Buro Happold

023422 - North and north East Dorset Transport Study

Existing Conditions Report

March 2010

Revision 04

Foreword

1. The North & north East Dorset Transport Study (N&nETS) is one of 3 transport studies currently being undertaken by Buro Happold for Dorset County Council. The other 2 are the West Dorset Transport Study (WTS) and the Weymouth & Portland Transport Study (W&PTS). A further study is being undertaken by Atkins covering the South East Dorset area.

2. These studies provide what is called "front loading evidence" into the current Local Development Framework (LDF) (replacement of Local Plans) processes being undertaken by all District Local Planning Authorities (LPAs) across Dorset.

3. Buro Happold's preparation of the N&nETS has been overseen and guided by a Steering Group that provides for representation of the responsible LPAs - North Dorset District Council and East Dorset District Council together with various County Council disciplines, the Highways Agency (HA), the Dorset AONB (DAONB), the Cranborne Chase and West Wiltshire Downs AONB (CC&WWDAONB), and Dorset Association of Parish and Town Councils (DAPTC).The partnership basis of the Steering Group is reflected by the front cover of this document. The studies included opportunity for input in the early stages by local communities and other key stakeholders

4. The LDF process, the input to them of the transport studies and their inter-relationship with Dorset's Local Transport Plans, highway network management and improvement has been explained on numerous occasions within the county since 2004. The Autumn/Winter 2090 round of consultation liaison meetings between District and County Council Elected Members gave the opportunity for an updating explanation. The N&nETS was specifically explained through PowerPoint presentation at the North Dorset Liaison meeting on 06th November 2oo9.

   Pertinent points of that presentation included:

   - The 3 Buro Happold transport studies are confined to providing evidence documents supporting preparation of the LDF Core Strategies. The work has also informed the preparation of the second generation Management Plans of both the Dorset AONB and the Cranborne & West Wiltshire Downs AONB's They will also will provide input into and influence on the evolution of the next generation Dorset Local Transport Plan (LTP 3) which is currently in early stages of preparation.

   - The District LPA's are each assembling a raft of evidence studies covering all relevant subject areas necessary to inform their LDF Core Strategy preparations. All but the transportation evidence is being assembled by the LPA's themselves. The County Council's lead on the transport evidence underlines the special relationship that exists in the county between the County Council and it partner District Councils..

   - These Core Strategies are subjected to Examination in Public by the Planning Inspectorate for conformity with Government Planning Policy – notably Planning Policy Statement 12:Local Spatial Planning (PPS 12. 2008)

   - As evidence documents the transport studies are intended to provide the LPA's with information about the repercussive effects of the development that is proposed to be brought forward in the LDF's. They therefore only provide information on the current state of the transport infrastructure and the projected effects that any proposed development in a District would have on that infrastructure within the plan (time) period of that LDF. In conformity with PPS 12 the studies will, by the time of Public Examination, be extended to propose strategies for mitigating any effect on the infrastructure network that can be directly attributable to the proposed development. This strategy will then form the foundation of the transport element of any financial contributions policy that is prepared by LPA's to demonstrate certainty of deliverability of infrastructure – again in conformity with PPS 12.

   - The Buro Happold transport studies are **not** an all encompassing review of the existing network leading to a long term plan for future management and improvement of the overall highway infrastructure. This duty falls to the County Council's Highways & Transportation Division and its established asset management processes.

5. Fundamental to the role of Transport Studies as an evidence base is that they draw on

   - Office for National Statistics (ONS) data

   - Traffic flow data collected by Dorset County Council as a local highway authority

   - Other data prepared by Dorset County Council's Research and Information Team.

Some readers may feel that data validation dates, such as that of current census information, appear "out dated". However the data sets are, in all cases, the latest, consistent and recognised sets available. They provide an adequate information base from which to study the patterns and trends that are appropriate to the strategic nature of the transport study. The "coarseness" or strategic level modelling upon which the study is based is discussed further in the Transport Modelling Report. The benefit of using recognised "standard" data sets such as ONS information allows the models built for the study to by upgraded (repopulated) when new data, such as the next census, becomes available. The studies do not therefore provide a fast track source of detailed information for potential developers in respect of specific sites. Any development proposal will still need the transport aspects analysed and promoted by the recognised and established processes of masterplanning with supporting movement framework planning and full impact assessments.

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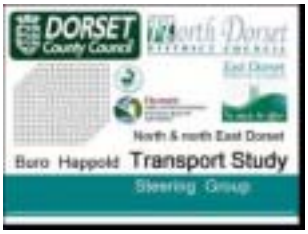
04th February 2010



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02	Existing Conditions Report	CC	May 2009	JDW
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04	Existing Conditions Report	CC	March 2010	JDW

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Author	Chris Catterall
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Date	March 2010
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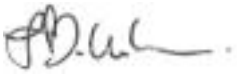
Signature	
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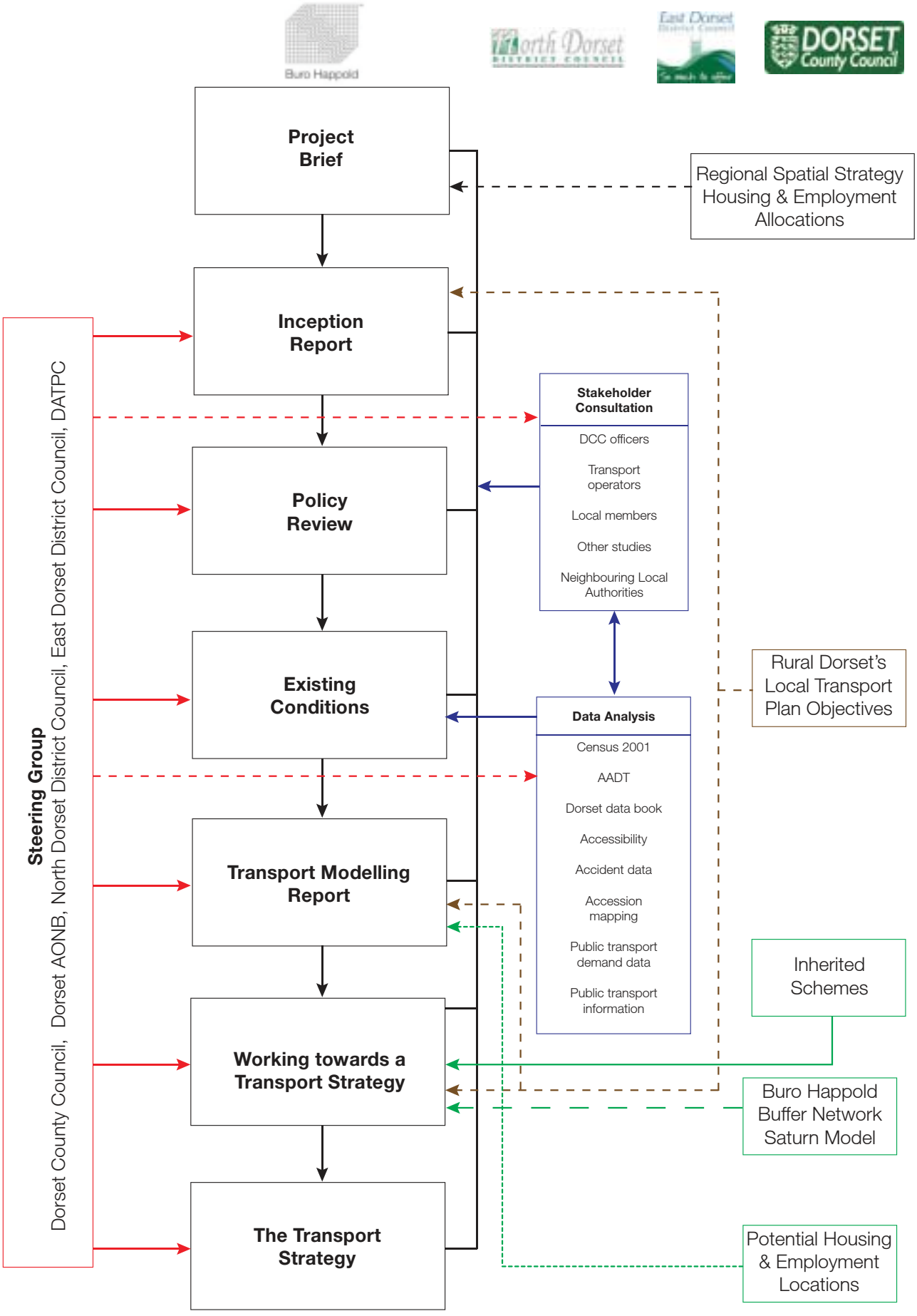


Figure 1-1 *Study Structure*

1 Introduction

1.1 Overview of Study

Central Government requires that planning authorities produce a Local Development Framework (LDF) to identify how planning issues will be managed within their area. The LDF will consist of a suite of Development Plan Documents (DPDs). Within the South West region, LDF's need to respond to the direction of the South West Regional Assembly (the regional planning body) contained within the Regional Spatial Strategy (RSS). North Dorset District Council (NDDC) and East Dorset District Council (EDDC), as the planning authority will produce the LDF for the area. Dorset County Council (DCC), as the highway authority, is working closely with both NDDC and EDDC to provide a transportation evidence base to the LDF process.

DCC has commissioned Buro Happold to work in partnership with the County to produce a Transportation Evidence Report to support NDDC and EDDC in the Options Consultation. The Evidence Report will be informed by the following Background Papers:

- Policy Review;
- Existing Conditions; and
- Transport Modelling.

Upon adoption of a Preferred Option, Buro Happold will produce a Transport Strategy to support the Option and a Delivery Strategy which will inform a Development Contributions Strategy. The structure of documents output from the study is illustrated inFigure 1-1.

This Existing Conditions report describes the existing land use patterns and the transport network in the North and north East Dorset study area. The report is based on a number of sources of data, including the 2001 Census of Population, the 2008 Dorset Data Book, the rural Dorset Local Transport Plan, stakeholder consultation responses and information obtained directly from DCC including traffic flow, public transport and parking data.

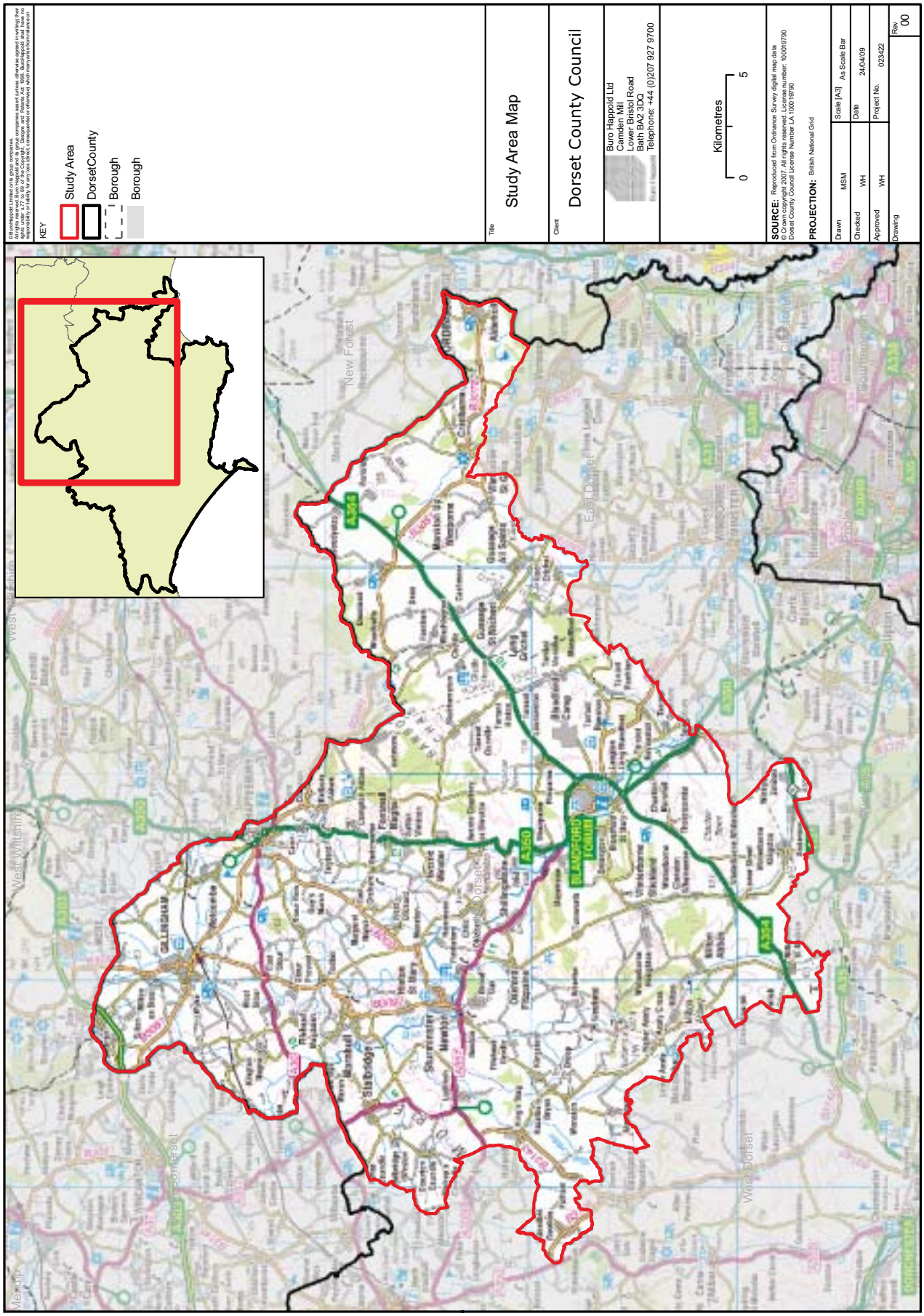


Figure 1-2 *Study Area*

1.2 Study Area

Figure 1-2 shows the North and north East Dorset Transport study area. The boundaries identified correspond with the administrative area of NDDC and the northern, rural part of East Dorset. The portion of East Dorset included in the study area does not include Wimborne Minster, Colehill, Corfe Mullen, Verwood, West Moors and Ferndown, all of which are covered by the South East Dorset Transport Study.

From a spatial planning perspective, there are four main towns in the study area: Gillingham, Shaftesbury, Blandford Forum and Sturminster Newton. All these towns are in North Dorset. In East Dorset, the town of Wimborne Minster lies on the edge of the study area and is more similar in nature to settlements in South East Dorset than the northern rural part of East Dorset.

There are several larger urban settlements lying outside the study area that exert an influence on North and north East Dorset. These include:

- Salisbury;
- Yeovil;
- Dorchester; and
- Bournemouth/ Poole.

Transport infrastructure in the study area is limited to A and B (or lower) class roads, with the exception of a small amount of the A303 trunk road passing beyond North Dorset to the north and sections of the A31 trunk road in the south of the study area. Rail services can be accessed at Gillingham, with services running to London to the east and to Yeovil and beyond to the west. Public transport services predominantly cater for non-work travel and are provided as a mix of demand responsive and scheduled services. Within the towns walking and cycling are catered for, but in more rural areas there is often a complete absence of, or poor quality footpaths and cycle routes. The transport network is further described in Chapter 5.

1.3 Structure of Report

This report provides a description of the current level of provision of transport infrastructure and services in North and north East Dorset. Chapter 2 provides context for the study, setting out the existing environmental designations and demographics. Chapter 3 summarises the consultations that have been used to inform the study. Chapter 4 describes the pattern of development, providing an overview of the existing travel patterns for the main towns. Chapter 5 focuses on road safety. It describes the current progress of DCC towards achieving accident reduction targets set by national Government. Chapter 6 looks at the capacity of the existing road network to accommodate the current level of traffic. Chapter 7 describes parking policy and the existing availability of car parking in the main towns and for residential developments. Chapters 8 and 9 summarise public transport, walking and cycling provision respectively.

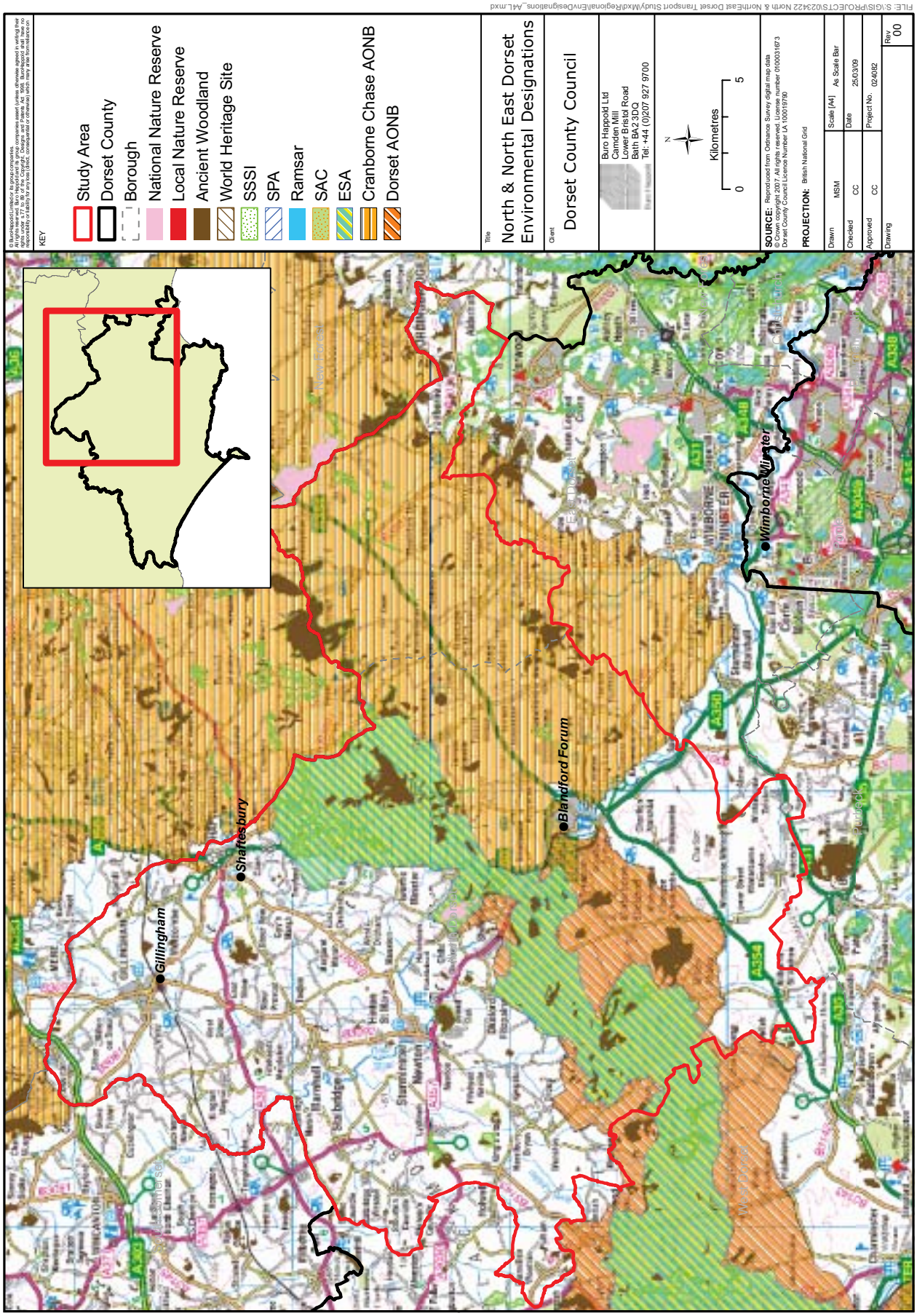


Figure 2-1 *Environmental Designations*

2 Study Context

2.1 Introduction

The following sections introduce the key environmental and demographic characteristics of the study area and provide a description of the existing transport network.

2.2 Environmentally Sensitive Landscape

Large parts of the local landscape are of high environmental quality and are recognised at a national and international scale for their ecological and architectural value. This is demonstrated by the extensive list of environmentally protected designations that are within the study area.

2.3 Area of Outstanding Natural Beauty

The Dorset and the Cranborne Chase and West Wiltshire Downs (CCWWD) Areas of Outstanding Natural Beauty (AONB) cover a large part of the study area. Figure 2-1 shows the extent of the two AONBs across North and north East Dorset. It is noted that according to Section 85 of the Countryside and Rights of Way Act (CROW) 2000, Local Authorities and all other relevant organisations must 'have regard to the purpose of conserving and enhancing the natural beauty of the area of outstanding natural beauty.' Development proposals within the AONBs are rigorously scrutinised and must be in accordance with the policies of the current Dorset, and CCWWD Management Plans. Readers are referred to the Dorset AONB Partnership and the CCWWD AONB Partnership Management Plans for a comprehensive review of policy affecting the AONB landscapes. These documents set out the key issues affecting the AONBs and provide a policy framework that has been adopted by the Local Authorities and approved by the statutory agencies. The primary purpose of the AONB designations is to 'conserve and enhance the natural beauty' of the landscape.

The Rural Roads Protocol adopted by DCC in April 2008 sets out the strategy under which the extensive network of rural roads should be managed. Many of these roads are within the two AONBs. The main principle of the protocol is to ensure that the local setting and distinctiveness of the rural environment guides decision making. One of the overarching objectives of the Protocol is to balance access and safety needs of users with care for the environment and the quality of the local landscapes and settlements.

In addition to the Rural Roads Protocol, The Dorset AONB Partnership has released a study entitled 'Reclaiming Our Rural Highways.' This sets out the issues affecting the rural road network, identifying national and local examples of best practice management techniques. The study has been used to inform the Rural Roads Protocol.

Blackmore Vale is also recognised as an important landscape worthy of conservation; however, it is unprotected by environmental designations. It is characterised by a very broad, gently undulating clay vale, drained by the River Stour and its dense network of tributaries.

2.4 Other Environmental Designations

The Dorset Heathlands in South East Dorset have been fragmented over time by agriculture, deforestation and wider development. To prevent the complete loss of this valuable habitat, the heathland fragments located on the south eastern boundary of the study area are afforded the highest level of protection, designated both a RAMSAR site and a Special Protection Area.

The Dorset Heathlands Interim Planning Framework has been adopted by all local authorities in South East Dorset, and Dorset County Council. It sets out measures to manage development pressures on the heathland and is valid between 2006 and 2009. The relevant local authorities are currently involved in a consultation intended to extend the Interim Planning Framework for an additional two to three years. Beyond this timeframe the Interim Planning Framework will be replaced by policy in a Development Plan Document forming part of the LDF.

It should be noted that according to the Interim Planning Framework all development proposals within 400m of the protected heathland will be subject to rigorous scrutiny and are likely to be refused. It also states that the precautionary principle will be applied for all development proposals within 5km of the heathland. This affects parts of Holt and Wimborne Minster to the south east of the study area. Such proposals will be allowed only if there is no alternative solution and if there are imperative reasons of overriding public interest.

There are three further sites of international importance in North Dorset, namely, Rooksmoor Copse, Melbury and Fontmell Down, and Lydlinch Common. All three sites are currently proposed for designation as Special Areas of Conservation under the EC Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora (The Habitats Directive).

Of national importance, there are 35 Sites of Special Scientific Interest in North and East Dorset. Where development is likely to have an adverse effect on a SSSI, directly or indirectly, it will normally be rejected, unless there are special circumstances. A significant number of SSSIs are also National Nature Reserves including Hambleton Hill in Stour and Iwerne Valley's. National Nature Reserves are areas of national wildlife importance. They have been established to protect the most important areas of wildlife habitat and geological formations in Britain. In addition, there are eleven Local Nature Reserves in North and East Dorset. Finally, Environmentally Sensitive Areas are intended to promote conservation practices in the farming industry in areas of high landscape, ecological and archaeological value.

Figure 2-1 shows the locations of the environmentally protected designations described above.

2.5 Air Quality Management Areas

All Local Authorities in the UK are required to provide a review and assessment of air quality in their area. This involves measuring air pollution. Where it is found that the specified levels for seven main pollutants are exceeded, Local Authorities are expected to demonstrate a strategy to improve local air quality accordingly. There are currently no Air Quality Management Areas in the North and north East Dorset study area.

2.6 Transport Corridors

Two corridors are identified by the RSS as being regionally important in the study area, these are:

- the road and rail link between Exeter and London; and
- the road link between Weymouth and London.

The A303 to the north of the study area is a major road link between Exeter and London. This is part of the strategic trunk road, and is managed and maintained by the Highways Agency. Within the study area, the local road network links with the A303 at three junctions, on the B3081 and B3092 north of Gillingham and on the A350 north of Shaftesbury. The only rail station in the study area is situated at Gillingham, where there are direct train services between Exeter and London.

The A31 passing to the south of Wimborne Minster is part of the regionally important road corridor connecting Weymouth and London, as recognised by the RSS. The A31 is also part of the strategic trunk road network managed and maintained by the Highways Agency. The A303 provides the main east to west route for the towns and villages located in the northern half of the study area, whilst the A31 is predominantly used by towns and villages to the south including Blandford Forum and Wimborne Minster.

The A350 is not recognised as a regionally significant corridor in the RSS however it provides an important north to south link between the South East Dorset Conurbation consisting of Poole and Bournemouth, and the M4 corridor and Bristol.

The remaining road network serving the study area is largely rural in character, consisting of A, B and lower class roads. The C13 between Blandford Forum and Shaftesbury in particular is an example of a minor C class road that has experienced traffic growth in recent years causing significant issues, particularly with regard to HGVs using narrow and sinuous sections of the road.

As is demonstrated by this Transport Study there are tensions between the design capacity of this largely undeveloped rural highway network and perceived Impact capacity of the current use of it. This is explained at section 6.2.

2.7 Demographics and Data

The Study draws on

- Office for National Statistics (ONS) data;
- traffic flow data collected by Dorset County Council as a local highway authority; and
- other data prepared by Dorset County Council's Research and Information Team.

To the lay reader data validation dates may appear "out dated". They are in all cases the latest, consistent and recognised data sets available and provide an adequate information base from which to study the patterns and trends that are appropriate to the strategic nature of the transport study. The "coarseness" or strategic level modelling upon which the study is based is discussed further in the Transport Modelling Report. Using recognised "standard" data sets such as ONS data allows the models built for the study to by upgraded (repopulated) when new data, such as the next census, becomes available.

The overall population for the study area has been obtained from the mid-2007 UK, England and Wales data set published by the Office for National Statistics (ONS) in August 2008. The population estimate for north East Dorset part of the study area has been derived using the Super Output Areas (SOA) within the study boundary. SOAs are the smallest geographical unit used to disaggregate information for Dorset on the ONS website.

The mid-2007 population estimates for North Dorset and north East Dorset are 67,626 and 12,396 respectively. Table 2-1 compares the age structure of North Dorset, and north East Dorset, with the national and county level averages. It demonstrates that the proportion of people aged over 65 in North and north East Dorset is significantly above the national average and is highest in North Dorset, accounting for approximately a quarter of the total population.

The percentage of people between 16 and 65 (i.e. of working age) is also significantly lower in the study area than the national average.

	Population (000)	**0 to 15 (%)**	**16 to 64 (%)**	**65+ (%)**
England and Wales	54072	18.9	62.1	19.0
Dorset County	406.8	17.1	54.9	28.0
North Dorset	67.6	19.2	56.8	24.1
North East Dorset	12.4	18.9	58.7	22.4

Table 2-1 North and North East Dorset Age Structure (ONS, 2007)

Table 2-2 illustrates the age structure of the North Dorset market towns. Approximately 39% of the population lives in the three main market towns according to the mid-2007 population estimates. The remaining 61% is distributed in the more rural parts of the district, including the smaller towns of Sturminster Newton and Stalbridge. The proportion of residents aged 65 and over in both the towns and the rural areas is significantly above the national average. In the rural part of district, where settlements are more dispersed, it is estimated that approximately 24% of the population is aged 65 or over. This raises issues concerning access to services particularly for those who do not have access to private transport. The proportion of people aged 15 or under in the rural is also slightly above the national average.

	Population (000)	0 to 15 (%)	16 to 64 (%)	65+ (%)
England and Wales	54072	18.9	62.1	19.0
Dorset County	406.8	17.1	54.9	28.0
Gillingham	9.9	18.7	54.5	26.8
Shaftesbury	6.9	18.5	55.8	25.6
Blandford Forum	9.4	18.1	60.9	21.0
Rest of North Dorset	41.3	19.7	56.5	23.8

Table 2-2 North Dorset market towns – age structure (Office for National Statistics, 2007)

3 Stakeholder Engagement

3.1 Introduction

This chapter draws together the main issues arising from relevant consultations undertaken as part of this study and the wider LDF process:

- Issues and Alternative Options Consultation: Summary of Main Findings Report (NDDC, 2007);
- Christchurch and East Dorset Core Strategy – Issues and Options (Christchurch Borough Council, EDDC, 2008);
- Key stakeholder consultation (Buro Happold, 2008); and
- Citizens' Panel Survey (The Market Research Group, 2008)
- Cranborne Chase & West Wiltshire Downs AONB events 2009- 26 Feb 2009 Planning and Transport Conference, 17 June 2009 Annual Forum.

3.2 NDDC Core Strategy Issues and Alternative Options Consultation

NDDC consulted on their Core Strategy Issues and Alternative Options in June 2007. The public were consulted on 29 issues, 7 of which were transport related. The issues that were consulted upon were identified during the special interest group consultations held in July 2005. The responses to the core strategy consultation are summarised below:

3.3 Issue 5: Growth and Transport – How can poor transport infrastructure and high reliance on private cars be addressed?

Respondents were presented with four options. 50% of the responses were in favour of green travel plans being required for any development that would generate a significant amount of traffic. There was also significant support for improving alternative modes of transport to promote greater choice. It was suggested that completion of the North Dorset Trailway should be given high priority to offer an alternative to travelling between Sturminster Newton and Blandford Forum by car.

3.4 Issue 16: Home Working

The majority of responses were in favour of developing policies to encourage home working, where possible.

3.5 Issue 22: Managing Movement for New Development

There was clear support for locating living and working uses together by promoting mixed use new development. It was identified that planners should therefore locate and design new developments in a way that promotes 'self-containment.' In addition, it was suggested that industrial land uses should be located on the edge of towns to discourage HGVs from moving through the district's town centres.

3.6 Issue 23: Environmental Design for Different Transport Modes

This issue looked at how road space should be designed for new developments. The majority of respondents were in favour of shared space designs that could enable the combined movement of all modes of transport.

The main concern expressed with regard to environmental design was the need to consider road safety whilst ensuring that a there is a pleasant environment for pedestrians and cyclists.

3.7 Issue 24: Rural Accessibility

The majority of responses were in favour of the option stating that land should be identified in villages that would make good accessible, perhaps central, location as a main passenger collection point for demand responsive transport. Many comments were received that indicate that the current level of service offered by public transport in the rural parts of the district requires improvement.

3.8 Issue 26: Moving Around Without Using a Car

There was strong support for the option to locate, encourage and design facilities that positively provide for pedestrian and cycle access and encourage forms of public transport.

3.9 Issue 29: Car Parking

There was clear public support for the implementation of parking standards that are appropriate to the variation of local circumstances. These standards should seek to restrain both residential and destination parking provision to the most efficient level. The level of parking provision at Gillingham Station was identified as inadequate.

3.10 Christchurch and East Dorset Core Strategy – Issues and Options (2008)

Transport is identified as one of the main themes in the Eat Dorset Core Strategy. An issues and options consultation was carried out by East Dorset District Council for the whole of the district in 2008. The consultation covered the following issues

3.11 Issue TR1: How can we reduce dependency on the private car and encourage the use of more sustainable forms of transport?

The consultation responses indicated that development should be situated in locations that maximise accessibility, and encourage transport mode choice. There was support for enhanced public transport services and improvements to the cycle network to serve new developments. Demand Management measures including congestion charging and the reduction of car parking were not favoured.

3.12 Issue TR4: What should approval of major new trip generating development be influenced by?

The majority of those who responded indicated that they thought that all new development should provide financial contributions towards transport improvements, including public transport improvements and new transport infrastructure.

3.13 TR5: Which major highway improvements are required?

The schemes that were considered included the Sixpenny Handley Bypass and the A350 Sturminster Marshall, Spetisbury and Charlton Marshall Bypass; the other options are outside of the North and north East Dorset study area. The results indicated that the majority of respondents had no opinion concerning the need for the Sixpenny Handley Bypass, whilst 53% of those who responded had no opinion about the A350 Sturminster Marshall, Spetisbury and Charlton Marshall Bypass.

3.14 TR6: What approach should we adopt for car parking provision?

The consultation responses indicated that there is support to maintain the existing levels of town centre parking provision unless it can be provided in other locations. However, contradicting this view, there was also support for providing new public parking in town centre locations in conjunction with any new development. In addition, there was strong support for a review of the current use of car parking spaces to ensure that they are used in the most efficient way. Opinions regarding the introduction of new park and ride schemes were more mixed; however the majority of those who responded agreed that there is a need for the introduction of more park and ride schemes.

3.15 TR7: What type of proposals can be developed to improve safety on our roads and our local environment?

Measures to improve traffic management, reduce traffic speed and improve footways and cycleways were supported.

3.16 Key Stakeholder Consultation (Buro Happold, 2008)

To inform the transport study a consultation with key stakeholders was undertaken during summer 2008. Informal interviews were carried out with:

- Officers from DCC
- Community Partnerships
- Parish Councils
- East Dorset Transport Action Group
- NORDCAT – North Dorset Demand Responsive Transport
- Elected County and District Councillors

3.17 Dorset Citizens' Panel

The Citizens' Panel offers Dorset residents a regular opportunity to make a contribution to future County Council decisions. There have been three Citizens' Panel questionnaires each year since 2000. Citizens' Panel members are randomly recruited and can remain on the panel for three years. The 16th Citizens' Panel survey was carried out for the whole of Dorset; this section reflects the results for respondents from North Dorset only.

The latest Citizens' Panel included a series of maintenance, traffic and highway related questions. Each question is presented in multiple choice format and is designed to measure the level of satisfaction towards particular issues. The main issues arising from the survey deemed to be of most relevance to this transport study are presented in Figure 3-1.

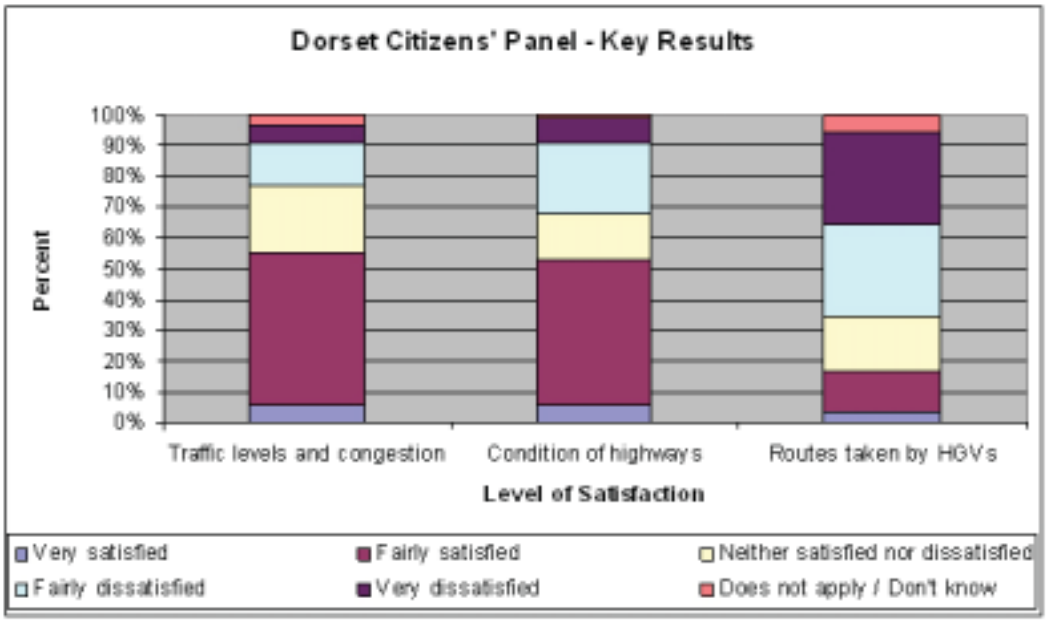


Figure 3-1 *Dorset Citizens' Panel – Main Results*

Just under a quarter of respondents were dissatisfied with traffic levels and congestion on the highway network in North Dorset. However, the question did not relate these concerns to specific parts of the road network.

Approximately 31% of respondents were dissatisfied with the condition of highways, although again there was no opportunity for respondents to expand their concerns.

The issue that provoked the highest level of dissatisfaction was the movement of HGVs on the road network.

3.18 Cranborne Chase and West Wiltshire Downs events 2009

Two workshops were held with the Cranborne Chase and West Wiltshire Downs AONB that were designed to define the concept of Environmental Capacity. Participants were asked to identify particular attributes of value to them that are affected by the movement of traffic on the local road network. The full presentation used for the event is attached as an appendix to this report

3.19 The Steering Group

A steering group was established involving key stakeholders to guide the study. The Highways Agency, Dorset AONB and Cranborne Chase and West Wiltshire Downs AONB were among the stakeholders who took part in the steering group meetings. A full list of attendees is provided in Appendix B. A summary of the main issues identified during the key stakeholder consultation and the North and north East Dorset Steering Group meetings are presented in Table 3-1.

	Topics	DCC Dorset Passenger Transport	DCC Regional Transportation	DCC Network Management	SturQuest	The Three Rivers	GT11	Parish Councils	Transport Action Groups	Elected Members	NCRDCAT
Highway	Congestion		✔	✔			✔	✔	✔	✔	
	Highway safety		✔	✔	✔	✔	✔	✔	✔	✔	
	Poor access to key services				✔		✔	✔	✔		
	HGV's using inappropaite routes		✔	✔				✔	✔	✔	
	Impact of development growth on network		✔	✔		✔	✔	✔			
	Impact of development at Herestridge			✔							
Public transport	Reliability				✔	✔	✔	✔	✔	✔	
	Frequency	✔			✔	✔	✔	✔	✔	✔	
	Waiting facilities							✔			
	Quality/ availability of travel information			✔				✔			✔
	Lack of integrated ticketing	✔						✔			✔
	Lack of integration between modes	✔									✔
	Tourist movements	✔									
	Concessionary fares	✔									
	Low patronage on buses	✔									✔
	Lack of late evening and early morning services	✔						✔	✔	✔	
	Lack of weekend services	✔			✔			✔	✔		
Cycling and Walking	Safety							✔			
	Lack of/ poor footpath network				✔	✔	✔	✔	✔	✔	
	Lack of/ poor cycle network				✔	✔	✔	✔	✔	✔	
Town Centre	Parking					✔	✔	✔		✔	
	Interchange					✔		✔		✔	
	Travel Planning				✔			✔	✔	✔	
Rural	Increased flexibility for voluntary car schemes	✔			✔	✔		✔			
	Access to services for youths	✔				✔	✔	✔		✔	
	Road hierarchy and signage		✔	✔	✔		✔				
	Loss of facilities					✔		✔			
	Car dependency							✔	✔		
	Develop demand responsive transport further	✔						✔		✔	

Table 3-1 Key stakeholder consultation issues summary

4 Existing Pattern of Development

4.1 Introduction

This chapter describes the existing pattern of development in North and north East Dorset. The three main market towns in the study area, identified as the most likely Development Policy B settlements by the North Dorset Spatial Portrait, are:

- Gillingham; (Dorset County Council mid-2007 population estimate: 9,890)
- Shaftesbury; (mid-2007 population estimate: 6,949)
- Blandford Forum (mid-2007 population estimate: 9,410)

The population estimates identified were taken from the Office for National Statistics super output area 2007 mid year population estimates for England and Wales. The smaller market town of Sturminster Newton (population mid-2007 2,029) is identified as a likely Development Policy C settlement.

The travel to work mode share (according to the 2001 Census) for each town is presented in Table 4-1 on the following page. It demonstrates that the percentage of local residents in each town choosing to walk to work is higher than the national average. However, use of public transport is very low and driving to work is consistently above the national average.

	Mode Share (%)							
	Works mainly at or from home	Train	Bus, minibus or coach	Car or van driver	Passenger in a car or van	Bicycle	On foot	Other
England and Wales	9	4	7	55	6	3	10	5
Dorset	12	1	3	61	6	3	11	2
North Dorset	14	1	1	58	5	3	16	2
Gillingham	11	2	1	60	6	4	14	2
Shaftesbury	12	1	1	56	6	3	19	2
Blandford Forum	9	0	3	60	6	3	17	2
Rural North Dorset	17	1	1	61	5	2	11	2
Rural East Dorset	16	1	1	68	4	2	5	3

Table 4-1 Mode share for the resident population method of travel to work (Office for National Statistics, 2001)

The current Regional Planning Guidance (RPG) 10 (soon to be superseded by the RSS) ? intended to be replaced by the RSS, currently in Final Draft (2008) [check]form ?does this section now also need to quote draft RSS sets out a number of target and maximum distances to key services that new development sites within the rural context of Dorset, are required to meet.

The target distance shown in Table 4-2 is the maximum desirable distance that people should be expected to walk to access amenities in Principal Urban Areas (as defined by RPG10), and other significant towns, this is included for reference only and does not apply to the market towns in North Dorset. The stated maximum distances should therefore be applied as these are intended for use outside of Principal Urban Areas and other significant towns.

RP10 states that the maximum walking distance to services is affected by steep gradients. Furthermore, all walking routes must be safe, therefore provided with footway and crossing facilities where necessary and lit at night. Furthermore footpaths should be designed to ensure natural surveillance by adjacent property.

Service	Target distance (m)	Maximum distance (m)
Food shop	300	600
Primary School	300	600
Bus Stop	200	400
Railway Station	-	800

Table 4-2 Recommended walking distances to services (source RPG10)

The recommended walking distances shown in Table 4-2 have been used to provide an accessibility assessment of the towns. The development characteristics of each town are set out in the following sections.

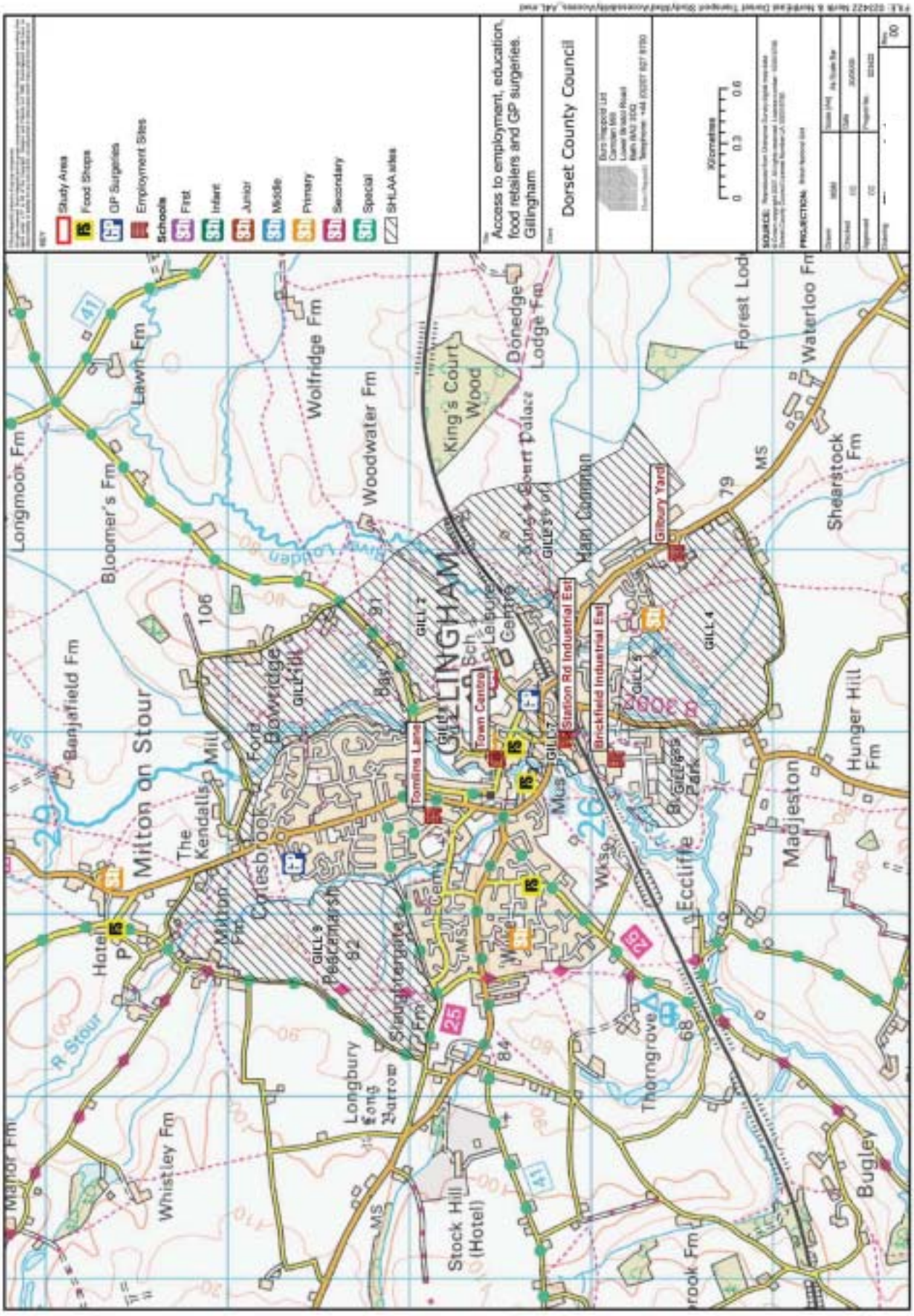


Figure 4-1 *Key destinations in Gillingham*

4.2 Gillingham

Gillingham is the most northerly of the main market towns in North Dorset. It is situated approximately 3.5 miles south of the A303, connected by the B3081 and the B3092. The town's proximity to this regionally important road corridor between Exeter and London is a key factor for the location of housing, employment opportunities and services. It also benefits from a direct rail link between Exeter and London from Gillingham Station. The B3081 connects Gillingham to Shaftesbury, approximately 4 miles south east of the town. The B3092 links with the A30 south of Gillingham at East Stour. This provides a secondary east to west corridor between Yeovil and Salisbury other than the A303.The population of Gillingham in 2007 was 9,890 occupying just over 5,200 households (ONS, 2007). In recent years it has experienced significant population growth.

Table 4-3 identifies the distribution of work trips produced by residents of Gillingham reported by the 2001 Census. The figures assume that Gillingham consists of the following wards:

- Gillingham Town;
- Lodbourne;
- Milton; and
- Wyke.

The distribution of trips takes account of all residents aged 16-74 in employment, including full-time students.

From	To	People	Percent
Gillingham	Gillingham	1920	54
Gillingham	Salisbury	448	13
Gillingham	Yeovil	321	9
Gillingham	Shaftesbury	279	8
Gillingham	Other	596	17
Total		3564	100

Table 4-3 Distribution of work trips produced at Gillingham (Office for National Statistics, 2001)

The figures clearly show that Gillingham is already reasonably self-contained, with the number of residents commuting internally representing the majority of all generated trips (54%). There are a significant number of out commuters to Salisbury, Yeovil and Shaftesbury. The remaining trips are distributed more widely across the North Dorset and the surrounding area.

The locations of key journey destinations including employment, education, food retailers and GP surgeries are shown in Figure 4-1.

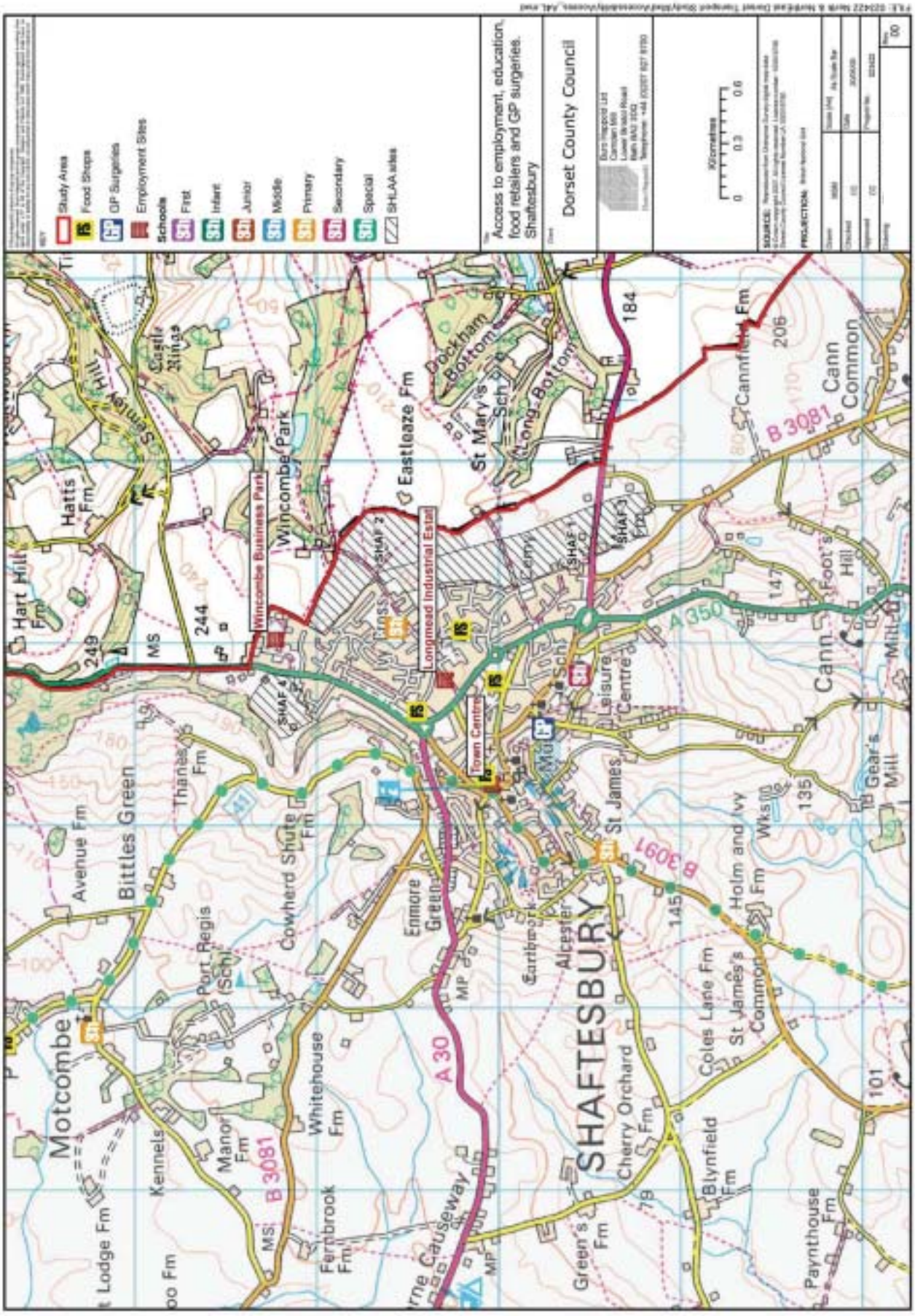


Figure 4-2 *Key destinations in Shaftesbury*

4.3 Shaftesbury

Shaftesbury is one of the main market towns in North Dorset. In terms of highway access, it is situated on the A350 providing access to the A303 corridor to the North and Blandford Forum and the South East Dorset Conurbation to the south. The A30 bisects Shaftesbury and provides a road connection with Sherborne and Yeovil to the west and Salisbury to the east. The B3081 connects Shaftesbury with Gillingham to the North West.

The population of Shaftesbury is 6,949, occupying 3,373 households.

Table 4-4 shows the distribution of work trips generated by residents of Shaftesbury. This includes all residents aged 16-74 in employment, including full-time students Like Gillingham, Shaftesbury is relatively self-contained with the majority of work trips consisting of local commuters (57%). Salisbury, Gillingham and Yeovil attract a significant number of commuting trips. The remaining trips are distributed among various other destinations in North Dorset and the surrounding area.

From	To	People	Percent
Shaftesbury	Shaftesbury	1638	57
Shaftesbury	Salisbury	400	14
Shaftesbury	Gillingham	164	6
Shaftesbury	Yeovil	88	3
Shaftesbury	Blandford Forum	60	2
Shaftesbury	Other	511	18
Total		2861	100

Table 4-4 Distribution of work trips produced at Shaftesbury (ONS, 2001)

The locations of key destinations in Shaftesbury including employment, education, food retailers and GP surgeries are shown in Figure 4-2.

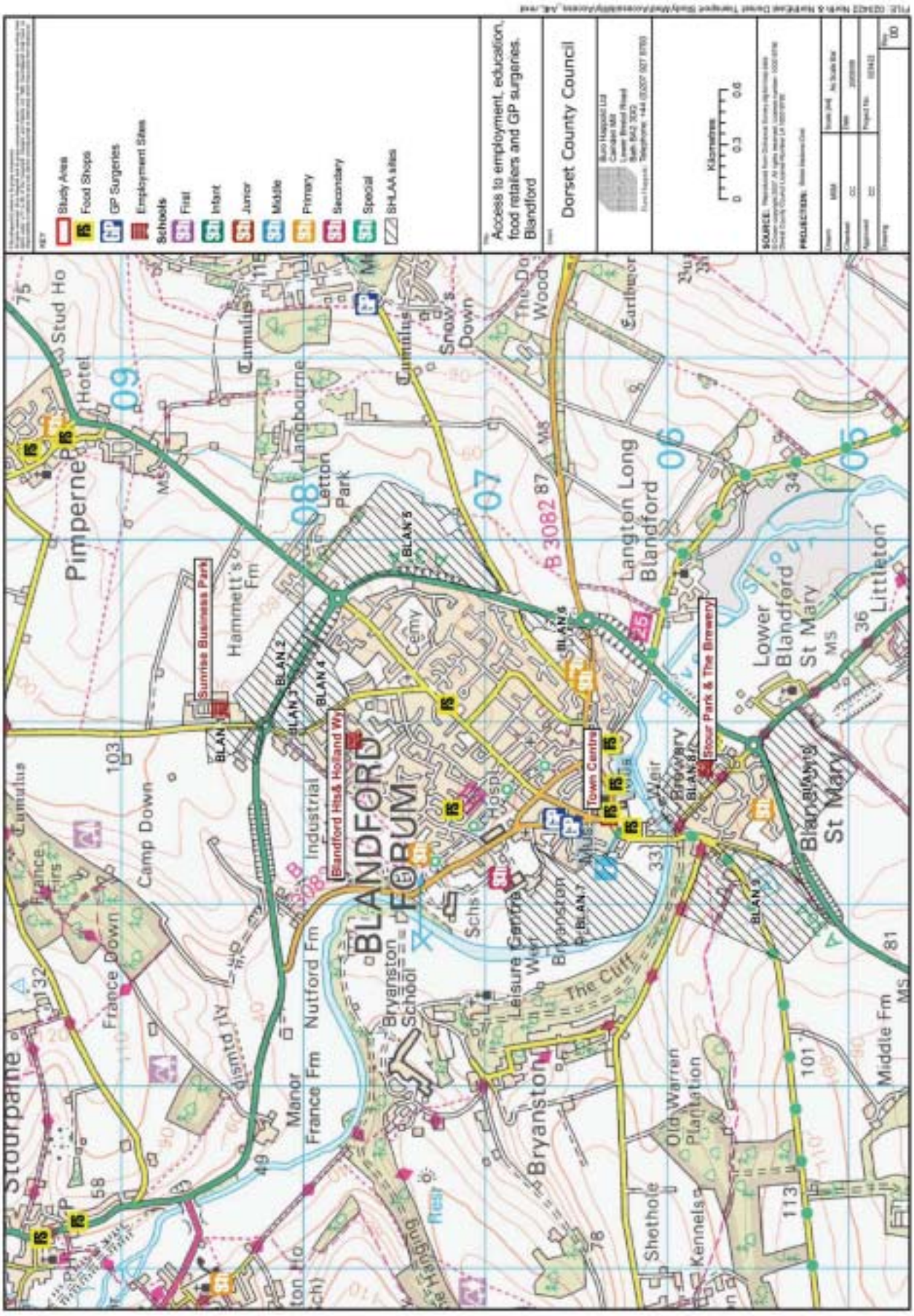


Figure 4-3 *Key destinations in Blandford Forum*

4.4 Blandford Forum

In highway terms, Blandford Forum is located at the junction of the A350 and the A354, providing access to Shaftesbury and Salisbury to the north and Dorchester and the South East Dorset Conurbation to the south. In addition, the A357 running to the north west of Blandford Forum provides a connection to Sturminster Newton and rural North Dorset, whilst the B3082 offers an alternative route to Wimborne and the South East Dorset Conurbation. Through traffic is routed on the A350, avoiding the centre of the town. Inbound traffic can use a number of routes depending on the approach direction. The B3082 provides access from the north and south of the town. Access from the north can also be taken along the Higher Shaftesbury Road. Salisbury Road enables traffic to access the centre of Blandford Forum from the East, from the A354.

The population of Blandford Forum is approximately 9,400, distributed amongst 4,440 households (Office for National Statistics, 2007). Blandford Forum is identified in the North Dorset Spatial Portrait as the main market town in the south of the District, serving a large area consisting of smaller rural villages and hamlets. The town comprises a good range of shops that are mostly concentrated around the Market Place.

Table 4-5 shows the distribution of work trips generated by the resident population of Blandford Forum (Office for National Statistics, 2001). This includes all residents aged 16-74 in employment, including full-time students. Like Gillingham and Shaftesbury, the town is relatively self- contained; however, out commuting is more dispersed.

The wards immediately surrounding Blandford Forum (namely Portman, The Lower Tarrants and Riversdale) all attract a significant number of commuters. It is reported that upwards of 10% of residents work in the South East Dorset Conurbation, situated approximately 16 miles south east of Blandford Forum.

The conurbation is accessed either by the A350 or the B3082. Dorchester and Salisbury (both accessed via the A354) collectively attract 3% of the out commuting trips generated by Blandford Forum. The Royal Signal Corps barracks are located at Blandford and the Royal Armoured Corps to the south at Bovington.

As a consequence routes to and between these locations and other military establishments including those on Salisbury Plain have, on occasions, national importance significance as military movement corridors and local importance significance as ongoing personnel training corridors.

Figure 4-3 shows the location of key employment sites, and amenities in Blandford Forum including food retailers, schools and GP surgeries.

From	To	People	Percent
Blandford Forum	Blandford Forum	1899	47
Blandford Forum	Portman	349	9
Blandford Forum	The Lower Tarrants	313	8
Blandford Forum	Poole	287	7
Blandford Forum	Bournemouth	103	3
Blandford Forum	Wimborne Minster	81	2
Blandford Forum	Dorchester	65	2
Blandford Forum	Salisbury	48	1
Blandford Forum	Other	820	20
Total		4018	100

Table 4-5 Distribution of work trips produced at Blandford Forum (ONS, 2001)

4.5 Sturminster Newton

Sturminster Newton is situated approximately 9.5 miles north west of Blandford Forum. From a highway perspective, it is accessed via the B3092 from Gillingham, the B3091 from Shaftesbury and the A357 from Blandford Forum. The town centre, embracing most of the local retailing services, is situated to the south of the settlement, around the Market Square. A programme of improvements has recently enhanced the quality of the pedestrian domain in the town centre, most notably on the section of the Station Road that links with the Market Place and the Exchange, comprising residential and office development accessed via Old Market Hill.

The population of Sturminster Newton is approximately 3,100, occupying 1,909 households (DCC, 2008).

The town has one primary and one secondary school together with a substantial employment centre (Butts Pond Industrial Estate). Rolls Mill Industrial Estate situated approximately one mile south of the town centre, on the A357, may also provide employment opportunities in the future if it is developed.

4.6 External influences

The distribution of work trips identified previously indicates that the main market towns are reasonably self contained. However, there are a number of larger settlements in neighbouring authorities that exert an influence on commuting patterns in the study area. Yeovil and Salisbury attract a significant number of commuters from the northern part of the study area, including Gillingham and Shaftesbury. Towards the south of the study area, the South East Dorset Conurbation also attracts out commuters, particularly from Blandford Forum and the surrounding areas. To a lesser extent, there is a commuting relationship between Blandford Forum and Dorchester.

5 Road Safety

5.1 Introduction

This chapter considers road safety issues in North and north East Dorset in light of the proposed development. It considers the policy background against which road safety targets are set, reviews existing patterns, and reports on the level of effectiveness of different strategies.

5.2 National Policy

"A Safer Way – Consultation on Making Britain's Roads the Safest in the World," set the direction of a new 20 year road safety strategy beyond 2010. The strategy sets out new national casualty reduction targets to be achieved by 2020 as follows:

- a 33% reduction in the number of people killed;
- a 33% reduction in the number of people seriously injured;
- a 50% reduction in the number of children and young people aged 0-17 killed and seriously injured;
- a 50% reduction in the KSI rate per km travelled by pedestrians and cyclists.

5.3 The South West Regional Safety Policy

The South West RPG 10 (2001) seeks to ensure the safe use of the Regional Transport Network and its associated facilities. Although, RPG 10 is to be superseded by the RSS this objective will remain. Indeed, the South West Regional Assembly paper 'Developing the Regional Transport Strategy in the South West: Investment Priorities for the South West' (2004) reinforces this commitment.

For context, regional road traffic statistics have been compared (as reported 2001-2006) in Table 5-1. This demonstrates that the South West has the second lowest number of road casualties per capita in 2006 of all the English regions.

Region	Fatal and serious accidents on all road			
	Numbers		Rates per 100,000 population	
	1996	2006	1996	2006
North East	1,769	1,039	68.4	40.7
North West	4,914	3,329	71.8	48.6
Yorkshire and The Humber	4,352	2,816	88.2	54.8
East Midlands	3,451	2,213	86.0	50.7
West Midlands	4,447	2,235	85.0	41.6
East	4,802	2,912	93.8	51.9
London	7,279	3,642	106.6	48.5
South East	5,834	3,883	76.6	47.1
South West	3,793	2,127	80.9	41.5

Table 5-1 Regional Road Safety Context

5.4 Dorset Road Safety Issues

The Dorset Local Transport Plan (2006-2011) sets out the key targets and objectives for road safety across the county. The following objectives are identified:

- reducing the number of people killed or injured on Dorset's roads;
- reducing fear of crime associated with any element of transport network;
- reducing the impact of traffic on communities;
- reducing the impact on vulnerable road users;

- improving the rights of way network and enhancing facilities to encourage walking and cycling; and
- improving access to health, education and social care.

5.5 Traffic Safety Plan – 2010 to 2020

The latest Traffic Safety Plan, produced by DCC, explains the national targets that local authorities are expected to meet both for 2010 and 2020.

The Traffic Safety Plan reports that Dorset's overall performance is good in terms of a reduction in the total number of road casualties. However, since 2006 there has been an increase in the number of Killed and Seriously Injured (KSI) causalities. The result of this is that the county is currently 10% below the 1994 - 98 KSI base figure, which is behind target and places Dorset in the lower quartile of performance across Great Britain. Table 5-2 summarises DCC progress against current road safety targets.

Category	Current Progress (2008)	Current Trend
All Casualties	Steady fall year on year and now 21% below base	√
All KSI's	Significantly behind target at only 10% below base	X
Child KSI's	Target already exceeded at 55% below base	√
Slights	Target already exceeded at 23% below base	√
Fatals	Slight reduction at 12% below base	-
Motorcyclists KSI's	Although motorcyclists make up only 1% of traffic, they represent a quarter of all Dorset's KSI casualties. Steady increase year on year and now 53% above base	X
Car Occupant KSI's	More than half our KSI casualties are in this road user group. 24% below base	X
Cyclist KSI's	Dorset has a significantly lower proportion of cyclist KSI casualties (6%) than the national average. Presently 27% below base	-
Pedestrian KSI's	Dorset has a lower proportion of pedestrian KSI casualties (16%) than the national average. Currently 18% below base	√
Younger Driver KSI's (aged 17-24)	Almost one in three driver KSI casualties in Dorset is a younger driver. 20% below base	X
Older Road User KSI's (aged 65+)	Older road users make up 16% of all Dorset's KSI casualties. Currently 4% above base	X

Table 5-2 Current (2008) progress against selected categories of road user class and group

The Traffic Safety Plan reports that DCC are currently behind target for reducing the number of KSI casualties for motorcyclists, car occupants, young drivers and older road users. The county is meeting it's targets for vulnerable road uses including pedestrians and cyclists.

To meet this target, DCC has directed funding and intervention measures to 'priority routes' with a collision rate greater than the national collision rate. The priority routes within the North and north East Dorset study area are identified in Table 5-3. The 'ALL' column shows for each road whether there has been an increase, decrease or no change in the number of KSI's and all types of collisions (including slight collisions) over a three year period.

Rank	Points	Route	Fatal	Serious	Slight	Total	KSI	(Kms)	KSI	ALL
4	70	A357 Blandford to Henstridge	4	8	28	40	12	21.2	U	U
5	70	A350 Poole border to Blandford junction A354	0	10	46	56	10	14.8	D	D
7	64	B3081 Shaftesbury to Gillingham junction Wyke Road	0	9	37	46	9	7.3	U	D
9	51	C13 Blandford Junction A350 to junction B3081 Higher Shaftesbury Road	1	5	39	45	6	13.4	D	D
11	42	B3091 Stur Newton to Shaftesbury St James	1	5	18	24	6	13.1	U	U
13	39	A30 Five Bridges to Shaftesbury	3	3	15	21	6	13	U	U
15	34	A3030 junction A352 to junction A357	0	7	13	20	7	11.1	E	E
16	32	B3092 junction A30 East Stour to A357 Stur Newton	0	5	14	19	5	11.06	U	E

Table 5-3 Priority list – routes with collision rates greater than the National Collision Rate

The routes identified in Table 5-3 are scored and ranked according to the system identified in Table 5-4.

Criteria	Score
Per one KSI collision	plus 3 points
Per one slight collision	plus 1 point
KSI trend up over three years	plus 3 points
KSI and slight collisions up over three years	plus 3 points
KSI trend down over three years	minus 3 points
KSI and slight collisions down over three years	minus 3 points

Table 5-4 Scoring system for priority list

Table 5-4 shows how points are accrued for every KSI and slight collision occurring on each road. Further points are added or deducted according to whether over the last three years that has been an increase or decline in the number of KSI and slight collisions.

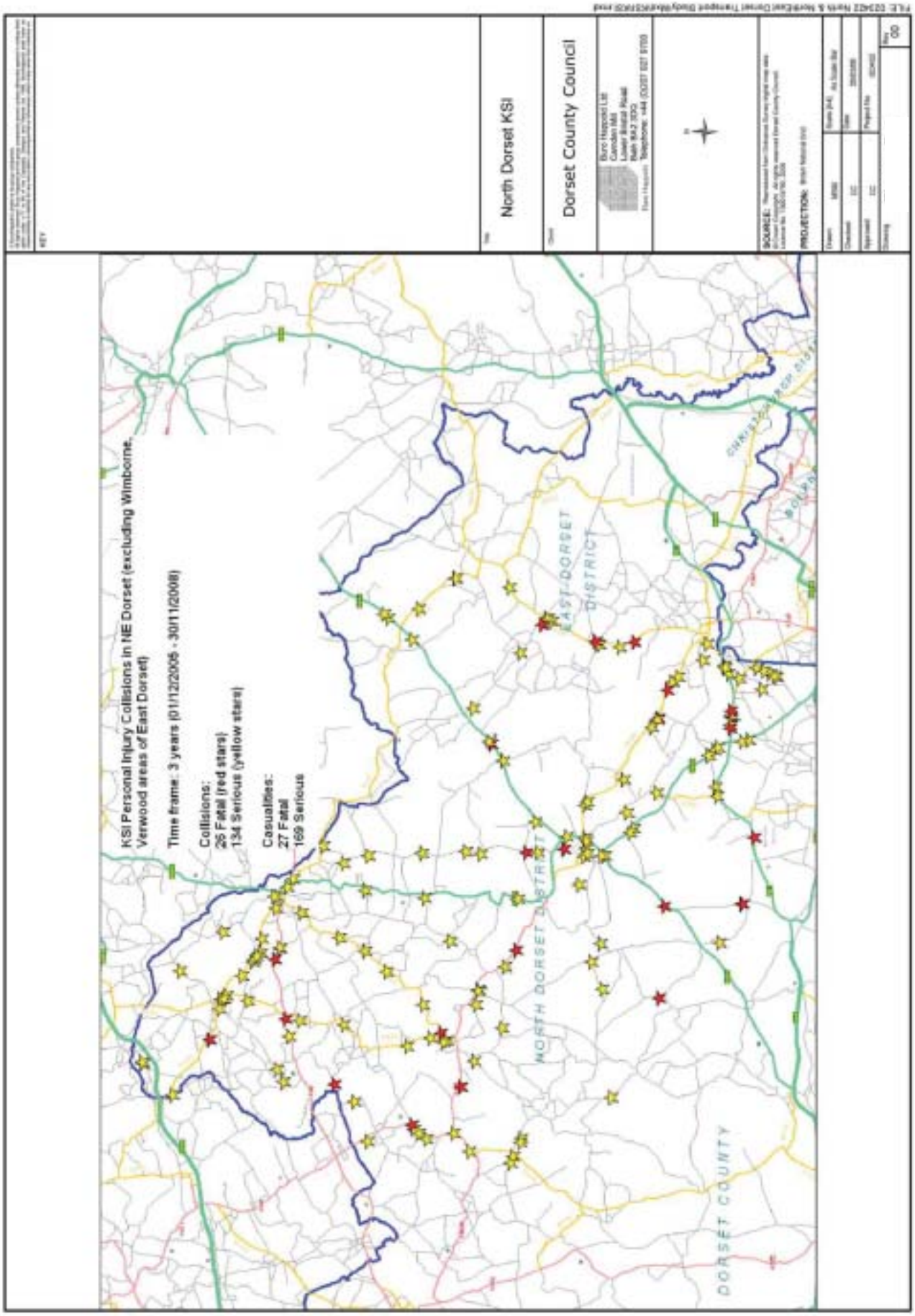


Figure 5-1 *KSI personal injury collisions North and north East Dorset (Dec 2005 to Nov 2008).*

The corresponding distribution of KSI collisions in North and north East Dorset is illustrated in Figure 5-1.

The Traffic Safety Plan describes the measures currently being adopted to meet the road safety targets. They comprise a mixture of engineering, enforcement and education measures. Appendix F of the Traffic Safety Plan also sets out of programme of route management studies, two of which are relevant to the North and north East Dorset study:

Existing Programme of route management strategies					
Casualty Reduction Route Management Schemes	2007/08	2008/09	2009/10	2010/11	2011/12
A357 Blandford to Henstridge combined with A3030 junction A352 to junction A357					
Traffic Impact Schemes					
C13 Blandford Junction A350 to junction B3081 Higher Shaftesbury Road - ongoing					

Table 5-5 Programme of route management studies

Table 5-5 identifies the timescales for the route management strategies for the A357 and C13. In 2010 DCC will investigate and identify measures for the A357 and implement them in 2011. The current route management strategy for the C13 will be continually developed and extended during the early years of the Traffic Safety Plan.


Overhanging
building

6 Highway Network

6.1 Introduction

The road network in the study area is characterised by rural 'A' and 'B' roads with a network of 'C' class roads linking generally smaller settlements (although C13 is an important link between Blandford Forum and Shaftesbury). The primary routes and main roads in the study area are identified below:

- the A303 corridor (Exeter to London);
- the A31 (Weymouth to London);
- the A350 and C13 (main north to south)

Short sections of the A303 to the north of Gillingham and the A31 to the south of Blandford Forum are the only parts of the strategic trunk road network in the study area. The strategic trunk road network is the responsibility of the Highways Agency.

The A350 and the C13 are the main north - south routes. These are extensively used for passenger and freight movements. The road network around the A350 is also used by surrounding military establishments for the movement of equipment and to travel between sites.

The key stakeholder consultation identified that both the A350 and C13 roads suffer from localised congestion affecting many of villages through which they intersect. The A350 Corridor Study (2006) identified that 78% of the A350 is classified as being of poor 'quality.' 54% of the C13/ B3081/ A30 is also considered to be of a 'poor quality.'

The likely increased volume of travel demand associated with future development will not only affect the key movement corridors identified. The extensive network of rural roads in the study area may also be affected. At present there are a number of minor roads that are sometimes used as local routes in preference to major routes these are:

- The C13 between Shaftesbury and Blandford Forum;
- The B3081 running between Shaftesbury and Ringwood;
- The B3073, B3078 around Wimborne Minster and the C50 through Holt Heath are used by traffic diverting from the A31 at times of peak congestion.

6.2 Link Capacity

To provide a basis for the analysis of the impact of strategic development the routes carrying the highest volumes of traffic have been identified. The technical capacity is defined according to the guidance contained in the Design Manual for Roads and Bridges (DMRB) TA 46/97, measured in vehicles per hour. The capacity of each route is defined as the maximum hourly lane throughput. Characteristics such as topography, bendiness and road width vary along the length of a road, therefore so too does capacity. In recognition of this, the capacity of each corridor at the highest and lowest quality section of road has been estimated.

For example, the road quality of the C13 is regarded to be lower at Melbury Abbas than other sections of the same road due to reduced width, increased bendiness and a steep gradient. Therefore, it has been assumed that an estimated lower capacity should be applied to take account of 'pinch points'. The maximum and minimum capacity of each corridor has been agreed following consultation with DCC and is shown in Table 6-1.

The maximum design capacity for a single and dual carriageway road according to DMRB TA46/97 is 1,380 vehicles and 2,100 vehicles per hour respectively. The design capacities calculated for the highest and lowest standard sections of each road has been calculated using the following formula:

$$\text{Capacity} = [A-B*Pk\%H]$$

Where 'A' is the maximum hourly lane throughput for a single or dual carriageway road (1,380/ 2,100 vehicles), 'B' is equal to 15 for a single lane carriageway, and 20 for a dual carriageway and 'Pk%H' is the percentage of HGVs, equal to 5.6 (see DMRB TA46/97).

In the first instance, the design (technical) capacity of these highway links has been assessed. This provides a basis against which the predicted increase in traffic levels can be considered.

6.3 Environmental Capacity

Environmental capacity is a key principle that considers the 'thresholds to the changes the environment can endure before something valuable and irretrievable is lost' (CPRE, 1997). An environmental limit is accordingly the level at which the environment is unable to accommodate a particular activity or rate activity without sustaining unacceptable or irreversible change. It encompasses a range of more qualitative, less tangible variables and is therefore more complicated and harder to define than the technical capacity of a route.

The capacity of a road can be determined both by the carrying [technical] capacity and the environmental capacity. The technical capacity is the threshold in terms of maximum vehicle flow, limited by the type of road, vehicles, speed limit and width of the road. However, the environmental capacity is not as easy to define, as the principle encompasses the ideas of 'value' and 'acceptability', both of which are the product of human judgement. The value of an environmental asset and the acceptability of harm will vary, amongst other things, on the location and the nature of potential receptors. For example, an increase in traffic flows in an area located adjacent to an area of outstanding natural beauty (AONB) may be perceived to have a greater visual impact than a road located in an urban setting.

Environmental capacity in the context of roads considers a range of environmental issues such as landscape, air quality, noise, heritage, water pollution, severance and accessibility, as well as the effects on surrounding sensitive receptors such as local residents or businesses, designated landscapes or habitats, wildlife and watercourses that could be impacted. For each of these issues, there is guidance from which environmental capacity can be determined or inferred.

Description			Reduction Factor			Estimated Capacity (vehicles)		
Corridor	Route	Average carriageway width (m)	Bendiness	Hilliness	Width	Max Design Capacity according to DMRB	Estimated design capacity (highest standard of road)	Estimated design capacity at 'pinch point'
Shaftesbury - Blandford Forum	A350	5.8	0.2	0.1	0.2	1380	1296	606
Shaftesbury - Blandford Forum	C13	5.5	0.2	0.2	0.2	1380	1296	468
Blandford Forum - Poole	A350	6.5	0.1	0	0.1	1380	1296	1020
Blandford Forum - Wimborne Minster	B3082	6.5	0.1	0	0	1380	1296	1158
Blandford Forum - A303	A357	5.9	0.1	0	0.2	1380	1296	882
Lydlinch - Sherborne	A3030	6.4	0.2	0	0.2	1380	1296	744
Gillingham - Shaftesbury	B3081	5.9	0.1	0.2	0.1	1380	1296	744
Gillingham - Wincanton	B3081	5.9	0.1	0	0.1	1380	1296	1020
Gillingham - Mere	B3092	5.8	0.2	0	0.1	1380	1296	882
Shaftesbury - Sherborne	A30	6.7	0.1	0	0	1380	1296	1158
Shaftesbury - Salisbury	A30	6.7	0	0	0.1	1380	1296	1158
Bere Regis - Wimborne	A31	6.7	0	0.1	0.1	1380	1268	1020
Blandford Forum - Dorchester	A354	6.7	0.1	0.2	0	1380	1268	882
Blandford Forum - Dorchester	A35 (dual)	14.6	0	0	0	2100	1988	1988
Blandford Forum - Dorchester	A35 (Single)	7.3	0	0	0	1380	1296	1296

Table 6-1 Estimated capacity of road links in North and north East Dorset

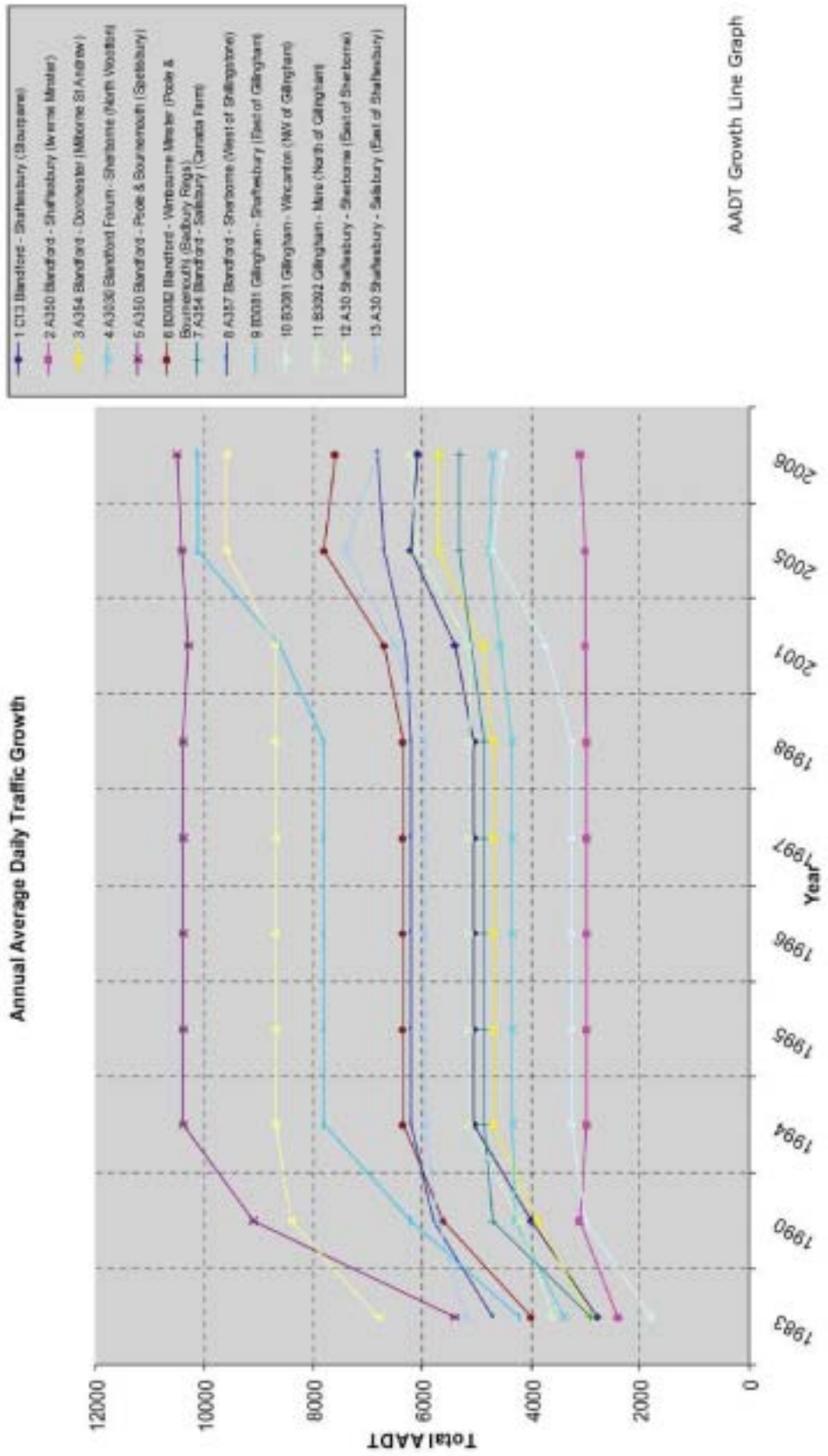


Figure 6-1 *AADT trends for key corridors*

6.3.1 Framework to Quantify Environmental Capacity

The definition of environmental capacity to assess specific schemes after the consultation of the Emerging Transport Strategy will be defined through the development of a framework and simple assessment tool, which can be applied to roads with known characteristics. This work will involve three main stages, as set out below.

1. Development of framework:

- define the scope of the assessment, in terms of road type and key characteristics, relevant receptors, and potential impacts;
- clarify and describe methodology, including any assumptions and exclusions;
- develop matrix, spreadsheet or similar to contain limits for each combination of variables (road type, receptor and potential impact).

2. Definition of environmental limits:

- develop limits of acceptability for each type of impact, with reference to the road type and receptor, using the framework;
- assess roads in terms of their environmental capacity;
- pilot the environmental capacity tool using typical roads. Adjust as necessary;
- assess the environmental capacity of key roads in North and north East Dorset;

Assess the environmental capacity of key roads in North and north East Dorset which are considered to be at or near their environmental capacity..

The Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty events held in June 2009 defined the concepts underlying the term environmental capacity further. The full presentation used is included in the appendix.

Pinch point capacity needs adding, explaining and illustrating as per June 2009 CC&WWDAONB presentation showing how a route has a design capacity, a pinch point reduction factor and a measured flow to illustrate the concept of design under capacity. ? maps with links under capacity. Will also need to make brief ref again that this in tension with the perceptions of those living in the study area that routes are over capacity and the concept of Impact Capacity (all refs to Environmental capacity to change to Impact capacity. This section is the main foundation of the whole study and in the theme of the study docs "telling a story" this is the point that it has to be laid crystal clear

Figure 6-1demonstrates the extent of traffic growth on the main road corridors in the study area, based upon the Annual Average Daily Traffic (AADT) data provided by DCC. AADT the total volume of vehicle traffic using a road for a year divided by 365 days. It is a simplistic indicator of how busy a road is.


SLOW
25

6.4 Traffic Modelling

To understand the impact of future development on highway links in North and north East Dorset, a 'coarse' traffic model has been developed using the SATURN traffic modelling program. The traffic model distributes the estimated number of new vehicle trips generated by the strategic development across the existing road network. The model's sole purpose is to inform this report and provide a comparison of the traffic flow on the various roads in and around the study area for the various scenarios. The traffic model does therefore not consider the impact of the additional traffic flow on individual junctions (it is known as a 'buffer' network model). The details of the traffic modelling exercise are reported in the Traffic Modelling report which forms part of the evidence base.

The key corridors are identified by the North Dorset Spatial Portrait as:

- the A350 corridor (between the South east Dorset Conurbation and the M4 corridor);
- A303 corridor (between the Exeter and London);
- A31 corridor (between Weymouth and London).

The latter two corridors are identified by the draft RSS (post EiP) as being of regional significance. In addition they are part of the Strategic Road Network, so are managed by the Highways Agency. Traffic flows for the dominant lane (the carriageway carrying the highest volume of traffic) during the AM and PM peak hours for the roads in each of these corridors, according to the output from the traffic model, are presented in the figures below.

The base year 2008 results for the key corridors in the transport study are presented in this report as the existing conditions. Additionally, the estimated ratio of flow to link capacity (RFC) is given and the estimated ratio of flow to 'pinch-point' capacity is given for each road. The 'pinch-point' capacity refers to a point along the road at which it is estimated that the capacity is lowest; due to topography, visibility, width and/ or bendiness. The ratio of flow to capacity measurements show how likely congestion will be on the roads by showing how much of the physical capacity (number of vehicles/ hour) is taken up by the predicted traffic flow. Therefore, an RFC of over 100% demonstrates that the road is unable to cope with the level of traffic on it; it is reasonable to assume that an RFC above 85% is demonstrating that the road is under serious pressure.

6.5 A350 Corridor

The 2008 baseline conditions as reported by the traffic model for the A350 corridor are presented below:

Using the design capacity for the links as described and reported in the previous chapter the following graphs illustrate the baseline RFC.

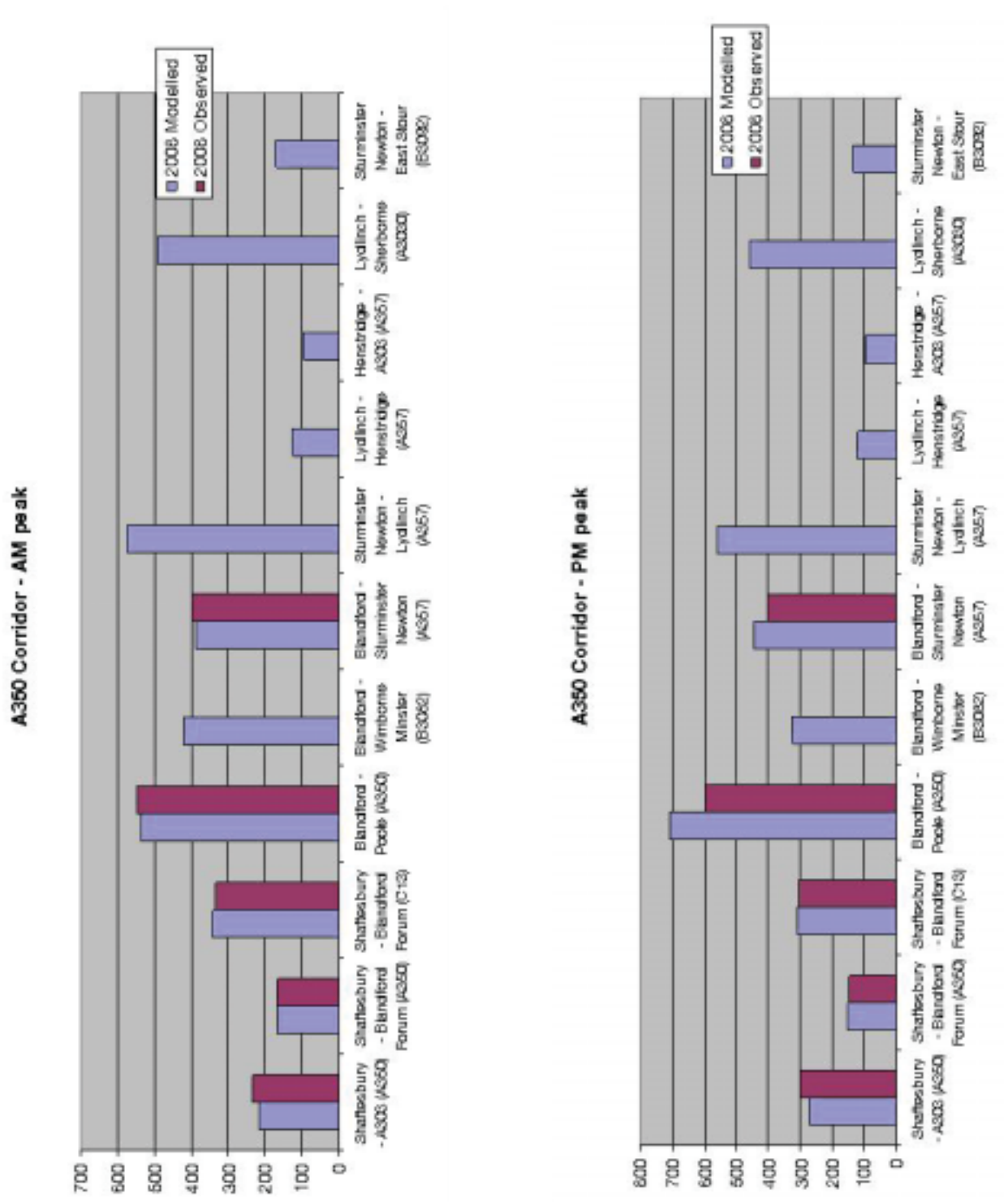


Figure 6-2 *Modelled single lane flows for A350 corridor*

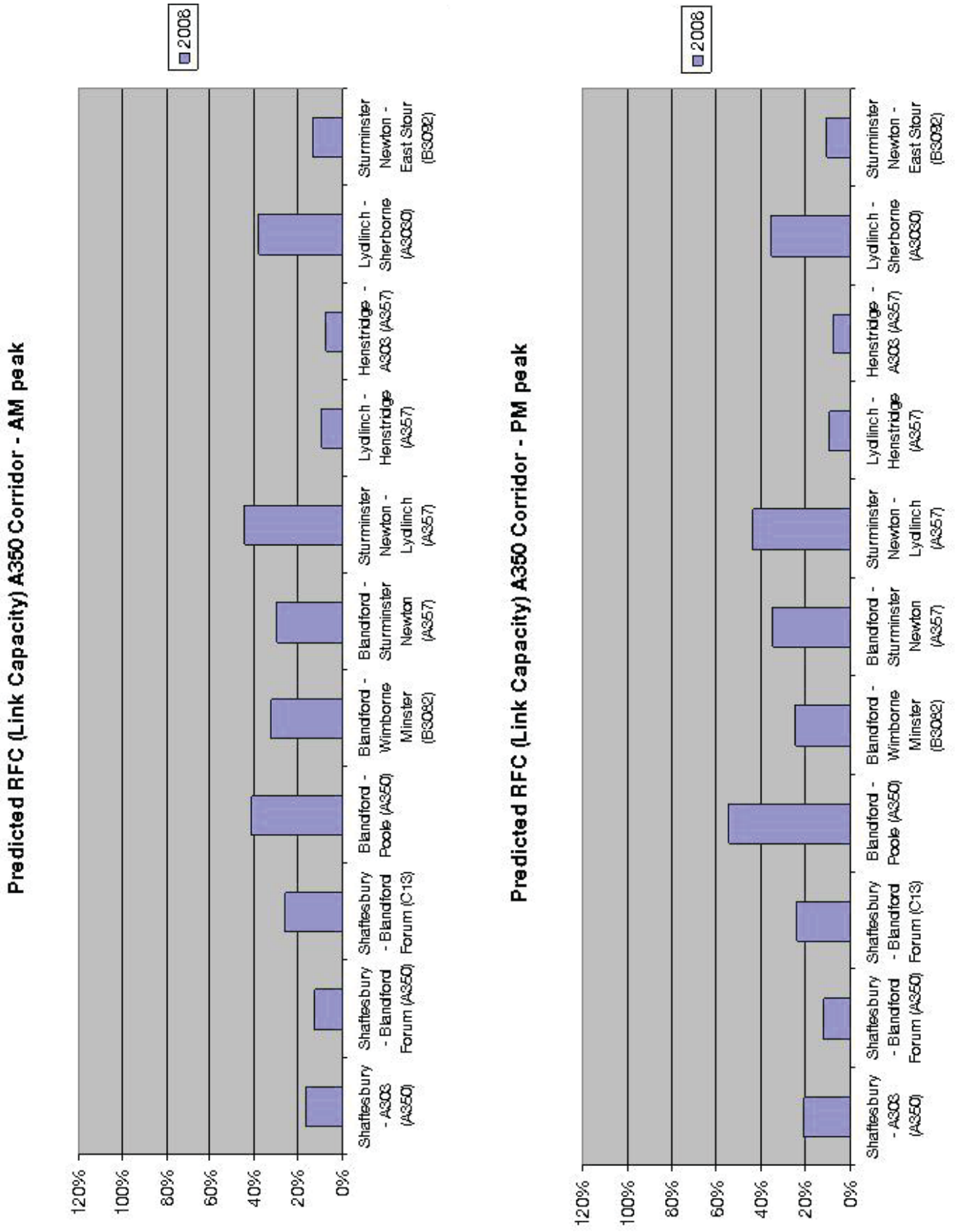


Figure 6-3 *Modelled single lane RFC on the A350 (highest estimated capacity)*

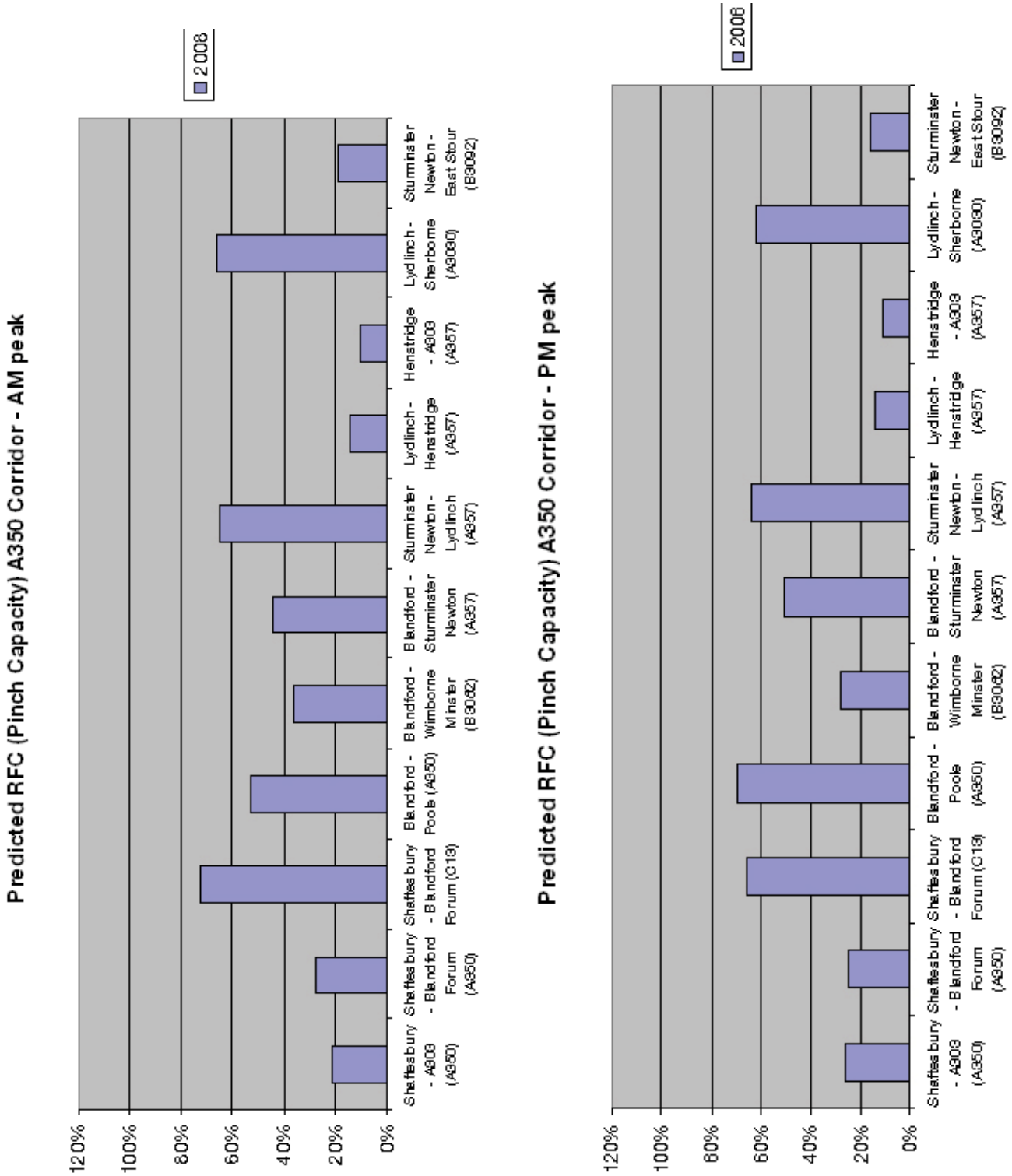


Figure 6-4 *Modelled single lane RFC on the A350 (lowest estimated capacity)*

6.6 Blandford Forum to Shaftesbury

There are two parallel roads between Blandford Forum and Shaftesbury. The A350 is designated as the primary route. This section of the A350 passes through six villages namely; Cann, Compton Abbas, Fontmell Magna, Sutton Waldron, Iwerne Minster and Stourpaine. The route is characterised by a single carriageway road. The A350 Corridor Study (Dorset County Council, 2006) assessed the quality of the route looking at horizontal and vertical alignments, carriageway widths, bendiness (defined as total change in direction per unit distance), and hilliness (total rise and fall per unit distance). The results of the study indicate that 78% of the link between Shaftesbury and Poole is of poor or worse standard. Poor was classified in the study as:

The 'average carriageway width is mainly less than 6m. Road is generally acceptable for speeds of only 50-60km/h due to its poor vertical and horizontal alignment.'

The A350 Corridor Study indicated that there is very poor alignment, tight bends, narrow road widths and poor visibility at Stepleton Bends, through Fontmell Magna, Compton Abbas and Cann. It classified these sections as being of a very poor standard.

Figure 6-1 demonstrates that the A350 carries the lowest amount of traffic of all the routes identified. In 2006 the recorded AADT at Iwerne Minster was 3,100 vehicles. This has grown very little both proportionately and in real terms since 1983 when the AADT at the same site was 2,400.

Table 6-1 indicates that the design capacity on the highest standard section of the A350 is estimated to be 1,296 vehicles per hour.

A reduction factor agreed with Dorset County Council and shown in Figure 6-1 is applied to take account of the bendiness, hilliness and width of the poorest quality sections. The design capacity at 'pinch points' is therefore estimated to be 606 vehicles per hour.

The traffic modelling results for this part of the A350, shown in Figure 6-2, Figure 6-3 and Figure 6-4. Figure 6-4 demonstrate that in 2008 it was operating within the design capacity. The RFC values at pinch points on this route in the AM and PM peak hours in 2008 were 28% and 25% respectively.

The C13 runs parallel to the A350 between Shaftesbury and Blandford Forum. It is accessed via the A30 and B3081 from Shaftesbury and the A350 at Blandford Forum. The A350 Corridor Study (Dorset County Council, 2006) assessed the standard of the relevant sections of the A30, B3081 and C13. It stated that 54% of the route is classified as of a poor or worse standard. Through the village of Melbury Abbas the C13 is classified as an extremely poor due to a combination of very poor alignment, tight bends, narrow road widths, poor visibility and steep topography. The C13 is designated a minor route but traffic count data provided by Dorset County Council demonstrates that it carries a higher volume of traffic than the A350 Figure 6-1 shows the annual average daily traffic for the C13 at Stourpaine to be 6,100 vehicles in 2006. The level of traffic has grown on the C13 by 53% between 1983 and 2006. This demonstrates that despite the advisory signage direction traffic onto the A350 (the primary route), the C13 continues to be regarded by the majority of drivers as being a more efficient route.

Table 6-1 demonstrates that the design capacity for the highest standard section of road on the C13 is estimated to be 1,296 vehicles per hour, the same as the A350. A reduction factor agreed by Dorset County Council is applied to the lowest standard of road at Melbury Abbas, where the design capacity is estimated to be 468 vehicles per hour.

Traffic modelling results for the C13 are shown in Figure 6-2, Figure 6-3 and Figure 6-4. Figure 6-4 shows that the RFC value in 2008 for pinch points on this link in the AM and PM peak hours was 72% and 66% respectively.

Although both the A350 and C13 are operating within capacity at present, there are concerns about the impact of traffic on the quality of life of communities along each of the routes. Traffic moving through the centre of settlements causes severance and further environmental issues that cannot be as easily quantified as technical capacity. Movement of HGVs along this route causes a significant problem, as some sections are too narrow to allow them to manoeuvre properly and to pass each other.

6.7 Blandford Forum to Poole and Bournemouth

The A350 is designated the primary route between Blandford Forum and Poole. This is a single carriageway section of road that passes through three settlements in the study area, namely, Charlton Marshall, Spetisbury and Sturminster Marshall. Speed restrictions are already in place on the sections of the A350 that pass through these villages.

Table 6-1 identifies the design capacity for the highest stand of road on this link as 1,296 vehicles per hour. A reduction factor is applied that was agreed with Dorset County Council to quantify the capacity of the poorest section of road, which is estimated to be 1,020 vehicles per hour.

Figure 6-4 shows that the RFC value in 2008 for pinch points on this link in the AM and PM peak hours was 53% and 69% respectively.

6.8 Blandford Forum to Wimborne Minster

The B3082 may be used between Blandford Forum and Wimborne Minster as an alternative to the A350 and A31, the latter of which is designated the primary route. This is a single carriageway road, the majority of which has a straight alignment. Table 6-1 indicates that the estimated design capacity on the highest standard section of this link is 1,296 vehicles per hour. A reduction factor, agreed with Dorset County Council, is applied to the poorest standard section of road, reducing the capacity to 1,158 vehicles per hour. Figure 6-2, Figure 6-3 and Figure 6-4 show the results of the traffic model for the B3082. Figure 6-4 shows that the RFC value in 2008 for pinch points on this link in the AM and PM peak hours was 36% and 28% respectively

6.9 Blandford Forum to Sherborne

The A357 between Blandford Forum and Lydlinch and the A3030 between Lydlinch and Sherborne can be used as an alternative route to the A35 and A37, between the South East Dorset Conurbation, Yeovil and the A303. Both sections for the A357 assessed are single carriageway. The A357 intersects four settlements: Durweston, Shillingstone, Newton and Lydlinch. Shillingstone is the largest settlement through which the A357 passes through the centre. There is already a 30mph speed restriction in place through the centre of the village. A speed indicator device survey by Dorset County Council, taken in February 2009, indicates that the average speed through the village is 29mph and the 85th percentile speed (the speed which 85% of passing traffic does not exceed) is 35mph. The Shillingstone Parish Plan suggests that the volume and speed of heavy traffic through the village combined with narrow pavements makes walking and cycling hazardous and unattractive. According to the Parish Plan the A357 causes severance problems for the local community (Shillingstone Parish Council, 2006).

Table 6-1 identifies the design capacity for the highest standard section of the A357 between Blandford Forum and Sturminster Newton as 1296 vehicles per hour. A reduction factor is applied to the poorest standard section agreed by Dorset County Council that reduces the design capacity to 882 vehicles per hour Figure 6-2, Figure 6-3 and Figure 6-4 show for 2008 the volume of traffic and RFC values for this section of the A357. Figure 6-4 shows that the RFC value in 2008 for pinch points on the section of the A357 between Blandford Forum and Sturminster Newton in the AM and PM peak hours was 44% and 51% respectively. Furthermore, it shows that the RFC value for pinch points on the section of the A357 between Sturminster Newton and Lydlinch was 65% and 64% for the AM and PM peak hours respectively.

The A3030 runs through Bishops Caundle, Alweston and North Wootton. According to Table 6-1 , the design capacity for the highest standard section of this road is 1,296 vehicles per hour. A reduction factor agreed by Dorset County Council was used to account for the characteristics of 'pinch points' along the route. The design capacity for the lowest standard section of this link is estimated to be 744 vehicles per hour. Figure 6-4 shows that the RFC value in 2008 for pinch points on this link in the AM and PM peak hours was 66% and 62% respectively.

6.10 Sturminster Newton to Gillingham

The B3092 connects Sturminster Newton to Gillingham via the A30 at East Stour. Figure 6-2 shows that the B3092 carries more traffic than the A357, that runs parallel to the west. Table 6-1 identifies the design capacity for the highest standard section of the B3092 between Sturminster Newton and East Stour is 1296 vehicles per hour. A reduction factor is applied to the poorest standard section that has been agreed by Dorset County Council. The estimated design capacity at 'pinch points' on this section of road is 744 vehicles per hour. Figure 6-4 shows that the RFC value in 2008 for pinch points on this link in the AM and PM peak hours was 19% and 15% respectively.

6.11 A303 Corridor

The results of the traffic model for the A303 corridor are presented below:

6.12 Gillingham to Shaftesbury

The B3081 links Gillingham with Shaftesbury. It is a single carriageway road, sections of which are bendy and steep, particularly at Shaftesbury. Figure 6-1 demonstrates that the 2006 recorded annual average daily traffic for this section of the B3081 is 16,500 vehicles. Furthermore, it shows that traffic using the route has grown by 63% since 1983.

Table 6-1 shows the design capacity for the highest standard section of this route to be 1,296 vehicles per hour. A reduction factor, that has been agreed by Dorset County Council, is applied to account for the characteristics of 'pinch points' on this road. This reduces the design capacity to 744 vehicles per hour.

Figure 6-5, Figure 6-6 and Figure 6-7 show the results of the traffic model for the B3081. Figure 6-7 shows that the RFC value in 2008 for pinch points on this link in the AM and PM peak hours was 75% and 72% respectively.

6.13 Gillingham to Wincanton

The B3081 connecting Gillingham with the A303 to the north west of the town is a single carriageway road. Figure 6-1 demonstrates that the recorded annual average daily traffic for the B3081 in 2006 was 4,500 vehicles. In addition, traffic growth using the route has been quite high (50% growth in the observed period since 1983).

The design speed for the highest standard of the B3081 is estimated to be 1296 vehicles per hour. A reduction factor, that has been agreed by Dorset County Council, is used to account for the lowest standard section of road. This reduces the design capacity to 1,020 vehicles per hour. Figure 6-7 shows that the RFC value in 2008 for pinch points on this link in the AM and PM peak hours was 25% and 29% respectively

6.14 Gillingham to Mere

The B3092 is a single carriageway road linking Gillingham to Mere and the A303. The recorded annual average daily traffic in 2006 according to Figure 6-1 was 6,200 vehicles. Traffic has grown proportionally by 48% since 1983. The results of the traffic model shown in Figure 6-7 shows that the RFC value in 2008 for pinch points on this link in the AM and PM peak hours was 30% and 42% respectively.

6.15 Shaftesbury to Salisbury

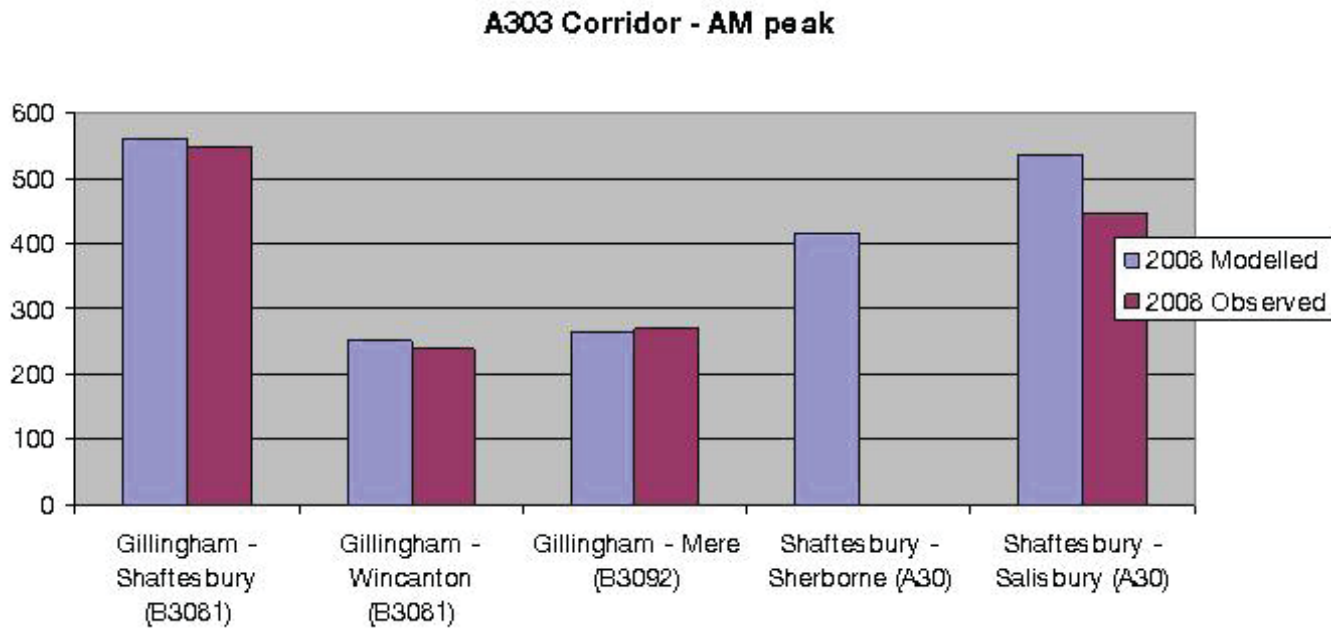
The A30 links Shaftesbury with Salisbury to the east. There are three settlements located on route Ludwell, Fovant, and Barford St Martin. Figure 6-1 shows that the recorded annual average daily traffic in 2006 for this section of the A30 was 6,800 vehicles. Traffic has grown by approximately 19% since 1983. Figure 6-7 shows that the RFC value in 2008 for pinch points on this link in the AM and PM peak hours was 46% and 39% respectively.

6.16 Shaftesbury to Sherborne

The A30 links Shaftesbury with Sherborne. It is a single carriageway link that passes through the settlements of East Stour, West Stour, Henstridge and Milborne Port. Figure 6-1 shows the recorded annual average daily traffic on this link in 2006 was 9,600 vehicles.

The design capacity of the highest standard section of this link is estimated to be 1,296 vehicles per hour. A reduction factor is applied to the poorest standard section of road; this reduces the design capacity to 1,158 vehicles per hour.

Figure 6-7 shows that the RFC value in 2008 for pinch points on this link in the AM and PM peak hours was 36% and 38% respectively.



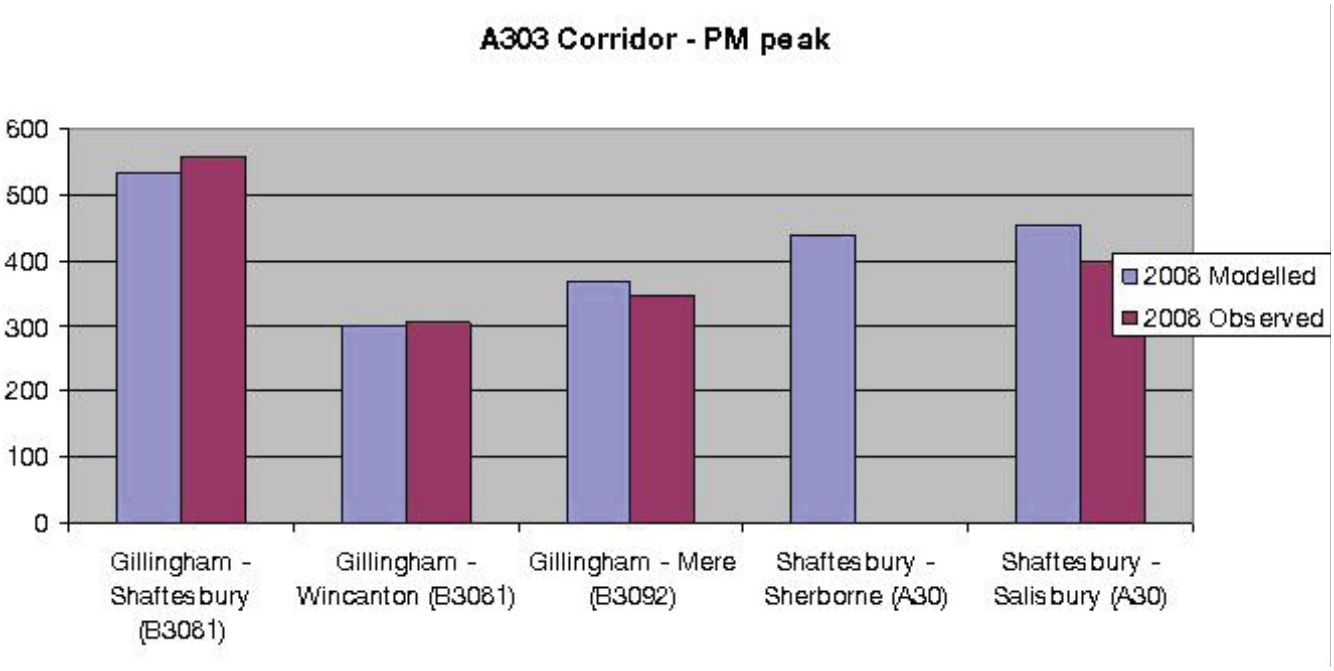


Figure 6-5 *Modelled single lane flows for A303 corridor*

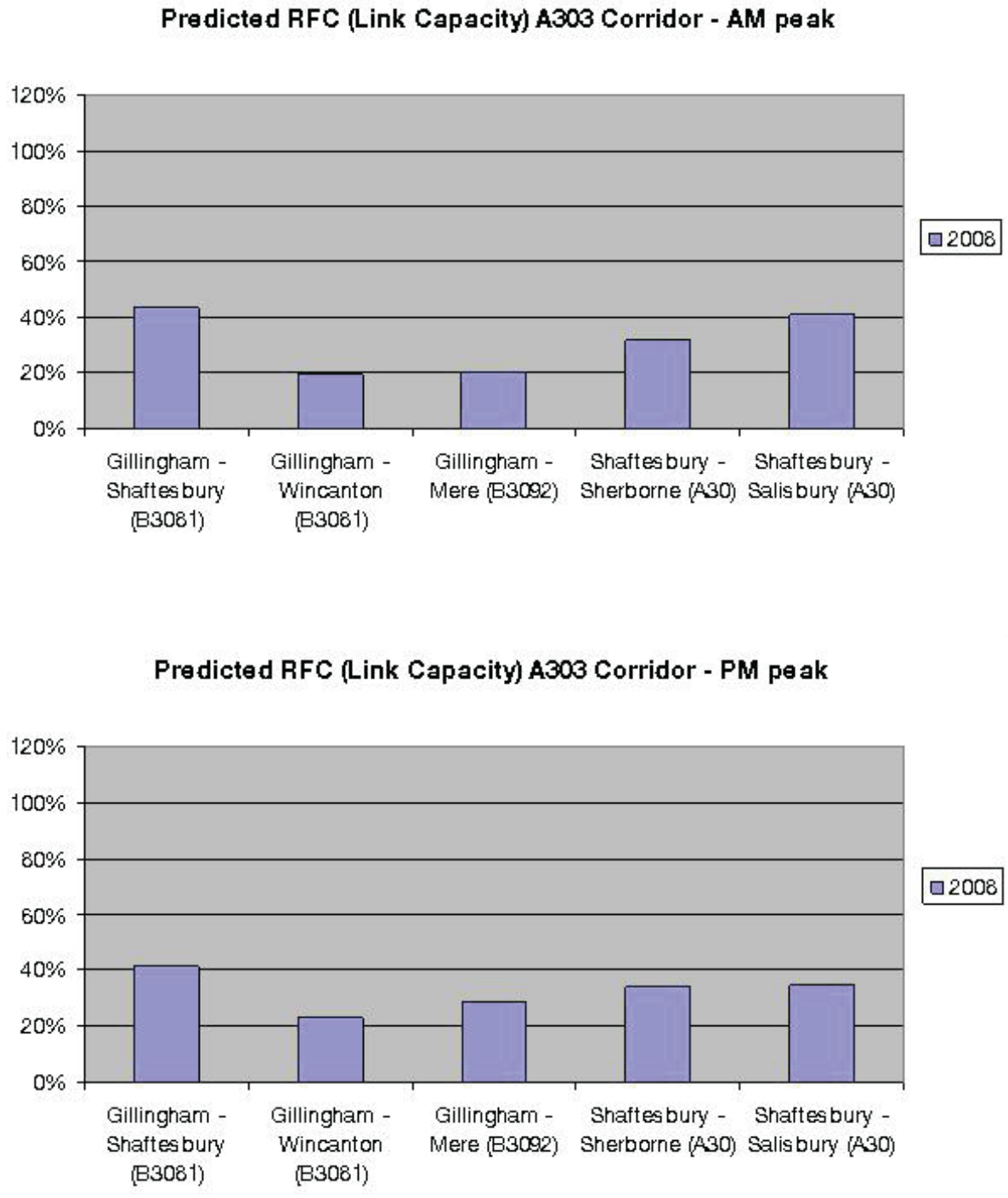
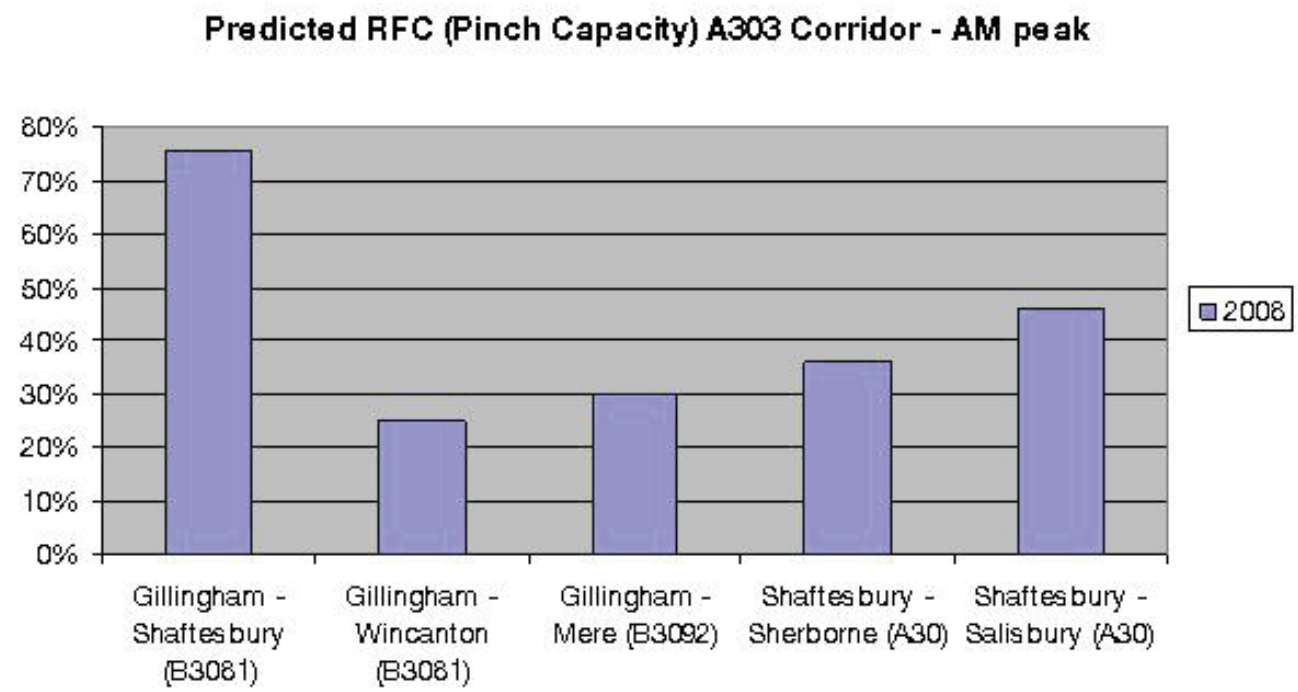


Figure 6-6 *Modelled single lane RFC on the A303 (highest estimated capacity)*



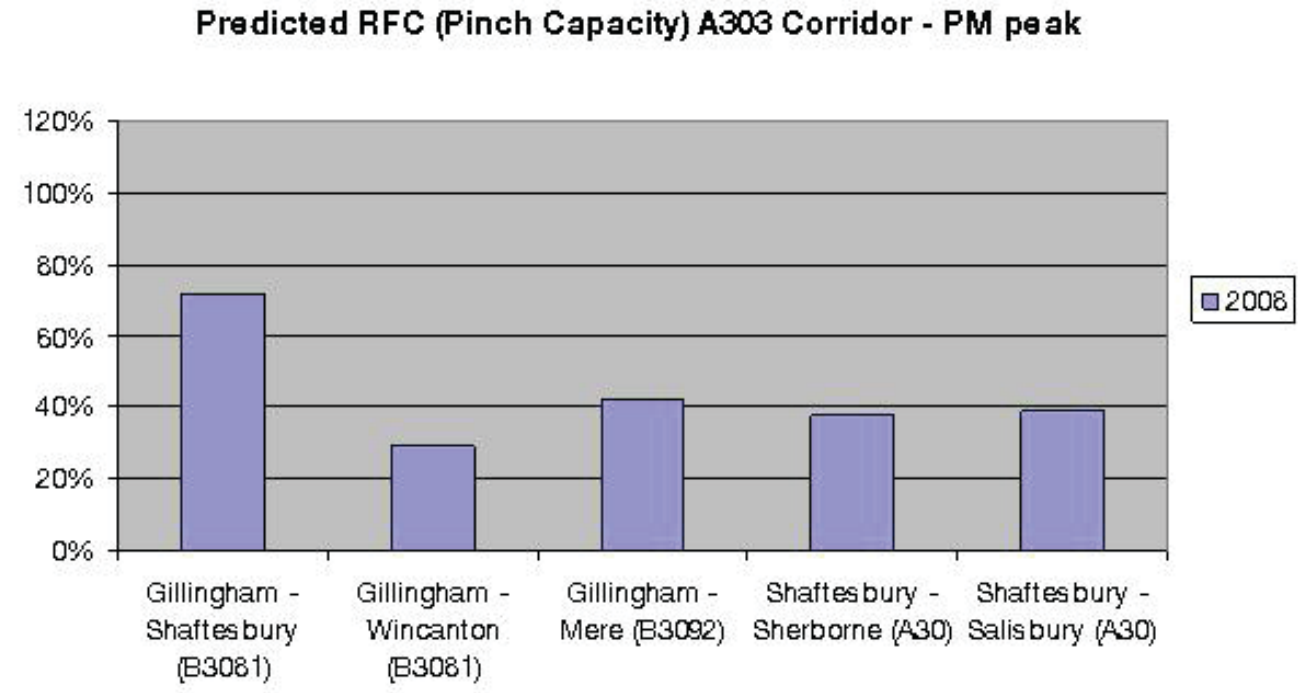


Figure 6-7 *Modelled single lane RFC on the A303 (lowest estimated capacity)*

6.17 A31 Corridor

The traffic model results for the A31 corridor are presented below:

6.18 Blandford Forum to Dorchester

The A354 connecting with the A35 at Puddletown is the primary route between Blandford Forum and Dorchester. This section of the A354 is single carriageway. It passes through the settlements of Thornicombe, Winterborne Whitechurch and Milborne St Andrew. At present 30mph speed restrictions are applied to the sections of the A354 that pass through the latter two villages.

The estimated design capacity of the highest standard section of the A354 is 1,268 vehicles per hour. A reduction factor is applied to the poorest standard section of this road that was agreed by Dorset County Council. The design capacity at 'pinch points' is estimated to be 822 vehicles per hour (see Table 6-1). Figure 6-8, Figure 6-9 and Figure 6-10 show the traffic modelling results for the A354 and A35. Figure 6-10 shows that the RFC value in 2008 for pinch points on this link in the AM and PM peak hours was 35% and 37% respectively.

The A35 between Puddletown and Dorchester is part of the Strategic Road Network and is therefore managed by the Highways Agency. Between Puddletown and Cuckoo Lane, approximately 2.5 miles north east of Dorchester, the A35 is dual carriageway. It is reduced to a single carriageway at Dorchester and Stinsford roundabout, which are the main accesses to Dorchester town centre. The dual and single carriageway sections comply with the maximum standards set by the DMRB. Figure 6-10 indicates that in both the AM and PM peak periods the single carriageway section of the A35 outside Dorchester operates at capacity already

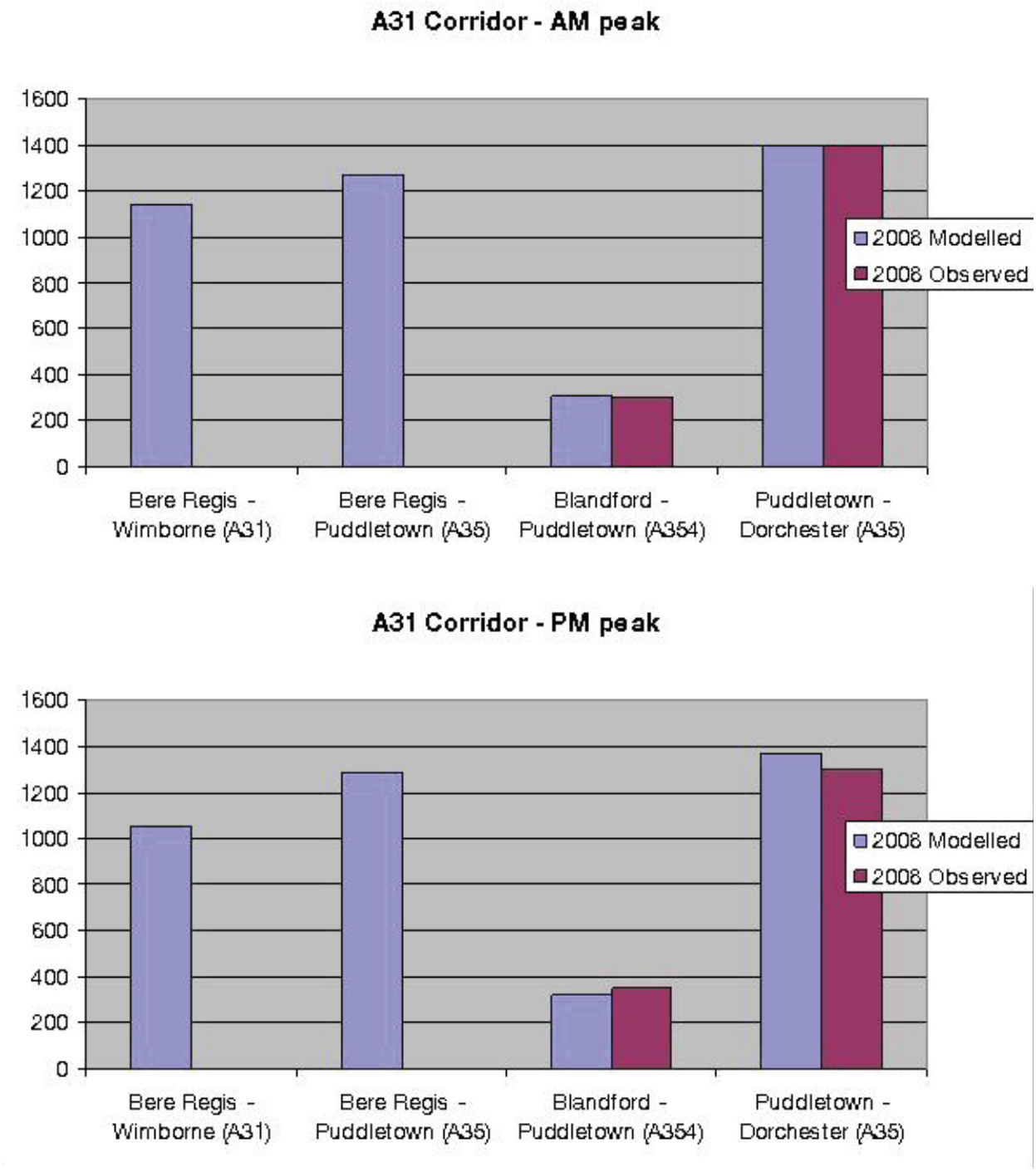
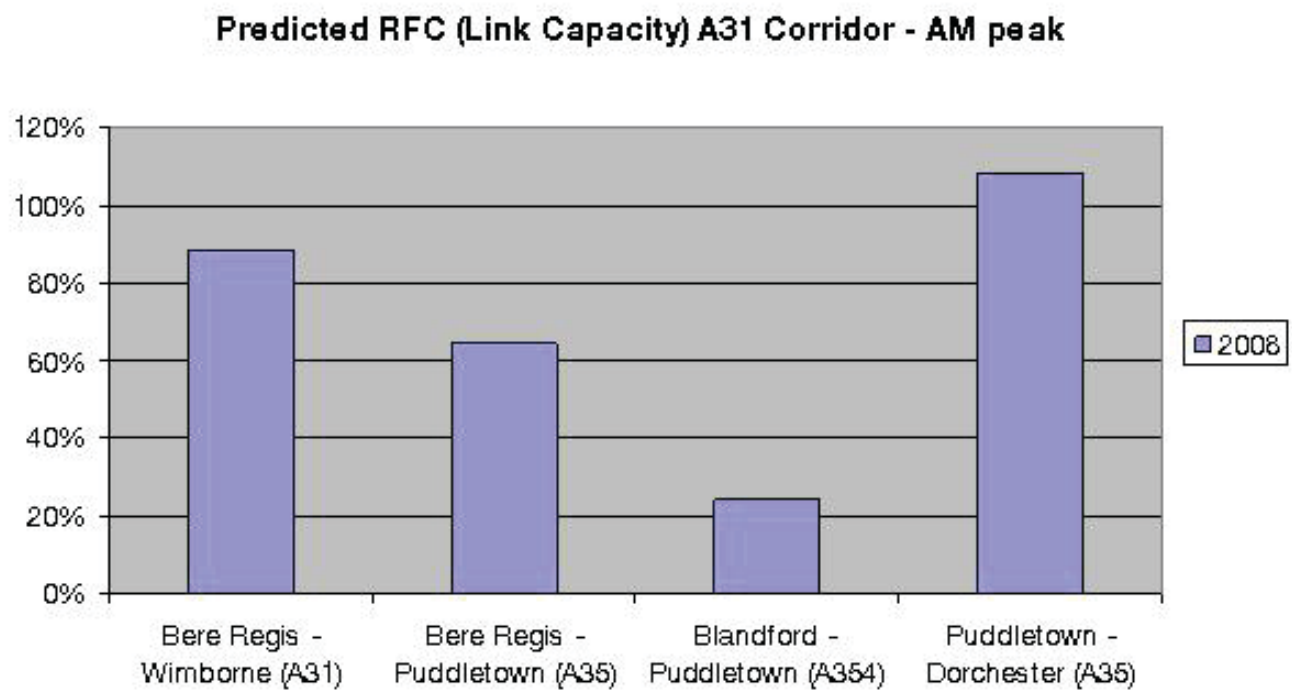


Figure 6-8 *Modelled single lane flows for A31 corridor*



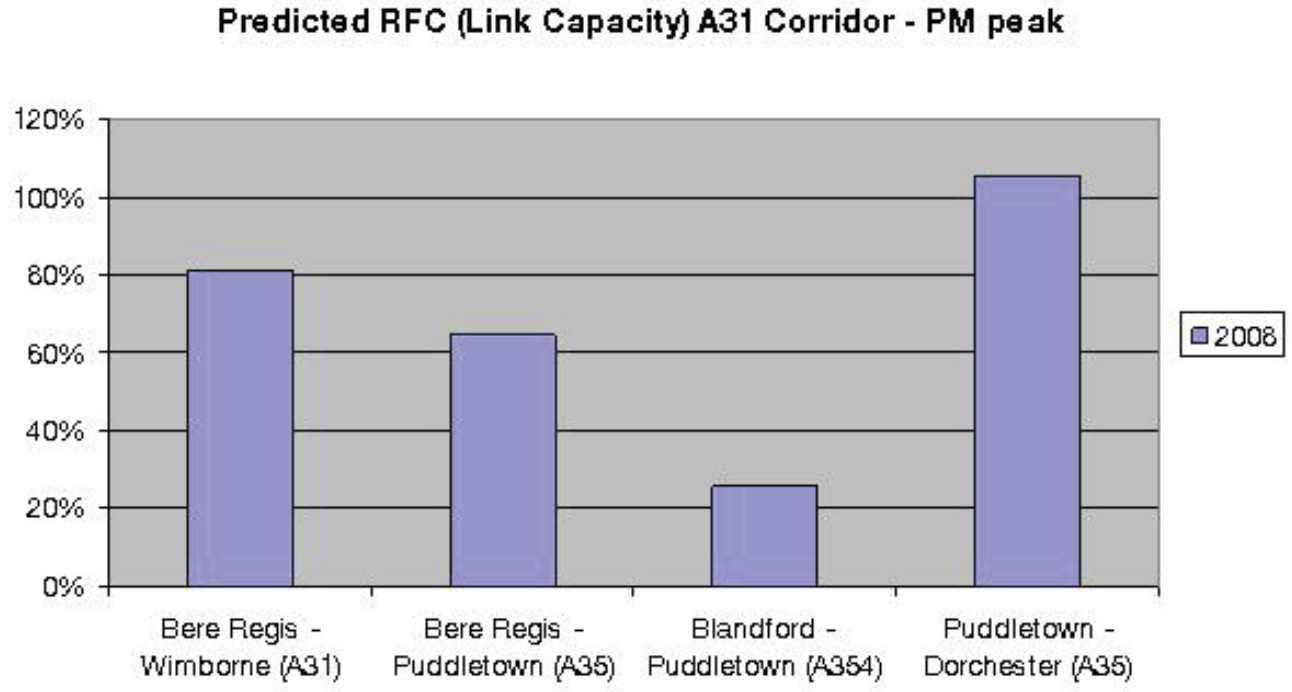


Figure 6-9 *Modelled single lane RFC on the A31 (highest estimated capacity)*

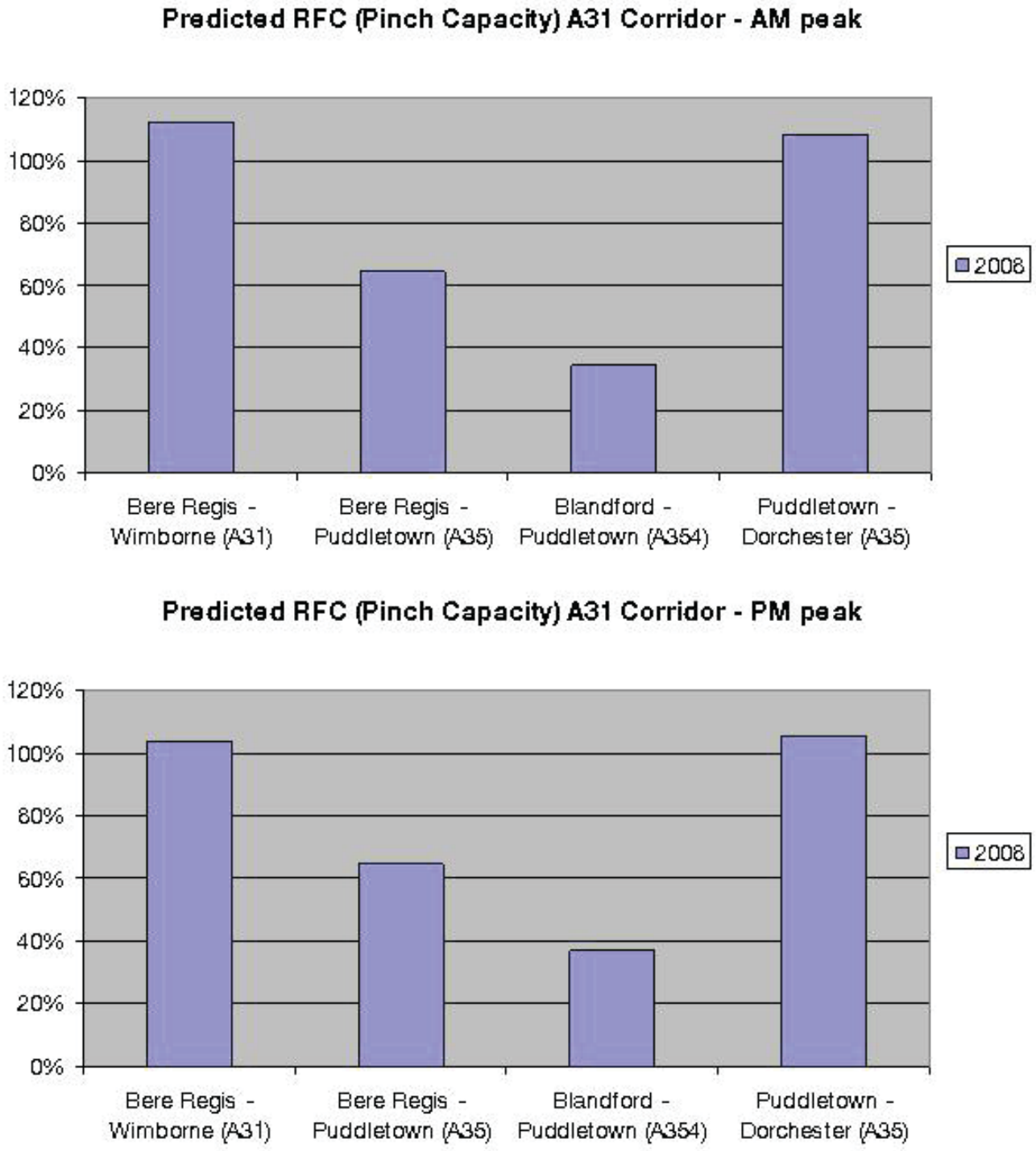


Figure 6-10 *Modelled single lane RFC on the A31 (lowest estimated capacity)*

6.19 Bere Regis to Wimborne Minster

The section of the A31 between Bere Regis and Wimborne is part of the Strategic Road Network. It largely consists of original, unimproved narrow single carriageway, with poor vertical and horizontal alignment and drainage problems. The estimated design capacity for the highest standard section of this link is 1,296 vehicles per hour. A reduction factor, agreed with Dorset County Council, is used to be account for the characteristics of the lowest standard section of the link. This reduces the design capacity to 1,020 vehicles per hour. Figure 6-10 shows that at present the A31 operate near to its design capacity.

7 Parking

7.1 Introduction

This section considers the existing provision of public off-street (destination) parking in the main towns in North and north East Dorset and residential parking standards. Public off-street parking in the study area refers to those car parks managed by NDDC and EDDC.

7.2 Blandford Forum

Table 7-1 reports the current parking provision in the Blandford Forum, North Dorset (off-street) Parking Places Order (2008). The location of these car parks is illustrated in Figure 7-1. Off-street parking for coaches is at Langton Road, where there are 5 spaces available. All car parks are centrally located.

Car Park	Long stay/ short stay	Total spaces	Disabled spaces	Charge for 1 hour	Maximum stay
Church Lane	Short stay	25	1	£0.60	2 hours
Eagle House Gardens	Long stay	32	3	£0.60	72 hours
Langton Road	Short Stay	38	2	£0.60	4 hours
Langton Road	Long stay	99	0	£0.90 all day	72 hours
Marsh and Ham	Short stay	171	13	£0.60	4 hours
The Milldown	Long stay	27	0	No charge	72 hours
Station Court	Long stay	38	0	No charge	72 hours
Stour Meadows	Long stay	92	2	No charge	72 hours
Tabernacle	Short stay	7	1	No charge	1 hour
	Total	529	22		

Table 7-1 Current off-street parking provision in Blandford Forum

Figure 7-1 *Location of off-street parking in Blandford Forum*

7.3 Gillingham

Table 7-2 describes the current level of off-street parking in Gillingham. Figure 7-2 shows the locations of off-street parking in the town. There is no provision for coach parking.

In addition private off-street parking is provided at Gillingham Station. The key stakeholder consultation responses indicate that demand for parking at the station is regularly greater than the available capacity, overspill parking consequently occurs on the surrounding roads

Car Park	Long stay/ short stay	Total spaces	Disabled spaces	Charge for 1 hour	Maximum stay
Chantry Fields	Long stay	80	4	£0.40	72 hours
Gas Lane	Long stay	23	1	£0.90 all day	72 hours
High Street	Short stay	20	3	£0.60	2 hours
High Street	Long stay	55	2	£0.60	10 hours
	Total	178	10		

Table 7-2 Current off-street parking provision in Gillingham

Figure 7-2 *Location of off-street parking in Gillingham*

7.4 Shaftesbury

Table 7-3 identifies the supply of public off-street parking in Shaftesbury. The location of each car park is shown in Figure 7-3. Additional private off-street parking is also provided at the Tesco store located on Christy's Lane, although this is intended for customers only.

Car Park	Long stay/ short stay	Total spaces	Disabled spaces	Charge for 1 hour	Maximum stay
Angel Lane	Short stay	60	1	£0.60	4 hours
Barton Hill	Long stay	74	5	No charge	72 hours
Bell Street	Short stay	57	6	£0.60	2 hours
Bell Street	Long stay	96	4	£0.60	4 hours
Longmead	Long stay	69	0	No charge	72 hours
	Total	356	16		

Table 7-3 Current off-street parking provision in Shaftesbury

The key stakeholder consultation responses indicate that there is a concern amongst local businesses that the amount of parking available is insufficient, encouraging people to shop and access services elsewhere.

7.5 Sturminster Newton

Table 7-4 shows the public off-street car parks managed by NDDC in Sturminster Newton. Church Street and Station Road car parks are located centrally within close proximity of local shops and services. According to the North Dorset (off-street) Parking Places Order (2008) there is no provision for coach parking in the car parks identified.

Car Park	Long stay/ short stay	Total spaces	Disabled spaces	Charge for 1 hour	Maximum stay
The Bridge Amenity Area	Long stay	6	0	No charge	12 hours
Butts Pond	Long stay	10	1	No charge	72 hours
Church Street	Short stay	18	1	£0.60	2 hours
Station Road	Long stay	82	8	£0.40	10 hours
	Total	116	10		

Table 7-4 Current off-street parking provision in Sturminster Newton

Figure 7-3 *Location of off-street parking in Shaftesbury*

7.6 Wimborne Minster

Wimborne Minster is located outside the North and north East Dorset study area and acts as the nearest market town for the rural part of East Dorset. The current availability of public off-street parking is identified in Table 7-5. The location of the car parks identified is shown in Figure 7-4.

Car Park	Long stay/ short stay	Total spaces	Disabled spaces
Allenview South	Short stay	94	4
Allenview North	Long stay	91	0
Allenview West	Long stay	140	3
King Street	Short stay	103	4
Hanham Road South	Short stay	28	1
Park Lane	Short stay	13	2
Poole Road	Long stay	58	3
Westfield Close	Long stay	160	2
Pye Corner	Long stay	6	0
Leigh Road	Long stay	63	1
Old Road	Long stay	43	0
Walford Mill	-	48	2
Traders Car Park, Deans Court Lane	-	33	0
Brook Road	-	14	0
Somerfield, Crown Mead	Short stay	70	4
High Street	Short stay	40	0
	Total	1004	15

Table 7-5 Current public off-street parking provision in Wimborne Minster

Figure 7-4 *Location of off-street parking in Wimborne Minster*

7.7 Residential parking standards

At present, the North Dorset District-Wide Local Plan and the East Dorset Local Plan set out the parking standards to be applied by the planning authorities for development in the study area. These parking standards correspond with some of the guidance set out by Planning Policy Guidance (PPG) 13. For example, it is suggested by the North Dorset District-Wide Local Plan that the level of parking provided for developments should reflect the need to promote sustainable travel choices and reduce reliance on the car. Furthermore, according to the Local Plans, parking provision should generally be the minimum necessary to serve the development and prevent unacceptable levels of on-street parking.

PPG 13 suggests that local authorities should adopt reduced parking requirements at locations where access by other means of transport is good.

The parking standards set out by the North Dorset District-wide Local Plan are identified in Table 7-6.

Development Type	**All development Town centres and within 400m of the public transport network.**	**Elsewhere**
	Max	Max
Residential - Space per dwelling	1	2
Employment - Space per employee	1	1
- Space per visitor	1	1
Retail/commercial - Space per customer @ 1 per 10m2 GFA	1	1
- Space per staff	1	1
Community Facilities & leisure - Space per user	1	1
- Space per staff	1	1

Table 7-6 North Dorset Parking Standards (North Dorset district-wide Local Plan)

The standards in Table 7-6 are applied to all parts the North Dorset District. At present there is no differentiation between residential parking provision in urban and rural area although this is addressed by the Dorset Residential Parking Study described later.

With regards to parking for the disabled, the Policy 5.18 in the Local Plan states that car parking facilities will be made available, both on- and off-street, and access will be improved where necessary.

The guide to car parking in the East Dorset Local Plan was set out to provide interim maximum standards, prior to the publication of PPG13. It is stated in the East Dorset Local Plan that where there is parity between the development and the use classes identified in PPG13, there will be a general presumption in favour of the PPG level of provision identified in Table 7-7. The interim guidance that is now regarded to be out of date by the District Council is presented in Appendix A.

Use	National Maximum Parking Standard 1 space per square metre (m2) of gross floor space unless otherwise stated	Threshold from and Above Which Standard Applies (gross floor space)
Food retail	1 space per 14m2	1000m2
Non food retail	1 space per 20m2	1000m2
Cinemas and conference facilities	1 space per 5 seats	1000m2
D2 (other than cinemas, conference facilities and stadia)	1 space per 22m2	1000m2
B1 including offices	1 space per 30m2	2500m2
Higher and further education	1 space per 2 staff + 1 space per 15 students	2500m2
Stadia	1 space per 15 seats	1500 seats

Table 7-7 Maximum parking standards (PPG13)

PPG13 states that the maximum standards presented in Table 7-7 should be applied throughout England, unless Local Authorities set alternative standards that are more applicable to the local context. The standards should be applied as a maximum unless the applicant has demonstrated (where appropriate through preparing a transport statement) that a higher level of parking is needed. In these circumstances the applicant will be expected to demonstrate that they have taken measures to minimise the amount of parking associated with their development. These standards do not apply to smaller developments. PPG13 states that there should be no minimum parking standards for development other than for disabled spaces.

The Dorset Residential Car Parking Study was commissioned by DCC in December 2006. The study is a direct response to paragraph 51 in Planning Policy Statement 3 (issued in November 2006). This stated that Local Planning Authorities should, with stakeholders and communities, develop residential parking policies for their areas, taking account of expected levels of car ownership. The complete Dorset Residential Car Parking Study is provided as an appendix to this report.

8 Public Transport

8.1 Introduction

The 2001 Census shows that the mode split for residents travel to work by bus is lower in the study area than the national average. The Census reports that bus use is low in both the market towns and rural areas.

	Mode Share (%)							
	Works mainly at or from home	**Train**	**Bus, minibus or coach**	**Driving a car or van**	**Passenger in a car or van**	**Bicycle**	**On foot**	**Other**
England and Wales	9	4	7	55	6	3	10	5
Dorset	12	1	3	61	6	3	11	2
North Dorset	14	1	1	58	5	3	16	2
Gillingham	11	2	1	60	6	4	14	2
Shaftesbury	12	1	1	56	6	3	19	2
Blandford Forum	9	0	3	60	6	3	17	2
Rural North Dorset	17	1	1	61	5	2	11	2
Rural East Dorset	16	1	1	68	4	2	5	3

Table 8-1 North and north East Dorset resident population mode share (ONS)

8.2 Buses

The rural nature of communities and the dispersed population of the study area create challenging circumstances for bus operation. Low patronage levels on most routes means that the majority of services are heavily subsidised and not regarded by operators as being viable commercial services. In North Dorset, bus services between Gillingham and Shaftesbury, and Blandford Forum and Poole, are the only routes enjoying a regular hourly service.

Services between the three main towns, with the exception of Gillingham to Shaftesbury, operate three or more times a day but are considered to be of an insufficient frequency for commuting and to permit access to services on a daily basis. There is a notable lack of early morning and late evening bus services, inhibiting local residents from travelling to work by public transport. The majority of bus services in the more rural parts of North Dorset are even less frequent.

The rural communities south of Shaftesbury and Blandford Forum are served by bus routes that only operate on certain days of the week.

In addition to the fixed schedule services, there are also demand responsive transport (DRT) buses, part of the 'Door to Dorset' scheme. The first and last services of the day run according to a fixed route and timetable - outside this, local residents are able to book bus journeys to a range of key destinations. At present, the number 300 DRT bus serves rural communities in the area between Wimborne, Cranborne and Blandford Forum. A further DRT service is provided by the Connect 2 Wiltshire scheme operated by Wiltshire County Council, between Mere, Gillingham and Shaftesbury. These services use vehicles that are low floor and accessible to wheelchair users.

In north East Dorset, public transport services are even more fragmented. There is an hourly fixed scheduled service between Blandford Forum and Salisbury, serving communities along the A354. In addition, the existing public transport links between Wimborne and the South east Dorset conurbation are frequent and of good quality. The service between Blandford Forum and Poole is hourly during the week. However, accessibility by public transport to key services such as GP surgeries, food shopping and employment is poor in the remainder of north East Dorset. Many communities are served by bus routes that only operate on certain days of the week.

DRT services have been rolled out to parts of rural East Dorset, including the number 300 service. However, the consultation responses suggest that the success of DRT in this part of the county has been mixed. Some of those who participated in the key stakeholder consultation were particularly concerned about the availability and quality of information about how to use DRT services. Better marketing, clearer timetabling and user instructions were seen as necessary to encourage more local residents to use the service.

In recent years, bus services in the rural parts of East Dorset have been reduced. This has severely affected the mobility of those without access to the car, particularly elderly residents. The key stakeholder consultation responses reported that access to health care facilities and food shopping is particularly problematic for many rural communities in East Dorset.

Figure 8-1 shows the routes and frequency of existing bus services operating in the study area.

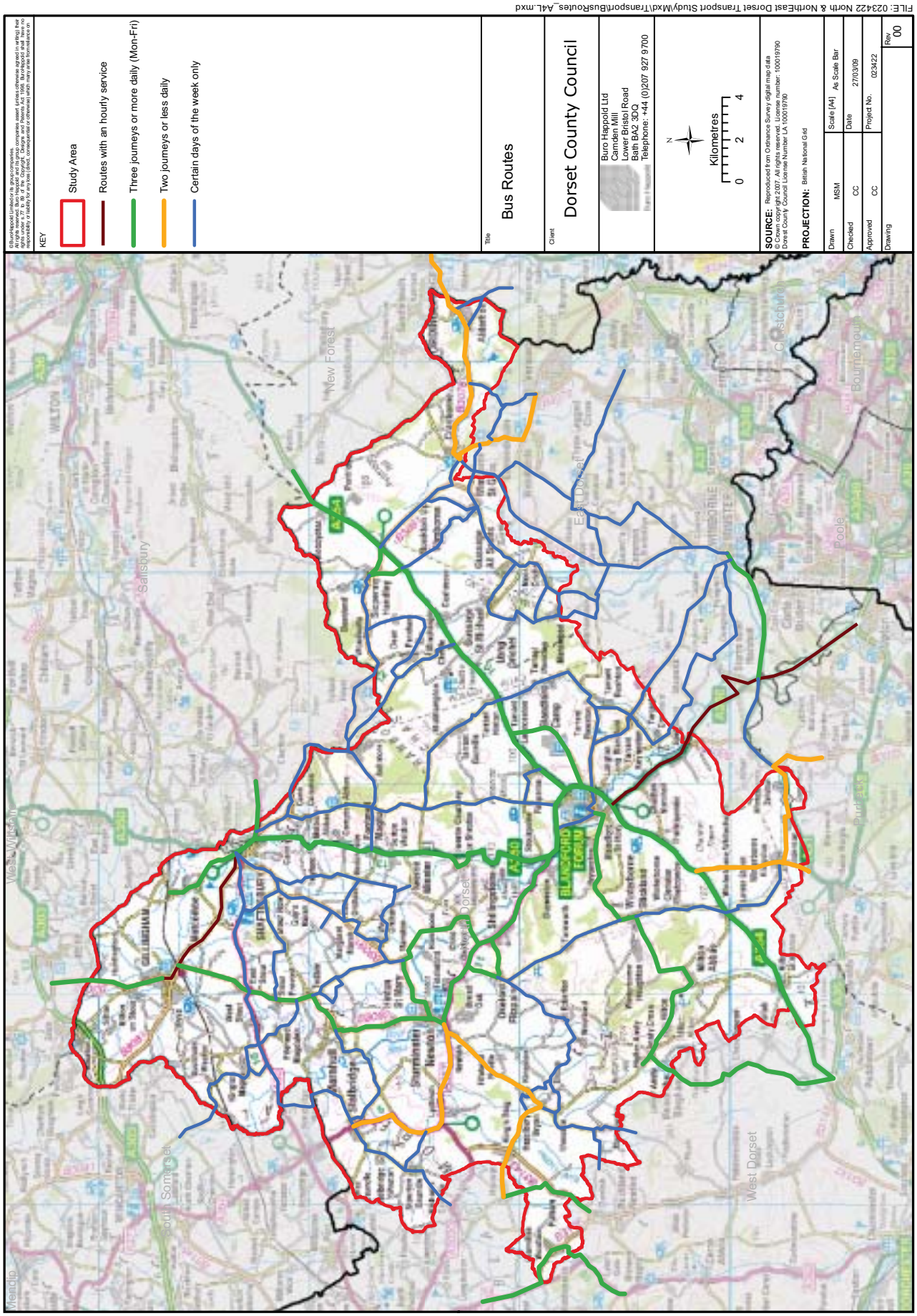


Figure 8-1 *Existing bus routes operating in North and north East Dorset*

8.3 Gillingham

The number 58, 58a and 59 services provide a regular hourly link between Gillingham to Shaftesbury. Furthermore the 58 and 58a bus provide 8 services to Yeovil per day during the week. Bus connections to Salisbury are infrequent. This is significant given that according to the census approximately 13% of residents commute to Salisbury.

The number 15 and 39 bus services operate only on a Tuesday, whilst there is no number 26 service before 12:55pm. There are 8 number 29 services per day, the earliest at 07:23 and the latest at 17:35.

Bus services 58, 58A, 59 and 658 provide an hourly public transport connection with Gillingham train station enabling longer distance travel by public transport. However, it is understood through the key stakeholder consultation that the timings of bus and rail services do not adequately allow for a comfortable interchange. Often buses arrive at the same time that trains are scheduled to depart.

8.4 Shaftesbury

The number 83 bus service provides a link between Shaftesbury, Gillingham and Blandford Forum that could be used by commuters. The town also has two bus connections to Gillingham station, with a journey time not exceeding 15 minutes. The number 63 bus service connects Shaftesbury to Gillingham, Mere, Salisbury, with a journey time of less than one hour. There are no direct peak hour commuter journeys to Salisbury, Sherborne, or the Wiltshire towns of Warminster, Westbury and Frome to the north. The 53 and 53A bus service operated by First provides a good quality hourly connection to Gillingham and Yeovil during the week.

8.5 Blandford Forum

The X8 bus service operated by Wilts and Dorset Bus Company provides an hourly service between Blandford Forum and Poole. There are two buses that commuters are able to catch in the morning operating on this route and one in the afternoon peak period.

The number 184 provides a less frequent connection to Salisbury, Dorchester and Weymouth. The rural areas immediately surrounding Blandford Forum are not well served by regular buses. This is significant given the dispersed commuting patterns identified.

8.6 Sturminster Newton

The number 309 bus service connects Sturminster Newton with Blandford Forum, Gillingham and Shaftesbury. There are 6 services per week day operating on this route, the earliest at 08:03 and the latest at 14:18, making it impractical for commuting purposes. The number 310 bus service connects Sturminster Newton with Blandford Forum. There are 12 services per week day operating on this route, the earliest at 07:53 and the latest 18:25. Additional bus links operate much more infrequently to Wincanton, Salisbury and Dorchester..

8.7 Rail

Gillingham station is the only rail connection in the study area. It is situated 10 minutes walk south of Gillingham town centre on Station Road. There are bus services connecting with the station but consultation with the Three Rivers Community Partnership raised concern over a lack of integration between bus and rail timetables. There are car parking facilities at the station which are frequently oversubscribed during the week as demand for spaces is very high. Currently, the car park operates as 'pay and display' with a £2.30 charge for all day parking. There are understood to be issues with overspill parking onto the surrounding streets.

The station is on the West of England main line between Tisbury and Templecombe stations, running from Exeter St David's to London Waterloo. The station has two platforms of sufficient length to accommodate full length, 10 carriage trains. The frequency of rail services at Gillingham station is identified in Table 8-2.

	Monday - Friday	Saturday	Sunday
Exeter St David's - London Waterloo			
Services per day	23	18	15
Earliest train	05:34	06:42	07:55
AM Peak hour	08:12/ 08:42	N/A	N/A
PM Peak hour	17:48	N/A	N/A
Latest train	22:49	22:46	22:47
London Waterloo - Exeter St David's			
Services per day	21	17	16
Earliest train	06:42	06:42	07:35
AM Peak hour	08:41	N/A	N/A
PM Peak hour	17:13	N/A	N/A
Latest train	22:29	22:26	23:15

Table 8-2 Summary of rail services at Gillingham Station (17 May 2009 to 12 December 2009)

South West Trains operates the London bound service with a half hourly frequency in peak times and hourly during the off peak. There are two services to Yeovil before 9:00 and only one of these continues on to Exeter. In the interpeak periods there is an hourly service to Yeovil; the evening peak period services run half hourly.

Those living in north East Dorset are unlikely to use Gillingham railway station, travelling to nearer rail links at either Salisbury or Poole. Salisbury station is located on the Exeter to London Line whilst Poole station is on the Weymouth to London line. The X8 bus service provides a frequent connection from Charlton Marshall and Sturminster Marshall to Poole Bus Station, which is situated next to Poole Railway Station. The earliest X8 service arrives at Poole Bus Station at 07:33, and the latest return journey is at 23:30.

The Wilts and Dorset 184 bus service provides a public transport connection between Tarrant Hinton and Sixpenny Handley to Salisbury Bus Station. Salisbury bus station is situated approximately 1km east of the railway station. The earliest 184 calling bus service arrives at Salisbury bus station at 08:20, and the latest return journey is at 17:45.

The Network Rail Route Plan describes the existing rail infrastructure on Wessex Routes (Network Rail, 2009). It states that the long single track sections of the line considerably constrain the available capacity and limit the amount of paths that can be utilised across the route. The long sections of single track between Salisbury and Yeovil Junction cause reactionary delay, as whenever a train is late, it is likely to delay the following trains.

At present there is sufficient infrastructure and rolling stock to provide train service level of two trains per hour between Salisbury and Yeovil Junction.

8.8 Access to employment by public transport

Dorset County Council has used the 'Accession' computer package to map accessibility to employment opportunities by existing public transport services. Figure 8-2 and Figure 8-3 show the output of 'Accession' for North and East Dorset. These maps illustrate the level of accessibility to employment opportunities for low income households by public transport between 07:00 and 09:00 in the morning. Low income households have been selected as they are most likely not to have access to a car. The blue zones indicate the most accessible areas with journey times not exceeding 30 minutes. These are mainly concentrated in the main market towns including Gillingham, Shaftesbury, Sturminster Newton, Blandford Forum and Wimborne.

There are large areas of the study area where there is no provision of public transport for commuting, including the rural areas to the west and north east of Blandford Forum, to the south west of Stalbridge and east of Gillingham. Furthermore, Figure 8-3 demonstrates that there is no access to employment opportunities by public transport for low income households in most parts of north East Dorset.

Regular scheduled bus services cannot practically offer the flexibility needed to accommodate the geographically disperse nature of demand for transport in the rural areas. DRT services are more likely to be able to meet the needs of rural communities as they are flexible enough to respond to demand which is geographically and dispersed.

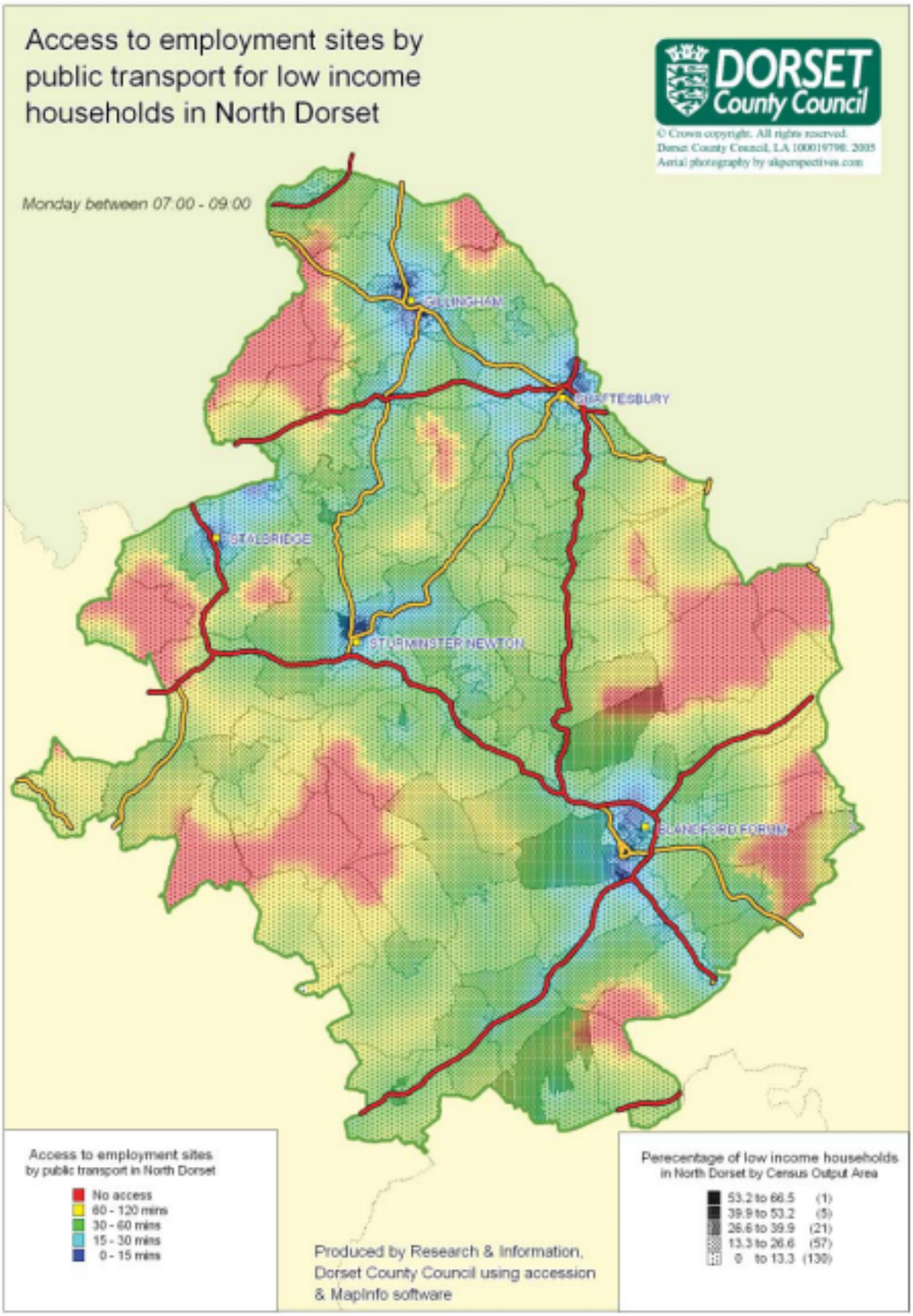


Figure 8-2 *Access map – Access to employment by public transport for low income*

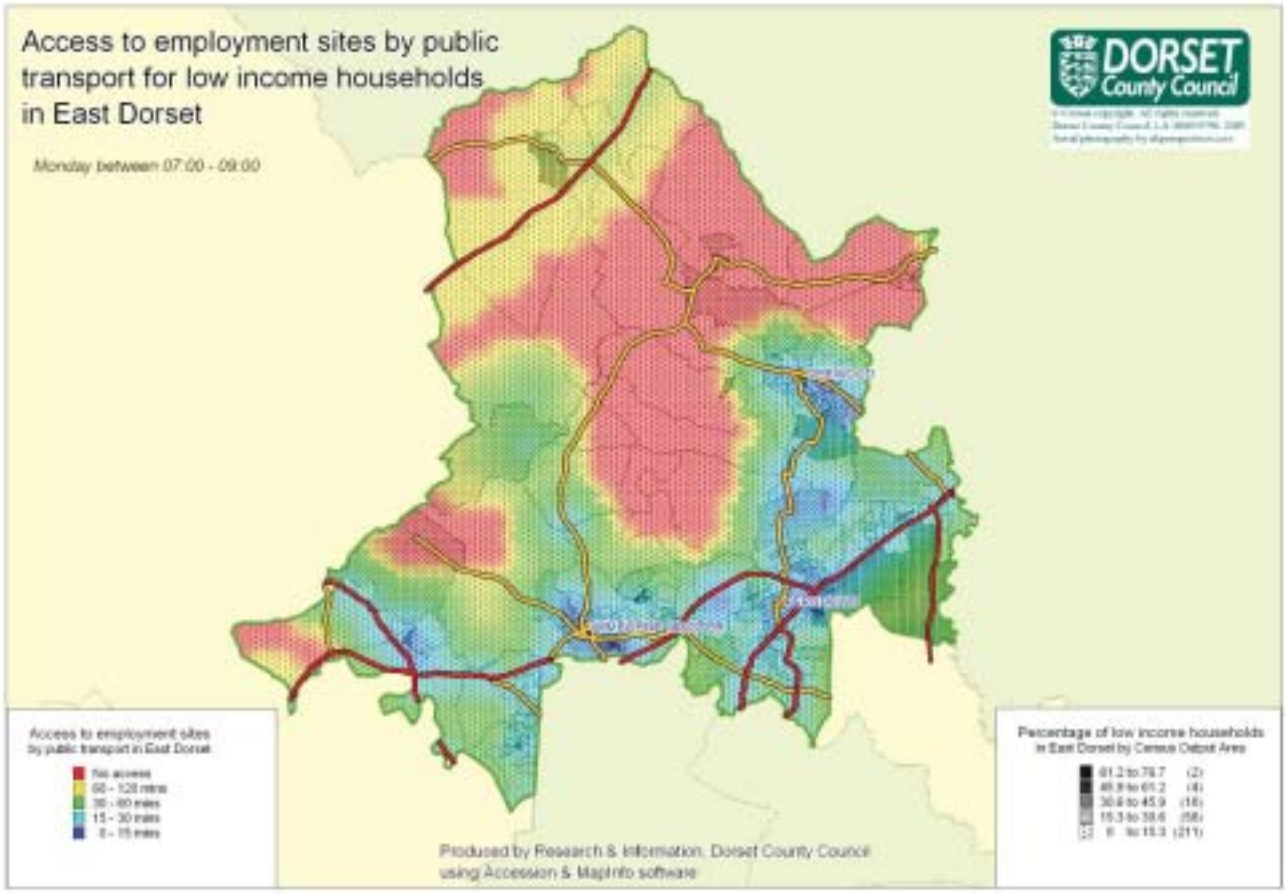


Figure 8-3 *Access map – Access to employment by public transport for low income households in East Dorset*

9 Walking and Cycling

9.1 Policy Context

The National policy White Paper titled "New Deal for Transport, Better for Everyone," published in 1997 identified the need to incorporate sustainable travel in to people's lives. Hence, its objective is to promote walking and cycling and encourage healthy lifestyles by reducing reliance on cars and making it easier to walk and cycle particularly for daily activities.

The National Cycling Strategy 1996 aimed to quadruple the number of cycling trips by 2011 using the following methods:

- Creating places that people want to walk and cycle in.
- Providing high quality facilities for safe walking and cycling.
- Influencing travel behaviour through education, training, marketing and promotion.
- Building schools and capacity.
- Monitoring success through better targets and indicators.

The Department for Environment, Transport and Regions' (2000) 'Encouraging Walking: Advice for the Local Authorities' stated that walking accounts for more than 25% of all journeys and for some 80%of journeys less than a mile. PPG 13 (Transport) emphasised the need to incorporate the needs of pedestrians and cyclists into the built environment by promoting dense, mixed use development.

The draft RSS (post EiP) recognises the need to improve accessibility to employment and other services by public transport, walking and cycling. The Local Transport Plan for Dorset 2006 and 2011 contains measures to promote walking and cycling in Dorset.

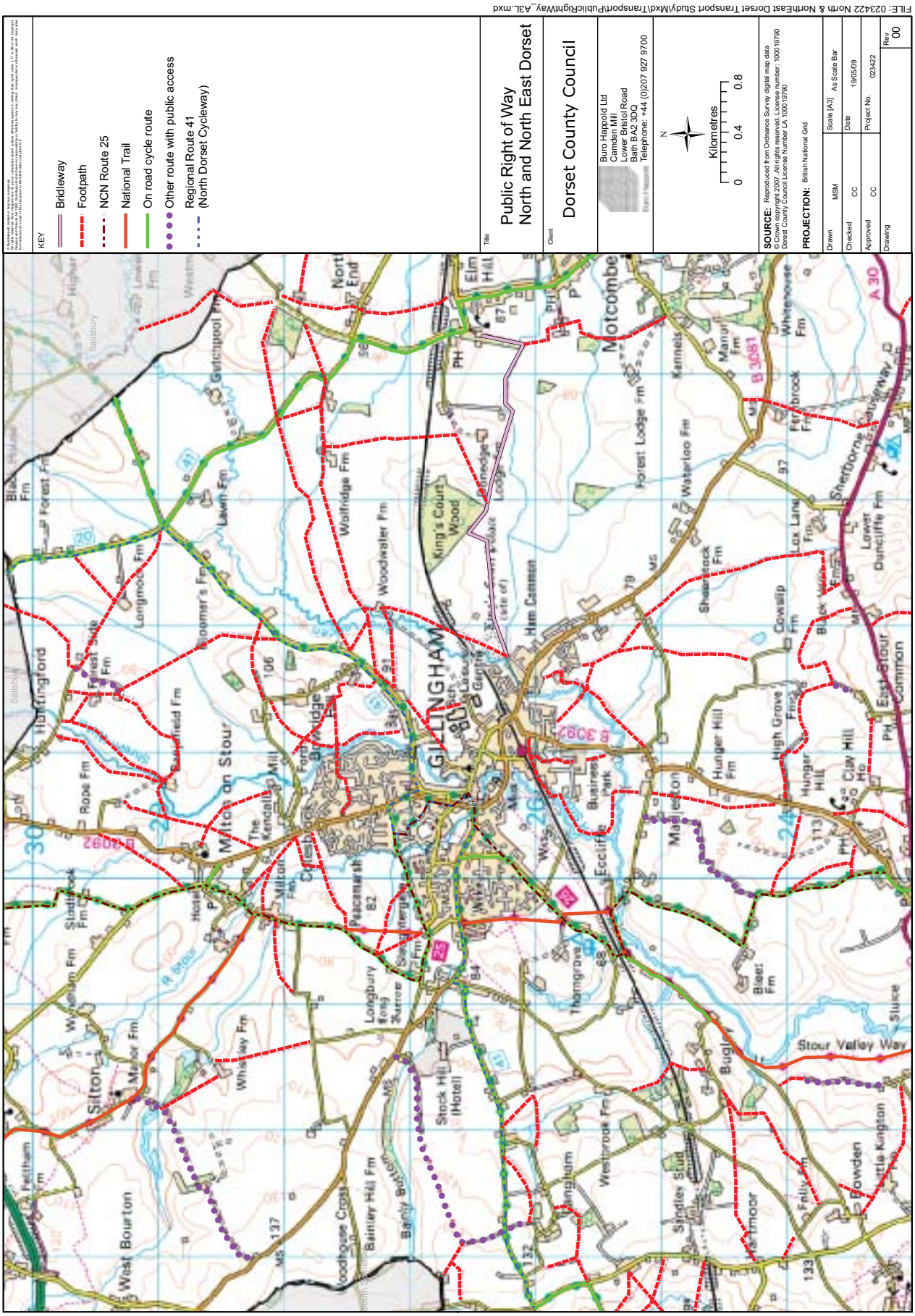


Figure 9-1 *Existing rights of way network in Gillingham*

9.2 Walking Routes

The existing network of rights of way in Gillingham, Shaftesbury and Blandford Forum are identified in this section

9.2.1 Gillingham

Figure 9-1 identifies the existing rights of way network in Gillingham and the surrounding area.

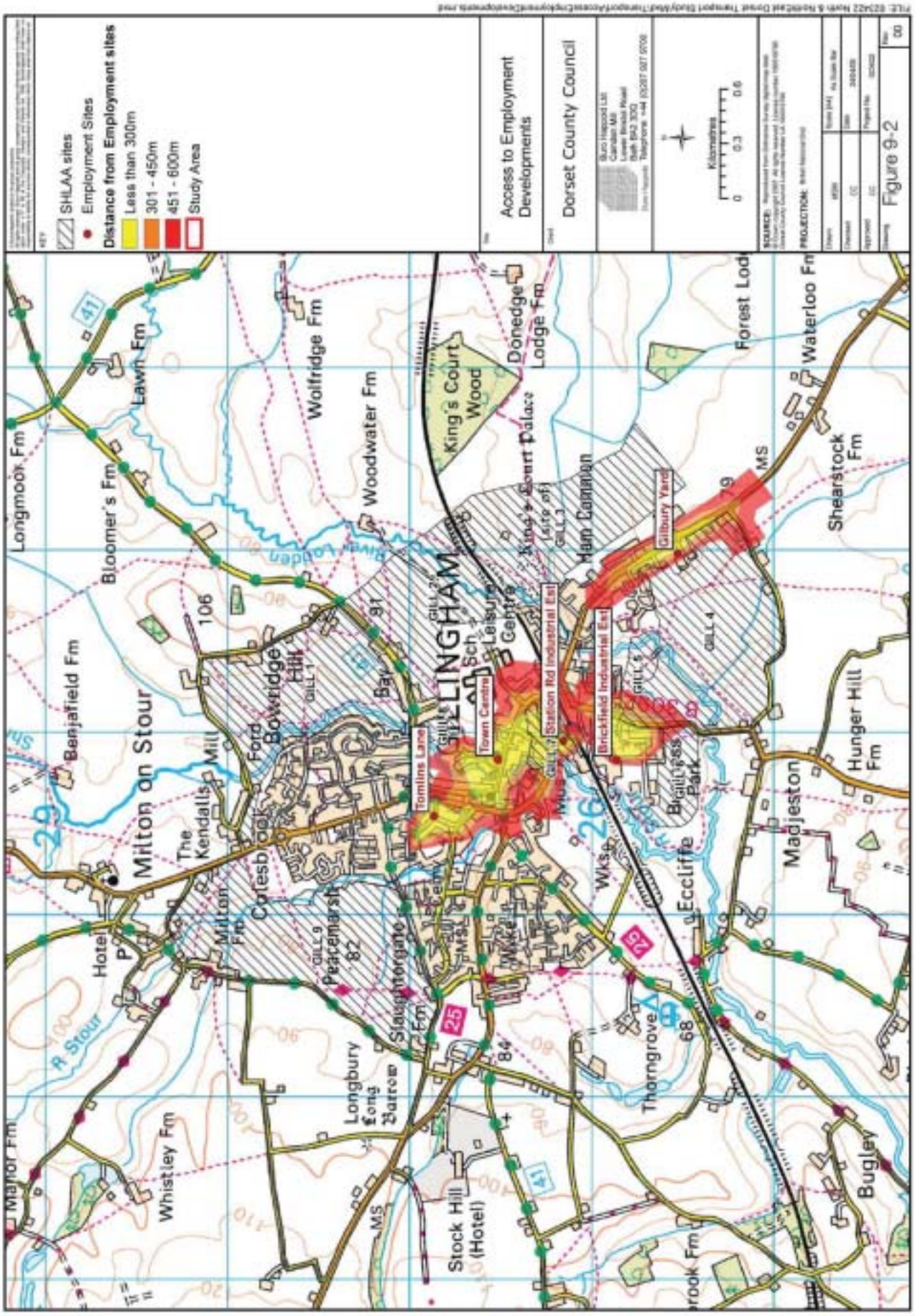


Figure 9-2 *Employment sites in Gillingham*

Access to employment opportunities for pedestrians is shown in Figure 9-2. Most employment opportunities are located towards the south of settlement around the town centre and the railway station. Walking distance to the nearest employment centre is greater than 600m in the north western and southern peripheral residential areas of the town. This may discourage local residents from walking and cycling to work.

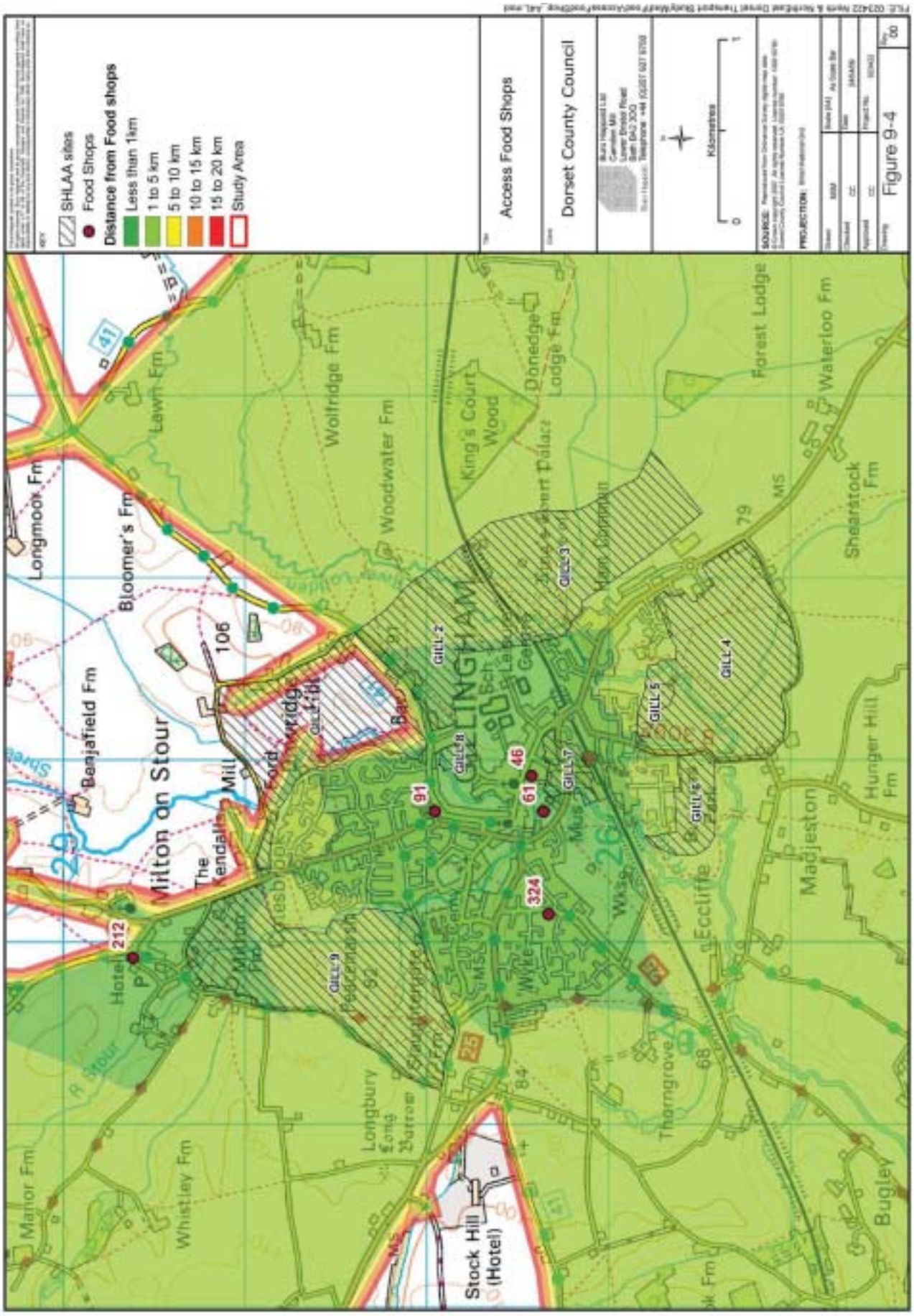


Figure 9-3 *Access to food retailers in Gillingham*

Figure 9-3 shows the distance between residential areas and the nearest education opportunities. The town has four primary schools and one secondary school located towards the south of the settlement, around the town centre. The residential areas to the north of the town including Colesbrook are more than 600m from the nearest primary or secondary school. Furthermore, parts of Wyke to the west and Ham Common to the south are further than the maximum distances indicated by RPG10 to the nearest school. This will affect people's choice of mode for the journey to school - the longer distance may encourage parents to drive their children to school. All primary schools in Gillingham have an agreed school Travel Plan. The Travel Plans set out a strategy for reducing travel to school by car and include measures to increase the level of walking and cycling.

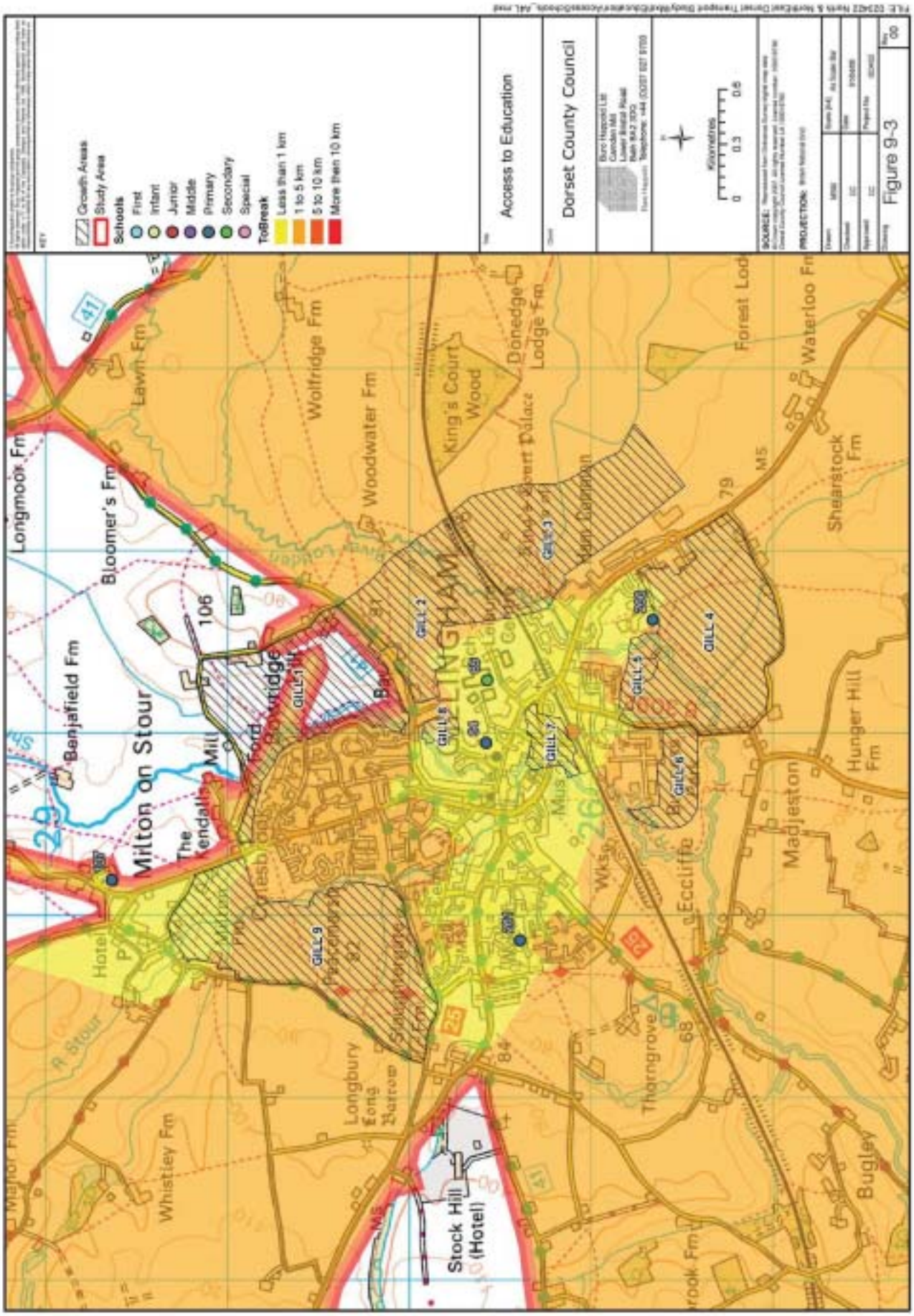


Figure 9-4 *Access to education in Gillingham*

Figure 9-4 demonstrates the proximity of food retailers in relation to the residential parts of Gillingham. Once again, most food retail provision is focused towards the south of Gillingham, around the town centre. Consequently, parts of Colesbrook and Wyke are further than the recommended maximum distance to the nearest food shop.

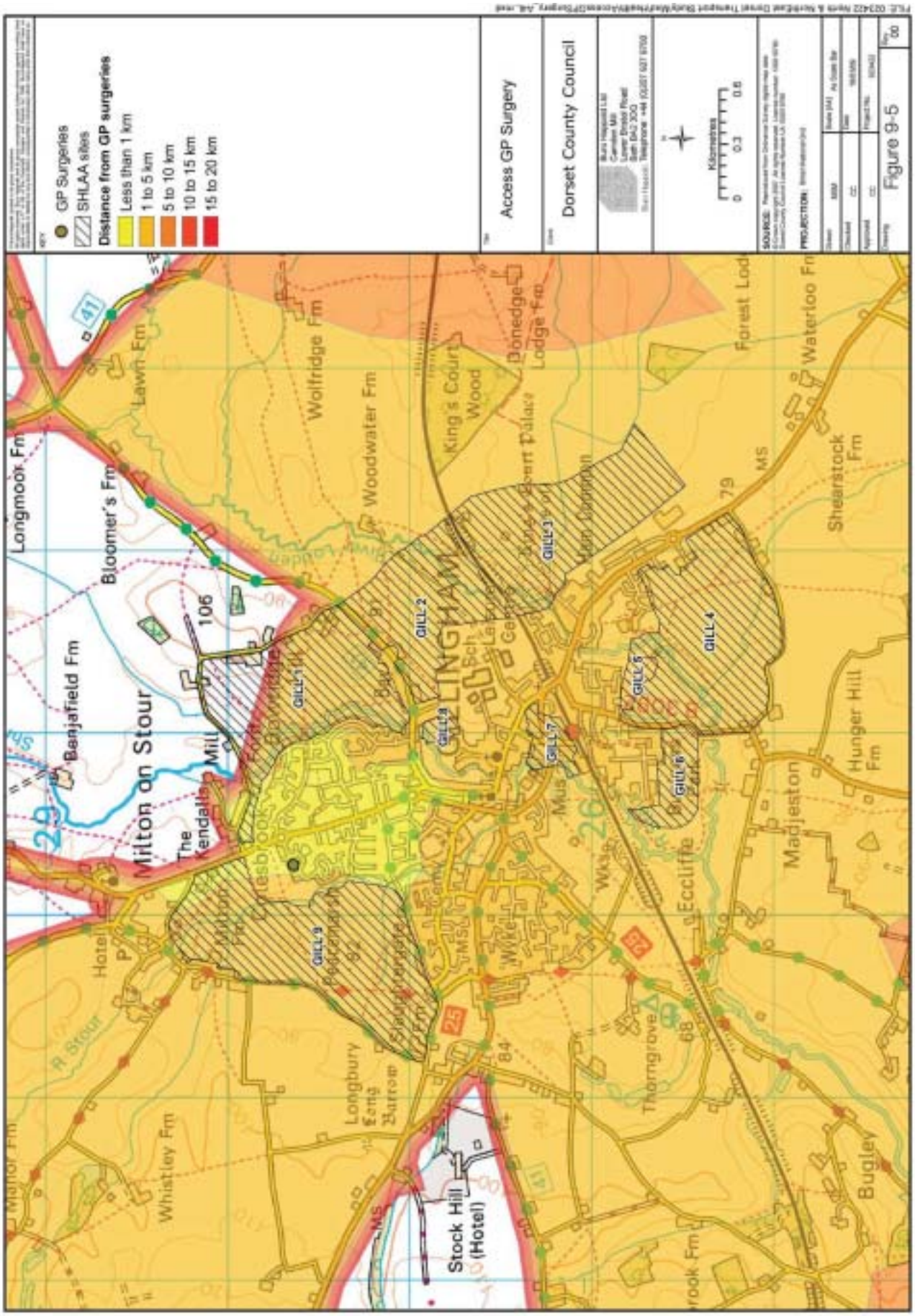


Figure 9-5 *Access to GP Surgeries in Gillingham*

Figure 9-5 identifies the proximity of the nearest GP surgery to residential parts of Gillingham. There are two GP surgeries in Gillingham; the Barn Surgery is located on Newbury, near the town centre, the Peacemarsh surgery is located on Marlott Road towards the north of Gillingham. There is an existing bus stop used by a number of services on Newbury located approximately 100m from the Barn Surgery. The 309 bus service stops outside the Barn Surgery providing a public transport connection with Wyke.

The nearest existing bus stop to the Peacemarsh Surgery is located approximately 300m away on the B3092. The number 59 bus service provides a public transport connection from here to the residential areas to the south of Gillingham. The distance to the nearest bus stop from the Peacemarsh Surgery may discourage patients from using the bus. There is no maximum or target distance set by RPG10 for access to GP surgeries.

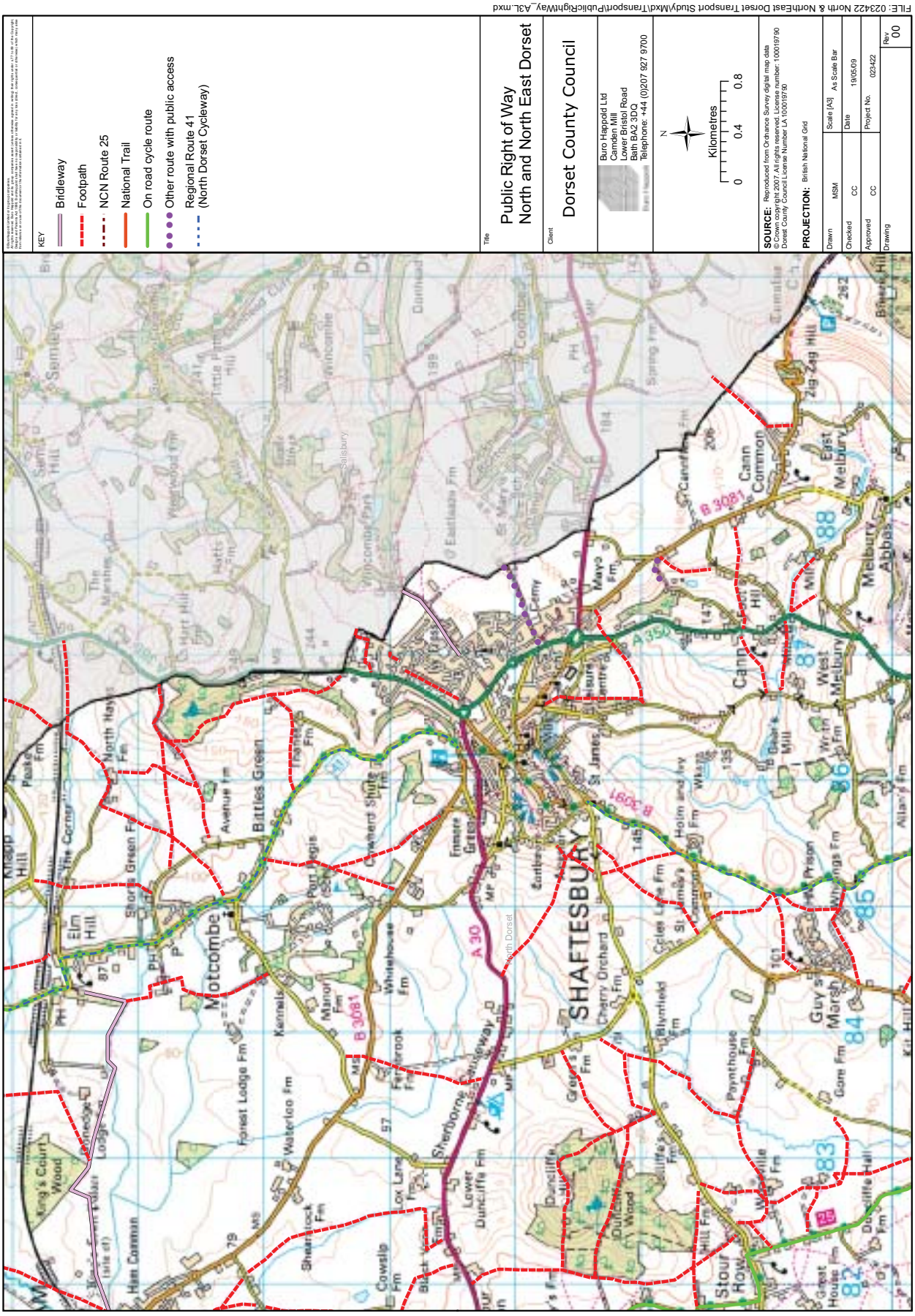


Figure 9-6 *Existing rights of way network in Shaftesbury*

9.2.2 Shaftesbury

Figure 9-6 identifies the existing rights of way network in Shaftesbury.

Regional Route 41 passes through the centre of Shaftesbury, the alignment of which is shown in Figure 9-6. During site visits it was observed that the road network through the centre of the town is narrow and may deter people from cycling. The local topography at St James and on the B3081 on the northern boundary of Shaftesbury may also discourage residents from cycling to Motcombe and on to Gillingham. Much of the existing residential area is located east of the A350 and is not connected to the North Dorset Cycleway. Furthermore, Ivy Cross and The Royal Chase roundabout junctions on the A350 are difficult to negotiate by bicycle, and represent a barrier to local residents who potentially could use the North Dorset Cycleway, particularly those living in Shaftesbury and working in Gillingham.

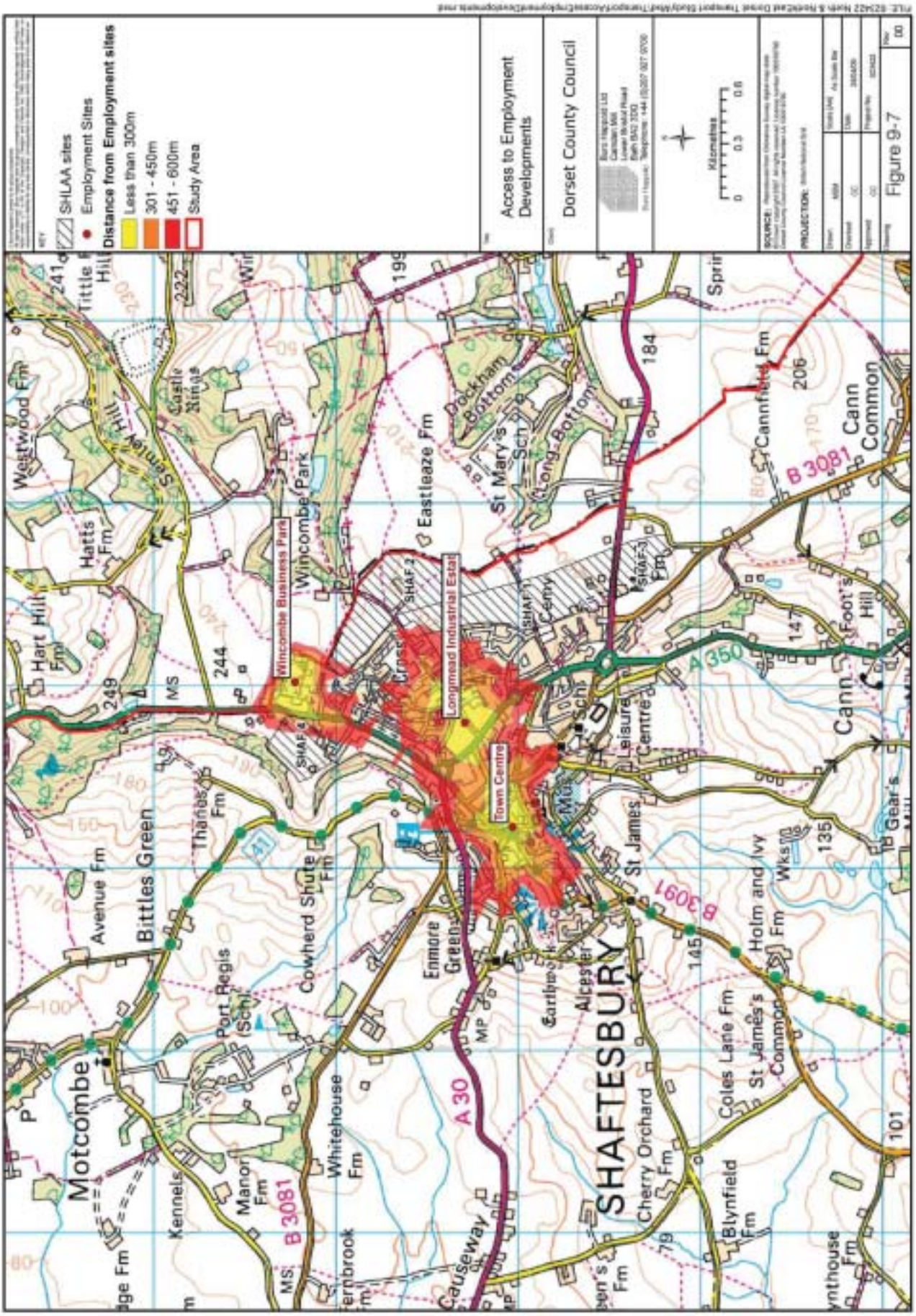


Figure 9-7 *Access to employment sites in Shaftesbury*

There are two large industrial estates in Shaftesbury, namely, Longmead Industrial Estate and Wincombe Business Park. The proximity of these sites in relation to the rest of Shaftesbury is show in Figure 9-7. Residential areas towards the south east of Shaftesbury are remote from the main identified employment centres. Residents living near to the Royal Chase Roundabout are more than 600m away, which may discourage walking and cycling.

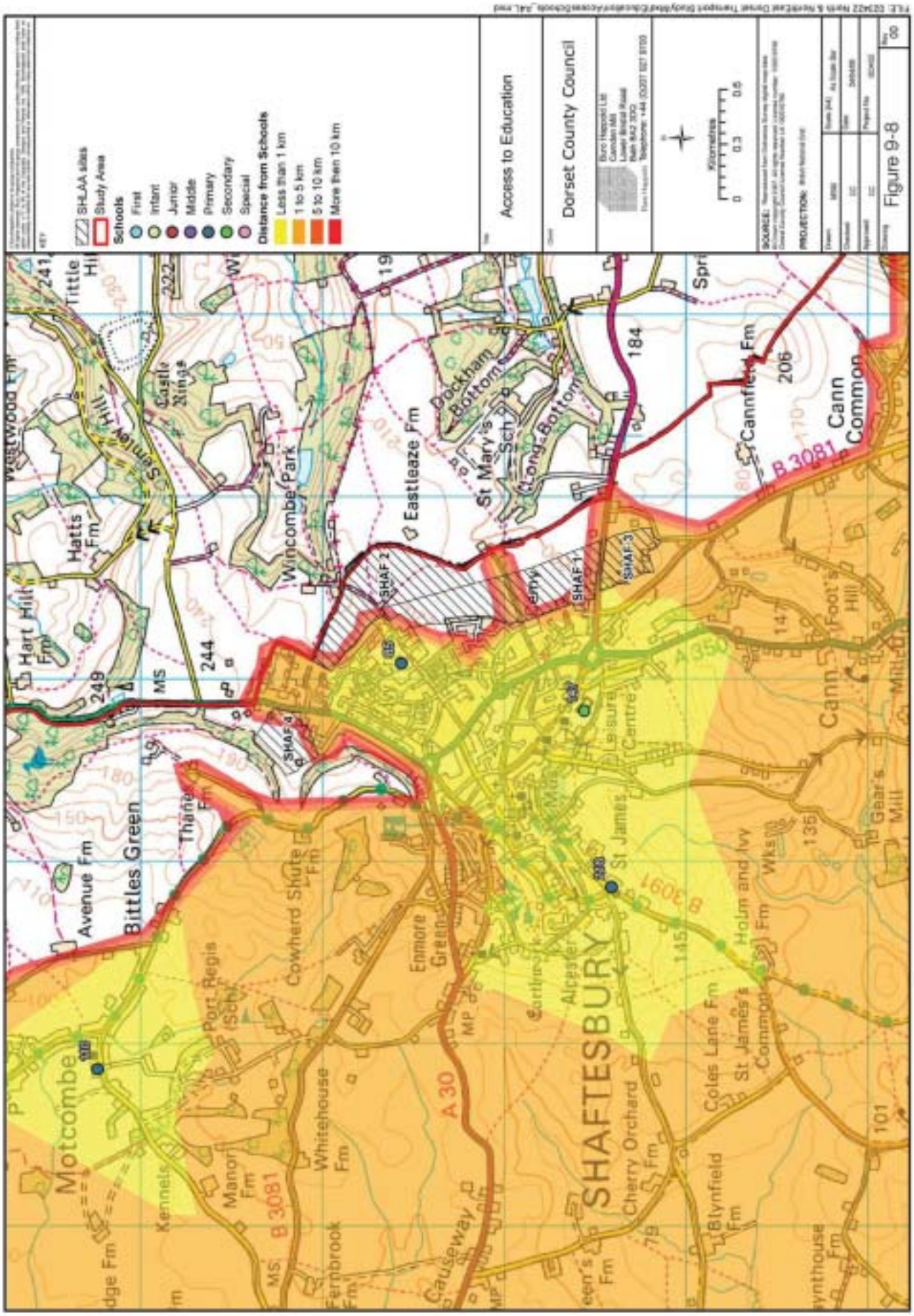


Figure 9-8 *Access to education in Shaftesbury*

Shaftesbury has two primary schools and one secondary school, the locations of which are shown in Figure 9-8. The figure demonstrates that the residential area adjoining the northern part of Grosvenor Road (A350) is further than 600m from the nearest primary school. Residents in the south east part of the Shaftesbury also have to travel further to school than the maximum desirable distance as set out in RPG10.

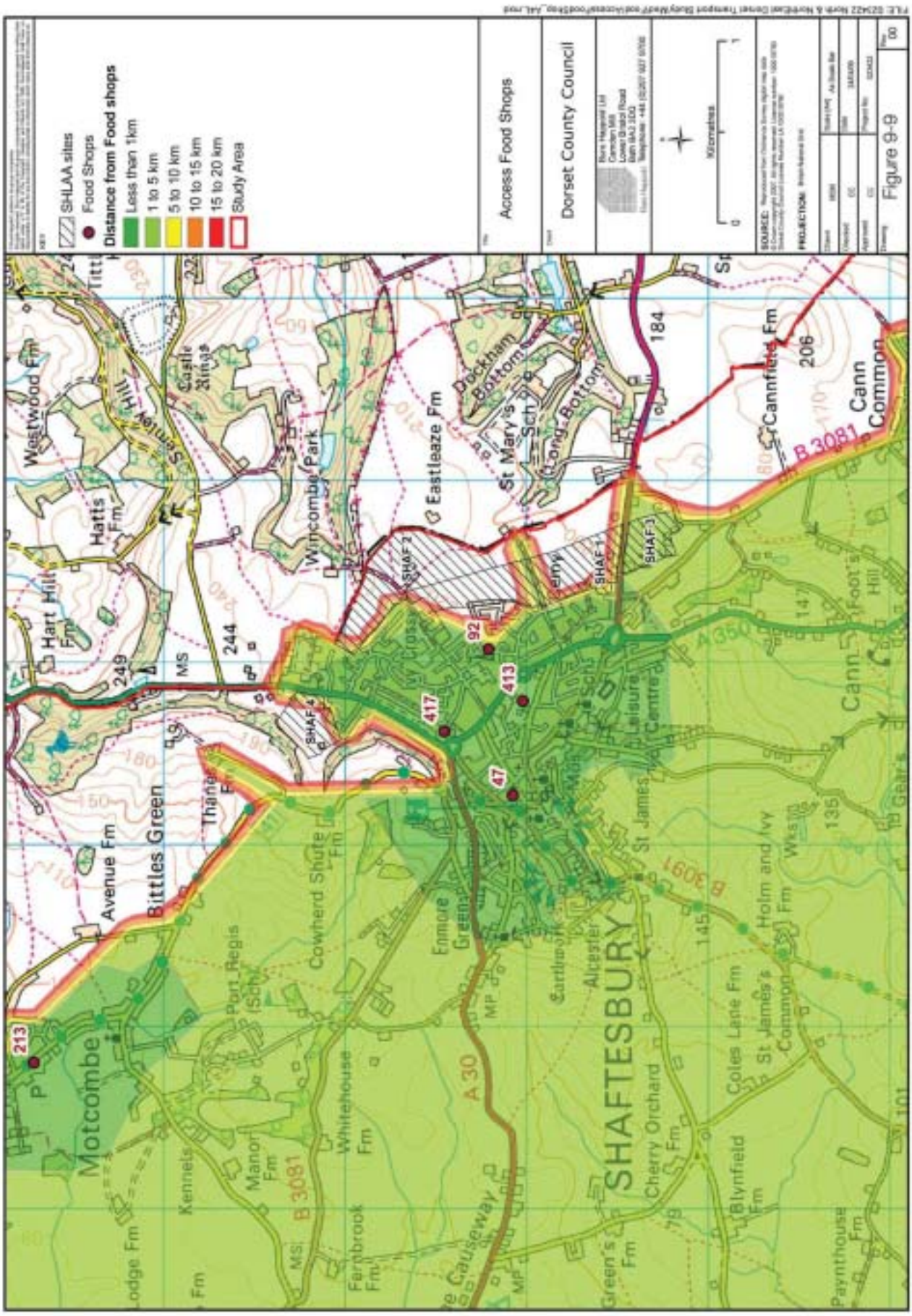


Figure 9-9 *Access to food retails in Shaftesbury*

Figure 9-9 shows the location of food shops in Shaftesbury. It shows a lack of easily accessible food shops in the northern peripheries of the town, along Grosvenor Road. The rest of the town is reasonably well served by food retailers. The large Tesco supermarket, accessed via Christy's Lane, and the town centre are both centrally located, enabling the majority of local residents to walk to them.

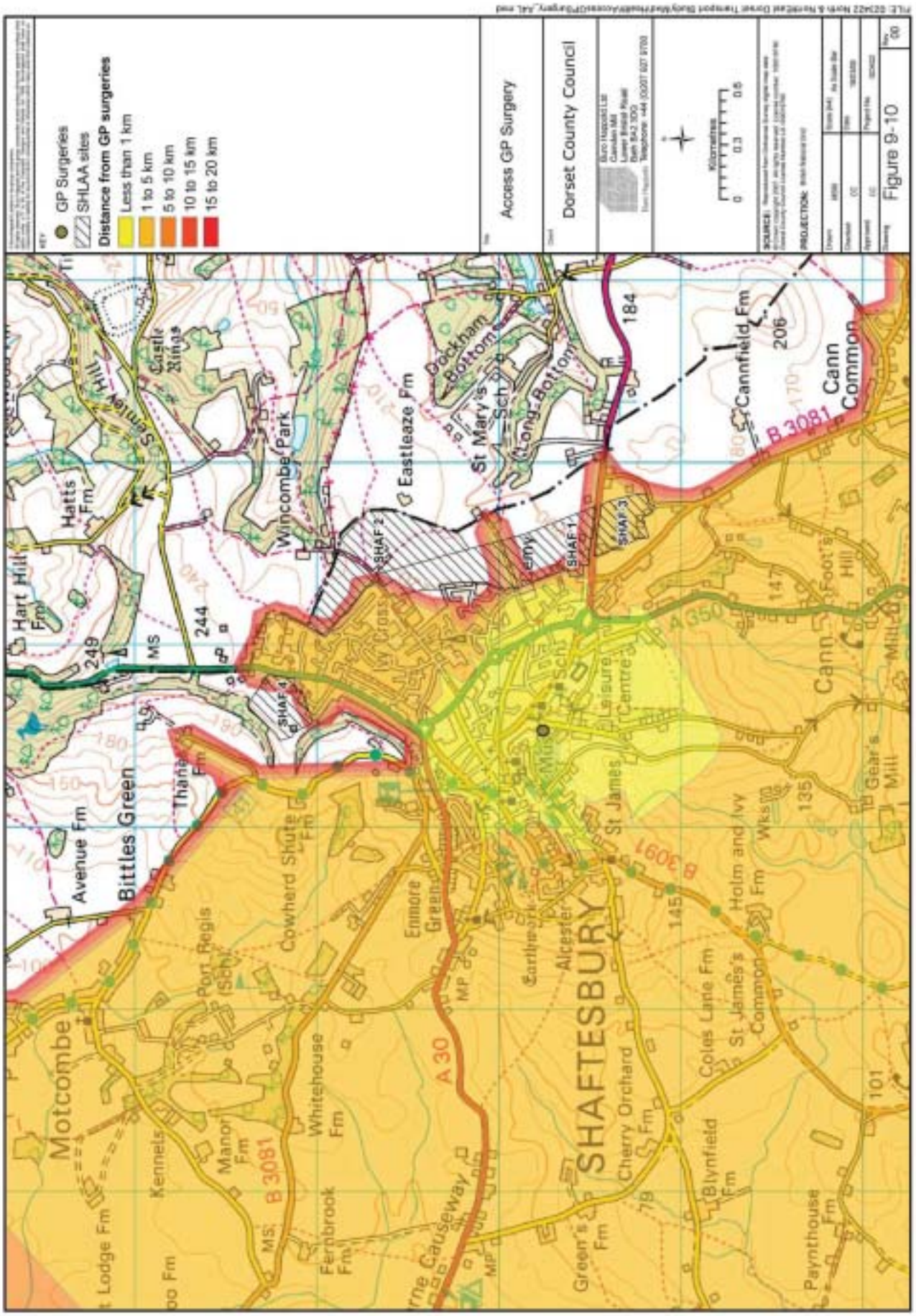


Figure 9-10 *Access to GP surgeries in Shaftesbury*

Figure 9-10 identifies the location of Abbey View Medical Practice, the only GP surgery in Shaftesbury. It is located on Hawkesdene Lane, towards the south of Shaftesbury. The residential areas to the north of Shaftesbury, along Grosvenor Road, are located approximately 2km from the surgery. There is an existing bus stop located directly outside the surgery on Hawkesdene Lane; however, it is not regularly served. Those living in these areas are likely to drive.

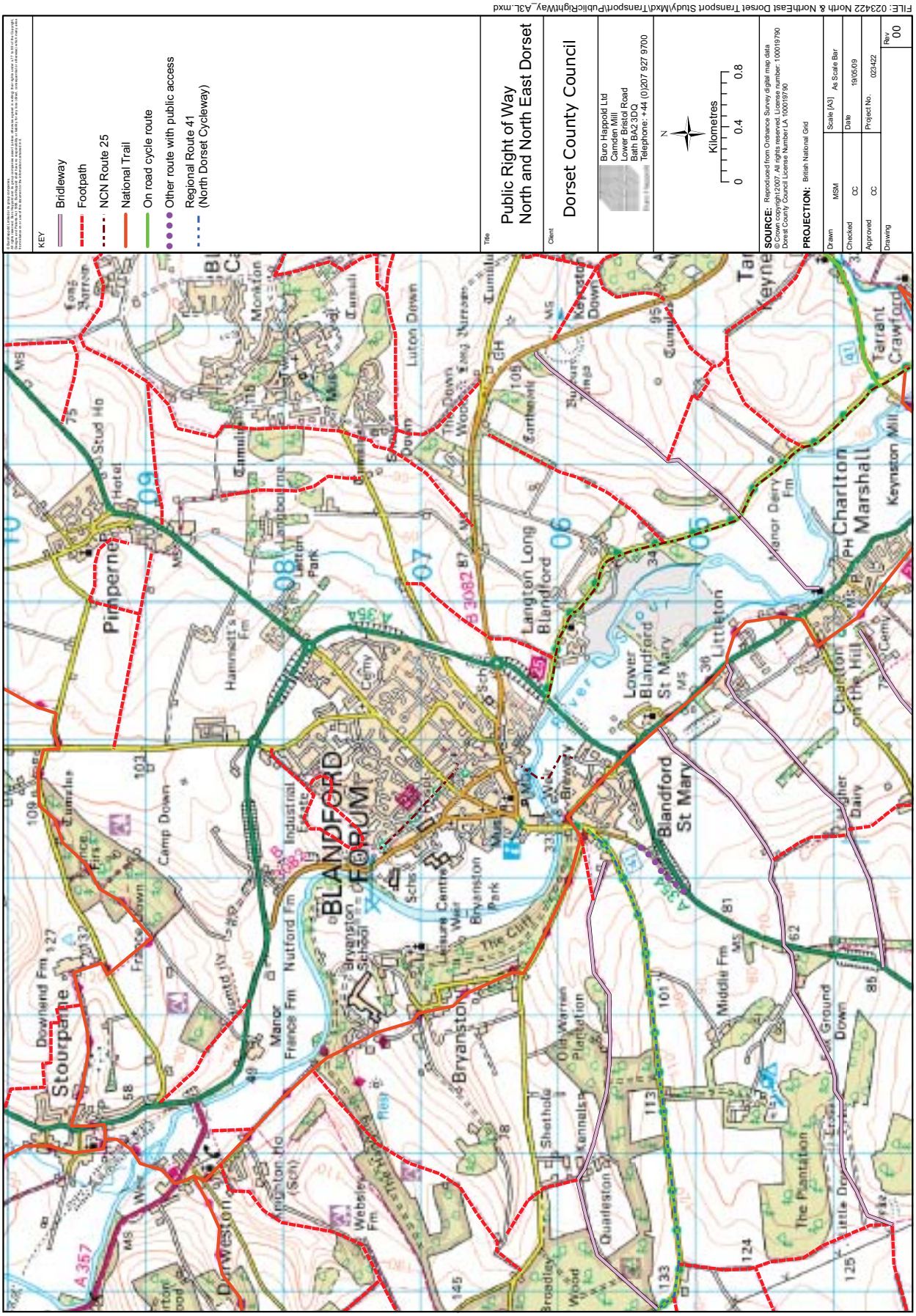


Figure 9-11 *Existing rights of way network in Blandford Forum*

9.2.3 Blandford Forum

Figure 9-11 shows the existing rights of way network in Blandford Forum and the surrounding area.

The alignment of NCR 25 through the centre of Blandford Forum is identified in Figure 9-11. Sections of the route remain incomplete or have been left such that cyclists have to navigate along existing vehicular rights of way. The key stakeholder consultation responses suggest that local residents find it particularly difficult to cross the A350 due to high volumes of traffic. This discourages residents living in nearby villages such as Pimperne from choosing to cycle and walk to Blandford Forum. The alignment of Regional Route 41 to the west of Blandford Forum is also shown in Figure 9-11. This provides a fragmented link to Sturminster Newton

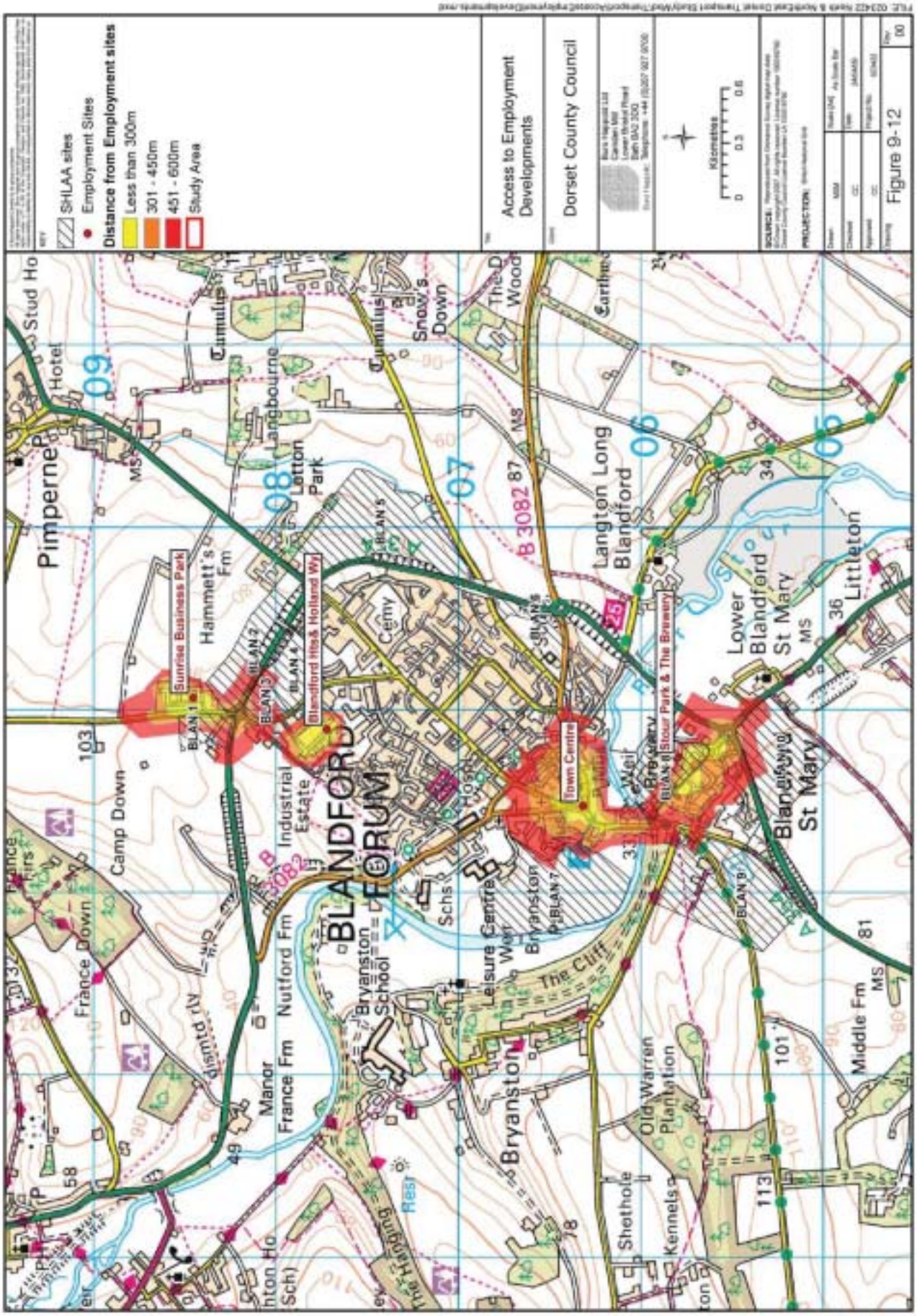


Figure 9-12 *Access to employment sites in Blandford Forum*

There are three main employment sites in Blandford Forum Sunrise Business Park, Blandford Forum Heights and Holland Way, both situated to the north of the town centre, and Stour Park and the Brewery, located to the south east. The location of the main employment sites is identified in Figure 9-12. In addition, Blandford Forum Camp, connected to the town by Black Lane, is a large MoD establishment that also provides a significant number of jobs. Figure 9-12 shows that employment opportunities are not within a short walking distance for many residential parts of the town. Employment opportunities are focused towards the northern and southern peripheries, increasing walking distances, which may encourage residents to choose to drive to work.

Figure 9-13 *Access to education sites in Blandford Forum*

Figure 9-13 shows the location of the one secondary school and three primary schools in Blandford Forum. The new areas of residential housing in Blandford Forum, along Higher Shaftesbury Lane, are not within the maximum walking distance set out by RPG10. In addition, there is no primary school that is within a short walking distance of the existing residential areas to the north east of Blandford Forum, along Salisbury Road.

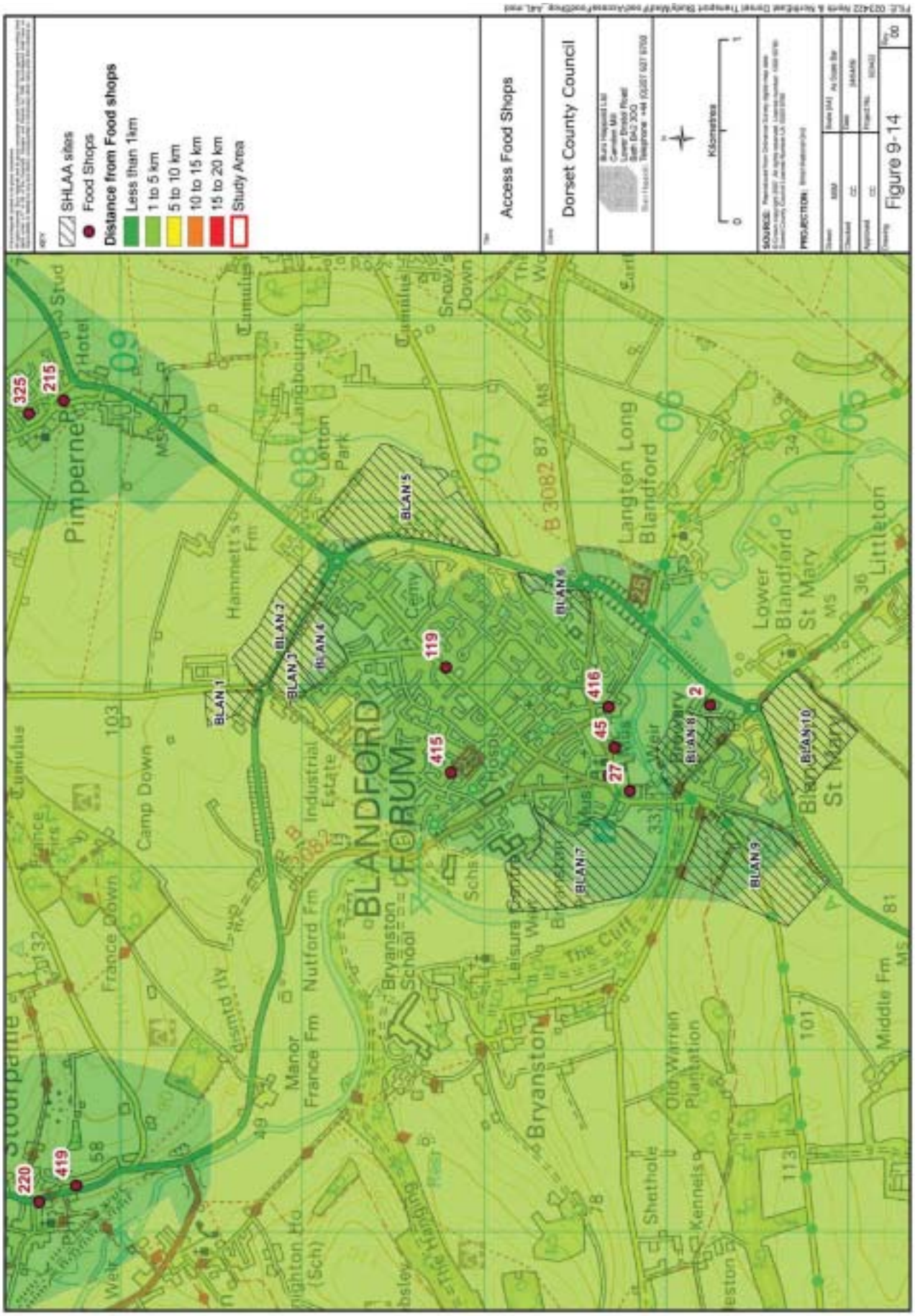


Figure 9-14 *Access to food retail sites in Blandford Forum*

The location of existing food stores is shown in Figure 9-14. The figure shows that a large part of the north western periphery of the town is not situated with 600m of the nearest food shop. Much of the rest of Blandford Forum is well served and within the maximum distance set out in RPG10.

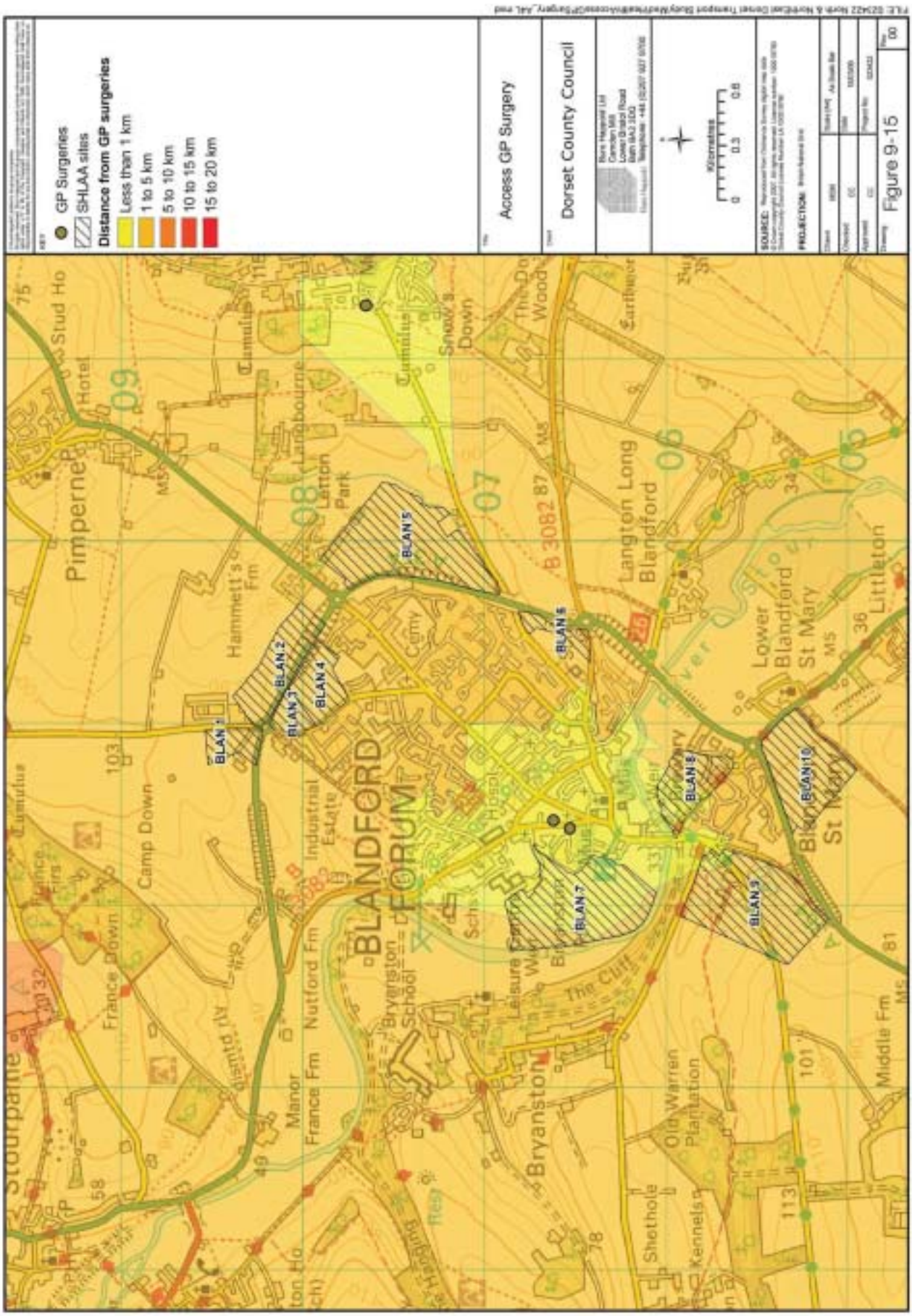


Figure 9-15 *Access to GP Surgeries in Blandford Forum*

There are two GP surgeries in Blandford Forum; both are located in the town centre approximately 2.8km from the residential areas along Shaftesbury Road to the north of Blandford Forum. However, their central location means that they are well served by public transport. There is a bus stop located immediately outside the practices on Mill Street.

9.3 Cycle Routes

This section discusses cycling issues in the three main towns and the wider rural part of North and north East Dorset. The North Dorset Cycleway, National Cycle Route (NCR) 25 and Regional Route 41 provide a reasonably well connected network for cyclists to use. The circuitous alignment of the North Dorset Cycleway discourages it from being used for day-to-day commuting purposes. The route was designed to be used for recreational purposes. However traffic flows have increased on the rural road network, and the North Dorset Cycleway is no longer maintained or supported by Dorset County Council.

9.4 North Dorset Trailway

The North Dorset Trailway uses the alignment of the former Somerset and Dorset Railway line which was closed to traffic in 1966. The Trailway provides a discontinuous off-road link between Stalbridge, Sturminster Newton, Shillingstone, Blandford Forum and Charlton Marshall. The route is used primarily for recreation; however, the key stakeholder consultation responses report that a significant number of local residents use the Trailway for commuting between towns and villages located along the route. It is a two and half metre wide multipurpose pathway that can be used for walking, cycling and horse riding. It has been designed to take account of the needs of wheel chair and push chair users.

Appendix A

The guide to car parking presented in Appendix B of the East Dorset Local Plan identifies the following parking standards.

New general residential parking standards:

General Residential	In Curtilage	Nearby Unassigned
1 bedroom house or flat	1	1
	2	0
	0	1.5
2 bedroom house or flat	1	1.5
	2	0.5
	garage +1	0.5
3 bedroom house or flat	2	1
	garage +1	1
	3	0
4/5 bedroom house of flat	double garage +2	0
	garage +2	1

New commercial and retail development parking standards:

Commercial and Retail Development	Spaces	Unit
B5.1 Use Class A1 - Retail Development		
B5.1.1 Food and Non-food Retail		
500m² GFA or less	1	space per 20m²
	+1	staff space per 100m²
	+1	HGV space per 500m²
B5.1.2 Food retail		
500m² - 5,000m2 GFA	1	space per 10m²
	+1	space per 100m²
	+1	HGV space per 500m²
5,000m² - 10,000m2 GFA	1	space per 10m2
	+1	staff space per 100m²
	+1	HGV space per 750m²
over 10,000m² GFA	1	space per 10m²
	+1	staff space per 100m²
	+1	HGV space per 1,000m²
B5.1.3 Non Food Retail over 500m² GFA	1	space per 20m²
	+1	staff space per 100m²
	+1	HGV space per 1000m²
B5.1.4 Garden Centres Covered Area Outside Area	1	space per 20m²
	+1	space per 30m²
	+1	HGV space per 500m²
B5.2 Use Classes A2 & B1 - B8 - Commercial Development		
B5.2.1 Offices, Banks, Building Societies, Estate Agents etc. First 300m2 GFA Remainder GFA over 300m²	1	space per 20m²
	+10%	for visitor parking
B5.2.2 Light Industrial, Hitech First 300m² GFA Remainder GFA over 300m²	1	space per 20m²
	+1	space per 30m²
	+10%	for visitor parking
	+1	HGV space per 500m²
B5.2.4 General Industrial First 300m² GFA Remainder GFA over 300m²		
	1	space per 20m²
	+1	space per 30m²
	+10%	for visitor parking
	+1	HGV space per 200m²

Commercial and retail development parking standards continued:

Commercial and Retail Development	Spaces	Unit
B5.3 Motor repair garages, car showrooms and service stations)		
B5.3.1 Showrooms	1	space per 90m^2 GFA
B5.3.2 Workshops	1	space per 15m^2 GFA
B5.3.3 Stores	1	space per 35m^2 GFA
B5.3.4 Offices	1	space per 30m^2 GFA
B5.3.5 Shops	1	space per 20m^2 GFA
B5.3.6 Motorist Centres (tyre and exhaust fitting etc)	2	spaces per repair bay
	+1	space per 2 members of staff
B5.3.7 Filling Stations	5	spaces for cars to wait per car wash
	+1	space per two members of staff
	+1	space per 20m^2 GFA for shop

New leisure facilities parking standards continued:

Leisure Facilities	Spaces	Unit
B6.1 Places of worship	1	space per 5m^2 GFA
B6.3 Public Houses and Licensed Clubs		
For the predominant drinking area	1	space per 2.5m^2 GFA
For the restaurant/ lounge area	1	space per 5m^2 GFA
B6.4 Restaurants	1	space per 5m^2 GFA
B6.5 Hotels and Guest Houses	1	space per bedroom
	+	provisional for Managerial Staff
B6.6 Theatres, Assembly Halls, etc		
B6.6.1 Theatres, Cinemas	1	space per 3 seats
	+1	space per 3 staff members
B6.6.2 Bingo Halls	1	space per 10 seats
	+1	space per 3 staff members
B6.6.3 Discos	1	space per 10m^2 GFA
	+1	space per 3 members of staff
B6.6.4 Community Centres, Halls	1	space per 5m^2 GFA
	+	staff parking to be judged on individual merit
B6.6.5 Conference Centres	1	space per 3 seats or
	1	space per 10m^2 GFA
	+1	coach space per 50 seats
	+1	space per 3 staff members
B6.7 Sports/ Leisure		
B6.7.1 Sports Hall	1	space per 20m^2 GFA
B6.7.2 Football, Hockey, Rugby, Cricket Pitches	1	space per 2 players/official
	+1	coach space per 4 pitches
B6.7.3 10 Pin bowling	4	spaces per lane
B6.7.4 Bowls	4	spaces per rink
B6.7.5 Tennis Courts	4	spaces per court
B6.7.6 Squash Courts	3	spaces per court
B6.7.7 Swimming Pool/ Ice Rinks	1	space per 10m^2 pool/rink
	+1	space per 2 staff members
	1	space per 4 spectator seats or
		space per 8m^2 GFA (spectator area)
B6.7.8 Health Clubs, Gymnasiums	1	space per 7m^2 GFA
B6.7.9 Golf Driving Ranges	1.5	spaces per tee
B6.7.11 Marinas	1.5	space per 10 berths
	+1	trailer space per 10 births
B6.7.12 Camping Sites	1	space per pitch (on pitch)
	+1	visitor space per 10 pitches (adjacent to office)
	+1	spaces per 2 members of staff

New health establishments parking standards:

Health Establishments	Spaces	Unit
B7.1 Doctor's, Dentist's, Veterinary Surgeries	1	space per GP
	+1	space per Ancillary Medical Staff
	+1	space per 2.5 Ancillary Staff (non medical)
	+2	spaces per consulting room (appointment system)
	or 4	spaces per consulting room (no appointment system)
B7.2 Hospitals		
B7.2.1 In-patient	1.25	spaces per bed
B7.2.2 Day Surgery	1.5	spaces per bed
B7.2.3 Outpatient	5	spaces per suite
B7.2.4 Accident Units	5	spaces minimum
	+1	additional space for every 5,000 attendances planned per annum
B7.2.5 Diagnostic X-ray	5	spaces per X-ray room
B7.3 Private Hospitals and Hospices	2	spaces per bed

New educational establishments parking standards:

Educational Establishments	Spaces	Unit
B8.1 Schools	1	space/ FTE (teaching) staff member
	+10%	for visitor parking
	+1	space per 10 pupils for setting down and picking up
	+1	space per 10 pupils for student parking (for students over the age of 17 years)
B8.2 Colleges, Language Schools	1	space/ FTE (teaching) staff member
	+10	for visitor parking
	+1	space per 4 students
B8.3 Halls of Residence	1	space per 2 habitable rooms

Cycle parking standards:

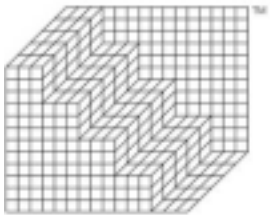
Cycle Parking	Spaces	Unit
B9.1 General Retail	1	space per 45m^2 GFA
	+1	staff space per 45m^2 GFA
B9.2 General Office	1	space per 100m^2 GFA
	+1	staff space per 200m^2 GFA
B9.3 General Industrial		
First 200m^2	1	space per 45m^2 GFA up to
1000m^2	+1	space per 250m^2 GFA up to
5000m^2	+1	space per 400m^2 GFA
B9.4 Storage and Distribution		
first 200m^2	1	space per 45m^2 GFA up to
1000m^2	+1	space per 250m^2 GFA up to
5000m^2	+1	space per 800m^2 GFA
B9.5 Libraries, Museums	1	spaces per 100m^2 GFA
	+1	staff space per 200m^2 GFA
B9.6 Public Houses, Restaurants and Licensed Clubs	1	space per 10m^2 GFA
B9.7 Hotels and Guest Houses	1	space per 10 beds
	+1	staff space per 10 beds
B9.8 Theatres, Cinemas, Assembly Halls etc	1	space per 50 seats
	+1	staff space per 100 seats
B9.9 Sport, Leisure Centres etc	1	space per 10 players
	+1	space per 4 members of staff
B9.10 General Health Establishments	1	space per 10 beds
B9.11 Educational Establishments	1	space per 5 students

Commercial and Retail Development	Spaces	Unit
B5.3 Motor repair garages, car showrooms and service stations)		
B5.3.1 Showrooms	1	space per 90m^2 GFA
B5.3.2 Workshops	1	space per 15m^2 GFA
B5.3.3 Stores	1	space per 35m^2 GFA
B5.3.4 Offices	1	space per 30m^2 GFA
B5.3.5 Shops	1	space per 20m^2 GFA
B5.3.6 Motorist Centres (tyre and exhaust fitting etc)	2	spaces per repair bay
	+1	space per 2 members of staff
B5.3.7 Filling Stations	5	spaces for cars to wait per car wash
	+1	space per two members of staff
	+1	space per 20m^2 GFA for shop

Appendix B

A full list of attendance for the North and north East Dorset Steering Group is provided below:

Attendance			
DCC TP Head	Paul Willis	EDDC	Richard Henshaw
DCC TP RSS	Andy Shaw	EDDC	Judy Windwood
DCC TP RSS	Adam Bows	EDDC	Sally Knott
DCC TP RSS	Laura Russ	NDDC	Ian Smith
DCC TP LDF	Stephen Hardy	NDDC	Nicola Laszlo
DCC TP LDF	Kate Tunks	DAONB	Sue Mitchel
DCC TP LDF	Joseph Rose	CC&WWAONB	Richard Burden
DCC TP LTP	Steve Williams	GOSW	Simone Wilding
DCC TP HDC	Steve Savage	DAPTC	John Parker
DCC TP HDC	Wayne Sayers	DAPTC	Tony Gibb
DCC SP POM	Richard Dodson	Buro Hapold	Chris Catteral
DCC SP	Gemma Yardley	Buro Hapold	William Hoare
DCC TM	Tim Westwood	Buro Happold	Jon Dare-Williams
DCC TM	Gordon Jenkins	Buro Happold	Gerry Prodohl
DCC ITU	David Dawkins	Highways Agency	Jacqui Ashman
DCC LAA	Mathew Beaumont	Highways Agency	Steve Hellier
DCC PROW	Tara Hansford	Highways Agency	Jon Lovatt
DCC PROW	Carmel Wilkinson	Highways Agency	Ian Parsons



Buro Happold