video survey and during the site visit that cyclists feel safer using the footway, despite this being illegal (see Figure 3-4).



Figure 3-4: Cyclist riding on footway on A350

- 3.3.7 Route 253 runs through Langton Meadows, which provides the quickest route to Blandford Forum town centre, but there is no dedicated cycle lane here, despite the path through the park being wide enough to support both pedestrians and cyclists. The cycle route through the meadows is marked, as shown in Figure 3-5.



Figure 3-5: Marker in Langton Meadows showing NCN Route 253

**3.4 Pedestrian Survey**

- 3.4.1 A survey of pedestrian movements crossing the A354 at the Blandford St Mary Roundabout was summarised from a 12 hour video survey undertaken at the roundabout on the 30 April 2013.
- 3.4.2 A total of 74 people; including all pedestrians and cyclists using the footway, used the crossing between 07:00am and 19:00pm on 30<sup>th</sup> April 2013. Out of the 74 people crossing the junction, 20 (27%) were cyclists whilst the remaining 54 (73%) were pedestrians.
- 3.4.3 The 54 pedestrians included walkers, joggers, adults pushing buggies, school children, and a skateboarder.
- 3.4.4 39 of the crossers were travelling from Blandford St. Mary across the roundabout towards the A350, whilst 35 were making the opposite movement into the village.
- 3.4.5 The breakdown of movements by hours is shown in Table 3-1.

Hour	Pedestrians		Cyclists	
	Crossing the A354 (northbound)	Crossing the A354 (southbound)	Crossing the A354 (northbound)	Crossing the A354 (southbound)
07:00-07:59	3	2	3	1
<b>08:00-08:59</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>
09:00-09:59	2	2	0	0
10:00-10:59	0	2	0	0
11:00-11:59	2	1	0	1
12:00-12:59	5	2	0	0
13:00-13:59	4	2	1	1
14:00-14:59	3	4	1	0
15:00-15:59	2	3	1	0
16:00-16:59	3	3	1	3
<b>17:00-17:59</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>1</b>
18:00-18:59	4	0	1	3
<b>Total:</b>	<b>29</b>	<b>25</b>	<b>10</b>	<b>10</b>

Table 3-1: Existing pedestrian and cyclist movements across the A354 at Blandford St Mary Roundabout

- 3.4.6 A total of two pedestrian movements were observed in the AM peak and a total of 3 pedestrian and 3 cyclists movements were observed in the PM peak.

**3.5 Public Transport**

- 3.5.1 Blandford Forum has not had a railway station since 1969, so the nearest railway station is 13.5 miles (22km) away in Holton Heath. Trains leave Holton Heath to travel to Weymouth to the south-west and London Waterloo to the north-east.
- 3.5.2 There are two bus stops within 250 metres of the development site. The closest is 100 metres from the proposed access point off the A350, whilst the second is 250 metres away, on Bournemouth Road near the entrance to Tesco. A third stop is located directly outside the Tesco supermarket with its own lay-by, but at present this stop appears to not be in operation. *Guidelines for Planning for Public Transport in Developments* (1999) states that the preferred walking distance from a development

to a bus stop is 300 metres, with the maximum walking distance 400 metres. Under these guidelines, the development's access points fall within the preferred walking distances.

- 3.5.3 The location of the Bournemouth Road bus stop is detailed within Figure 3-6 below.



*Figure 3-6: Bournemouth Road Bus stop*

- 3.5.4 The bus stop is outside the Tesco supermarket, immediately before the Bournemouth Road/Stour Park roundabout. There is a paved waiting area for pedestrians to stand with a post listing the bus service activity from this stop. To allow passengers to board and alight the bus at this location all buses have to stop in the main carriageway.

- 3.5.5 The southbound location of the A350 bus stop is detailed within Figure 3-7, below.



*Figure 3-7: A350 Bus stop location*

- 3.5.6 This bus stop also has a hard standing area for pedestrians but, given its location alongside the A350 could be regarded as intimidating for some users as it is so close to the main road. To allow passengers to board and alight the bus at this location all buses have to stop on the main carriageway.
- 3.5.7 A northbound bus stop on the A350, adjacent to Wards Drive, is also available to public transport users. This stop however is unmarked with no bus stop post to identify its location to existing and future users. To allow passengers to board and alight the bus at this location all buses have to stop partially on the main carriageway and partially across a private entrance.
- 3.5.8 These stops are utilised by three services on a regular basis. These are the X8, 83, and 183 services. The X8 service runs hourly to and from Poole Bus Station. The 83 is a service running from Shaftesbury to Wimborne, and back again, via Blandford St. Mary, departing the latter every two hours. Lastly, the 183 service goes to and from Weymouth via Dorchester, again at two hour intervals. These three services also stop in Blandford Forum, for those wanting to make a short bus journey into town. However the infrequency of the services will not attract those wishing to make short bus journeys such as these. Services X8, 83 and 183 are summarised in Table 3-2 below.

Bus Service	Route	Frequency (minutes)		First Bus	Last Bus
		Weekday	Saturday		
X8	Poole Bus Station – Blandford St. Mary	60	60	07.45 (Weekday) 08.50 (Sat)	23.30 (Weekday) 23.30 (Sat)
	Blandford St. Mary – Poole Bus Station	60	60	06.58 (Weekday) 07.48 (Sat)	22.58 (Weekday) 22.58 (Sat)
83	Shaftesbury Town Hall – Blandford St. Mary – Wimborne High Street	120	120	07.00 (Weekday) 07.00 (Sat)	15.00 (Weekday) 17.00 (Sat)
	Wimborne High Street – Blandford St. Mary – Shaftesbury Town Hall	120	120	07.10 (Weekday) 09.15 (Sat)	17.15 (Weekday) 17.15 (Sat)
183	Weymouth (King's Statue) – Dorchester – Blandford St. Mary	120	120	09.10 (Weekday) 09.10 (Sat)	17.15 (Weekday) 17.20 (Sat)
	Blandford St. Mary – Dorchester – Weymouth (King's Statue)	120	120	07.51 (Weekday) 07.51 (Sat)	15.55 (Weekday) 15.39 (Sat)

Table 3-2: Summary of Bus Services serving Blandford St. Mary

- 3.5.9 As Table 3-2 demonstrates, there will usually be three buses departing from and arriving in Blandford St. Mary per hour, so during the AM peak from 8am to 9am there will be three services operating. Similarly, in the PM peak from 5pm to 6pm there will be three buses arriving and departing from the village.

- 3.5.10 Further from the development site, in Blandford Forum itself, residents will be able to access a number of other services, such as the 368 service to Sherborne and Yeovil, the 310 to Sturminster Newton, 309 to Gillingham and Shaftesbury, the 311 service to Dorchester, and the 185 serving Blandford Military Camp, approximately 3 miles (4.8km) outside of Blandford Forum.

### **3.6 Highway Network**

- 3.6.1 Blandford Forum and Blandford St. Mary are primarily served by the A350 and A354. The A350 serves Warminster and Shaftesbury to the north, and Poole and Bournemouth to the south-east. The A354 provides access to Salisbury in the north-east and Dorchester in the south-west.

- 3.6.2 In addition, Blandford Forum and Blandford St. Mary can also be accessed by the A357 and B3082. These more minor roads connect the town and village to Sherborne, Wimborne Minster, and Yeovil, via the A30.

#### A350

- 3.6.3 The A350 runs adjacent to the development in the north east of the site, and one of the two proposed access points will be from this road, with an existing 40mph speed limit from the roundabout past the development. The A350 has a footway along one side only, with the other side lined by trees, although there is a small paved area where the bus stop on the A350 is located, approximately 140 metres from the roundabout. At the entry of the A350/A354 roundabout, the A350 flares from one lane into two on the approach, although there no road markings to specify which lane to turn right from, as Figure 3-8 demonstrates.



*Figure 3-8: A350 Approach to Roundabout*

#### A354

- 3.6.4 The A354 runs parallel to the entire north face of the development site as it approaches the A350/A354 roundabout from the south west, and has a 50mph speed limit. There is a crossing on the A354 in close proximity to the roundabout which will serve the development, but there are no footways on either side of the A354 as you move away from the roundabout. Like the A350, the A354 is single lane carriageway, but visibility is excellent for vehicles exiting the roundabout, so overtaking is common



moving away from the roundabout, as was observed during the site visit. Approaching the roundabout, cars slow down considerably as the single lane becomes two at the entry to the roundabout. Again, these lanes are not marked with which specific destinations, as Figure 3-9 shows.



Figure 3-9: A354 Approach to Roundabout

- 3.6.5 As you move away from the A350/A354 roundabout in a north easterly direction, the speed limit of the A354 changes from 50mph to the national speed limit. There is a footway along the northern side of the A354 but it becomes very narrow and ends about 700 metres from the roundabout. It is therefore unlikely to be used.

#### A350/A354 Roundabout

- 3.6.6 The A350/A354 roundabout is directly adjacent to the northern corner of the development. It has a diameter of approximately 40 metres, and the central island is about 18 metres in diameter. The circulatory carriageway is unmarked, as Figure 3-9 shows, but there is space for two cars to use it.

#### Bournemouth Road

- 3.6.7 Bournemouth Road goes north west from the A350/A354 roundabout into the village of Blandford St. Mary. The road has a 30mph speed limit and has a maximum width of about 7 metres. Both sides of the road have footways leading from the A350/A354 roundabout. As Bournemouth Road approaches the Bournemouth Road/Stour Park roundabout, 100 metres from the A350/A354 roundabout, it flares into two lanes.

#### Bournemouth Road/Stour Park Roundabout

- 3.6.8 The Bournemouth Road/Stour Park roundabout is smaller than the A350/A354 roundabout, with a diameter of approximately 35 metres. The central island is also comparatively smaller, with an estimated diameter of only 11 metres. Like the A350/A354 roundabout, however, the roundabout's lanes should be wide enough to allow for two cars to go round it at once. The Bournemouth Road/Stour Park roundabout is situated approximately 150 metres from the development site itself.

Stour Park

3.6.9 Stour Park leads away from the roundabout in a north easterly direction towards the Tesco Superstore, Homebase and the entry to the Hall & Woodhouse Brewery. Tesco and Homebase are accessed from a mini roundabout located approximately 50 metres from the Bournemouth Road/Stour Park roundabout. In between the two roundabouts, there is a dual carriageway with a central reservation with dropped kerbs at both ends to provide crossing points for pedestrians wanting to cross the road to access Tesco or Homebase, which are on opposite sides of Stour Park. After the mini roundabout, however, Stour Park continues towards the brewery as an unmarked single carriageway. Stour Park has a footway on both sides.

Birch Avenue

3.6.10 Birch Avenue is the fourth arm of the Bournemouth Road/Stour Park Roundabout, which leads into a residential area and as a result has a speed limit of 20mph. Both sides of the road have footways, and like all other approaches to the Bournemouth Road/Stour Park roundabout, the road flares to two lanes upon entry.

**3.7 Collisions Analysis**

3.7.1 Personal Injury Collision (PIC) data was obtained for both the A350/A354 and Bournemouth Road/Stour Park roundabouts for a five year period between September 2008 and August 2013. Data was collected for an area 100 metres either side of each of these junctions, and a total of 7 PICs were identified. These are summarised in Table 3-3.

Collision Ref.	Date	Severity	Weather Conditions	Light or Dark
1	22/09/2008	Serious	Dry	Light
2	08/05/2009	Slight	Dry	Light
3	17/07/2009	Slight	Dry	Light
4	09/02/2010	Slight	Dry	Dark
5	27/02/2011	Slight	Wet/Damp	Light
6	13/04/2011	Slight	Dry	Dark
7	21/07/2011	Slight	Dry	Light

Table 3-3: Summary of collisions in study area 2008 - 2013.

3.7.2 Appendix 3 shows when and where the incidents occurred, and the severity of the collisions. As the collision plot shows, 6 out of 7 of the collisions that have occurred in the past five years happened near the A350/A354 roundabout outside of the development site, either on one of the four approaches to the roundabout, or on the roundabout itself. None of the collisions involved pedestrians at A350/A354 roundabout.

- 3.7.3 Of the 7 collisions, none were fatal, one was serious, and 6 were slight in severity. The only serious collision was in 2008, on the Bournemouth Road/Stour Park roundabout; where a car travelling south-east hit a cyclist head on. This collision occurred in dry and light conditions, with the cause of the crash being cited as the driver of the car failing to look properly.
- 3.7.4 The 6 slight collisions all occurred at the roundabout near the development site, where the A350 and A354 meet. One of these was on the north-east arm of the A354, one on the A350 arm, with the other 4 occurring in the roundabout's circulatory carriageway.
- 3.7.5 The nature and causes of the 6 collisions which occurred on or near the A350/A354 roundabout are varied. One was a single vehicle collision, and involved skidding, as the car involved accelerated away from the roundabout too quickly in wet conditions, culminating in the driver losing control and skidding into a tree on the nearside.
- 3.7.6 Three of the collisions which occurred on the circulatory carriageway of the A350/A354 roundabout involved vehicles pulling out onto the roundabout without looking properly, and colliding with vehicles already on the roundabout. All three of the collisions involved two cars and occurred in dry conditions. One of them occurred when it was dark.
- 3.7.7 Collision 3 involved one car and two motorcycles, and was caused by the car performing a U-turn which led to one motorcycle losing its rider, with the second colliding with the car. This incident occurred in dry and light conditions, with the driver's poor manoeuvring cited as the cause.
- 3.7.8 The final collision, collision 4, occurred in the dark, in dry conditions. The collision was caused by a car towing a trailer going too fast into the roundabout, causing the trailer to overturn and collide with a light goods vehicle already on the roundabout.
- 3.7.9 Of the 7 collisions, 5 occurred in daylight, with the remaining 2 occurring in the hours of darkness when the street lighting was lit. 6 out of 7 of the collisions occurred when the road was dry and only 1 when it was wet.
- 3.7.10 In order to fully analyse the collision data, COBA analysis was undertaken for the two roundabouts in the study area. Using COBA analysis of the turning counts for the two roundabouts, it was possible to calculate a national average for a roundabout with the same turning counts.

	A350/A354 Roundabout	Bournemouth Road/Stour Park Roundabout
Average Number of Collisions at Roundabout (per year)	1.2	0.2
National Average Number of Collisions (per year)	2.0	0.7

Table 3-4: COBA Analysis of Roundabouts

- 3.7.11 As Table 3-4 demonstrates, the annual average number of collisions at both roundabouts was lower than the national average for a similar roundabout with the

same turning counts. At the A350/A354 roundabout, there were 6 collisions over the five-year period, which equates to 1.2 collisions on average per year. The national average, however, would be 2 collisions per year, or 10 over a five year period.

3.7.12 The annual average number of collisions on Bournemouth Road/Stour Park roundabout is also lower than the national average calculated by the COBA analysis. In the five-year period from which the collision data was taken, there was only 1 collision, equating to 0.2 collisions on average per year. The national average however would be 0.7 collisions per year, which equates to 3.5 collisions over a five-year period.

3.7.13 To summarise, 7 collisions in the past 5 years in the vicinity of the development site does not suggest there is not an existing road safety problem, which is supported by the COBA analysis undertaken above.

### **3.8 Summary**

3.8.1 The development site is suitably located so that Blandford Forum town centre and the local amenities (such as the Tesco supermarket) are both within walking distance. There is no train station in Blandford, but bus stops providing services to Poole, Dorchester, Shaftesbury and elsewhere are easily accessible to residents. Bus stops are located in close proximity to the site but in some cases require improvement.

3.8.2 One issue which is apparent is whether it is safe for pedestrians to cross the A350/A354 roundabout from the proposed development site in the direction of Blandford Forum. During the site visit it was observed that the crossing point was safe, due to cars slowing down for the roundabout, and good visibility. The observations, coupled with the collision data which showed no collisions involving pedestrians over a five-year period, suggest the crossing provides safe passage over the A354 towards the town centre.

3.8.3 Three National Cycle Networks are close to the development site, but there are no cycle paths, which may need to be introduced to encourage cyclists, given the fast speed limits near the site.

3.8.4 Footways are generally adequate; however the quickest route to Blandford Forum town centre is through an unlit park. To encourage pedestrians to use this route, it may be necessary to introduce some lighting. Additionally, improved signposting to the town centre would improve the walking route.

3.8.5 Analysis of the collision data does not suggest either the A350/A354 roundabout or the Bournemouth Road/Stour Park roundabout is particularly dangerous. Fewer collisions have occurred over the five year period in the study area than the national average would suggest, according to COBA analysis.

**4 PROPOSED DEVELOPMENT**

**4.1 General**

4.1.1 The development proposal is for 350 residential dwellings on a site to the south of the A350/A354 Blandford St Mary Roundabout, south of Blandford Forum.

4.1.2 This section details the access arrangements for the site as well as the parking assumptions for the proposed development. The number of trips that will be generated by the proposed development in the AM (08.00-09.00) and PM (17.00-18.00) peak hours, as well as details of the mode share of trips generated and the distribution and assignment of trips onto the local highway network.

**4.2 Access Arrangements**

4.2.1 Vehicular access to the site will be provided via purposely constructed priority junctions on the A354 to the north of the site and the A350 to the east. Figure 4-1 and Figure 4-2 show the proposed junction layouts.

4.2.2 Junction capacity assessments have been undertaken for the site accesses; the results are presented in Section 6 of this report.

A354 Vehicular Access

4.2.3 A priority junction on the A354 with a dedicated right turn lane to the development will provide access to and from the northern side of the proposed development. A sketch of the proposed access arrangement is shown in Figure 4-1 below.

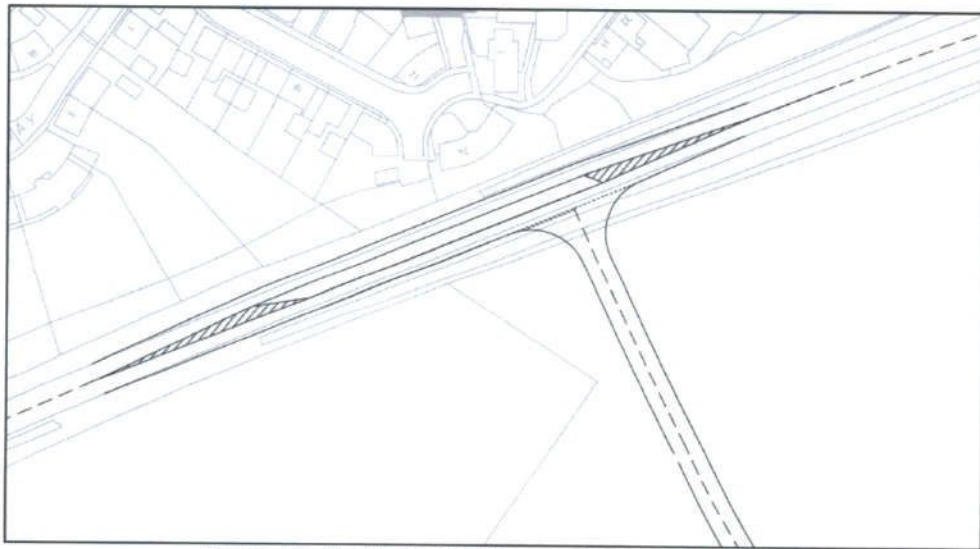


Figure 4-1: Sketch of A354 Proposed Access Arrangement

A350 Vehicular Access

4.2.4 A priority junction on the A350 with a dedicated right turn lane to the development will provide access to and from the eastern side of the proposed development. A sketch of the proposed access arrangement is shown in Figure 4-2 below.



Figure 4-2: Sketch of A350 Proposed Access Arrangement

4.2.5 Figure 4-2 also identifies the location of the proposed bus lay-by, which is discussed in further detail in Section 7 of this report.

### 4.3 Parking

4.3.1 Parking provision for the proposed development will be provided in accordance with Dorset County Council's residential car parking standards as set out in 'The Bournemouth, Poole and Dorset Residential Car Parking Strategy: Residential Car Parking Provision, Local Guidance for Dorset' (May 2011).

4.3.2 The Bournemouth, Poole and Dorset Residential Car Parking Strategy – Part 2 (May 2011) classifies the area of the proposed development as 'Hamlet & Isolated Dwellings – Sparse'. Parking provision for residential developments in North Dorset District that fall within the 'Hamlet & Isolated Dwellings – sparse' category are shown in Table 4-1 overleaf.

Number of Bedrooms	Unallocated demand figures		
	0 allocated	1 allocated	2 allocated
	Hamlet & Isolated Dwelling		
	Village		
1	1.3	0.4	*
2	1.3	0.4	0.1
3	1.8	0.8	0.2
4+	2.3	1.3	0.5

Table 4-1: Parking Standards

(Source: Table B7: North Dorset Houses, 'The Bournemouth, Poole and Dorset Residential Car Parking Strategy: Residential Car Parking Provision, Local Guidance for Dorset' (May 2011).

\* Number of allocated parking spaces is too great and should not be provided

#### 4.4 Trip Generation

4.4.1 The number of trips that will be generated by the proposed development has been determined from person trip rates extracted from the TRICS database (TRICS 2013(a)v6.11.2) for similar developments. The trip rates that have been applied are person trip rates per dwelling and are shown in Table 4-2 below. These trip rates were included in the Scoping Note for this TA and have previously been agreed by Dorset County Council via an email dated 15 October 2013 (see Appendix 2).

TRICS Person Trip Rates – Mixed Private / Non-Private Housing			
Time	Arrivals	Departures	Total
08.00-09.00	0.210	0.642	0.852
17.00-18.00	0.498	0.254	0.752

Table 4-2: Person Trip Rates

4.4.2 Table 4-3 below shows the total number of person trips that will be generated in the AM and PM peaks by the proposed 350 dwellings.

Total number of person trips generated			
Time	Arrivals	Departures	Total
08.00-09.00	73	225	298
17.00-18.00	174	89	263

Table 4-3: Total Person Trips Generated

#### 4.5 Mode Share

4.5.1 The mode share of trips has been determined by applying mode share percentages as provided by the TRICS database for similar developments to the development proposed. This approach was agreed by DCC (see Appendix 2) as it takes into account 'all purpose' trips rather than focusing solely on work trips which would be the

case if census data was used to determine mode share. The mode share of proposed development trips is shown in Table 4-4 below.

Mode Share (Arrival and Departure)		
Mode	Share (%)	Number of Trips
Vehicle Occupants	68.5	385
Cyclists	3.0	17
Public Transport	6.1	35
Pedestrians	22.4	124

Table 4-4: Mode Share – AM and PM Peak Hours Combined

4.5.2

The mode share of trips arriving and departing in the AM and PM peak hours is shown in Table 4-5. The proposed development will generate 94 and 83 non-car trips in the AM and PM peaks respectively of which approximately 20% are predicted to use public transport.

Mode Share (Arrival and Departure)			
Mode	Share (%)	AM Trips (08.00-09.00)	PM Trips (17.00-18.00)
Vehicle Occupants	68.5	204	180
Cyclists	3.0	9	8
Public Transport	6.1	18	16
Pedestrians	22.4	67	59
Total	100%	298	263

Table 4-5: Mode Share – AM and PM Peak Hours

4.6

**Existing Traffic Flows**

4.6.1

A full 12 hour (7am – 7pm) traffic count at Blandford Forum roundabout was undertaken on 30 April 2013. This traffic count was used as the base for the site access and A350/A354 Roundabout capacity assessments. As agreed with DCC in Appendix 2, the Bournemouth Road/Stour Park Roundabout capacity assessment was based on a traffic count undertaken in 2006 for the Brewery TA. Due to multiple data sources being used both data sets are normalised to a common year. The developed network uses consistent junction counts from the April 2013 data which is taken as the constraint and any other data is factored to that level of traffic. The existing AM and PM peak hour traffic flows are shown on traffic flow figures contained in Appendix 4 of this report.

4.7

**Trip Distribution and Assignment**

4.7.1

The distribution of trips from the site accesses has been determined from existing traffic flows on the A350 and A354 which were counted on the 30<sup>th</sup> April 2013 as part of a traffic count at the A350/A354 Roundabout. The 30<sup>th</sup> April traffic count was also used to determine the directional split of future development trips at the roundabout. As part of the TA scoping it was agreed with DCC that the directional split of trips at the Bournemouth Rd/Stour Park Roundabout would be determined from the traffic count undertaken to support the Brewery planning application in 2006 (planning



application ref 2/2006/1353). The Brewery traffic count was also used for the Blandford St. Mary Tesco extension TA (planning application 2/2010/1222/PLNG).

**4.8 Future Traffic Flows**

- 4.8.1 Future traffic flows for assessment years of 2014 (assumed application year) and 2025 (10 years post residential occupation of the site) have been calculated by applying background growth factors, development flows and committed development flows to the 2013 base traffic flows. Details of how background growth factors have been applied are provided in section 6 (Junction Capacity Assessments). Future traffic flows, with and without development, are shown on traffic flow figures in Appendix 4 of this report.

**5 COMMITTED DEVELOPMENT****5.1 General**

5.1.1 This section describes committed developments in Blandford St. Mary, near the proposed housing site and the impact these developments may have in terms of increased traffic in Blandford St. Mary in combination with the traffic generated by the proposed residential development.

5.1.2 The committed developments included in this TA have been agreed by DCC (see Appendix 2). In March 2013 the proposed ASDA development, located adjacent to the A350/Higher Shaftesbury Road Junction, received planning consent. DCC has not requested for the ASDA development to be explicitly modelled as committed development; it has therefore been included as background growth. It is noted however that the ASDA superstore is likely to be in direct competition with the Tesco's store and therefore may attract trips destined for the Tesco's store which would have otherwise used the A354/A350 roundabout and Bournemouth Road/Stour Park roundabout. It can therefore be suggested that the current committed development assumptions are a worse case assessment on the local highway network.

**5.2 Tesco Extension**

5.2.1 Tesco Stores Ltd has a planning application in place to extend their store in Blandford St. Mary, which is located 250 metres north of the proposed residential development. The proposed extension entails expanding the store westwards from 2,273m<sup>2</sup> to 3,941m<sup>2</sup>, taking up the area currently being utilised as the service yard. To accompany the extension, Tesco also plan to increase car parking provision by 113 spaces, from 323 to 436 spaces. This would be achieved by occupying the vacant land immediately north of the store, where they would also move the service yard.

5.2.2 The expansion of the store and car park would in turn necessitate an improvement to the accessibility to the site for cars, pedestrians and service vehicles. The developers plan to remove the existing service access off Stour Park and create a new access off the side road north of the store. Expansion of the store into the existing service yard would also result in the loss of the current pedestrian access to the store off Stour Park. A new pedestrian access leading directly from the entrance to Stour Park has therefore been proposed.

5.2.3 Improvements to Stour Park and Bournemouth Road have also been proposed in conjunction with the expansion of the store. Proposed zebra crossings north of the roundabout on Bournemouth Road, and in between the same roundabout and the mini roundabout outside of the Tesco store, would make pedestrian access to the store from the south safer. Creating new zebra crossings here would also require modifications to the central reserve on Stour Park.

5.2.4 To accompany the increase in parking space availability, an additional 23 cycle parking spaces has been proposed, in keeping with the minimum requirement of one cycle parking space per 5 car parking spaces, outlined in North Dorset's Core Strategy.

5.2.5 Lastly, the developers also plan to provide additional on-site signage to raise awareness of the route to Blandford Forum town centre, across Langton Meadows. This would not only benefit shoppers at Tesco, but also the residents of the proposed development who wish to take the quickest route into Blandford Forum town centre through the meadows.

Proposed Trip Generation

- 5.2.6 The proposed number of trips generated by the Tesco's extension in the AM and PM peak hours is shown in Table 5-1 below.

AM Peak		PM Peak	
Arriving	Departing	Arriving	Departing
37	72	73	76

Table 5-1: Vehicle trips generated by the Tesco's extension

(Source: Table A2.4 in 'Addendum Transport Assessment/ Travel Plan Report' (Tesco Stores Ltd, Tesco Blandford Forum, May 2011)

**5.3 Brewery Mixed Use Planning Permission**

- 5.3.1 Hall & Woodhouse Ltd, who own the brewery site in Blandford St. Mary, have planning permission for a comprehensive development on their existing site. The brewery is immediately south of the River Stour, with Blandford Forum town centre on the opposing side. In relation to the proposed residential development, the brewery is approximately 315 metres north of the site.
- 5.3.2 The development proposal involves considerable change to the current site, evolving from a processing site to a mixed use development. The developers intend to replace the current brewery itself, in turn upgrading the brewing process, which, with modern techniques, would require less space. In addition, a new distribution centre is planned, as well as new offices for Hall & Woodhouse. Also planned is 2975m<sup>2</sup> of light industrial sheds, 4829m<sup>2</sup> of commercial space, 195 residential units, and some 1225m<sup>2</sup> of mixed use employment area. To increase connectivity to the town centre, the creation of a number of footpath and cycleway links through the site will connect to the existing pedestrian links through Langton Meadows.
- 5.3.3 In order to provide enough space to complete the intended developments, demolition of many of the existing storage and distribution buildings would be needed, whilst others would need to be converted, such as the existing offices into housing.
- 5.3.4 One new vehicular access point to the site has been proposed, bringing the total to 4, with numerous other pedestrian and cycle entrances and exits to be created. The new vehicle access point will be in the north-east corner onto Stour Meadows, adding to the current goods access point onto Stour Meadows, the existing access point off Bournemouth Road, and the existing gated access onto Bournemouth Road. With the exception of the goods access point off Stour Meadows, the other three access points will be linked by roads through the site. These roads will be managed by traffic calming features.
- 5.3.5 In addition to pedestrian links alongside the roads within the site, there will also be new links onto Mortain Bridge which provides a route into Blandford Forum, and links to Langton Meadows, through which pedestrians can access the town centre. This in turn may benefit the residents of the proposed development, as pedestrian and cycle networks between the housing and the town centre will be augmented.